

EA02-027

FORD 8/5/03

LETTER TO ODI

APPENDIX A

5 BOXES

BOX 1 OF 5

PART 1 OF 3

Chris,

This is a copy of
the EMC test report
for the evidence book,
Issue 5.a, A2

8802-027 1137

KAVLIGO

EMR-427 1104



Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Wednesday, March 20, 2002 3:07 PM
To: Maurer, James (J.B.); Panaretos, Christine (C.M.)
Subject: 14D LMMS Data

Add this statement to 14D line 3D: "LMMS was searched by OGC on 3/20/02 and no legals were reported."

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D6
Tele. 313-84-64138; Fax 39-02513
Text Pager: 734-296-1605
E Mail: pplante@ford.com (CDS ID PPLANTE)

✓

ER02-027 1259

FIELD NOTES
SUMMARY

8882-827 1288

VEHICLE
APPEAR

EMR-827 1276

TECHNICAL
SUMMARY

**FACSIMILE
TRANSMITTAL**



14501 Los Angeles Avenue
Moorpark, California 93021-5738, U.S.A.
Telephone: (805) 523-2000

**NUMBER OF PAGES
INCLUDING
THIS PAGE: 7**

DATE: July 18, 2002

DOC NO.: _____

TO: Amy Poma

AT FAX NO.: (313) 390-4084

COMPANY: Ford Motor Company

LOCATION: _____

FROM: KYONG PARK
RETURN FAX NO.: (805) 523-7125

RE: _____

MESSAGE: _____

RETURN FAX NO.: (805) 523-7125

website: www.kavico.com • e-mail: sales@kavico.com

EN82-827 1405

Poma, Amy (A.)

From: Freeland, Mark (M.)
Sent: Tuesday, June 18, 2002 10:29 AM
To: Maurer, James (J.B.); Poma, Amy (A.)
Cc: Brogley, Martin (M.A.); Plante, Paul (P.G.)
Subject: Driver for PCM J1 Tests

Jim/Amy,

Martin Brogley at SRL drives 100 miles round trip per day, and has volunteered to accumulate test miles on one of the Foc if we wish. Please let me know if you would like to take advantage of this offer.

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

Poma, Amy (A.)

From: Akolkar, Shrikant (S.V.)
Sent: Thursday, July 18, 2002 12:52 PM
To: Poma, Amy (A.)
Cc: Maurer, James (J.B.)
Subject: FW: Scope Installation for Green Focus Focus 568B656

Pl. record this sensor failure event in your spread sheet by adding 30 miles.

-----Original Message-----

From: Akolkar, Shrikant (S.V.)
Sent: Thursday, July 18, 2002 12:38 PM
To: McCoy, James (J.D.); Duncan, Jack (J.L.)
Cc: Maurer, James (J.B.); Gates, Freeman (F.C.); Fraegland, Mark (M.); Plante, Paul (P.G.); Sturzenegger, Larry (L.W.); O'Neal, Jim (J.D.)
Subject: Scope Installation for Green Focus Focus 568B656

I drove the vehicle to MPG on 7/15/02 from POEE. We had brand new Zarlink die sensor thermocoupled in tubes & on top. The engine check light came on after about 30 miles just before entering M53. The vehicle wasn't accelerating smooth after that though it was running ok at 70 mph on freeway & could be easily started after shut off. We hooked up star tester at MPG & found that the code was P0402-Excess EGR Flow.

Jim, I just spoke with Jack Dncan of MPG & he will receive you at MPG on Mon AM for scope installation to monitor the trigger events of the sensor. I hope Jack can use same for recording the voltages & current during chassis roll cycling test. Pl. call him if you need to other wise, he will expect you there on Mon. I won't be going there on Mon as Jack will need few more days to get vehicle prepped for chassis roll cycling test. Also, pl. talk to Freeman Gates before you go. He wants to check if any more cyclic details of the exhaust pressure variations can be recorded on that vehicle. The pressure transducers before & after the orifices are already installed on the vehicle.

With Regards,

SHRIKANT Akolkar
sakolkar@ford.com Ph:(313) 594-1908 Fax:(313) 390-1229
Ford Motor Co. POEE AQ077 P.O.Box 2053 MD#36
Dearborn MI 48124 U.S.A.

Odd files to Kaulice website:

- Replace 'Kaulice TM dPFE System Technical Summary (.pdf)' w/ Technical Summary TM dPFE-4.doc dated 2/20/02
- Call Jay! Jig 'Kaulice Scientific Cartridges'
- Call TM Zac.pdf 'ZacLink Timing Plan'

Panaretos, Christine (C.M.)

Subject: Canceled: Kavlico dPFE Sensor Core Team Meeting
Location: POEE D1186 (War Room In FMEI Dept.)

Start: Thu 5/2/02 1:00 PM
End: Thu 5/2/02 3:00 PM
Show Time As: Free

Recurrence: Weekly
Recurrence Pattern: every Thursday from 1:00 PM to 3:00 PM

Meeting Status: Not yet responded

Required Attendees: Panaretos, Christine (C.M.); 'apoma2@verizon.com'; Akina, Mary (M.); Akolkar, Shrikant (S.V.); Albrecht, Guenter (G.K.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.); Auiler, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoeka, Pete (P.F.); Bansek, Catherine (C.K.); Bersuder, Lee (L.C.); Blesl, Gerry (G.); Bronni, Mark (M.J.); Bugaj, Barry; Danes, Adam (A.V.); 'Davies, Brady'; Deeb, Joe (J.S.); Douglass, Jim (J.B.); Freeland, Mark (M.); Galante, Chris (C.R.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Hengas, Jon (J.); 'Jahshan, John'; Janda, Jon (J.M.); Johnson, Joe (J.H.); Kerazi, Karen (K.J.); Kozewnik, John (J.J.); Kunda, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Panaretos, Christine (C.M.); 'Park, Kyong'; Pascary, Ken (K.M.); Perry, Brian (B.J.); Plants, Paul (P.G.); Popoff, Daniel (D.M.); Raquesau, Alden (A.P.); Rossel, Roberto (R.A.); Schieding, Kurt (K.J.); Shore, John (J.); 'Tamaahiro, Terry'; Trujillo, Thomas (T.G.); Verner, Carol (C.J.); White-Johnson, Patrice (P.); Williamson, Richard (E.)

Importance: High

PLEASE BE ADVISED THAT A [REDACTED] MEETING WILL TAKE PLACE IN PLACE OF OUR REGULARLY SCHEDULED MEETING. WE WILL RESUME THE REGULAR SCHEDULE NEXT TUESDAY, MAY 7.

These are the ongoing meetings for the Kavlico TM dPFE sensor. The Thursday meetings will last 2 hours. We will have a teleconference with Kavlico and any other team members who are unable to attend but still want to participate. The telephone number to the conference room and passcode will be sent in another notice.

anaretos, Christine (C.M.)

Subject: DPFE Sensor Stalls Issue Review
Location: DI-186 (FMEI War Room)

Start: Thu 5/2/02 1:00 PM
End: Thu 5/2/02 3:00 PM
Show Time As: Tentative

Recurrence: (none)

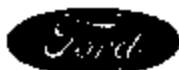
Meeting Status: Not yet responded

Required Attendees: 'jshahan@visteon.com'; Schieding, Kurt (K.J.); Awad, Mahmoud (M.J.); Plants, Paul (P.G.); Gabe, Freeman (F.C.); Freeland, Mark (M.); Maurer, James (J.B.); Perry, Brian (B.J.); 'apoma2@visteon.com'

Team, we need 2 hours to discuss this subject. The only time all are available is 5/2 during our normal team meeting. All are required to have a meaningful discussion. **BRING ALL DATA ASSOCIATED WITH STALLS FOR DISCUSSION.** Filmsies are better than paper to save copies.

Agenda:

- 1) Overview to set agenda. Brainstorm data and issues from V Engine, PCSE, and Quality Office.
- 2) Review data from each attendee and discuss with team.
- 3) Establish:
 - A) Can stalls theoretically happen?
 - B) What happens when a stall occurs?
 - C) What is the rate of stall compared to overall sensor warranty.
 - D) What components affect stalls (i.e. sensor, PCM, etc.)
- 4) Consense on stall issues. Establish statement for 14D.
- 5) Next steps.



MEETING ANNOUNCEMENT / WORKING TEAM MEETING

Objective:	Establish and implement corrective and containment actions for Kavlico TM dPFE Sensor
Meeting Logistics	
Subject:	Kavlico TM dPFE Sensor Core Team
Date:	April 30, 2002
Time:	1-2:30 p.m.
Location:	POBB, DI-196 (FMBI War Room)
Called By:	Jim Maurer, Team Leader: (313) 39-03672
Next Meeting (s):	May 2, 2002, Core Team Meeting May 7, 2002, Core Team Meeting
Conference Call-in Number(s):	9-1-954-1149 (Inside Ford); 847-619-6158 (outside) Pascode: 6881436# Kavlico Fax: 805-531-6574

Core Team Participants					
Black Belt	Kavlico	V-Engine	Quality Office	EESE	Purchasing
Mark Froeland	Mary Atkins	Jim O'Neel	Mahmoud Awad	Sheran Allen	Chris Nielsen
Shri Alkolar	Don Ayers	Prooman Gates		Robert Rossi	Bill McCarty
Jon Jaada		Chris Panaretos			Patrice White-Johnson
		Paul Plants		PCSE	
Team Leader		Carol Verner		Ken Arnold	
Jim Maurer				Brian Perry	

Meeting Agenda - 4/30/02			
Order of Agenda Items	Cont. Issue #	Person(s) Responsible	Time Allocated
1. Introductions		All	5 minutes
2. FRL Update of UPAD	I3, A2	Mark Froeland	15 minutes
3. Update on Body and Assembly plant failures	I3, A9	Don Ayers	10 minutes
4. PCM update: Voltage drop between v-out and signal return	I3, A5	Brian Perry, John Jahshan	10 minutes
5. Outside Lab / Non disclosure agreement - status	I5, A5	Bill McCarty	5 minutes
6. Update on "In Process" acid tested parts; Discussion of chemical analysis of gel.	I5, A6, A3	Kyong Park, Mark Froeland	15 minutes
7. Update on obtaining vehicles and high-mileage parts for FRL analysis	I6, A5, A6	Jim Maurer (John Ftru)	10 minutes
8. Walk-ins		All	10 minutes
9. Next Meeting Agenda Items		All	5 minutes

Proposed Next Meeting Agenda 5/2/02	Person(s) Responsible	Time Estimated

Notes

Bring handouts (paper copies) for all presentations
 Provide electronic copies of presentations to CPANARET (no later than 1 hour prior to the meeting)
 Please be on time as we have a full agenda

Jim Maurer/cp: 4/29/02
 Kavlico dPFE Sensor Core Team

Panaretos, Christine (C.M.)

From: Gates, Freeman (F.C.)
Sent: Tuesday, April 09, 2002 12:34 PM
To: Maurer, James (J.B.); Planta, Paul (P.G.); Planta, Paul (P.G.); Freeland, Mark (M.)
Co: O'Neall, Jim (J.D.); Panaretos, Christine (C.M.); Gates, Freeman (F.C.)
Subject: Additional Lab Outside References

Please note the following Labs in addition to Analytical Solutions:

- Insight Analytical Labs - www.IAL-fa.com/
- Tandex Labs - www.tandexlabs.com/
- Raytheon Labs - www.reliabilityanalysislab.com/
- ISE Labs - www.dts.com/fa.html

Freeman Gates

Senior EGR Systems Technical Specialist
Tel (913)92-8487 Fax (913)92-0484
POEE Rm D-188 CM-178

Panaretos, Christine (C.M.)

From: Freeland, Mark (M.)
Sent: Wednesday, March 20, 2002 3:53 PM
To: Panaretos, Christine (C.M.)
Co: Flante, Paul (P.G.)
Subject: Transient Voltage Test Results

Chris,

Please add the summary of Transient Voltage Test results I sent you earlier to Thursday's agenda for discussion (Paul's suggestion).

Could you also have copies for those present, Note: as it contains data on Motorola parts it should not be emailed to Kavlico.

An alternative document which can be sent to Kavlico is attached to this email, it has the Motorola data removed.

Thanks

Mark Freeland



Summary of Results
Sensor Test...

EM-

Do agenda based on 'red' highlighted in 140.

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Wednesday, March 20, 2002 4:48 PM
To: Maurer, James (J.B.); Plants, Paul (P.G.)
Subject: Latest Revision to 14D

Here is the latest copy of the 14D.....it has all of the attachments that I have received as appendices, which are highlighted in blue throughout the document. The red items will be reviewed as assignments in tomorrow's meeting. I will be putting together the agenda based on these. This should be the only thing that is targeted for discussion tomorrow. Mark Freeland suggested we review his Transient Voltage Test results report, which he provided me with a copy that Kevlco can view. I will also send that out tomorrow with the agenda.

If there is anything else you want me to add to the agenda, please let me know by 10:00 tomorrow. I think we should target the red action items and Mark's discussion only and leave it at that. Any new updates that people want in the document or presented at the tech review should wait. I don't have a problem making minor changes that you have reviewed, but I think we have given the team enough time to report out their findings. And, I don't think tomorrow's meeting should be the time or place to discuss any new issues that may arise.



Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265


PROJECT SOLUTIONS, LLC.

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Wednesday, March 20, 2002 5:04 PM
To: Plante, Paul (P.G.); Maurer, James (J.B.)
Subject: Agenda for Tomorrow's meeting

Here is the preliminary agenda for tomorrow's meeting. I based this on the "reds" in the 14D. I am not making copies of the 14D for tomorrow - we should just base the discussion from this one-pager.

Please review and forward any changes by 10:00 tomorrow. If I do not hear from you by then, I will go ahead and send out.


Revision Number
Agenda_513122....

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-88337
Fax: (313) 32-29285

ER82-827 1687

ENR2-027 1700

2/5/02
R001-0

Analytical Solutions
Reports

Poma, Amy (A.)

If Thursday mtg. I mail Jim McCoy

From: Plants, Paul (P.G.)
Sent: Tuesday, May 21, 2002 11:27 AM
To: Poma, Amy (A.); Maurer, James (J.B.)
Subject: RE: May 2 Stalls mtg. Assignments update

Amy, please ask Jim McCoy to attend and give update on Instrumentation. I am offsite Thursday afternoon for a Lessons Learned Issue and will not attend sensor meeting.

—Original Message—

From: Poma, Amy (A.)
Sent: Tuesday, May 21, 2002 9:21 AM
To: Plants, Paul (P.G.)
Subject: May 2 Stalls mtg. Assignments update

Paul-

Please be advise on the status of the Stalls meeting Assignments. You are on Thursday's Kavlico meeting to give update on Jim McCoy's issues. I will also give you any update I get from Jim M. when he returns tomorrow.

<< File: stalls.xls >>

Jim McCoy-Procure 5 sets of instrumentation/plan to test vehicles.

Jim submitted an RPS into the system on May 13th for the test instrumentation (Newark Electronics is the supplier). He has asked for a delivery date of May 20, although the order did not arrive yesterday. He also contacted Electro-Rent on May 13th asking for a quote on 3 oscilloscopes (TDS-784D). He received the quote from Electro-Rent and was to contact Yokogawa yesterday for a competitive bid.

He has (3) drivers, including himself for the test vehicles. Dennis Krzyake from the Hardware Controls Interface group and Jerry Kazmer from Powertrain Electronics. Both are very familiar with test equipment and data collection.

Jim advises the only variation to the test procedure would be in the type of current transducer used which would be dependant on the type of scope. He is to finalize the procedure in the next day or so and will keep me advised.

(I have copy of RPS and quote from Electro-Rent)

Jim Maurer-Assignment 1- have Larry test Focus vehicle to establish if any secondary failures are occurring and 2-Update 14D for next Technical Review with all answers from Stalls mtg. assignments.

I have not been able to see where Jim is at on these since he has been traveling. I plan to talk to him tomorrow and I will provide you with an update at that time.

Open issues with a due date of 5/28 from John Jahshan and Anup Patel are in process and I will be given an update during the week and will forward.

Amy Poma
V-Engine Engineering-Project Mgmt.
POEE Building, FMEI Cube CQ-156
phone-313-390-8849, fax: 313-390-4084

Panaretos, Christine (C.M.)


From: Panaretos, Christine (C.M.)
Sent: Wednesday, February 13, 2002 12:50 PM
To: Akins, Mary (M.); Alles, Sheran (S.A.); Awad, Mahmoud (M.I.); Ayers, Don; Dames, Adam (A.V.); Freeland, Mark (M.); Gates, Freeman (F.C.); Maurer, James (J.B.); Nielsen, Christian (C.A.); O'Neall, Jim (J.D.); Panaretos, Christine (C.M.); Perry, Brian (B.J.); Pfantz, Paul (P.G.); Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Shore, John (J.); Smythe, Joseph (J.M.); Verner, Carol (C.J.)
Subject: 2/12/02 Kavlico dPFE Senior Core Team Meeting
Importance: High

Attached please find the meeting minutes from yesterday's (2/12/02) Kavlico dPFE Senior Core team meeting. Please note the assignments are at the end of each agenda item in bold. These assignments will also be added to the open issues deck, which was distributed at the meeting.

Speaking of the Open Issues Deck, everyone from the core team is expected to update their items, as an assignment that came out of yesterday's meeting. Please review the action items you are responsible for and date required for completion. When looking at the 'date required' column, please keep in mind the following: dates that are current (i.e. 2/12 or beyond) indicate the issue is on-going. Past due dates indicate the action item has not been updated since that date - these need immediate attention. Also, if the wording is incorrect, please send me back your changes/comments with your updates. Return your comments/updates to me via e-mail, phone, or in person, by no later than noon on Friday, February 15. If you do not get these updates to me by then, you will be first on the agenda at the next core team meeting to explain your issues.

If you have already met with me regarding updates, please disregard the above paragraph. I ask that you still review the meeting minutes to make sure you are covering all of your current assignments.

If you did not receive a copy of the issues, or if you have any questions, please do not hesitate to contact me.


Kavlico website
kavlico_011302...

Chris Panaretos

Project Manager, Project Solutions, LLC.

Ford POEE, Components "B"

(313) 24-89337

Fax: (313) 32-29285

END-427 2132

1915 C. E. ...
C. S. ...

Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Friday, March 15, 2002 7:17 AM
To: Panaretos, Christine (C.M.); Maurer, James (J.B.)
Subject: RE: Updated Kavico Issues

Chris, thanks. If you can get a copy of complete issues deck to Jim and I by Noon today I would appreciate that. Jim and I will meet in my office at Noon. If you can bring your computer loaded w/ the 14D we can update on the spot. Also, I would hav you follow up on assignments required of the engineers for the 3/25 Tech Review. John Kozewnik meeting will be probably Friday AM.

This should be your top priority today in prep for Koe meeting. Thanks for the support.

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Thursday, March 14, 2002 3:53 PM
To: Plante, Paul (P.G.); Maurer, James (J.B.)
Subject: Updated Kavico Issues

Attached is the latest issues deck. This reflects changes from the 3/7 and 3/12 meetings. Comments are updated with appropriate action items.

I will be putting together a timing plan, based on these issues and comments I heard come out of the meeting today. I took 4 pages of notes, and I will be sorting through these to develop the plan.

I did not update the issues from any notes that came out of the technical offsite today. Hope the "is/is not" went well. If you want me to be a part of your meeting tomorrow (to make updates to the 14D), let me know.

<< File: 14DIssues_031202.PDF >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29285

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Wednesday, February 13, 2002 1:40 PM
To: Akins, Mary (M.); Abrecht, Guenter (G.K.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.); Auller, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoska, Pete (P.F.); Bansek, Catharine (C.K.); Bersuder, Lee (L.C.); Biesel, Gerry (G.); Bronni, Mark (M.J.); Danae, Adam (A.V.); Davies, Brady; Deeb, Joe (J.S.); Douglass, Jim (J.B.); Frestand, Mark (M.); Gates, Freeman (F.C.); Glordano, Mike (M.A.); Hengas, Jon (.); Jahshan, John; Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Kerez, Karen (K.J.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Panaretos, Christine (C.M.); Park, Kyong; Pascary, Ken (K.M.); Perry, Brian (B.J.); Planta, Paul (P.G.); Popoff, Daniel (D.M.); Raquepau, Aiden (A.P.); Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Sebok, Lynn (L.A.); Shore, John (J.); Smythe, Joseph (J.M.); Tamaahiro, Terry; Trujillo, Thomas (T.G.); Vemer, Carol (C.J.); White-Johnson, Patrice (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)
Subject: Website and Shared Drive Access to Kavlico dPFE Sensor

The much-anticipated Kavlico TM dPFE Sensor web page has been finalized! The page is now up and running, and should be accessible by everyone on this distribution (with the exception of outside Ford and Visteon). The address is: <https://web.vaa.ford.com/vaa8/KavDocs/>. Please bookmark this site for future reference.

The documents posted on this site are considered "non-confidential". The 14D, EPRC Fact Sheet, and One Page Field Summary Action paper can either be found in the evidence books (located at my desk) or see Paul Plante for the most current copy. There is also a history of documents in the evidence books. If you have any supporting documents that need to be added, please send them to me electronically.

There is a shared drive that is accessible to core team members only, located here at POEE. This should be used for working documents that need to be shared amongst the team. Large files should be 'zipped' before being uploaded to this. The address for the shared drive is: POE00004\proj\kavlico. If you need instructions on how to set this up, please let me know.

Chris Panaretos

**Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-88337
Fax: (313) 32-29265**

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 4:00 PM
To: Akins, Mary (M.); Albrecht, Guenter (G.K.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.);
Aulier, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoske, Pete (P.F.); Bansek,
Catherine (C.K.); Bersuder, Lee (L.C.); Blesl, Gerry (G.); Bronni, Mark (M.J.); Davies, Brady;
Deeb, Joe (J.B.); Douglass, Jim (J.B.); Freeland, Mark (M.); Gates, Freeman (F.C.);
Giordano, Mike (M.A.); Hargas, Jon (.); Jahshan, John; Johnson, Joe (J.H.); Kapp, Dan
(Daniel R.); Karazi, Karen (K.J.); Kozswnik, John (J.J.); Kunde, Olaf (O.); Masura, Gordon
(G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian
(C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Panaretos, Christine (C.M.); Park, Kyong;
Pascary, Ken (K.M.); Perry, Brian (B.J.); Plants, Paul (P.G.); Popoff, Daniel (D.M.);
Raquepau, Alden (A.P.); Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Sebald, Lynn (L.A.);
Shora, John (J.); Smythe, Joseph (J.M.); Tamashiro, Terry; Trujillo, Thomas (T.G.); Verner,
Carol (C.J.); White-Johnson, Patrice (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)
Subject: Kavlico dPFE Sensor Field Action Summary Paper

Attached please find the latest revision to the "2000 thru 2002 Kavlico TM DPFE Sensor Field Action Summary Paper". Please replace any older versions of this document.

If you have any questions regarding this document, please contact Paul Plants at 313-84-54138.



Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Owens, Karen (K.E.)
Sent: Friday, February 08, 2002 1:58 PM
To: Panaretos, Christine (C.M.); Akins, Mary (M.); Albrecht, Guenter (G.K.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.); Auiler, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoaka, Pete (P.F.); Bansek, Catherine (C.K.); Bersudar, Lee (L.C.); Blassi, Gerry (G.); Bronni, Mark (M.J.); Davies, Brady; Daab, Joe (J.S.); Douglass, Jim (J.B.); Freeland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Hargas, Jon (.); Jahshan, John; Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Kerazi, Karen (K.J.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Owait, Greg (G.G.); Park, Kyong; Pascary, Ken (K.M.); Perry, Brian (B.J.); Plante, Paul (P.G.); Popoff, Daniel (D.M.); Raquepau, Alden (A.P.); Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Seboid, Lynn (L.A.); Shore, John (J.); Smythe, Joseph (J.M.); Tamashiro, Terry; Trujillo, Thomas (T.G.); Verner, Carol (C.J.); White-johnson, Patricia (P.); Williamson, Richard (E.); Wilson, Cary (C.A.); Feadri, Frank (F.); 'bbua@kavlico.com'; 'tray@kavlico.com'
Subject: RE: New Project Leader - Kavlico dPFE Sensor

Team, I wanted to take this time to personally thank each of you for your individual and collective efforts in our charter to effectively resolve the issues surrounding the Kavlico TM dPFE sensor. We have made great strides and there is a lot of work yet ahead. It has been my pleasure working with each of you in your respective capacities and I wish the team the best of luck in this problem resolution and implementation phase. Thank you.

Change is Good. Proactivity is Better!

Karen E. Owens

Supervisor

MEI Systems

(off) 313.845.5770

(fax) 313.390.2513

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Friday, February 08, 2002 11:36 AM
To: Akins, Mary (M.); Albrecht, Guenter (G.K.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.); Auiler, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoaka, Pete (P.F.); Bansek, Catherine (C.K.); Bersudar, Lee (L.C.); Blassi, Gerry (G.); Bronni, Mark (M.J.); Davies, Brady; Daab, Joe (J.S.); Douglass, Jim (J.B.); Freeland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Hargas, Jon (.); Jahshan, John; Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Kerazi, Karen (K.J.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Owait, Greg (G.G.); Panaretos, Christine (C.M.); Park, Kyong; Pascary, Ken (K.M.); Perry, Brian (B.J.); Plante, Paul (P.G.); Popoff, Daniel (D.M.); Raquepau, Alden (A.P.); Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Seboid, Lynn (L.A.); Shore, John (J.); Smythe, Joseph (J.M.); Tamashiro, Terry; Trujillo, Thomas (T.G.); Verner, Carol (C.J.); White-johnson, Patricia (P.); Williamson, Richard (E.)
Cc: Owens, Karen (K.E.)
Subject: New Project Leader - Kavlico dPFE Sensor

For those of you who are unaware, Jim Maurer has replaced Karen Owens as the Project Leader for the Kavlico dPFE Sensor. Jim's e-mail id. is JMAURER@Ford.com, and he can be reached at (313) 390-3672. Please send all correspondence relating to this project to Jim.

Please forward this note to any other parties that may have an interest in knowing this.

Chris Panaretos

Project Manager, Project Solutions, LLC.

Ford POEE, Components "B"

(313) 24-89337

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Friday, February 08, 2002 11:36 AM
To: Akins, Mary (M.); Albrecht, Guenter (G.K.); Allee, Sheran (S.A.); Arnold, Kenneth (K.M.); Auller, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoake, Pete (P.F.); Barsak, Catharine (C.K.); Barsuder, Lee (L.C.); Blassi, Gerry (G.); Bronni, Mark (M.J.); Davies, Brady; Deeb, Joe (J.B.); Douglass, Jim (J.B.); Freeland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Hargas, Jon (-); Jahshan, John; Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Kerezi, Karen (K.J.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Panaretos, Christine (C.M.); Park, Kyong; Pascany, Ken (K.M.); Parry, Brian (B.J.); Plante, Paul (P.G.); Popoff, Daniel (D.M.); Raquepau, Alden (A.P.); Rossi, Roberto (R.A.); Schleding, Kurt (K.J.); Sebald, Lynn (L.A.); Shore, John (J.); Smythe, Joseph (J.M.); Tamashiro, Terry; Trujillo, Thomas (T.G.); Verner, Carol (C.J.); White-Johnson, Patrice (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)
Co: Owens, Karen (K.E.)
Subject: New Project Leader - Kavlico dPFE Sensor

For those of you who are unaware, Jim Maurer has replaced Karen Owens as the Project Leader for the Kavlico dPFE Sensor. Jim's e-mail I.d. is JMAURER@Ford.com, and he can be reached at (313) 390-3672. Please send all correspondence relating to this project to Jim.

Please forward this note to any other parties that may have an interest in knowing this.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

ERMZ-027 2144

WISCONSIN
MADISON

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Friday, March 01, 2002 3:40 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: Files to be Added to Kavlico dPFE Web page

Hi Dave,
Please update the Kavlico dPFE Sensor Web Page with the following:

1. Replace the "Kavlico TM DPFE Sensor Technical Summary (.pdf)" file with "Technical Summary TMDPFE_4.doc" (attached). You may call it the same thing.



Technical Summary
TMDPFE_4.doc...

2. Call the "Jay1.jpg" file "Kavlico Scientific Coatings".



Jay1.jpg

3. Call the "TMZar.pdf" file "Zarlink Timing Plan".



TMZar.pdf

Everything else can be added just the way the file name says. Thanks, and if you have any questions, please let me know.



Vehicle Bay Back
Light.doc



Vehicle Bay Back
Light.doc



V03 Power Steer1a.xls

Chris Panaretos

Project Manager, Project Solutions, LLC.

Ford POEE, Components "B"

(313) 24-89337

Fax (313) 32-29265



Tube Mounted OVR
TSSM Sample...

Panaretos, Christine (C.M.)

From: Tyler Jr., Dave (D.)
Sent: Thursday, February 28, 2002 8:33 PM
To: Panaretos, Christine (C.M.)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Akolkar, Shrikant (S.V.); Janda, Jon (J.M.); Godlewski, Ed (E.V.); Danes, Adam (A.V.)
Subject: RE: DPFE WEB access

Chris, the additions to the ".wslauth" file have been completed.

New team members should access the Kavlico dPFE website to check for any problems.

<https://web.vee.ford.com/vee9/KavDocs/>

If they have any problems, please contact Dave Tyler as soon as possible.

Thanks:)

**Dave Tyler, x28-02474
cell ph#: 1-313-530-1239
Consolidated Webmaster / dtyler@ford.com
V-Engine Quality Systems Section
cube#EL103, POEE Bldg.
V-Engine Engineering
Pager#: 1-313-796-3838
Text Page: mailto:3137963838@alphapage.airtouch.com -or-
<http://vm4.dearbon.ford.com/cgi/textpage?pageto=dtyler>**

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Thursday, February 28, 2002 3:23 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Akolkar, Shrikant (S.V.); Janda, Jon (J.M.); Godlewski, Ed (E.V.); Danes, Adam (A.V.)
Subject: RE: DPFE WEB access

Dave,

With additions and deletions to the Kavlico dPFE Sensor Core team, we may have forgotten a few people to add for access to the Kavlico dPFE website. Can you please add the attached CDS Id.'s, along with ADANES (Adam Danes) and EGODLEWS (Ed Godlewski) to the list? Let me know if there is a problem. Thanks.

Chris Panaretos

**Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89397
Fax (313) 32-29265**

-----Original Message-----

From: Janda, Jon (J.M.)
Sent: Friday, February 22, 2002 11:41 AM
To: Panaretos, Christine (C.M.)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Akolkar, Shrikant (S.V.)
Subject: DPFE WEB access

Christine, Can you add Shri Akolkar (SAKOLKAR) & my self (Jon Janda/WJANDA) to the access list for the DPFE WEB page. Thank you.

Panaretos, Christine (C.M.)

From: Janda, Jon (J.M.)
Sent: Friday, March 01, 2002 7:20 AM
To: Tyler Jr., Dave (D.); Panaretos, Christine (C.M.)
Subject: RE: DPFE WEB access

Chris & Dave,
I can access the page. Thank you.

Thank You,
Jon Janda

V-Engine Engineering - Ford
2V - V6 Certified Black Belt
Ph: 313-24-82589 Pgr: 313-795-5889
E-mail: JIANDA@ford.com
Fax: 313-84-50613

-----Original Message-----

From: Tyler Jr., Dave (D.)
Sent: Thursday, February 28, 2002 6:33 PM
To: Panaretos, Christine (C.M.)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Akolkar, Shrikant (S.V.); Janda, Jon (J.M.); Godlewski, Ed (E.V.); Danes, Adam (A.V.)
Subject: RE: DPFE WEB access

Chris, the additions to the ".wslauth" file have been completed.

New team members should access the Kavlico dPFE website to check for any problems.

<https://web.vee.ford.com/vee9/KavDocs/>

If they have any problems, please contact Dave Tyler as soon as possible.

Thanks:)
Dave Tyler, x39-02474
cell ph#: 1-313-530-1239
Consolidated Webmaster / dtyler@ford.com
V-Engine Quality Systems Section
cube#EL103, POEE Bldg.
V-Engine Engineering
Pager#: 1-313-795-3838
Text Pages emailto:3137963838@alphapage.airtouch.com -or-
<http://vm4.dearborn.ford.com/cgi/textpage?pageto=dtyler>

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Thursday, February 28, 2002 3:23 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Akolkar, Shrikant (S.V.); Janda, Jon (J.M.); Godlewski, Ed (E.V.); Danes, Adam (A.V.)
Subject: RE: DPFE WEB access

Dave,
With additions and deletions to the Kavlico dPFE Sensor Core team, we may have forgotten a few people to add for access to the Kavlico dPFE website. Can you please add the attached CDS i.d.'s, along with ADANES (Adam Danes) and EGODLEWS (Ed Godlewski) to the list? Let me know if there is a problem. Thanks.

Panaretos, Christine (C.M.)

From: Tyler Jr., Dave (D.)
Sent: Wednesday, February 20, 2002 4:12 PM
To: King, Sandra (S.M.)
Cc: Panaretos, Christine (C.M.)
Subject: Kavlico TM dPFE Sensor Website Link Has Been Added To The FMEI Homepage

Sandra,

I have added the Kavlico TM dPFE Sensor Homepage Link to the FMEI Home page. Access is restricted to Kavlico TM dPFE Sensor Team members only. If anyone needs access, please contact Chris Panaretos, x24-89337.

Please review: <https://wab.vsa.ford.com/vsa9/>

**Thanks!)
-Dave**

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Wednesday, February 13, 2002 1:40 PM
To: Akins, Mary (M.); Albrecht, Guenter (G.K.); Altes, Sharan (S.A.); Arnold, Kenneth (K.M.); Auller, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Don; Bandoska, Pete (P.F.); Banek, Catherine (C.K.); Bersuder, Lee (L.C.); Bissi, Gerry (G.); Bronri, Mark (M.J.); Danes, Adam (A.V.); Davies, Brady; Deeb, Joe (J.S.); Douglass, Jim (J.B.); Freeland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Hangas, Jon (.); Jahshan, John; Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Kerezi, Karen (K.J.); Koczewnik, John (J.J.); Kunde, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Panaretos, Christine (C.M.); Park, Kyong; Paecany, Ken (K.M.); Perry, Brian (B.J.); Plante, Paul (P.G.); Popoff, Daniel (D.M.); Requepau, Aiden (A.P.); Ross, Roberto (R.A.); Schleding, Kurt (K.J.); Sebald, Lynn (L.A.); Shore, John (J.); Smythe, Joseph (J.M.); Tamashiro, Terry; Trujillo, Thomas (T.G.); Verner, Carol (C.J.); White-Johnson, Patricia (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)
Subject: Website and Shared Drive Access to Kavlico dPFE Sensor

The much-anticipated Kavlico TM dPFE Sensor web page has been finalized! The page is now up and running, and should be accessible by everyone on this distribution (with the exception of outside Ford and Visteon). The address is: <https://web.vae.ford.com/vae@/KavDocs/>. Please bookmark this site for future reference.

The documents posted on this site are considered "non-confidential". The 14D, EPRC Fact Sheet, and One Page Field Summary Action paper can either be found in the evidence books (located at my desk) or see Paul Plante for the most current copy. There is also a history of documents in the evidence books. If you have any supporting documents that need to be added, please send them to me electronically.

There is a shared drive that is accessible to core team members only, located here at POEE. This should be used for working documents that need to be shared amongst the team. Large files should be 'zipped' before being uploaded to this. The address for the shared drive is: POE0004\projkavlico. If you need instructions on how to set this up, please let me know.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Component 'B'
(313) 24-88337
Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Akins, Mary (M.)
Sent: Wednesday, February 13, 2002 11:23 AM
To: Panaretos, Christine (C.M.); Tyler Jr., Dave (D.)
Subject: RE: Kavlico Access To The Ford Intranet

Yes, Chris, it will be fine if I am the only Kavlico person with Ford intranet access. CDSID: makes

Regards,

Mary Akins

Kavlico Corp.

Ford Phone: 313.248.1989

Ford Fax: 313.845.3169

makins@ford.com

makins@kavlico.com

messages/pager 248.848.9670

---Original Message---

From: Panaretos, Christine (C.M.)
Sent: Wednesday, February 13, 2002 10:26 AM
To: Tyler Jr., Dave (D.)
CC: Akins, Mary (M.)
Subject: RE: Kavlico Access To The Ford Intranet

Jave,

The only person that works for Kavlico that has Ford Intranet access is Mary Akins. She is a resident engineer working at this site and does have a CDS i.d. I will check with her to see if she can be the only one who will have access, rather than having to get a special set up. I'll let you know as soon as I hear back from her.

Mary - I need your feedback on this issue a.s.a.p. Thanks!

Chris Panaretos

Project Manager, Project Solutions, LLC.

Ford POEE, Components "B"

(313) 24-89337

Fax: (313) 32-29265

---Original Message---

From: Tyler Jr., Dave (D.)
Sent: Wednesday, February 13, 2002 10:04 AM
To: Panaretos, Christine (C.M.)
Subject: Kavlico Access To The Ford Intranet

Chris,

I'm working on the Kavlico Team email list for restrictions to the Kavlico Website. I noticed that 5 email addresses are non-Ford. The Visteon address should not be a problem. It does show up on the Hub CDSID Search Page. But, the Kavlico email addresses may be a problem. Can the Kavlico persons on the list gain access to the Ford Intranet??

If so, do they have a Ford CDSID. Or, do they have a special setup such as a secure card access or token

access.

If not, I may have to arrange for a special access setup.

Please advise as soon as possible.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 5:08 PM
To: Tyler Jr., Dave (D.)
Cc: DiCocco, Tamara (T.K.); Maurer, James (J.B.)
Subject: RE: Updates to Kavlico Webpage

Thank you so much. You have been a great help!

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

-----Original Message-----

From: Tyler Jr., Dave (D.)
Sent: Tuesday, February 12, 2002 5:06 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Updates to Kavlico Webpage

Chris,

Your requested changes have been completed.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 4:02 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: FW: Updates to Kavlico Webpage

As a follow-up to the attached, the following documents need name revisions:

Change 'DPFE Implementation' to say 'Motorola Conversion Timing'
Change 'Blackbelt Freeland Plotter' to say 'Zetec Focus Warranty and Return Data'
Change 'Ford Dearborn 14D Offsite 1-31-02 Rev 29 Jan' to say 'Kavlico Technical Presentation 1-31-02'

Delete the following documents from this page:
'EGR Sensor Risk Assessment - Freeman Gates (.ppt)'
'16-01EGR Sensor Risk Assessment (.ppt)'

If you have any questions, please do not hesitate to contact me. Thank you for your prompt attention to this.

Chris Panaretos

Project Manager, Project Solutions, LLC.

Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 3:42 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: Updates to Kavlico Webpage

Hi Dave,

Everything looks really good - just a couple of minor changes. Please remove the "Kavlico TM dPFE Sensor Team List (.msg)" from the supporting documents page. Also, do you want me to send you a description of what the actual document is (I noticed that you had done that, instead of putting the file name itself out there as a description)? I think this would help to describe what the file actually is. I will go through the list and do this for a final pass.

Another update is to the Roster and Attendance. Attached are the latest of these documents. Please update them accordingly.

Thanks much!

<< File: Kavlico dPFE Attendance.xls >> << File: Kavlico dPFE Team Roster.xls >>

Chris Panaretos

Project Manager, Project Solutions, LLC.

Ford POEE, Components "B"

(313) 24-89337

Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Wednesday, February 13, 2002 11:09 AM
To: Tyler Jr., Dave (D.)
Subject: Attendance and Team Roster for Kavlico

Dave,

I have another update to the attendance and team roster for the Kavlico web page. Can you replace the ones sent yesterday with these? I promise I will not be sending updates to you like this in the future. Probably more like one every-other week. Please let me know if this is o.k. Thanks.



Kavlico 0778
Attendance.xls



Kavlico 0778 Team
Roster.xls

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax (313) 32-29266

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Wednesday, February 13, 2002 10:32 AM
To: Tyler Jr., Dave (D.)
Subject: Updated Access list for Kavlico Website

Dave,
Here is the updated list that should have access to Kavlico. Don't worry about the outside addresses for now - when I hear back from Mary Akins I will let you know.



Excluded to Dave

Chris Panaretos
Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-99337
Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Tyler Jr., Dave (D.)
Sent: Wednesday, February 13, 2002 10:04 AM
To: Panaretos, Christine (C.M.)
Subject: Kavlico Access To The Ford Intranet

Chris,

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Please advise as soon as possible.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 5:08 PM
To: Tyler Jr., Dave (D.)
CC: DeCicca, Tamara (T.K.); Maurer, James (J.B.)
Subject: RE: Updates to Kavlico Webpage

Thank you so much. You have been a great help!

Chris Panaretos
Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-88337
Fax: (313) 32-29265

-----Original Message-----

From: Tyler Jr., Dave (D.)
Sent: Tuesday, February 12, 2002 5:06 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Updates to Kavlico Webpage

Chris,

Your requested changes have been completed.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 4:02 PM

To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: PW: Updates to Kavlico Webpage

As a follow-up to the attached, the following documents need name revisions:

Change 'DPFE Implementation' to say 'Motorola Conversion Timing'
Change 'Blackbelt Freeland Plotter' to say 'Zetec Focus Warranty and Return Data'
Change 'Ford Dearborn 14D Offsite 1-31-02 Rev 29 Jan' to say 'Kavlico Technical Presentation 1-31-02'

Delete the following documents from this page:
'EGR Sensor Risk Assessment - Freeman Gates (.ppt)'
'16-01EGR Sensor Risk Assessment (.ppt)'

If you have any questions, please do not hesitate to contact me. Thank you for your prompt attention to this.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fac: (313) 32-29265

-----Original Message-----
From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 3:42 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: Updates to Kavlico Webpage

Hi Dave,
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Thanks much!

<< File: Kavlico dPFE Attendance.xls >> << File: Kavlico dPFE Team Roster.xls >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fac: (313) 32-29265

Panaretos, Christine (C.M.)

From: Tyler Jr., Dave (D.)
Sent: Tuesday, February 12, 2002 5:06 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Updates to Kavlico Webpage

Chris,

Your requested changes have been completed.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 4:02 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: FW: Updates to Kavlico Webpage

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Change 'Blackbelt Freelard Plotter' to say 'Zetec Focus Warranty and Return Data'
Change 'Ford Dearborn 14D Offsite 1-31-02 Rev 29 Jan' to say 'Kavlico Technical Presentation 1-31-02'

Delete the following documents from this page:
'02 EGR Sensor Risk Assessment - Freeman Gates (.ppt)'
'18-01 EGR Sensor Risk Assessment (.ppt)'

If you have any questions, please do not hesitate to contact me. Thank you for your prompt attention to this.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 3:42 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: Updates to Kavlico Webpage

Hi Dave,
Everything looks really good - just a couple of minor changes. Please remove the "Kavlico TM dPFE Sensor Team List (.msg)" from the supporting documents page. Also, do you want me to send you a description of what the actual document is (I noticed that you had done that, instead of putting the file name itself out there as a description)? I think this would help to describe what the file actually is. I will go through the list and do this for a final pass.

Other update is to the Roster and Attendance. Attached are the latest of these documents. Please update them accordingly.

Thanks much!

Panaretos, Christine (C.M.)

From: Tyler Jr., Dave (D.)
Sent: Tuesday, February 12, 2002 4:48 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Updates to Kavlico Webpage

Chris,

I see you got a sneak preview of the Kavlico website updates before I had a chance to send an email confirmation:)

You may have seen some of the changes as they were being done. That may not have been a pretty sight:))

All of the changes have been completed...including the ones in your latest email. I did a little clean up and straighten out of some wording and layout. And, yes, it would be more descriptive to include the opening title of a document as the label of a webpage link. I always open the document to see what it contains. If the title is very descriptive, I'll use it as a link name. But sometimes it's not. That's when I use the filename.

As I've mentioned in a previous email, I'll be making enhancements to the layout on a gradual basis for more eye appeal.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 3:42 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: Updates to Kavlico Webpage

Hi Dave,

Everything looks really good - just a couple of minor changes. Please remove the "Kavlico TM dPFE Sensor Team List (.msg)" from the supporting documents page. Also, do you want me to send you a description of what the actual document is (I noticed that you had done that, instead of putting the file name itself out there as a description)? I think this would help to describe what the file actually is. I will go through the list and do this for a final pass.

Another update is to the Roster and Attendance. Attached are the latest of these documents. Please update them accordingly.

Thanks much!

<< File: Kavlico dPFE Attendance.xls >> << File: Kavlico dPFE Team Roster.xls >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 4:02 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: FW: Updates to Kavlico Webpage

As a follow-up to the attached, the following documents need name revisions:

Change 'DPFE Implementation' to say 'Motorola Conversion Timing'
Change 'Blackbelt Freeland Plotter' to say 'Zetec Focus Warranty and Return Data'
Change 'Ford Dearborn 14D Offsite 1-31-02 Rev 29 Jan' to say 'Kavlico Technical Presentation 1-31-02'

Delete the following documents from this page:
'EGR Sensor Risk Assessment - Freeman Gates (.ppt)'
'16-01EGR Sensor Risk Assessment (.ppt)'

If you have any questions, please do not hesitate to contact me. Thank you for your prompt attention to this.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Tuesday, February 12, 2002 3:42 PM
To: Tyler Jr., Dave (D.)
Cc: Maurer, James (J.B.)
Subject: Updates to Kavlico Webpage

Hi Dave,
Everything looks really good - just a couple of minor changes. Please remove the "Kavlico TM dPFE Sensor Team List (.msg)" from the supporting documents page. Also, do you want me to send you a description of what the actual document is (I noticed that you had done that, instead of putting the file name itself out there as a description)? I think this would help to describe what the file actually is. I will go through the list and do this for a final pass.

Another update is to the Roster and Attendance. Attached are the latest of these documents. Please update them accordingly.

Thanks much!



Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Tyler Jr., Dave (D.)
Sent: Friday, February 08, 2002 2:43 PM
To: Panaretos, Christine (C.M.)
Cc: DiCicco, Tamara (T.K.)
Subject: RE: More Updates to Kavlico dPFE Sensor Website

Chris,

I will be doing the Kavlico website updates by the 13th or 14th Feb.

Currently, I'm in the middle of a web assignment that's taking top priority.

As soon as I finish the Kavlico updates, I will send an email confirmation.

Thanks:)
-Dave

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Friday, February 08, 2002 2:32 PM
To: Tyler Jr., Dave (D.)
Cc: Mauer, James (J.B.); Flaris, Paul (P.G.)
Subject: More Updates to Kavlico dPFE Sensor Website

Dave,

After carefully reviewing the webpage, there are some changes that need to be made to the documents. Some can just be replaced (as updates) to the documents I have sent you earlier today, and some actually need to be deleted. They are as follows:

1. Replace 'Workplan Status' with the document DPFE Implementation 2002-1.xls
2. Remove 'PE01-043 resume (.doc)'
3. Remove 'Field Action Summary Paper (.pdf)'
4. Replace 'EGR Sensor Risk Assessment (.ppt)' with 16-01EGR Sensor Risk Assessment.ppt
5. Remove 'Field Service Action Evaluation Paper.doc'
6. Replace 'Kavlico TM-dPFE Sensor: Vehicle Affected List.pdf' with dpfecars.xls (this is still the 'affected list', but the file has been updated. You may convert it to .pdf and keep the same description.
7. Remove 'Kavlico dPFE Sensor Program Issues Tracking System (.mdb)'
8. And finally, you can remove the 'meeting minutes' and 'meeting agenda' pull-down menus, as we will no longer be needing this.

Please let me know when these updates will be completed, as I need to send a note out to the team regarding the website access.

Thank you. If you have any questions, please feel free to give me a call.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-88397
Fax (313) 32-29265

Panaretos, Christine (C.M.)

From: Harris, Larry (L.T.)
Sent: Monday, February 04, 2002 10:46 AM
To: Panaretos, Christine (C.M.)
Subject: Map Network Drive

To map a Network Drive, Follow the below instructions :

- Open Windows Explorer
- Select Map Network Drive from the TOOLS Menu
- Select your drive letter (exp. V :)
- Select your path sever (exp. \\ Pos00004 \ proj)
- Make sure the Reconnect at Login box is checked
- Press the OK Button

Larry Harris - Powertrain Components Engineering Key User
Phone/FAX (313) 39-07389 Pager (313) 785-8879
E-Mail lharris4@ford.com POEE Cube 8B081

Panaretos, Christine (C.M.)

From: Owens, Karen (K.E.)
Sent: Tuesday, January 29, 2002 10:14 AM
To: Panaretos, Christine (C.M.)
Subject: RE: Shared Drive

Chris, we agreed that we would use the website and have all changes made and forwarded to you. The shared drive setup is okay with write protection, but either way you will have to review the changes before they are posted anywhere. The shared drive provides a way for the core team members to review and insert their changes directly into the issues matrix. In doing so we do have some administrative concerns. We agreed yesterday that we would use the website and have all corrections to the open issues matrix sent to you for final updates to the matrix and then Dave Tyler would take direction from YOU ONLY to put requested documents on the web. Please advise if you had a different understanding. Thank you. Have a great day!

Change is Good. Proactivity is Better!
Karen E. Owens
Supervisor
FHEI Systems
(off) 313.845.5770
(Fax) 313.390.2513

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Tuesday, January 29, 2002 10:01 AM
To: Owens, Karen (K.E.)
Subject: Shared Drive

I know we discussed this briefly yesterday, but I do not remember the outcome of the conversation.

The note below specifies the shared drive that we now have access to. Do you want me to distribute this to everyone on the core team? Has there been a decision made as to which documents will be put on the Web vs. shared drive? Only those CDS i.d.'s listed have access to this. I can get with Dave Tyler to specify the CDS i.d.'s that should have access to the WEB if necessary.

As soon as you give me the o.k., I will be putting all documents out there for us to view. I will look into putting a "write protect" on everything before it is posted.

Chris Panaretos
Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

-----Original Message-----

From: Harris, Larry (L.T.)
Sent: Tuesday, January 29, 2002 9:11 AM
To: Panaretos, Christine (C.M.)

Subject: FW: UPDATE: 07537888

-----Original Message-----

From: Help Desk Trouble Ticket System
[mailto:remedy@eccis10.dearborn.ford.com]
Sent: Friday, January 25, 2002 10:25 AM
To: lharris4@ford.com
Subject: UPDATE: 07537888

This note is automatically generated, please do not reply to this message as we are unable to act upon your reply. If you wish to add comments to your OPEN ticket, you may do so at the following web site:
<http://www.recenttickets.ford.com>.

Status : Closed
Symptoms : Application Problem: Please create a new Group Directory, named KAVLICO, on one of the POE servers, give access to the following CDSID's: makins, sallas, karnold, nawad, mfreelal, fgates, joneall, kowens, cpanarar, bperry, pplante, rrossil, kschiedi, jsmythel, cverner..
Response to Caller : Group has been created POE00004\prof\kavlico

Panaretos, Christine (C.M.)

From: Harris, Larry (L.T.)
Sent: Tuesday, January 29, 2002 9:11 AM
To: Panaretos, Christine (C.M.)
Subject: FW: UPDATE: 07537888

-----Original Message-----

From: Help Desk Trouble Ticket System
[mailto:remedy@eccis10.dearborn.ford.com]
Sent: Friday, January 25, 2002 10:25 AM
To: lharris4@ford.com
Subject: UPDATE: 07537888

This note is automatically generated, please do not reply to this message as we are unable to act upon your reply. If you wish to add comments to your OPEN ticket, you may do so at the following web site:
<http://www.recenttickets.ford.com>.

Status : Closed
Symptoms : Application Problem: Please create a new Group Directory, named XAVLICO, on one of the POEE servers, give access to the following CDSID's: makins, salles, karnold, mawad, mfreelal, Egates, joneall, kowens, cpanarer, bperry, pplante, rrossil, kschiedi, jsmythel, cverner..
Response to Caller : Group has been created POE00004\pro\kavlico

Richard
Yancey

BRB2-027 2280

7/2/02

FORM-077 2281

ENR-027 2017

WARRANTY
ANALYSIS

EPH2-427 2005

TIMING
RMS

Panaretos, Christine (C.M.)

Subject: FW: FW: Technical Review: 2001-2001 MY Multiple Vehicle Lines - Kavlico TM dPFE Sensor (01Y34)
Location: PDC 1B-A40
Start: Mon 3/25/02 5:00 PM
End: Mon 3/25/02 8:00 PM
Show Time As: Tentative
Recurrence: (none)
Meeting Status: Not yet responded

Required Attendees: Akins, Mary (M.); Akolkar, Shrikant (S.V.); Albrecht, Guenter (G.J.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.); Auller, Jim (J.E.); Awad, Mahmoud (M.I.); Ayere, Don; Bandoake, Pete (P.F.); Banasik, Catherine (C.K.); Bereuder, Lee (L.C.); Blesi, Gerry (G.); Bronni, Mark (M.J.); Danes, Adam (A.V.); Davies, Brady; Deeb, Joe (J.S.); Douglass, Jim (J.B.); Freeland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Hengas, Jon (J.); Jahshan, John; Janda, Jon (J.M.); Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Karazi, Karen (K.L.); Koczawnik, John (J.J.); Kurda, Olaf (O.); Masura, Gordon (G.P.); Maurer, James (J.B.); McCarty, Bill (W.D.); Muter, Doreen (D.J.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Panaretos, Christine (C.M.); Park, Kyong; Pascary, Ken (K.M.); Perry, Brian (B.J.); Plante, Paul (P.G.); Popoff, Daniel (D.M.); Raquesau, Alden (A.P.); Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Shore, John (J.); Smythe, Joseph (J.M.); Tamaehiro, Terry; Trullio, Thomas (T.G.); Verner, Carol (C.J.); White-Johnson, Patrice (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)

---Original Appointment---

From: Plante, Paul (P.G.) On Behalf Of Ezell, R (R.)
Sent: Thursday, February 28, 2002 4:52 PM
To: Ezell, R (R.); Panaretos, Christine (C.M.); Maurer, James (J.B.); O'Neill, Jim (J.D.); Gates, Freeman (F.C.); Freeland, Mark (M.)
Subject: FW: Technical Review: 2001-2001 MY Multiple Vehicle Lines - Kavlico TM dPFE Sensor (01Y34)
When: Monday, March 25, 2002 5:00 PM-8:00 PM (GMT-05:00) Eastern Time (US & Canada)
Where: PDC 1B-A40
Sensitivity: Private

Chris please send this to all team members.

Team: This is the Tech Review w/ Directors and Chief Engineers where the 14D is presented and discussed. This will be the first review for DPFE. The Open Issues list for DPFE is directed at answering questions for the 14D. Every effort should be made to finish these issues. FYI, advanced notice. For the most part only core team members attend including myself, J. Maurer, J. Oneall, F. Gates, M. Freeland and John Koczawnik. Others are welcome if interested, and space available in the room.

---Original Appointment---

From: Ezell, R (R.)
Sent: Thursday, February 28, 2002 4:03 PM
To: Ezell, R (R.); Koczawnik, John (J.J.); Plante, Paul (P.G.); Guye, Philip (P.R.); Shadden, Leo (L.K.); Ufford, Donald (D.A.); Ashburn, Paul (P.J.); Hogue, Philip (P.M.); Kuzak, Derrick (D.M.); Patel, Pratul (P.J.); McNeil, Burton (B.E.); Gilbert, Ben (B.A.); Claudepierre, Dale (D.E.); von Foerster, Steve (S.); Kammerer, Al (Alan R.); Ruzucci, Mike (M.P.); Osborne, William (W.H.); Vintziner, Randal (R.H.); 1 Test ConfRoom Fordbud; Hines, Bob (R.S.); Pacheco, Susan (S.M.); Nissen, Todd (T.); Anit, Mike (M.J.); Badges, Robert (R.S.); Balint, Gary (G.S.); Bandoaka, Pete (P.F.); Bardeleben, Rosemary (R.); Barnes, Timothy (T.); BRUFFONE was deleted 20020222; Beck, Mike (M.C.); Behrke, Dave (D.P.); Bujana, Daniel (D.C.); Bennett, Mike (M.L.); Boudelaers, Philip (P.R.); BRIMESC was deleted 20011220; Blakup, Robert (R.T.); Blackburn, Thomas (T.J.); Bradley, Joe (J.C.); Brandt, Andrew (A.D.); Brown, Robert (R.D.); Brush, Tara (T.); Burnett, Jack (J.K.); Carr, Richard (R.T.); Carter, Norman (N.B.); Castleberry, Brett (B.A.); Charlick, Peter (P.C.); Chaff, Amy (A.B.); Christensen, Kris (K.S.); Ciegla, David (D.Y.); Clayton, Chris (C.N.); Clemens, Roger (R.D.); Conrad, James (J.A.); Custer, Joseph (J.M.); 'D. Jones'; Dahn, Marcus (M.); Davis, Tim (T.F.); Dearing-Thornton, Zandr (Z.F.); DFINLEY was deleted 20020127; Diangelo, Deborah (D.A.); Douglass, Jim (J.B.); Edwards, Lynn (L.M.); Eisenauer, Gary (G.D.); Esch, Becky (B.); Elm, James (J.S.); Falahae, Tom (T.M.); Faulk, William (W.R.); Fisher, Pat

(P.T.); Porin Sr., George (G.J.); Foster, Tom (T.E.); Fresh, Kimberly (K.); Frischie, Steven (S.E.); Froehlich, Joe (J.); Gaunt, Frank (F.); Gibbs, Jeffrey (J.L.); Goering, Kimberly (K.L.); Grondag, Joseph (J.M.); Gunderson, Ryan (R.K.); Hamigan Sr., Mike (M.L.); Heffner, Rachel (R.E.); Hilding, Robert (R.L.); Hirtzel, Rich (R.J.); Hopkins, Harry (H.S.); Infrata, Julie (J.A.); Jaeger, Sharon (S.A.); Jastir, Daniel (D.C.); Jandrusch, Tom (T.D.); Johnson, Jim (J.S.); Johnson, Warren (W.K.); Jones, David (D.W.); Katsina, Dana (D.J.); Kean, David (D.J.); King, Michelle (M.); Kintrea, Kenna (K.); Klachka, Kevin (K.E.); Kiser, Kurt (K.W.); Krenz, John (J.E.); Lee, William (W.E.); Leese, Alvin (A.); Lewis, Cody (C.B.); LGEE3 was deleted 20020127; Liu, Jane (J.); LMCORPHEW was deleted 20011209; Logal, Jay (J.D.); Lorenz, Gary (G.L.); Luhrs, David (D.A.); Lyall, Kevin (K.M.); Mawroff, Bruce (B.I.); Meach, Edmond (E.C.); Merdell, Mitch (M.P.); Martin, James (J.F.); Mazura, Gordon (G.P.); McMenaghan, Dean (D.C.); McMeney, John (J.T.); Mercier, Julie (J.A.); Merideth, Marcus (M.E.); Mezzadri, Robert (R.L.); Minkos, Nancy (M.A.); Miler, Doreen (D.J.); Nacawicz, Roy (R.A.); Nakano, Hideo (H.); Nakano, Hiroko (H.); Nasr, Rayman (R.M.); Nevi, Roy (R.A.); Nowka, Erich (E.L.); Nunez, Dolores (D.); Offler, Timothy (T.G.); O'Neil, James (J.H.); O'Neil, Ann (A.R.); Oswald, Greg (G.G.); Park, David (D.G.); Palkin, Steve (S.J.); Patel, Bharat (B.J.); Patton, Mike (L.M.); Pelarsick, Brian (B.); Penndrick, Jeffrey (J.W.); Pfeiffer, Robert (R.L.); Raquapau, Alden (A.P.); Rogers, Mike (M.C.); Rosal, Roberto (R.A.); Semas, Bob (B.); Schmidt, Norm (N.G.); Schramak, Joseph (J.E.); Schwertzenberger, Sandy (S.); Shipp, Terri (T.L.); Shore, John (J.); Smith, Jana (J.L.); Sola, Fred (F.L.); Souchock, Peter (P.D.); Stando, Michael (M.J.); Starling, William (W.H.); Steele, David (D.T.); Stewart, Greg (G.); Storves, Bill (W.K.); Swamy, Rainer (R.); Sweeney, Stephanie (S.L.); Szalay, Michael (M.A.); Tajak, Terry (T.E.); TIGENOVA was deleted 20020127; Tolansky, Michael (M.); Trout, Brooke (B.L.T.); Trujillo, Thomas (T.G.); Upham-Gibson, Aniree (A.D.); Vaughn, Mike (M.C.); Vegh, Paul (P.P.); Vert, Nancy (N.B.); Villaruel, Nemesio (N.); Voelker, Martin (M.C.); Vondala, James (J.P.); Waser, Donald (D.D.); White, Douglas (D.B.); Williams, Trevor (T.G.); Wilush, Kevin (K.); Wilkowski, Paul (P.C.); Woodring, Chris (C.A.); WSTENARI was deleted 20011221; Zano, Jim (J.E.); Zelenick, Jeffrey (J.M.); Zychowicz, Julia (J.A.)

Subject: Technical Review: 2001-2001 MY Multiple Vehicle lines - Kavlico TM dPFE Sensor (01Y34)
 When: Monday, March 25, 2002 5:00 PM-6:00 PM (GMT-05:00) Eastern Time (US & Canada).
 Where: FOC 1B-A40
 Sensitivity: Private

(Kim Goering representing VS&P)

Issue: 2001-2001 MY Multiple Vehicle lines - Kavlico TM dPFE Sensor (01Y34)

Toll Free Domestic: 1-888-274-3058
 FordNet: 1-854-1147
 International & Toll Number: 1-630-424-4826
 Passcode: 7268118#

Potential Supplier Involvement: Yes

ENR2-027 2004

Report Repair Analysis

8982-027 2437

Analytical Solutions
Market Place

ENG-2-27 2444

MICROSOFT
WORKSHEET

8902-827 2498

MISC
FEBRUAR

Panaretos, Christine (C.M.)

From: Freeland, Mark (M.)
Sent: Wednesday, February 06, 2002 12:13 PM
To: Panaretos, Christine (C.M.); Plante, Paul (P.G.); Maurer, James (J.B.)
Co: Verner, Carol (C.J.); Popoff, Daniel (D.M.); Donald Ayers (E-mail); Brady Davis (E-mail); Gates, Freeman (F.C.); Hargas, Jon (.); Smythe, Joseph (J.M.); Thomas, Ken (K.C.); Kyong Park (E-mail); Awad, Mahmoud (M.I.); Giordano, Mike (M.A.); Williamson, Richard (E.); Altes, Sheran (S.A.); Potter, Timothy (T.J.)
Subject: FW: Failed DPFE

Christine/Paul

Please add this stall event record to the evidence book.

Thanks

Regards

Mark Freeland

6-Sigma Black Belt
Physics Department
Ford Research Laboratory
P.O. Box 2053
MD 3028 - SRL - Room 1517
Warren, MI 48121-2053 USA
E-mail: mfreela1@ford.com
Tel: (313) 594-7645

-----Original Message-----

From: Thomas, Ken (K.C.)
Sent: Wednesday, February 06, 2002 11:38 AM
To: Freeland, Mark (M.)
Subject: Failed DPFE

On or about October 24th I was given a returned failed DPFE from the field. I installed this part on one of my 2002 1PP vehicles (578W845). After installing it on the vehicle I proceeded to evaluate it for drivability and any service codes. On the first trip out I could tell that in its state of failure the EEC was commanding full EGR flow through the system, due to heavy surge at road load speeds. On my drive home at the end of the day the "check engine" light came on (P0401) insufficient EGR flow.

The next morning after I drove about 7 miles at about 40-50 mph I came to a stop. I immediately did a quick accel (traffic) and the vehicle quit so I coasted off to the side of the road. After putting the selector in neutral I tried to do a restart but got nothing. The odo was all dashes and a no crank condition was observed. I got out of the vehicle and opened the hood and disconnected the DPFE, the vehicle would then crank and start. The vehicle was driven into work with the sensor disconnected.

Since that day the vehicle has been returned to the original production part and no recurrences have been noted.

That part was supplied to the OBD group along with a vehicle only to have no repeats, from there it went to Mexico.

Panaretos, Christine (C.M.)

From: Plants, Paul (P.G.)
Sent: Wednesday, January 09, 2002 9:08 AM
To: Panaretos, Christine (C.M.)
Subject: FW: NHTSA Investigation PE01-043

Chris, distribute to all * core members of dPFE please.

Team, this is not good news for the dPFE issue. This NHTSA inquiry is for the stalls issue discussed at Tuesday team meeting by Les Williams. The symptoms are the same as dPFE issue.

-----Original Message-----

From: New, Roy (R.A.)
Sent: Tuesday, January 08, 2002 6:51 PM
To: Hines, Bob (R.S.); Claudepierre, Dale (D.E.); Takasawa, Keith (K.D.); Klarr, Jerry (G.T.); Koszowski, John (J.L.)
Cc: Bradley, Joe (J.C.); Swartzick, Ed (E.); O'Neil, Ann (A.R.); Sabolts, Christine (C.R.); Plants, Paul (P.G.); Oswalt, Greg (G.G.); Bauer, Scott (S.C.)
Subject: NHTSA Investigation PE01-043

The National Highway Traffic Safety Administration has opened a Preliminary Evaluation investigation (PE01-043) to determine if 2001-02 MY Ford Escape/Mazda Tribute vehicles equipped with the optional 3.0L Duratec engine are experiencing stalls without warning while being driven. The Agency opened this investigation based on 49 reports involving Escape vehicles and 51 reports involving Tribute vehicles, none of which allege accidents. A copy of the resume is attached.

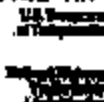
Once the inquiry is received, a kick-off meeting will be scheduled with representatives from your activity to obtain information necessary to complete our response to the inquiry.

.....



2001-043 Resume.doc

R. A. Newl
Car Safety Investigations Manager
Production Vehicle Safety and Compliance
Automotive Safety Office
☎ (313) 594-7688 📠 (313) 594-2268
✉ RNEVI@FORD.COM



ODI RESUME

IDENTIFICATION: PRO1-043 **DATE OPENED:** 7 Dec 2001
SUBJECT: Engine Stalling
PROMPTED BY: Consumer complaints, E801-051
PRINCIPLE ENGINEER: All Motorcycles
MANUFACTURER: Ford Motor Company/Mazda North America
MODEL(S): Escape/Tribute equipped with the 3.0 L Duratec V6 Engine
MODEL YEAR(S): 2001-2002
VEHICLE POPULATION: 193,000 (Escapes), 75,000 (Tributes) for 2001, 2002 unknown.
PROBLEM DESCRIPTION: The complaints allege that the engine stalls without warning while driving.

FAILURE REPORT SUMMARY

	Ford Escape/Mazda Tribute (CEV)	Ford Escape/Mazda Tribute (MPV)	TOTAL
COMPLAINTS:	48/51	N/A	100
CRASHES:	0/0	N/A	0
NO CRASHES:	0/0	N/A	0
# INJURIES:	0/0	N/A	0
FAT CRASHES:	0/0	N/A	0
# FATALS:	0/0	N/A	0
OTHER:	3/1	N/A	4

DESCRIPTION OF OTHER: VOQ reports submitted subsequent to original complaint reports and alleging a subsequent stalling event.

ACTION: A Preliminary Evaluation (PE) has been opened

ENGINEER: Ch. P. [Signature] **DIV CHP:** Ch. S. [Signature] **OFC DIR:** [Signature]
DATE: 12/12/01 **DATE:** 12/12/01 **DATE:** 12/17/01

SUMMARY: CEV has received forty-nine (49) reports on the Ford Escape and fifty-one (51) reports on the Mazda Tribute alleging that the engine would stall out without warning while driving. Sixty-three (63) of the one hundred (100) vehicles have had repair attempts more than once. Reported repairs include replacing the following components: Electronic Engine Control (EEC) Power Relay for the Programmable Control Module (PCM), Fuel Pump, Exhaust Gas Recirculation (EGR) Valve, and Ignition Starter Switch. One attempt at reprogramming the PCM was also made. In addition, many of the reports indicate that dealers have not been consistently successful in correcting the stalling problems.

There are no Technical Service Bulletins or recalls issued regarding this subject on these vehicles.

12/10/01
30

ENC-027 2503

203/204 CARVAL ARTS

5002-027 2528

Field of Current Draw

4-02000

BR02-027 2500

Panaretos, Christine (C.M.)

Subject: Kavlico 14D Team Meeting
Location: POEE, GF087 (FCN room, near LC#6)

Start: Fri 12/14/01 9:00 AM
End: Fri 12/14/01 11:00 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Verner, Carol (C.J.); Planta, Paul (P.G.); Freeland, Mark (M.); Gates, Freeman (F.C.); Schieding, Kurt (K.J.); Awad, Mahmoud (M.I.); Panaretos, Christine (C.M.); Akins, Mary (M.)

ENR2-027 2007

12/11/01
10/11/01

Ford Motor Company

Kavlico TM dPFE Sensor
14D Core Team Meeting
Friday, December 14, 2001
Time: 9-11:00 a.m.
Conf. Room: POEE, CF087

Attendees: Mahmoud Awad, Mark Freeland, Freeman Gates, Karen Owens, Chris Panaretos,
Paul Plante, Carol Verner, Joe Johnson

Meeting Minutes

1. **Establish Technical Leader: Team Leader:** Karen Owens. Freeman is expert in total EGR system design and function. Mark Freeland will be communicator. Focal Point should be area of responsibility for Sensor. Freeman would be micro level vs. macro level. Mark Freeland dedicated to Focus (8% of total). Mike Giordano, supervisor to engineer Dan Popov (will be Focus rep to our team). *Freeman lead, Mark support.*
2. **Establish Black Belt Assignee to Team:** Karen and Paul met with several people; Adam Danes will coordinate, *Basem El-Haik is manager who will make decisions with Karen in January. She will put proposal out to the team for feedback. Put on agenda in January.*
3. **Establish Team Meeting Dates and Times for 2002:** *Tuesday, from 1-2:00, War Room. Thursday, from 1-2:00 will be scheduled by Chris in the CF087. She will see Annette Cowans to arrange. Reserve rooms for 2 hours vs. 1. Send out notice after changing book and confirming with Sandra King. Keep 1-2:30 for Tuesdays, or check with Raoul ? (scheduled at 2:30). See Paul to move him. JJK requested report out on January 15 (big/first meeting on this issue). Currently set up from 12:00 - 2:00. Will go over details of 14D, key assignments, help from John, tie into other organizations. Need to talk to Mary Atkins to tie Kavlico into this meeting: Don Ayers (technical interface?). He should be on the audio conference. Chris will get call in number and passcode for Tuesdays - see Karen for instructions. Chris will rearrange Tuesday the 8th meeting. Refer to Paul if problem (#1 campaign issue).*
4. **Discuss ½ Day Offsite / Technical Review Meeting:** Brainstorming, Fishbone, Is/Is Not. Freeman will introduce the total EGR system to the team, Karen should lead. Intended audience will learn how the system functions from a technical standpoint. Look at some of the noise factors around the dPFE sensor that caused us to fail under certain conditions. Will set the groundwork or brainstorming for fresh eyes review. Mark added that afterward we need to get into detail to understand the different failures. Need to have Kavlico and failure analysis personnel. Do Pareto of parts returned. Freeman will do introduction of the system, Mark can follow with analysis of failure modes. Mahmoud can then review the data analysis. *Chris will arrange for room at FTDC (get contacts from Paul). Freeman and Mark need to meet to discuss all parameters. Bob Dalbo should be invited to first Tuesday meeting of next year. Will be talking about 3.0 L Escape/Tribute intermittent stall. Need to assign the Black Belt and technical support*

before we have this offsite. Right now it looks like 1/24. Confirmed date will be set when we meet first Thursday back (January 3).

5. **Update Roster:** Assign full-time Kavlico technical lead: John Koszcwnik. Karen will take to Jim O'Neill for John's approval. See updated roster (attendance/spreadsheet) for Kavlico adds. Chrs will go back over and identify core working group (put asterisk next to names in main spreadsheet), put in org chart format (by organization: V-Engine, Quality Office, EESE, PTSE, Kavlico - send Paul the list for identification). Send copy of excel roster to Paul for distribution. Set up distribution lists and send him those.
6. **Review Open Issues / add any if necessary:** Mark questioned filtering out or putting the closed action items at the end. Question of responsibility: should it be the core team responsible person, or the ultimate decision maker? Ran out of time to review issues and action items. Will review at next Tuesday's meeting.
7. **Review "One Pager": Field Action Summary Paper:** Freeman commented on customer feedback: Check Engine light will come on with no symptoms of breakdown. Paul recommended that Pareto be done from AWS or CQIS. Mahmoud responsible, contact Rick Williamson to figure out how to get the best data. Mark Freeland recommended we add "frequency" to replace "priority". Joe added the avg. cost per repair was incorrect. Sensor replacement only? Does not include mark-up of price. Paul will add/change the document per today's discussions.
8. **Review Warranty Data / Stack Chart:** Mahmoud Awad: Leader for analysis. Ran out of time; put on agenda for Tuesday.

0002-0271 2716

02/19 MEETING

**Kavlico TM dPFE Sensor
14D Core Team Meeting
Thursday, January 3, 2002
Time: 1-3:00 p.m.
Conf. Room: DI-186**

Agenda

1. Team Roster Update (PTSE/EESE, etc.)
2. Re-write of Issue One Pager root cause (per Dan Kapp)
3. Pick "best of best" comparator for (5) high R/1000 vehicles
4. Kavlico return parts testing.....Mary/Mahmoud
5. Focus Warranty data/graphs review.....Mark Freeland
6. Discussion: Establish common cause (non-sensor) contributors for Kavlico and Motorola from AWS and CQIS
7. Set assignments/open issues priority and establish as items on agenda
8. Generic meeting agenda format discussion
9. Walk-ins / Additional Issues

Plante, Paul (P.G.)

From: Plante, Paul (P.G.)
Sent: Thursday, January 03, 2002 11:35 AM
To: Panarellos, Christine (C.M.)
Cc: Plante, Paul (P.G.); Owens, Karen (K.E.)
Subject: DPFE Sensor Team meeting Agenda Thursday 1/3/02

Chris, please send to core team members only for this week. Also attached is updated team roster. Update your file. I did NOT update sign in sheet. I will bring roster and agenda copies to meeting.

Agenda:

- 1) Team roster update (PTSE & EESE etc)
- 2) Rewrite of issue one pager per Dan Kapp
- 3) Pick "best of best" comparator for (5) high R/1000 vehicles.
- 4) Kavlico return parts testing (Mary/Mahmoud)
- 5) Focus warranty data/graphs review (Mark F)
- 6) Discussion: Establish common cause (non sensor) contributors for Kavlico and Motorola from AWS & CQIS.
- 7) Set assignments/open issues priority and establish as items on agenda
- 8) Generic meeting agenda format discussion
- 9) Walk ins

Next meeting agenda:

- A) Introduce new team members
- B) Overview of issue for new members
- C) Bob Dalbo staffs issue review

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02513
Text Pager: 734-296-1905
E Mail: pplante@ford.com (CDS ID PPLANTE)

2000-2002 Kavlico TM dPFE Sensor
Team Roster by Organization/Department

Kavlico TM dPFE Sensor							
Team Roster							
* Denotes Core Team Member							
LAST NAME	FIRST NAME	PHONE NO.	ORG./Dept.	TITLE/FUNCTION	COMPANY	LOCATION	E-MAIL
			V-Engine	FMEI Tech Spec./Technical Lead	Ford	POEE	
			V-Engine	FMEI Supervisor/OA team leader	Ford	POEE	
			V-Engine	Proj. Mgt. Analyst	Proj.Solutio	POEE	
			V-Engine	Campaign Prevent Specialist	Ford	POEE	
			V-Engine	FMEI Engineer	Ford	POEE	
			V-Engine	Service Engineer	Ford	POEE	
			V-Engine	FMEI CPMT Eng./WERs concerns	Ford	POEE	
			V-Engine	FMEI Section Supv.	Ford	POEE	
			V-Engine	FMEI AWS Analyst	Ford	POEE	
			V-Engine	FMEI Dept. Mgr.	Ford	POEE	
			Quality Office	Reliability Engineer/ Field Data Leader	Ford	ATNPC	
			Quality Office	Reliability Supervisor	Ford	POEE	
			Purchasing	STA Engineer (Leader)	Ford	PTE	
			Purchasing	Production Buyer	Ford	Purchasing	
			Purchasing	Service Buyer	Ford	FCSD	
			Purchasing	STA Site Manager	Ford	AVTS	
			PT Elec Appl	4.6 F150 Supv./Leader	Ford	POEE	
			PT Elec Appl	2.0L Zetec Focus/Escape Supv.	Ford	POEE	
			PT Elec Appl	3.0L 4V Esc/Taurus Supv.	Ford	POEE	
			PCSE	Chief Engineer	Ford	POEE	
			CAPE	AVT Chief Engineer	Ford	POEE	
			Motorola	On-Site Rep.	Motorola	POEE	
			Kavlico	On-Site Rep.	Kavlico	POEE	
			Kavlico	Program Manager/Technical Leader	Kavlico	CA	
			Kavlico	Director MEMS Technology	Kavlico	CA	
			Kavlico	VP Research and Dev't	Kavlico	CA	
			Kavlico	Warranty Analysis	Kavlico	CA	
			FRL	6-Sigma Black Belt	Ford	FRL	

2000-2002 Kavlico TM dPFE Sensor
 Team Roster by Organization/Department

Kavlico TM dPFE Sensor								
Team Roster								
* Denotes Core Team Member								
LAST NAME	FIRST NAME	PHONE NO.	ORG./Dept.	TITLE/FUNCTION	COMPANY	LOCATION	E-MAIL	FAX NUMBER
			Focus	C&P Supervisor	Ford	VPC		
			Focus	PT Focus Program Mgr.	Ford	VPC		
			Focus	C&P Quality Eng (Leader)	Ford	VPC		
			FCSD	Recall Program Manager	Ford	DSCII		
			FCSD	FQE Supervisor	Ford	TWCTDR		
			FCSD	ECI Supervisor	Ford	TWCTDR		
			FCSD	PS&L Recall Mgr./Parts costs	Ford	FCSD		
			FCSD	ECI Prod.Con.Anal.	Ford	FCSD		
			EPRC	Leader	Ford	FPB4		
			EPRC	Critical Con. Mgr.	Ford	FCSD		
			EESE	Wiring CPS	Ford	Bldg. #1		
			EESE	Chief Engineer	Ford	AVTS		
ppp/dpfeTEAM.xls; 1/3/02								

EMR2-871-2798

EN02-027 2730

1/3/02 MEDUC

Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Thursday, January 03, 2002 11:35 AM
To: Panaretos, Christine (C.M.)
Cc: Plante, Paul (P.G.); Owens, Karen (K.E.)
Subject: DPFE Sensor Team meeting Agenda Thursday 1/3/02

Chris, please send to core team members only for this week. Also attached is updated team roster. Update your file. I did NOT update sign in sheet. I will bring roster and agenda copies to meeting.

Agenda:

- 1) Team roster update (PTSE & EESE etc)
- 2) Rewrite of issue one pager per Dan Kapp
- 3) Pick "best of best" comparator for (5) high R/1000 vehicles.
- 4) Kavlico return parts testing (Mary/Mahmoud)
- 5) Focus warranty data/graphs review (Mark F)
- 6) Discussion: Establish common cause (non sensor) contributors for Kavlico and Motorola from AWS & CQIS.
- 7) Set assignments/open issues priority and establish as items on agenda
- 8) Generic meeting agenda format discussion
- 9) Walk ins

Next meeting agenda:

- A) Introduce new team members
- B) Overview of issue for new members
- 1) Bob Dalbo atalle issue review

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D6
Tels. 313-64-54136; Fax 39-02513
Text Pager: 734-296-1805
E Mail: pplante@ford.com (CDS ID PPLANTE)

Kavlico TM dPFE Sensor
14D Core Team Meeting
Tuesday, January 8, 2002
Time: 1-2:30 p.m.
Conf. Room: DI-196

Agenda

1. Introduce new members
2. Overview discussion of issue for new members from Summary One Pager (attached)
3. Bob Dalbo review of 3.0L Escape stalls concern. Discussion of generic documents such as "Is-Is Not", Fishbone etc
4. Follow Up from 1/3/02 agenda:
 - A) Pick "best of best" comparator vehicle (Mahmoud)
 - B) Kavlico field return parts analysis/binning (Mark/Mary)
 - C) Other
5. Leaders Issues
6. Walk in Issues
7. Next meeting agenda items

2000-2002 Kavlico and dPFE Sensor
Team Roster by Organization/Department

Kavlico TM dPFE Sensor								
Team Roster								
* Denotes Core Team Member								
LAST NAME	FIRST NAME	PHONE NO.	ORG./Dept.	TITLE/FUNCTION	COMPANY	LOCATION	E-MAIL	FAX NUMBER
			V-Engine	FMEI Tech Spec./Technical Lead	Ford	POEE		
			V-Engine	FMEI Supervisor	Ford	POEE		
			V-Engine	Proj. Mgt. Analyst	Proj. Solution	POEE		
			V-Engine	Campaign Manager	Ford	POEE		
			V-Engine	FMEI Engineer	Ford	POEE		
			V-Engine	Service Engineer	Ford	POEE		
			V-Engine	FMEI CPMT Eng./WERs concerns	Ford	POEE		
			V-Engine	FMEI Section Supv.	Ford	POEE		
			V-Engine	FMEI AWS Analyst	Ford	POEE		
			V-Engine	FMEI Dept. Mgr.	Ford	POEE		
			Quality Office	Reliability Engineer/ Field Data Leader	Ford	POEE		
			Quality Office	Reliability Supervisor	Ford	POEE		
			Purchasing	STA Engineer (Leader)	Ford	PTE		
			Purchasing	Production Buyer	Ford	Purchasing		
			Purchasing	Service Buyer	Ford	FCSD		
			Purchasing	STA Site Manager	Ford	AVTS		
			PT Elec Appl	4.6 F150 Supv./Leader	Ford	POEE		
			PT Elec Appl	3.0L 4V Esc/Taurus Supv.	Ford	POEE		
			PT Elec Appl	2.0L Zetec Focus/Escapes Supv.	Ford	POEE		
			PTSE	Chief Engineer	Ford	POEE		
			CAPE	AVT Chief Engineer	Ford	POEE		
			Motorola	On-Site Rep.	Motorola	POEE		
			Kavlico	On-Site Rep.	Kavlico	POEE		
			Kavlico	Program Manager/Technical Leader	Kavlico	CA		
			Kavlico	Director MEMS Technology	Kavlico	CA		
			Kavlico	VP Research and Dev't	Kavlico	CA		
			Kavlico	Warranty Analysts	Kavlico	CA		
			FRL	6-Sigma Black Belt	Ford	FRL		

2000-2002 Kavlico TM dPFE Sensor
Team Roster by Organization/Department

Kavlico TM dPFE Sensor							
Team Roster							
* Denotes Core Team Member							
LAST NAME	FIRST NAME	PHONE NO.	ORG./Dept.	TITLE/FUNCTION	COMPANY	LOCATION	E-MAIL
			Focus	C&P Supervisor	Ford	VPC	
			Focus	PT Focus Program Mgr.	Ford	VPC	
			Focus	C&P Quality Eng (Leader)	Ford	VPC	
			FCSD	Recall Program Manager	Ford	DSCII	
			FCSD	FQE Supervisor	Ford	TWCTDR	
			FCSD	ECI Supervisor	Ford	TWCTDR	
			FCSD	Recall Analyst	Ford	FCSD	
			FCSD	PS&L Recall Mgr.	Ford	FCSD	
			FCSD	ECI Prod. Con. Anal.	Ford	FCSD	
			EPRC	Leader	Ford	FPB4	
			EPRC	Critical Con. Mgr.	Ford	FCSD	
			EESE	AVT Wiring Specialist	Ford	AVT5	
			EESE	Wiring GPS - EESE Leader	Ford	Bldg. #1	
			EESE	Chief Engineer	Ford	AVT5	

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1/10/02 AM.

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Vista, Inc.

ENR2-021 2012

1/20/12
MEETING

Kavlico Tm DPFE Systems Technical Offsite

January 31, 2002 - 8:00 AM FTDC RM TBD

1. EGR System Overview
 - System/sensor function - F. Gates 10 Min 8:00 AM
 - Warranty Summary - Mamhoud Awad 5 Min 8:10 AM
 - Sensor overview - B. Davis/K. Park - Kavlico 1.0 HR 8:15 AM

2. OBD II Function/Calibration - Gary Danboff 30 Min 9:15 AM

- Break 15 Min 9:45 AM

3. Black- Belt Presentation - Mark Friesland 1.0 HR 10:00 AM
 - Transient Voltage *John Hargreaves, Kavlico*
 - Unprotected Area Damage

4. Fish Bone Exercise - Paul Plante 1.0 HR 11:00 AM

- LUNCH 1.0 HR NOON

4. Fish Bone Exercise - Cont. 1.0 HR 1:00 PM
 - Assignments 30 Min 2:00 PM

- Break 15 Min 2:30 PM

5. IS - Iz NOT Exercise - Kurt Scheiding 2 HR 2:45 PM

6. Wrap-up - Freeman Gates 15 Min 4:45 PM

Kavlico Tra DPFE Systems Technical Offsite

January 31, 2002 - 8:00 AM FTDC RM 161

- | | | |
|---|--------|----------|
| 1. EGR System Overview | | |
| • System/sensor function - Freeman Gates | 10 Min | 8:00 AM |
| • Warranty Summary - Marnoud Awad | 5 Min | 8:10 AM |
| • Sensor overview - Brady Davies/Kyong Park
(Kavlico) | 1.0 HR | 8:15 AM |
| 2. OBD II Function/Calibration - Gary Danhoff | 30 Min | 9:15 AM |
| Break | 15 Min | 9:45 AM |
| 3. Technical Analysis - Mark Freeland, John Hargas,
Kyong Park, Brady Davies (Kavlico) | 1.0 HR | 10:00 AM |
| • Transient Voltage | | |
| • Unprotected Area Damage | | |
| 4. Fish Bone Exercise - Paul Plante | 1.0 HR | 11:00 AM |
| LUNCH | 1.0 HR | NOON |
| 4. Fish Bone Exercise - (Continued) | 1.0 HR | 1:00 PM |
| • Assignments | 30 Min | 2:00 PM |
| Break | 15 Min | 2:30 PM |
| 5. IS - Is NOT Exercise - Kurt Scheiding | 2 HR | 2:45 PM |
| 6. Wrap-up - Freeman Gates | 15 Min | 4:45 PM |

Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Wednesday, December 12, 2001 4:20 PM
To: Owens, Karen (K.E.); Freland, Mark (M.); Verner, Carol (C.J.); Schieding, Kurt (K.J.); Awad, Mahmoud (M.I.); Gates, Freeman (F.G.); Akins, Mary (M.); Panaretos, Christine (C.M.); Plante, Paul (P.G.)
Subject: Kavlico dPFE Sensor Overview Paper

Attached is the one pager John Kozechnik requested 12/10/01. This will be used for all "casual" overviews and distributed to all affected people. Please read this preliminary version. It will be discussed at Friday 9:00 AM team meeting before issue to the world. Karen and I prepared it today. Copies will be at Fri meeting also. Do not distribute until Fri approval.



MyImage.doc

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pilar D6
Tels. 313-84-54138; Fax 39-02513
Text Pager: 734-296-1905
E Mail: pplante@ford.com (CDS ID PPLANTE)

EA02-027 2854

Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Monday, December 17, 2001 8:38 AM
To: Panaretos, Christine (C.M.)
Cc: Owens, Karan (K.E.)
Subject: FW: Kavlico dPFE Sensor Issue Update

Chris, please forward to all team members on roster, thanks.

—Original Message—

From: Koszowski, John (J.J.)
Sent: Sunday, December 16, 2001 1:24 PM
To: Plante, Paul (P.G.); Owens, Karan (K.E.)
Cc: Faschl, Frank (F.); O'Neil, Jim (J.D.)
Subject: RE: Kavlico dPFE Sensor Issue Update

Paul and Karan,

— All manpower and facilities are approved as top priority for this issue. Let me know if you encounter any roadblocks here... and we'll bust them down.

— Suggest you bring this into a DQR meeting or Joint Staff meeting, in which Frank and/or I can advise the managers of the importance of this issue.

I suspect they already know... but it never hurts to reinforce the message.

— I already sent a note to Jim Aufer, Dan Kapp, and Cary Wilson soliciting their help. Let me know soon if you don't hear from their organizations.

— I'll be happy to attend any Tuesday meeting you tell me to. Hopefully, we can coordinate agendas for your meeting and the MPIM so that I'm not getting pulled in different directions at the same time.

— We'll still need to talk further about your strategic suggestions. Set up a half hour meeting with Frank and me after the New Year please to do so.

—Original Message—

From: Plante, Paul (P.G.)
Sent: Friday, December 14, 2001 12:14 PM
To: Koszowski, John (J.J.); Faschl, Frank (F.)
Cc: Plante, Paul (P.G.); Owens, Karan (K.E.)
Subject: Kavlico dPFE Sensor Issue Update

Attached is a one page overview of this issue compiled by the core working team. You are the first to see it. It will be distributed to all affected starting Monday 12/17/01. The 14D is complete (preliminary), and will also be shared with select people on a need to know basis. The working team is complete except for a single PCM POC from PT (I discussed this with Dan Kapp Thursday, he will see John. I will pursue also). Key team documents are established including team roster, open issues/assignments list, and 14D. Core working team meetings will be every Tuesday and Thursday 1:00-3:00 PM ongoing starting now. 1 technical full day offsite is proposed for 1/24/02. John/Frank review set for 1/15/02.

Your assistance is requested in:

- 1) Approving manpower and facilities as top priority for this issue.
- 2) Advising managers of importance of this issue, and participating in core group, not separate initiatives.
- 3) Assisting with priority requirements from EESE (Body wiring) and PCM (PTSE) organizations.

Strategic suggestion:

- 1) Establish one section for all Warranty Analysts. Put P. Plante, Warranty Analysts and V Service

engineering in the same department.

2) Review all lists of Field Failure concerns. Prioritize, and man based on highest impact (R/1000, cost safety, etc) to V Engine. Assign Warranty Analysts to verify magnitude of each concern.

<< File: dpfeaum.doc >>

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02513
Text Pager: 734-298-1905
E Mail: pplante@ford.com (GDS ID PPLANTE)

Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Monday, December 17, 2001 1:47 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

Good agenda, add Walk in Issues.

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Monday, December 17, 2001 12:37 PM
To: Plante, Paul (P.G.)
Subject: RE: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

✓ done

Your assignments are on my 'to-do' list for today. I will have an updated one for tomorrow's meeting. In addition, please let me know what to put on the agenda besides reviewing the issues, finalizing technical interfaces with Kavlico, and reviewing warranty data/stack chart. Thanks.

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

—Original Message—

From: Plante, Paul (P.G.)
Sent: Monday, December 17, 2001 12:31 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

Great thanks. Can you also:

- 1) Squeeze roster to get fax# on one page when printed
- 2) Separate main roster names by organization in this order: V Engine, Quality Office, FRL, Kavliko, Purchasing, EESE, PTSE, FCSD, Motorola, Focus Team, EPRC (this will be Gordon Masura and Greg Oswalt). Everyone has a home by these headings, if your not sure of someone, call Me. (*) and note the core team people on the main list, so there is only one list.

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Friday, December 14, 2001 3:07 PM
To: Akna, Mary (M.); Awad, Mahmoud (M.); Ayers, Don; Froeland, Mark (M.); Gates, Freeman (F.C.); Owens, Karen (K.E.); Panaretos, Christine (C.M.); Plante, Paul (P.G.); Schieding, Kurt (K.J.); Smythe, Joseph (J.M.); Verner, Carol (C.J.)
Cc: Johnson, Joe (J.H.)
Subject: FW: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

I am resending the attendance sheet (team roster). I made a major boo-boo with Jim O'Neal's name. Sorry.

<< File: Kavlico dPFEAttendance.xls >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 32-29265

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Friday, December 14, 2001 2:48 PM

Panaretos, Christine (C.M.)

From: Plants, Paul (P.G.)
Sent: Monday, December 17, 2001 12:31 PM
To: Panaretos, Christine (C.M.)
Subject: RE: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

Great thanks. Can you also:

- 1) Squeeze roster to get faxed on one page when printed
- 2) Separate main roster names by organization in this order: V Engine, Quality Office, FRL, Kavliko, Purchasing, EESE, PTSE, FGSD, Motorola, Focus Team, EPRC (this will be Gordon Masura and Greg Oswald). Everyone has a home by these headings, if your not sure of someone, call Me. (*) and note the core team people on the main list, so there is only one list.

John

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Friday, December 14, 2001 3:07 PM
To: Aldre, Mary (M.); Awad, Mahmoud (M.I.); Ayers, Don; Fredland, Mark (M.); Gates, Freeman (F.C.); Owens, Karen (K.E.); Panaretos, Christine (C.M.); Plants, Paul (P.G.); Schieding, Kurt (K.J.); Smythe, Joseph (J.M.); Verner, Carol (C.L.)
Cc: Johnson, Joe (J.H.)
Subject: FW: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

I am resending the attendance sheet (team roster). I made a major boo-boo with Jim O'Neal's name. Sorry.

<< File: Kavlico dPFEAttendance.xls >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components 'B'
(313) 24-89337
Fax: (313) 32-29265

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Friday, December 14, 2001 2:48 PM
To: Aldre, Mary (M.); Awad, Mahmoud (M.I.); Ayers, Don; Fredland, Mark (M.); Gates, Freeman (F.C.); Owens, Karen (K.E.); Panaretos, Christine (C.M.); Plants, Paul (P.G.); Schieding, Kurt (K.J.); Smythe, Joseph (J.M.); Verner, Carol (C.L.)
Cc: Johnson, Joe (J.H.)
Subject: Kavlico dPFE Sensor Meeting Minutes from Today (12/14/01)

Attached please find the meeting minutes from today's meeting. Please note the *italicized* phrases indicate an assignment. An agenda for next Tuesday's meeting will be put together on Monday. If you have anything to add, please let me know by noon on Monday.

I have also attached a roster (attendance sheet) for your reading pleasure. Please keep this in your files for contact names and numbers.

Have a good weekend!

<< File: Kavlico Meeting Minutes_121401.doc >> << File: Kavlico dPFEAttendance.xls >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components 'B'
(313) 24-89337
Fax: (313) 32-29265

Panaretos, Christine (C.M.)

From: Plants, Paul (P.G.)
Sent: Monday, January 07, 2002 11:38 AM
To: Panaretos, Christine (C.M.)
Subject: RE: dPFE EGR Sensor Meeting Agenda

Chris, attached is the latest Roster. Please replace your version with this. I will count on you maintaining in the future. It is now mostly complete. Can you send it out to ALL team members today please.

Also for Tuesday meeting please bring 25 copies of: Agenda, One Page Summary (latest 1/4/02 version attached to agenda) and roster. Also check that overhead projector works in the War Room, we may need to use it Tuesday. Thanks.



-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Friday, January 04, 2002 4:50 PM
To: Akins, Mary (M.); Awad, Mahmoud (M.I.); Ayers, Don; Freshland, Mark (M.); Gates, Freeman (F.C.); Owens, Karen (K.E.); Panaretos, Christine (C.M.); Plants, Paul (P.G.); Rosal, Roberto (R.A.); Schiading, Kurt (K.L.); Smythe, Joseph (J.M.); Verner, Carl (C.J.)
Subject: FW: dPFE EGR Sensor Meeting Agenda

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89837
Fax: (313) 32-29266

-----Original Message-----

From: Plants, Paul (P.G.)
Sent: Friday, January 04, 2002 4:03 PM
To: Panaretos, Christine (C.M.)
Subject: FW: dPFE EGR Sensor Meeting Agenda

Chris, please send to all *core team members. I will send to others who are required.

-----Original Message-----

From: Plants, Paul (P.G.)
Sent: Friday, January 04, 2002 4:01 PM
To: Panaretos, Christine (C.M.)
Cc: Plants, Paul (P.G.)
Subject: dPFE EGR Sensor Meeting Agenda

Generic meeting agenda: Meetings held Tuesday and Thursday at 1:00PM, POEE War Room, will be strategic overview meetings. Smaller working groups and individual work should be summarized and presented for brief team discussion and joint decisions. Agenda will be driven by the open issues/assignments list. Team leaders should submit agenda items (2) days before the meeting as issues are ready for review. Other members may also suggest topics ready for discussion. Chris Panaretos will compile and send agenda before each meeting. The team leader will prioritize the list, and limit time discussion at the meeting to assure all items are addressed.

1/8/02 agenda:

- 1) introduce new members.
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 - A) Pick "best of best" comparator vehicle (Mahmoud)
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Future meeting agenda items:

- A) Friday, 1/4/02 tech review summary (Mark, Freeman, Karen, Don Ayers)
- B) Kavlico raps audio link starting 1/10/02.
- C) John Koszewnik review 1/15 prep
- D) Tech offets 1/24 prep and facility reservation
- E) One Page Technical summary due 1/15/02.

<< File: dptsum.doc >>

Paul Plante

V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pitar D6
Tele. 313-84-54138; Fax 39-02513
Text Pager: 734-296-1905
E Mail: pplante@ford.com (CDS ID PPLANTE)

Panaretos, Christine (C.M.)

From: Plante, Paul (P.G.)
Sent: Friday, January 04, 2002 4:03 PM
To: Panaretos, Christine (C.M.)
Subject: FW: dPFE EGR Sensor Meeting Agenda

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Sent: Friday, January 04, 2002 4:01 PM
To: Panaretos, Christine (C.M.)
Cc: Plante, Paul (P.G.)
Subject: dPFE EGR Sensor Meeting Agenda

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Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BGD49, Pillar D5
Tele. 313-64-54138; Fax 39-02513
Text Pager: 734-296-1905
E Mail: pplante@ford.cm (CDS ID PPLANTE)

Panaretos, Christine (C.M.)

From: Plants, Paul (P.G.)
Sent: Friday, January 04, 2002 4:18 PM
To: Dalbo, Bob (R.J.); O'Neal, Jim (J.D.); Kapp, Dan (Daniel R.); Johnson, Joe (J.H.); Arnold, Kenneth (K.M.); Perry, Brian (B.J.); Deeb, Joe (J.S.); Popoff, Daniel (D.M.); Balint, Gary (G.S.); Williamson, Richard (E.); Masura, Gordon (G.P.); Owsak, Greg (G.G.); Roesl, Roberto (R.A.); Allee, Sheran (S.A.)
Cc: Plants, Paul (P.G.); Panaretos, Christine (C.M.); Owens, Karen (K.E.)
Subject: FW: dPFE EGR Sensor Meeting Agenda

This meeting occurs every Tuesday and Thursday, 1:00-3:00PM. The 1/8/02 will be a special overview meeting for key affected people. You are invited to the 1/8/02 meeting ONLY. The first hour will be an overview. You are free to leave after that if required. Meeting will be in POEE War Room (D1186 located in FMEI department, on south face of building adjacent to entrance door on south side).

Bob Dalbo: We will start your issue about 1:45 PM. Please bring generic documents like fishbones that might help us use as a baseline for starting.

—Original Message—

From: Plants, Paul (P.G.)
Sent: Friday, January 04, 2002 4:01 PM
To: Panaretos, Christine (C.M.)
Cc: Plants, Paul (P.G.)
Subject: dPFE EGR Sensor Meeting Agenda

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Panaretos, Christine (C.M.)

From: Verner, Carol (C.J.)
Sent: Monday, January 07, 2002 4:03 PM
To: Panaretos, Christine (C.M.); Plante, Paul (P.G.)
Cc: Owens, Karen (K.E.)
Subject: RE: dPFE EGR Sensor Meeting Agenda

Paul,

I would like to reserve 15 minutes (max) on a future meeting agenda to report out to the core team adjustments to section 1c of the 14D, vehicles affected. Attached is my update. I will bring a copy to the next meeting with the hope of discussing it during the walk-in session. The sooner we discuss the better. It should be done before we do another mailout of the package to interested parties.

Carol



140 Vehicles Affected
Update 1...

-----Original Message-----

From: Panaretos, Christine (C.M.)
Sent: Friday, January 04, 2002 4:50 PM
To: Aldin, Mary (M.); Awad, Mahmoud (M.I.); Ayers, Don; Fredland, Mark (M.); Gibbs, Freeman (F.C.); Owens, Karen (K.E.); Panaretos, Christine (C.M.); Plante, Paul (P.G.); Ross, Roberto (R.A.); Schieding, Kurt (K.J.); Smythe, Joseph (J.M.); Verner, Carol (C.J.)
Subject: FW: dPFE EGR Sensor Meeting Agenda

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-89337
Fax: (313) 82-29265

-----Original Message-----

From: Plante, Paul (P.G.)
Sent: Friday, January 04, 2002 4:03 PM
To: Panaretos, Christine (C.M.)
Subject: FW: dPFE EGR Sensor Meeting Agenda

Chris, please send to all *core team members. I will send to others who are required.

-----Original Message-----

From: Plante, Paul (P.G.)
Sent: Friday, January 04, 2002 4:01 PM
To: Panaretos, Christine (C.M.)
Cc: Plante, Paul (P.G.)
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<< File: dpfesum.doc >>

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02519
Ext Pager: 734-298-1905
E Mail: pplante@ford.com (CDS ID PPLANTE)

EP82-827 2888

Panaretos, Christine (C.M.)

From: Perry, Brian (B.J.)
Sent: Monday, January 14, 2002 3:16 PM
To: Gates, Freeman (F.C.); Owens, Karen (K.E.); Panaretos, Christina (C.M.); Friesland, Mark (M.); Plants, Paul (P.G.)
Cc: Ailes, Sheran (S.A.); Pascany, Ken (K.M.); Arnold, Kenneth (K.M.); Rossal, Roberto (R.A.); John Jahshan (E-mail)
Subject: RE: Kavlico TM dPFE Sensor Meeting Agenda 1/15/02

Sharon Ailes and I would like to discuss noise measurements on the Focus (per my previous questions to the team). I would like this subject added to the agenda for 1/15.

I would like to establish

- Is there a noise concern on particular vehicles (implication is yes, I would like data to confirm)
- What is the required noise immunity for the improved DPFE
- What wiring improvements are required

If beneficial, we can use the Motorola noise fingerprinting facility to help with the capture of this data.

Regards,
Brian J. Perry
Supervisor - C170, U231 & Outsourced Control Systems
GCE-PCSE-Powertrain Electronic Applications
Phone/Fax (313) 39-04170 POEE Bldg MD 75, Cube AP-062

Original Message

From: Panaretos, Christine (C.M.)
Sent: Monday, January 14, 2002 11:40 AM
To: Koszewnik, John (J.J.); Frazini, Frank (F.); Aldas, Mary (M.); Albrecht, Guenter (G.K.); Ailes, Sheran (S.A.); Arnold, Kenneth (K.M.); Miller, Jim (J.E.); Awad, Mahmoud (M.L.); Ayers, Don; Bandaska, Pats (P.F.); Barock, Catherine (C.K.); Bersudler, Lee (L.C.); Bled, Gerry (G.); Bronil, Mark (M.J.); Davies, Brady; Deeb, Joe (J.S.); Friesland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Karad, Karen (K.J.); Kunde, Otaf (O.); Masura, Gordon (G.P.); McCarty, Bill (W.D.); Nelson, Christian (C.A.); O'Neil, Jim (J.D.); Dawak, Greg (G.G.); Owens, Karen (K.E.); Panaretos, Christina (C.M.); Park, Kyong; Perry, Brian (B.J.); Plants, Paul (P.G.); Popoff, Daniel (D.M.); Rossal, Roberto (R.A.); Schieding, Kurt (K.J.); Shore, John (J.); Smythe, Joseph (J.M.); Tamashiko, Terry; Verner, Carol (C.J.); White-Johnson, Patricia (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)
Subject: Kavlico TM dPFE Sensor Meeting Agenda 1/15/02

Attached please find the agenda for the Kavlico dPFE Sensor team meeting, which will be held tomorrow, 1/15/02, from noon-2:00 p.m. in the DI-198 Conference Room. This is the "war room" located at the far south-end of the building.

If you have any questions, please do not hesitate to contact me.

<< File: Kavlico Meeting Format_011502.doc >>

Chris Panaretos

Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"
(313) 24-88337
Fax: (313) 32-28285

Panaretos, Christine (C.M.)

From: Piante, Paul (P.G.)
Sent: Wednesday, January 09, 2002 9:06 AM
To: Panaretos, Christine (C.M.)
Subject: FW: NHTSA Investigation PE01-043

Chris, distribute to all * core members of dPFE please.

Team, this is not good news for the dPFE issue. This NHTSA inquiry is for the stalls issue discussed at Tuesday team meeting by Les Williams. The symptoms are the same as dPFE issue.

-----Original Message-----

From: New, Ray (R.A.)
Sent: Tuesday, January 08, 2002 6:51 PM
To: Hines, Bob (B.S.); Claudoplene, Dale (D.E.); Takatsawa, Keith (K.D.); Kerr, Jerry (G.T.); Kozowski, John (J.L.)
Cc: Bradley, Joe (J.C.); Svenickas, Ed (E.); O'Neil, Ann (A.R.); Sebaltis, Christine (C.R.); Piante, Paul (P.G.); Gawlik, Greg (G.G.); Bauer, Scott (S.C.)
Subject: NHTSA Investigation PE01-043

The National Highway Traffic Safety Administration has opened a Preliminary Evaluation Investigation (PE01-043) to determine if 2001-02 MY Ford Escape/Mazda Tribute vehicles equipped with the optional 3.0L Duratec engine are experiencing stalls without warning while being driven. The Agency opened this investigation based on 49 reports involving Escape vehicles and 51 reports involving Tribute vehicles, none of which allege accidents. A copy of the resume is attached.

Once the inquiry is received, a kick-off meeting will be scheduled with representatives from your activity to obtain information necessary to complete our response to the inquiry.



R. A. New
Car Safety Investigations Manager
Production Vehicle Safety and Compliance
Automotive Safety Office
☎ (313) 694-7668 📠 (313) 694-2268
🌐 RNEVI@FORD.COM

Kavlico Tm DPFE Systems Technical Offsite

January 31, 2002 - 8:00 AM FTDC RM 161

1. EGR System Overview		
• System/sensor function - Freeman Gates	10 Min	8:00 AM
• Warranty Summary - Mamhoud Awad	5 Min	8:10 AM
• Sensor overview - Brady Davies/Kyong Park (Kavlico)	1.0 HR	8:15 AM
2. OBD II Function/Calibration - Gary Danhoff	30 Min	9:15 AM
Break	15 Min	9:45 AM
3. Technical Analysis - Mark Freeland, John Hangaas, Kyong Park, Brady Davies (Kavlico)	1.0 HR	10:00 AM
• Transient Voltage		
• Unprotected Area Damage		
4. Fish Bone Exercise - Paul Plante	1.0 HR	11:00 AM
LUNCH	1.0 HR	NOON
4. Fish Bone Exercise - (Continued)	1.0 HR	1:00 PM
• Assignments	30 Min	2:00 PM
Break	15 Min	2:30 PM
5. IS - Is NOT Exercise - Kurt Scheiding	2 HR	2:45 PM
6. Wrap-up - Freeman Gates	15 Min	4:45 PM

ENR2-427 2821

2/1/02
OFFICE

Kavlico Tm DPFE Systems Technical Offsite

January 31,2002 - 8:00 AM FTDC RM 161

- | | | |
|--|--------|----------|
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| Break | 15 Min | 2:30 PM |
| 5. IS - Is NOT Exercise - Kurt Schaiding | 2 HR | 2:45 PM |
| 6. Wrap-up - Freeman Gates | 15 Min | 4:45 PM |

ESL/MSL
DEBATE

ENR2-827 3822

From: Dalbo, Bob (R.J.)
Sent: Friday, December 13, 2002 9:50 AM
To: Suarez, Rhae (R.); Lawler, Dave (D.A.)
Cc: Yeung, Lem (.); Durfee, Tom (T.P.); Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Hansen, George (G.C.); Terzes, Laura (L.D.); Gilbert Fournelle
Subject: RE: Stalls Claim, without SSM or TSB being performed...

Dave/Rhae,
 Did the SSM alerting dealers to use TSB 02-23-01 for Escape stalling go out yet?

Bob Dalbo

3.0L Calibration Supervisor
 Outfitters Calibration, NAT
 Phone: (313) 24-84947 Fax: (313) 32-31786
 Pager: (313) 795-2859 Email: rdalbo@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, December 13, 2002 9:18 AM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Hansen, George (G.C.)
Cc: Yeung, Lem (.); Durfee, Tom (T.P.)
Subject: Stalls Claim, without SSM or TSB being performed...
Importance: High

The customer claim here indicates a repeating stalls customer...Tech states clearly that no TSB or SSM's exist related to the failure mode...All test codes passed...and the tech:STILL swapped the IAC???? I realize tech's don't always enter EVERYTHING...but what little was put in is unacceptable.

Rhae, I think FCSD needs to call this dealer, and clarify procedures... This claim should NOT be paid... Please advise on how we plan to follow up....This type of "Warranty work" does nothing for our customers...

Note: All costs are in US dollars

Model Year = 2003; Claim Key = 142257

<u>Vehicle Information</u>		<u>Claim Information</u>	
Model Year:	2003	Document Number:	04248401
Market Derived:	T/F - FORD DIVISION DERIVATIVE	Repair Date:	15-OCT-2002
Body/Cab Type:	* - [N/A]	Distance:	1838
Version/Series:	T/EF-FORD SERIES	TIS:	2
Drive Type:	T/A-2 WHL L/H FRONT DRIVE		
Vehicle Line:	T/M1-ESCAPE (J204) [2001]		
Warranty Start Date:	28-AUG-2002		

Production Date:	31-JUL-2002		
VIN:	1FMCU04123KA08208		
		Expense information	
Dealer Information:			
		Customer Paid Amount:	.00
Dealer Name	CARL GREGORY FORD L-M OF AUBUR	Deductible Amount:	.00
Dealer Code:	02884 - *	Dealer Paid Amount:	.00
Address:	2305 SOUTH COLLEGE	Labor Cost:	45.26
City:	AUBURN	Misc. Expense Amount:	.00
State:	AL Zip Code:36632	Part Markup Amount:	.00
Country:	USA Region Code: NA	Material Cost:	.00
Phone:	(334)887-8571	Total Cost Gross:	45.26

Qual. Concern Code:	D21 - ENGINE STALLS
Condition Code:	42 - DOES NOT OPERATE PROPERLY
Technician Comment:	TESTED EEC, ALL PASS CODES. TEST DROVE VEHICLE WHILE MONITOR PIDS WITH NGS, NO PROBLEM FOUND. NO SSM OR T8B REGARDING
Customer Comment:	CUSTOMER STATES VEHICLE STALLED TWICE WHILE DRIVING

Labor Op Code	Labor Op Description	Labor Op Cost
12650D	EEC - (QUICK TEST) DIAGNOSIS	11.31
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	5.66
12650D81	NGS RECORDER / MONITOR ROAD TEST DIAGNOSIS	28.29

Causal	Full Part Number			Part	Part	Extended
Flag	PREC	BASE	SUFF	Description	CPSC	Quantity Amount
Y	*	9F715	*	VALVE-AIR BYPASS	030403	0 .00

DTC Sections:		Mil. Light On = *
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Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Goodwin, William (W.R.)
Sent: Thursday, September 05, 2002 9:10 AM
To: Fournelle, Gilbert (G.)
Cc: Yeung, Lem (-)
Subject: Declined: U204 phantom stall meeting

Gilbert,

I will be unable to attend today. I do have an update from Honeywell. They have initiated the build of the low resistance plugs. These parts take significant development of resistive glass mixing and require test exposure to ensure maximum stability of the prototype part. They are planning to have us parts in 6-8 weeks.

I do have a set of zero resistance plugs already. I believe these may be significant overkill. If the timing above is unacceptable, it might be useful to install one of these plugs, but possibly a total waste of time.

Please let me know if you would like to have further discussion.

From: Grimes, Jeff (J.R.)
Sent: Friday, December 13, 2002 9:18 AM
To: Suarez, Rhas (R.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Hansen, George (G.C.)
Cc: Yeung, Lam (.); Durfee, Tom (T.P.)
Subject: Stalls Claim, without SSM or TSB being performed..

Importance: High

The customer claim here indicates a repeating stalle customer...Tech states clearly that no TSB or SSM's exist related to the failure mode...All test codes passed...and the tech STILL swapped the IAC???? I realize tech's don't always enter EVERYTHING...but what little was put in is unacceptable!

Rhas, I think FCSD needs to call this dealer, and clarify procedures...This claim should NOT be paid... Please advise on how we plan to follow up....This type of "Warranty work" does nothing for our customers...

Note: All costs are in US dollars

Model Year = 2003; Claim Key = 142257

Vehicle Information		Claim Information	
Model Year:	2003	Document Number:	04248401
Market Derived:	T/F - FORD DIVISION DERIVATIVE	Repair Date:	15-OCT-2002
Body/Cab Type:	* - [N/A]	Distance:	1839
Version/Series:	T/EF-FORD SERIES	TIS:	2
Drive Type:	T/A-2 WHL L/H FRONT DRIVE		
Vehicle Line:	T/M1-ESCAPE (U204) (2001)		
Warranty Start Date:	28-AUG-2002		
Production Date:	31-JUL-2002		
VIN:	1FMCU04123KA08206		
		Expense Information	
Dealer Information:		Customer Paid Amount:	.00
Dealer Name	CARL GREGORY FORD L-M OF AUBUR	Deductible Amount:	.00
Dealer Code:	02884 - *	Dealer Paid Amount:	.00
Address:	2305 SOUTH COLLEGE	Labor Cost:	45.28
City:	AUBURN	Misc. Expense Amount:	.00

State:	AL Zip Code:38832	Part Markup Amount:	.00
Country:	USA Region Code: NA	Material Cost:	.00
Phone:	(334)887-8571	Total Cost Gross:	45.26

Cust. Concern Code:	D21 - ENGINE STALLS
Condition Code:	42 - DOES NOT OPERATE PROPERLY
Technician Comment:	TESTED EEC, ALL PASS CODES. TEST DROVE VEHICLE WHILE MONITORING FOR PIDS WITH NGS,

NO PROBLEM FOUND. NO 8SM OR TSB REGARDING

Customer Comment:	CUSTOMER STATES VEHICLE STALLED TWICE WHILE DRIVING
-------------------	---

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12850DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	5.88
12850D81	NGS RECORDER / MONITOR ROAD TEST DIAGNOSIS	28.29

Causal	Full Part Number			Part	Part	Extended	
Flag	PRE	BASE	SUFF	Description	CPSC	Quantity	Amount
Y	*	9F715	*	VALVE-AIR BYPASS	030403	0	.00

DTC Sections:		MN. Light On = *
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Flag	Test Type	Malfunction Cd	Malfunction Cd Description	Monitor Cd	Monitor Cd Description

Jeff Grimes
 OPD & Value Engineering
 Duratec Engine Programs, U204
 Ford Motor Company
 ph: (313) 322-8237 fax: (313) 594-7323
 e-mail: jgrimes1@ford.com

From: Noteboom, Jim (J.E.)
Sent: Tuesday, July 30, 2002 11:27 AM
To: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); 'Cary Powell'; Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); 'Dan Rothweller'; De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Duvall, Allen (A.W.); Faacetti, Bob (R.J.); Fomelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Goodwin, William (W.R.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); 'John McDonald'; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Le, Dzung (D.H.); Lintaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Mateasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); McGee, Brett (B.L.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); 'Morgan, Tom'; Morishima, Shigeki (S.); 'Naveed Khan'; Nematollahi, Sonya (S.); 'Nikolai, Bernie'; Ortman, James (J.W.); Powers, Ken (K.W.); Price, Marlin (M.); Raquepau, Aiden (A.P.); Shah, Kiran (K.C.); Shiralshi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenatra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lea (LHW.); Yeung, Lem (.)
Subject: RE: U204 Stall Investigation, 7-26-02

VEH: '02 Escape **VIN:** 1FMCU04112KD11749 **BUILT:** 4-11-02 **MILES:** 1650
CUSTOMER: Carol Segaty / 303-252-8278 (home) **LOCATION:** Northglenn, Colo.
COMPLAINT: Stalls in slow traffic. Note: the stall occurs in the same location (80th between Wadsworth and 36) as the previous vehicle; checked this out and there are high tension lines crossing the road there.

TSB and SSM results:

- IAC=34%
- EVAP system passed.
- DPFE and EEC relay are the latest.
- Keys do not have excessive weight.
- All related grounds were secure.

Based on the stall location and the possibility of RFI, the MAF was updated to a 1L2Z-BA.

Also on this vehicle the battery was leaking from the seam on the corner opposite the negative post (see photos). The customer stated that when the vehicle was purchased, the original batt. was dead and was replaced. This batt. was not a service piece but looked like original equipment so it's history is in question. A new service batt. was installed.



MVC029F.JPG

Serial no.

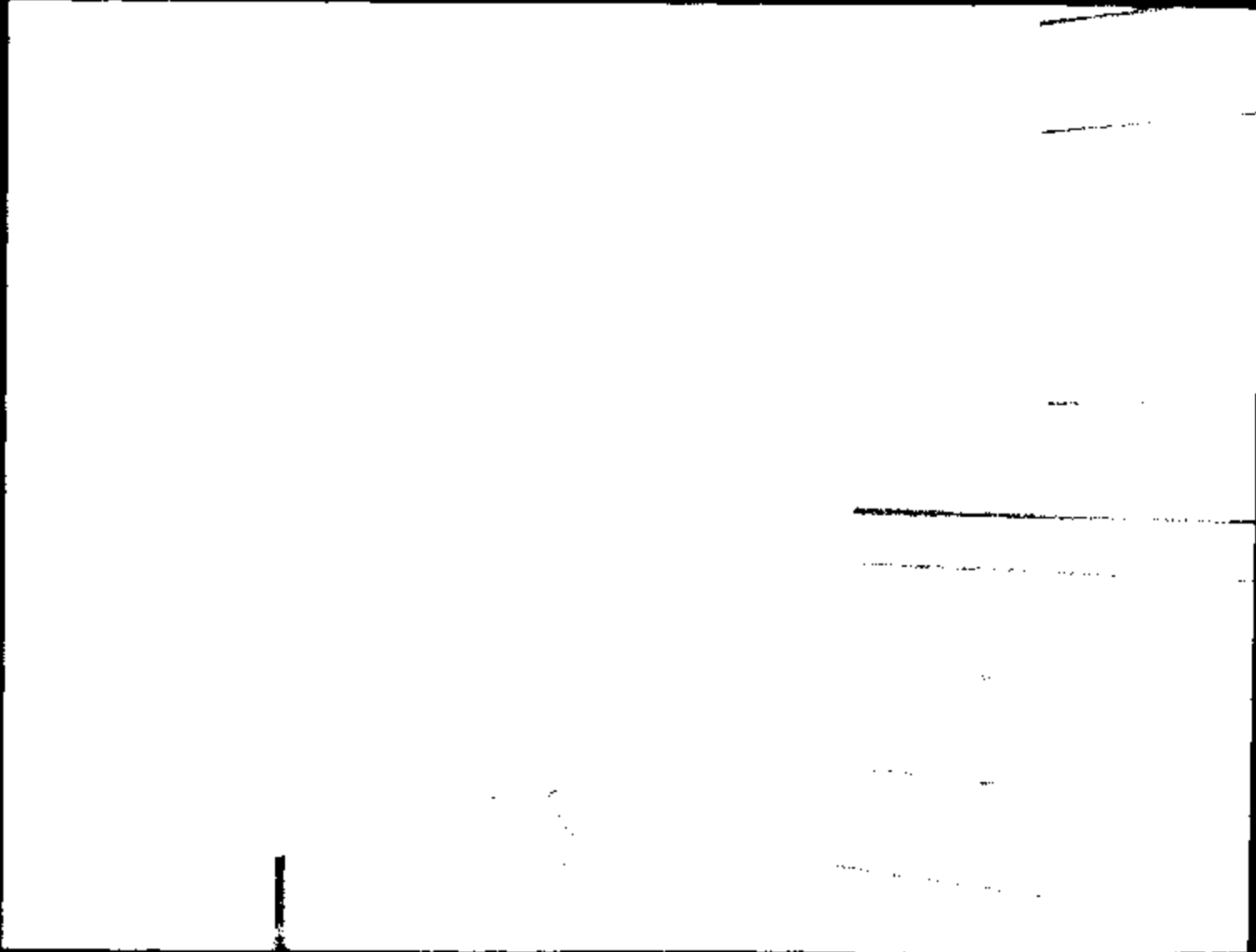


MVC040F.JPG

Acid drip from seam.

ENG2-827 3441

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.674.4015 FAX: 303.674.5730
Cell: 303.921.2076



PROTECTOR
RE
▲ DANGER / PO

LA HAITI 1981
OF THE BEACH
1974 JEM

From: Smaldone, Ronald (R.P.)
Sent: Friday, September 27, 2002 2:00 PM
To: Yeung, Lam (.)
Cc: Grimes, Jeff (J.R.)
Subject: Global 8D Number for U 204



image001.jpg

Global 8D number is 21549. I will work and get it revised by COB Tuesday.

Ron Smaldone

<http://www.w3o.ford.com/arts/Animated/animatedgifs/ovalanm.gif>
<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Relentless in the Pursuit of Quality

Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

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Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM

Text Pager: 313-795-8424

From: Smaldone, Ronald (R.P.)
Sent: Friday, September 27, 2002 10:18 AM
To: Yeung, Lem (.)
Cc: Grimes, Jeff (J.R.); 'mmckee@visteon.com'
Subject: RE: Urgent: T-body sticking update needed

Lem, verbally from Mike Mckee at Visteon.

PPAP projected to be complete on Thursday Oct 3rd. Visteon is communicating with CEP to get releases so they can ship as soon as PPAP is complete. Pending releases being issued from Cleveland, Visteon will begin shipping parts on Oct 4th.

Ron Smaldone

Relentless in the Pursuit of Quality

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Text Pager: 313-795-8424

-----Original Message-----

From: Yeung, Lem (.)
Sent: Friday, September 27, 2002 8:03 AM
To: Smaldone, Ronald (R.P.)
Subject: FW: Urgent: T-body sticking update needed
Importance: High

Jeff is on vacatio today. Am aware of the whacker test results. Not good. Can you provide me something to forward onas status?

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Linde, Peter (P.A.)
Sent: Thursday, September 26, 2002 6:28 PM
To: Yeung, Lem (.)
Cc: Miller, Brian (B.J.)
Subject: Urgent: T-body sticking update needed
Importance: High

Lem,

If not already asked, please provide a status of sticking throttle body resolution progress. Rumor is that it still isn't in production. See below.

Sorry for short notice.

Pete Linde
Engineering Supervisor
Escape/Tribute PVT
8121 US Highway 69
Claycomo, MO 64119
816-459-1855
816-459-1726 (fax)

-----Original Message-----

From: Dave Nutt [mailto:DNutt@mazdausa.com]
Sent: Wednesday, September 25, 2002 6:41 AM
To: Ken Powers (E-mail)
Cc: Fred Sype; Shinji Kanai; Pete Linde (E-mail)
Subject: Items for the TQC Meeting this Friday.

Ken,

There are several items Fred and I will be looking for at the meeting Friday:

- 1) An updated 8D for the black rust on the steering gears.
- 2) An update on the sticky throttle body issue (you mentioned you would get a date for us last time).
- 3) An updated 8D from FMS for the radio rattle.

If you could bring the documents containing this information to the meeting this Friday, it will expedite the closure of these issues.

Thank-you,
Dave Nutt

....

STURE

EM62-827 3831

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EM2-827 3832

From: Rose, Robert (R.A.)
Sent: Monday, July 08, 2002 2:54 PM
To: Yeung, Lam (.)
Subject: FW: 2003 MY U204 3.0L Duratec Throttle Body - change requested!!

Not sure if you have seen this but Mike H. has a question that may need some help to sort out.

Bob Rose

V6 DEW98 Engine Programs
POEE, Cube AE029, MD #48
Ph:313-390-3053; Pager: 313-795-3853
mrose1@ford.com

-----Original Message-----

From: Hofman, Michael (M.V.)
Sent: Wednesday, July 03, 2002 7:41 PM
To: Rose, Robert (R.A.)
Subject: FW: 2003 MY U204 3.0L Duratec Throttle Body - change requested!!

Hi Bob - Hope things are going well Ed's response note indicated that you were in charge just thought I'd pass along this as info! Thx - Mike

-----Original Message-----

From: Hofman, Michael (M.V.)
Sent: Wednesday, July 03, 2002 7:36 PM
To: Bicking, Kevin (K.L.); Sventickas, Ed (E.)
Cc: Grimes, Jeff (J.R.); 'jcreahan@vistoon.com'; Smaldone, Ronald (R.P.); Klarr, Jerry (G.T.); Arnold, James (J.A.); Regas, Mike (M.P.); Gogala, Anil (A.B.)
Subject: 2003 MY U204 3.0L Duratec Throttle Body - change requested!!

Kevin / Ed - Need your help!! This afternoon we held a review of the QSF status on the U204 TBody sticking with Bennie Fowler (our new Outfitters - Executive Director). Jeff Grimes, Ron Smaldone and Jim Creehan from Rawsonville attended and presented. The story was received with mixed results. The fact that we had service parts to field service was accepted as positive, but the discussion around the Rawsonville capability and the timing before the team was recommending incorporation the "fix" into production was viewed by Bennie as taking way to long!!

Based on Jeff's description, part of the timing critical path related to CEP2's desire to contain TBody complexity and the fact that Mazda on the MPV program had not signed off on the change to the airflow set process (our proveout on U204 noted the parts as transparent for calibration effect).

Bennie's challenge was to have the change incorporated into the 2003 Job #1 product (B&A Job #1 is scheduled 7/22). Rawsonville has already run parts and PSW'd based on the service part run for the QSF closure. We need your help in helping Jeff and Jim Arnold to leverage the Mazda folks in Japan to accept the change on our engineering judgement -or- find a way to potentially batch run MPV and U204 motors separate for a period of time until once again the two programs have a common Tbody.

Looking for your feedback / input on how to best handle the requested change - Thanks much in advance!! - Mike

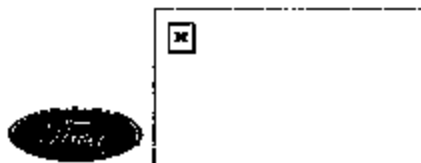
Michael V. Hofman, Mgr.
Outfitters Compact Utilities P/T Programs Engrg.
CDSID - MHOFMAN
TD-H68 - 313 845-5065
Fax: - 313 390-0579

ER62-827 3743

From: Smaldone, Ronald (R.P.)
Sent: Wednesday, May 15, 2002 2:12 PM
To: Smaldone, Ronald (R.P.); Gates, Edward (E.); Kosko, Jeff (J.R.); Moore, Donald (D.R.); Grimes, Jeff (J.R.); Yeung, Lem (.); Anthony Benitez (E-mail); Dave Cunningham (E-mail); JIMC (E-mail); Louise Bailey (E-mail); Mike McKee (E-mail); Rick Tyzo (E-mail); Sam Avery (E-mail); Sarah Padula (E-mail); Terry Weshphal; Thomas Foley (E-mail)
Cc: Corbett, Sandra (S.M.); Altoonian, Don (D.J.)
Subject: RE: Latest presentation material for Escape Throttle body project

Ok, I sent the wrong file. Here is the correct one.

Ron Smaldone



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Email: RSMALDON@FORD.COM

Text Pager: 313-795-8424

-----Original Message-----

From: Smaldone, Ronald (R.P.)
Sent: Wednesday, May 15, 2002 1:42 PM
To: Gates, Edward (E.); Kosko, Jeff (J.R.); Moore, Donald (D.R.); Grimes, Jeff (J.R.); Yeung, Lem (.); Anthony Benitez (E-mail); Dave Cunningham (E-mail); JIMC (E-mail); Louise Bailey (E-mail); Mike McKee (E-mail); Rick Tyzo (E-mail); Sam Avery (E-mail); Sarah Padula (E-mail); Terry Weshphal; Thomas Foley (E-mail)
Cc: Corbett, Sandra (S.M.); Altoonian, Don (D.J.)
Subject: Latest presentation material for Escape Throttle body project

Attached is the latest info. on project.

The preset study we ran yesterday was very successful and further capability study is planned.

Ron Smaldone



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ERG2-627 3750

1/22/03

From: Moore, Donald (D.R.)
Sent: Friday, April 19, 2002 4:44 PM
To: Smaldone, Ronald (R.P.)
Cc: Yeung, Lem (.)
Subject: RE:

Thanks Ron.....make sure that the nest A parts continue to go to the U204 throttle body.....right Lem....

—Original Message—

From: Smaldone, Ronald (R.P.)
Sent: Friday, April 19, 2002 4:37 PM
To: Sventickas, Ed (E.)
Cc: Moore, Donald (D.R.)
Subject: RE:

Ed, they have given me capability data on the bore diameter only. They have promised me the rest of the data for our Monday Hi Mileage meeting.

The bore is not capable as I stated before. The station has three nests and nest A was the poor performer. They haven't machined 3.0L Modular T/bodies on the line since discovering this. They have determined they have a bad spindle and are replacing it this weekend.

I spoke with the area superintendent and they will begin to use SPC on the process and use the tower gage with a sweep method to find the high and low diameters in the bore. I am working with them to modify the control plan, etc.

Our DOE will use parts from nest A before repair and good parts from nest B or C to determine the effect on sticking.

I don't bet, but if I did, I would say nest A parts will definitely perform worse than nest B or C relative to sticking. We shall see!

Have a nice weekend.

Ron Smaldone

<http://www.w3o.ford.com/arts/Animated/animatedgifs/ovalanm.gif>

Relentless In the Pursuit of Quality

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Text Pager: 313-795-8424

—Original Message—

From: Sventickas, Ed (E.)
Sent: Friday, April 19, 2002 4:01 PM
To: Smaidone, Ronald (R.P.); Moore, Donald (D.R.)
Subject: FW:

Needed to resend

—Original Message—

From: Sventickas, Ed (E.)
Sent: Friday, April 19, 2002 1:51 PM
To: Smaidone, Ronald (R.P.); Moore, Donald (D.R.)
Subject:

Did we get throttle body capability data????

Ed Sventickas

Manager of 2.5/3.0L V6

Duratec Engines

V-Engine Engineering

Phone - 313 845 5080

Fax - 313 594 7323

esventic@ford.com

Text Pager:313-851-0626

From: Smaldone, Ronald (R.P.)
Sent: Wednesday, February 20, 2002 5:07 PM
To: Patterson, Chad (C.S.); Moore, Donald (D.R.); Koako, Jeff (J.R.); Yeung, Lem (.)
Subject: Six Sigma BB Project for Escape Throttle Plate Sticking Closed Issue

Number for project for Escape is 8206.

Ron Smaldone



Relentless in the Pursuit of Quality

Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

V-Engine Engineering - Ford Motor Company

Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM

Text Pager: 313-795-8424

From: Strick, Holly (H.A.)
Sent: Tuesday, January 22, 2002 10:10 AM
To: Yeung, Lem (.)
Co: Strick, Holly (H.A.); Maclaren, Ron (R.A.); Miller, Brian (B.J.)
Subject: FW: 3.0L Throttle stick

Lem, are you aware of this issue? It's a D&R item, so I figured you'd be tracking it in warranty.....

Holly A. Strick

Plant Quality Problem Engineer, Cleveland Engine #2
Dialnet 823-3991 or (216) 676-3991
Fax (216) 676-3483; e-mail HSTRICK@Ford.com

-----Original Message-----

From: Miller, Brian (B.J.)
Sent: Monday, January 21, 2002 12:00 PM
To: Maclaren, Ron (R.A.); Strick, Holly (H.A.)
Subject: FW: 3.0L Throttle stick

Ron/Holly -

The Throttle Stick issue is deserving attention.

I am attempting to understand if this is a "continuous" or several independent root causes.

Brian Miller

Escape/Tribute Powertrain Quality Resident Engineer
Kansas City Assembly Plant
Ph: (816)459-1956 Fax: (816)459-1728
Pager: (913)567-7146 (bmillers9@ford.com) <mailto:bmillers9@ford.com>

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Thursday, January 17, 2002 4:09 PM
To: Kwon, Soon (S.K.); Carbett, Sandra (S.M.); Altoonkan, Don (D.J.); Miller, Brian (B.J.); Yeung, Lem (.)
Subject: FW: 3.0L Throttle stick

CQIS info on "LHD throttle stiction". Brian, please pass on to Cleveland. Emerging issue.

-----Original Message-----

From: King, Robert (R.F.)
Sent: Thursday, January 17, 2002 10:56 AM
To: Moorhouse, Scott (S.R.)
Subject: FW: 3.0L Throttle stick

Info

Ford "The Most Wanted Car on the American Road" circa 1952

Robert King
LHD Escape/Maverick PCSD Program Manager
PVT & Field Support, Vehicle Service & Programs
Kansas City Assembly Plant (816) 459-1872, fax 459-1726

-----Original Message-----

From: Suarez, Rhae (R.)
Sent: Thursday, January 17, 2002 10:24 AM
To: Hale, Tony (A.S.); Altoonian, Don (D.J.); King, Robert (R.F.)
Subject: 3.0L Throttle stick

Here is the latest CQIS info on 3.0L throttle/pedal sticking concern.



throttle stick concern
2002-01...

We are up to 57 VINS for 2001MY and 10 VINS for 2002MY.

Please let me know if you need any additional information.

Thanks,

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
D&C II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-798-8242
Fax: 313-33-78337
Email: rsuarez8@ford.com

| REPORT DATE | MILEAGE | MODEL YEAR | VIN | BUILD DATE | ENGINE | STATE | ADJL SYM | COMMENTS |
|-------------|---------|------------|--------------------|------------|----------|-------|--------------------------------|--|
| 11/05/2001 | 10088 | 2001 | 1FMYU021X1K44888 | 01/12/2001 | 3.0L DUR | MN | | THE ACCELERATOR PEDAL BINDS AND IS HARD TO DEPRESS. VERIFIED THE GAS PEDAL WAS HARD TO PUSH. DISCONNECTED THROTTLE CABLE FROM THROTTLE BODY AND TRIED, THE PEDAL WAS OK, NO BINDING. TRIED TO MOVE THROTTLE BODY, IT WAS STIFF AND HARD TO MOVE. REPLACED THROTTLE BODY AND RETESTED, OK. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/12/2001 | 7988 | 2001 | 1FMYU04131K942018 | 03/30/2001 | 3.0L DUR | WI | ALLEGED STICKY THROTTLE | SYMPTOM_CODE 807500 CHANGED TO 811800 BY SDWAH220
TECH STS THAT HE HAS A CUSTOMER COMPLAINT OF A STICKY THROTTLE. TECH STS THAT HE HAS BEEN UNABLE TO VERIFY THE CONCERN. TECH SEEKING ANY KNOWNS. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/14/2001 | 4277 | 2001 | 1FMCLU04181K087881 | 03/14/2001 | 3.0L DUR | AG | | ADVISED TECH OF NO KNOWNS. ADVISED TECH TO CHECK THE THROTTLE CABLE, AND CHUSE CONTROL FOR ANY POSSIBLE BINDING CONCERNS CAUSING A STICKY THROTTLE. ALSO CHECK THE THROTTLE BODY FOR A BINDING CONCERN. ADVISED TECH TO REPLACE AS NECESSARY. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/14/2001 | 12427 | 2001 | 1FMCLU04171K228148 | 04/02/2001 | 3.0L DUR | ON | ACCELERATOR BINDS INTERMITTANT | THE THROTTLE STICKS WHEN ACCELERATING FROM A STOP.
I FOUND THE THROTTLE PLATES STICK.
SRV_DUR_CODE 8YB10 CHANGED TO 8B124 BY BWENDEL PART_MGR BE CHANGED TO 8B28 BY BWENDEL |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/18/2001 | 3215 | 2001 | 1FMYU04141K056748 | 07/24/2001 | 3.0L DUR | PA | THROTTLE BODY STICKS CLOSED | CUSTOMER COMPLAINS THAT THE ACCELERATOR BINDS INTERMITTANTLY. SM CANNOT DUPLICATE WORCERNS IF THERE IS A PROBLEM OR A REVISED THROTTLE BODY. ADVISED NO KNOWNS. INSPECT LINKAGE AND THROTTLE BODY FOR SIGNS OF ABNORMAL CONTACT, BUMP, ETC. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/18/2001 | 18146 | 2001 | 1FMYU041X1K202338 | 03/14/2001 | 3.0L DUR | ON | | VEHICLE WAS BROUGHT IN FOR A THROTTLE STICKING CLOSE. TECH IS UNABLE TO DUPLICATE CONCERN. TECH HAS CHECKED THROTTLE MOVEMENT PHYSICALLY WITH HIS FINGERS. CANNOT GET IT TO STICK CLOSED.
RECOMMENDED TO ADJUST HARD STOP SETTING. CHECK LINKAGE AND THROTTLE CABLE. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/18/2001 | 5000 | 2001 | 1FMYU021X1K086428 | 01/03/2001 | 3.0L DUR | IL | | THE GAS PEDAL WAS STICKING WHEN TRYING TO ACCEL FROM A STOP - WARM OR COLD.
WE REPLACED THE THROTTLE BODY.
SRV_DUR_CODE A-108 CHANGED TO A1082 BY NSAKERS SYMPTOM_CODE 823000 CHANGED TO 619100 BY NSAKERS |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/23/2001 | 21888 | 2001 | 1FMYU03161K056414 | 01/08/2001 | 3.0L DUR | PA | | INTERMITTENT PROBLEM. ACCELERATOR PEDAL STICKS OR IS HARD TO DEPRESS UPON ACCELERATION FROM A STOPPED POSITION.
NO REPAIRS AT THIS TIME.
SRV_DUR_CODE 8YB10 CHANGED TO 2066 BY DUAROS VEH_MILEAGE 000000 CHANGED TO 000600 BY DUAROS SYMPTOM_CODE 810800 CHANGED TO 619100 BY DUAROS |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/24/2001 | 13785 | 2001 | 1FMYU02141K086640 | 03/02/2001 | 3.0L DUR | PA | INTERMITTENT STIFF THROTTLE | THE GAS PEDAL STICKS.
VERIFIED CONCERN AND ORDERED THROTTLE PLATE ASSEMBLY, PARTS ARE STILL ON BACK ORDER, WAITING FOR RELEASE.
PART_MGR BEING CHANGED TO BY DSTELTER SYMPTOM_CODE 404000 CHANGED TO 819100 BY DSTELTER |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/22/2001 | 13127 | 2001 | 1FMCLU04171K228148 | 04/02/2001 | 3.0L DUR | ON | | TECH STS HAS ALLEGED STIFF THROTTLE FROM A STOP. TECH STS HE CANT VERIFY THE CONCERN. SEEKING KNOWNS
ADV TECH OF NO KNOWNS AT THIS TIME. ADV TECH TO VERIFY THE CONCERN.
ADV TECH TO CHECK THE FLOOR MATS, THROTTLE CABLE AND THROTTLE BODY. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/22/2001 | 3212 | 2001 | 1FMYU04191K036628 | 08/22/2001 | 3.0L DUR | PQ | | THE ACCELERATOR BEGINS TO BIND AND STICK SOMETIMES.
REPLACED THE THROTTLE BODY.
HARD FUEL PEDAL IN THE MORNING
CLEAN AND GREASE CABLE |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/22/2001 | 6524 | 2001 | 1FMYU04121K048808 | 12/01/2000 | 3.0L DUR | ON | | SYMPTOM_CODE 108000 CHANGED TO 107888 BY AARSENIA
THE VEHICLE DOES NOT ACCELERATE ON THE FIRST FEW INCHES OF THE GAS PEDAL TRAVEL, THEN RESPONDS AND ACCELERATES WITH A JERK FORWARD.
UNABLE TO ACCELERATE SMOOTHLY FROM A COMPLETE STOP. THE CONCERN EXISTS ALL THE TIME WHEN COLD OR WARM. THE ENGINE IDLES SMOOTHLY, NO STALLING CONDITION.
NO REPAIR. |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| 11/27/2001 | 3128 | 2001 | 1FMYU01111K088804 | 03/02/2001 | 3.0L DUR | ON | | THE VEHICLE DOES NOT RESPOND TO FIRST FEW INCHES OF GAS PEDAL TRAVEL FROM A DEAD STOP. THEN IT ACCELERATES ACCORDING TO THE POSITION OF THE PEDAL AT THAT PARTICULAR POINT. AKA VERY HARD ACCELERATION. UNABLE TO ACCELERATE SMOOTHLY FROM A DEAD STOP. THE ENGINE IDLES SMOOTHLY, NO |
| | 0 | | | | | | | |
| | 0 | | | | | | | |
| | 0 | | | | | | | |

| | | | | | | |
|------------|------------|-------------------|------------|----------|----|-----------------------------|
| 11/27/2001 | 0213 2001 | 1FMYU04141K088003 | 03/14/2001 | 3.0L DUR | ON | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 11/29/2001 | 7572 2001 | 1FMCU04121K088788 | 02/14/2001 | 3.0L DUR | NO | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 11/29/2001 | 12222 2001 | 1FMYU04101K080888 | 03/20/2001 | 3.0L DUR | ON | |
| | 0 | | | | | |
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| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 11/29/2001 | 8812 2001 | 1FMYU04101K080827 | 02/12/2001 | 3.0L DUR | AS | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 11/29/2001 | 7318 2001 | 1FMYU041X1K089612 | 01/19/2001 | 3.0L DUR | PC | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 11/29/2001 | 12838 2001 | 1FMCU04101K080843 | 02/14/2001 | 3.0L DUR | ON | |
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| | 0 | | | | | |
| 11/29/2001 | 12735 2001 | 1FMYU04151K087131 | 01/11/2001 | 3.0L DUR | ON | THROTTLE STICKS CLOSED COLD |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 11/29/2001 | 8275 2001 | 1FMYU04121K088888 | 02/12/2001 | 3.0L DUR | ON | THROTTLE STICKS ON ACCEL |
| | 0 | | | | | |
| | 0 | | | | | |
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STALLING, NO MIL ILLUMINATION.

NO REPAIR.

THE ENGINE DOES NOT RESPOND TO FIRST FEW INCHES OF THE GAS PEDAL TRAVEL, THEN IT WAKES UP AND ACCELERATES HARD. UNABLE TO ACCELERATE SMOOTHLY FROM A DEAD STOP. ONCE UP TO SPEED, ALL IS FINE ABLE TO MODULATE THE PEDAL CORRECTLY. THE CONDTION EXIST AT ALL TEMPERATURE LEVELS. NO DTCS, NO MIL ILLUMINATION, NO ROUGH IDLE, NO STALLING, VERY ANNOYING CONDITION. THE TECH CANNOT FIND CORRECTION, AWAITING BSM OR TSB.

NO REPAIR.

THE THROTTLE STICKS ON TIP IN FROM A STOP OR AFTER COASTING WITH THE THROTTLE CLOSED. CONCERN STARTED ABOUT 5000 KM AGO AND GRADUALLY GOT WORSE.

FOUND THROTTLE PLATE STICKING IN THROTTLE BODY AT CLOSED THROTTLE BECAUSE OF HARD CARBON BUILD UP BELOW THE PLATE CAUSING A RIDGE ABOUT .003" THICK. THIS RIDGE INTERFERRED WITH PLATE MOVEMENT. CLEANING THE CARBON AND ADJUSTING THE IDLE STOP SCREW IN ONE HALF TURN CURED THE PROBLEM.

THE CUSTOMER IS COMPLAING OF INTERMITTENT HESITATION FROM A STOP. IT FELT LIKE THE GAS PEDAL WAS STICKING, THEN ALL OF A SUDDEN IT WOULD LURCH FORWARD.

WE WERE NOT ABLE TO DUPLICATE THE CONCERN. THE CUSTOMER WAS WORRIED ABOUT DRIVING IN THE WINTER WITH THIS SYMPTOM. WE REPLACED THE THROTTLE BODY. THE CUSTOMER SAYS THE SYMPTOM NO LONGER OCCURS AND SHE IS MOST PLEASE WITH THE REPAIR. SHE ALSO SAYS HER ACCELERATOR PEDAL FEELS SMOOTHER TO PRESS.

THE ACCELERATOR PEDAL WAS HARD TO PRESS DOWN. THE PEDAL DOES NOT GO DOWN SMOOTH.

WDS HOOK UP AND TEST - PASS CODES. DATA LOGGER DISPLAY AND RECORD. FUEL PRESSURE TESTED, POWER BALANCE TESTED AND REPOINT TESTED. WE LUBED THE ACCEL CHAINS AND REPROGRAMMED AND RETESTED.

FIRST 1/4 WAY OF ACCEL PEDAL VERY HARD TO PUSH.

GAS PEDAL STICKS ON THROTTLE BODY.

WIN 1FMYU041X1K088612 CHANGED TO 1FMYU041X1K088612 BY AARSENIA

SYMPTOM CODE 66000 CHANGED TO 80006 BY AARSENIA

SERVICE WRITER STATED THE CUSTOMER CONCERN IS DIFFICULTY PRESSING THE THROTTLE CABLE, THEY DESCRIBED THE OPENING RESISTANCE AS BEING INCONSISTENT. SERVICE WRITER WAS ABLE TO VERIFY THE CONCERN. TECH ATTEMPTED TO LUBRICATE THE THROTTLE CABLE AND THE ACCELERATOR PEDAL. CONCERN STILL PRESENT. BSM WANTS TO KNOW IF WE HAVE ANY CONCERNS WITH THROTTLE BODIES. NO SIGNS OF DAMAGE TO VEHICLE.

ADVISED BSM NO KNOWN ISSUES OR REPORTS OF THROTTLE BODY OR CABLE.

IF CONCERN CAN BE VERIFIED IN SERVICE BAY RECOMMEND INSPECTING INDIVIDUAL COMPONENTS OF SYSTEM TO DETERMINE IF CONCERN CAN BE ISOLATED.

TECH @TS VEHICLE HAS A CONCERN OF THROTTLE PEDAL STICKS CLOSED WHEN FIRST STARTED COLD, FEELS AS THOUGH PEDAL "LUNTS" WHEN THROTTLE IS DEPRESSED. HAD ANOTHER VEHICLE WITH SAME CONCERN AND TECH REPLACED THROTTLE BODY. SEEKING KNOWNS.

ADV TECH TO ATTEMPT TO ADJUST BASE IDLE TO MOVE BLADE OUT OF BORE. IF NO RESOLVE, POSSIBLE THROTTLE REPLACEMENT IS NECESSARY.

REPLACED THROTTLE BODY FOR STICKING.

TECH STATES THE CUSTOMER IS CONCERNED WITH A THROTTLE STICKING CONCERN. HE STATES COLD THE THROTTLE WILL STICK ON ACCEL. HE STATES HE MUST APPLY A LOT OF PRESSURE THE THE THROTTLE. THEN IT WILL FINALLY GO, BUT IT MAKES FOR A HARD ACCEL, AND A DOWNSHIFT. HE STATES HE CHECKED THE LINKAGE AND FOR BINDING ON THE FLOORPACT. HE STATES AS THE VEHICLE WAKES UP THE CONCERN SEEMS TO GO AWAY. HE STATES IT IS LIKE THE THROTTLE PLATE IS STICKING IN THE BORE AND AS IT WAKES UP THE THROTTLE BODY ITSELF EXPANDS MAKING THE CONCERN GO AWAY. HE IS SEEKING ANY KNOWNS/DIRECTION.

ADVISED TECH THERE ARE NO KNOWNS. HE MAY TRY ADJUSTING BASE IDLE SO

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| 12048001 | 7243 2001 | 1FM7UD411K070196 | 05/15/2001 | 3.0L DUR | PA | ALLEGED STICKING THROTTLE |
| 18088001 | 9276 2001 | 1FM7UD4121K088008 | 08/18/2001 | 3.0L DUR | ON | |
| 12082001 | 2114 2001 | 1FM7UD4101K070192 | 08/08/2001 | 3.0L DUR | ON | |
| 12088001 | 5310 2001 | 1FM7UD4101K080875 | 01/25/2001 | 3.0L DUR | SK | |
| 12102001 | 10672 2001 | 1FM7UD4101K070194 | 01/10/2001 | 3.0L DUR | NY | HIGH EFFORT/STICK FIRST TRY |
| 12118001 | 17187 2001 | 1FM7UD4101K087577 | 09/14/2001 | 3.0L DUR | PO | ACCEL PEDAL HARD TO MOVE |
| 12128001 | 17328 2001 | 1FM7UD4171K070166 | 09/18/2001 | 3.0L DUR | BC | ALLEGED THROTTLE STICKING |
| 12122001 | 34108 2001 | 1FM7UD4101K080800 | 08/26/2001 | 3.0L DUR | MI | |
| 12132001 | 10080 2001 | 1FM7UD4111K080418 | 09/19/2001 | 3.0L DUR | ON | |
| 12132001 | 18634 2001 | 1FM7UD1101K080204 | 01/31/2001 | 3.0L DUR | MI | |
| 12132001 | 8214 2001 | 1FM7UD41X1K046258 | 08/02/2001 | 3.0L DUR | MI | INTER THROTTLE STICKS |

THE IAC IS 38-39% AT HOT IDLE. THIS MAY REPOSITION THE THROTTLE PLATE SO THE INTERFERENCE IS NO LONGER PRESENT. IF NOT, HE MAY NEED TO REPLACE THE THROTTLE BODY ITSELF.

TECH ST8 HAS ALLEGED STALL ON ACCEL AND ALLEGED STICKING THROTTLE. TECH ST8 HE DID PERFORM BSM 15-94. THE OLD RELAY DID HAVE WHITE LETTERING. SEEKING ADVICE

BSM 16484 RMR E80 PWD RELAY W/ P042-14288-A, CK CONN PINS ALSO ADV TECH TO VERIFY THE CONCERN. ADV TECH THE PCM POWER RELAY MAY HAVE CORRECTED THE STALL CONCERN. ADV TECH TO INSPECT THE THROTTLE CABLE, THROTTLE BODY AND FLOOR MATS FOR STICKING THROTTLE. UNABLE TO VERIFY CUST. CONCERN, CUST. DIDNT RETURN FOLLOWUP CALL. THE GAS PEDAL STICKS.

THE GAS PEDAL IS STARTING TO STICK WITH THE ONSET OF COLD WEATHER. AS THE VEHICLE WARMES, THE THROTTLE BECOMES FREE, THERE IS NO ICE OR MOISTURE IN THE THROTTLE BODY, AND THE LINKAGE MOVES FREELY. THE PROBLEM SEEMS TO BE IN THE THROTTLE BODY ASSY. THE GAS PEDAL STICKS AND IS STIFF TO PRESS.

CHECKED THROTTLE LINKAGE AND PEDAL PIVOTS MAKING SURE THAT MOVEMENT WAS UNOBSTRUCTED. CHECKED THROTTLE BODY ASSEMBLY. IT WAS STICKING, BUT AS THE VEHICLE WARMED UP, LESS EFFORT WAS REQUIRED TO MOVE IT. THERE WAS NO MOISTURE THAT WOULD CAUSE FREEZE UP. SUSPECT THE THROTTLE PLATE WAS HANGING UP IN THE BORE, BUT ONLY WITH COLD TEMPERATURES, MINUS 5 CELSIUS AND COLDER. VERIFIED BY PUTTING OUT IN THE COLD AND AFTER APPROXIMATELY 1.5 HOURS THE THROTTLE STUCK.

THE CUSTOMER COMPLAINED THAT THE THROTTLE WAS STIFF. WHEN YOU PUSH ON THE GAS PEDAL IT HAD RESISTANCE, THEN IT MOVED. THE RESULT IS NOT SMOOTH ACCELERATION. THIS IS A CONCERN THAT IS NOT ALWAYS PRESENT. I DROVE WITH THE CUSTOMER AND HE SAID IT HAD BEEN DOING THIS. ON ROAD TEST WITH THE CUSTOMER THE PROBLEM DID NOT OCCURE. THE CUSTOMER IS VERY CONCERNED ABOUT THIS AND FEELS IT WILL GET WORSE AND MAY STICK THE THROTTLE OPEN.

SRV_DUR_CODE BYE10 CHANGED TO B088 BY NBAKERS PART_NBR IS CHANGED TO 81 NBAKERS SYMPTOM_CODE 01000 CHANGED TO 018000 BY NBAKERS SA STATES ACCEL PEDAL STICKS WHEN TRYING TO PRESS FIRST TIME, BELIEVES THE THROTTLE IS STICKING, CAN DISCONNECT LINKAGE AT TB AND CONCERN IS GONE.

ADV SA NO KNOWNS, ADV INCREASE THE THROTTLE STOP AND RETEST, VERIFY THAT PLATE IS FULLY CLOSING.

SET THROTTLE STOP AND MONITOR IAC SF ST8 THROTTLE PLATE IS STICKY IN FIRST ACTUATION IN MORNING. SF SEEKING KNOWNS.

ADVISE SF TO ADJUST STOP SCREW AND VERIFY IF CONCERN IS STILL THERE. VERIFY IAC IS HIGHER TO 32%.

TECH STATES CUSTOMER IS COMPLAINING OF ALLEGED THROTTLE STICKING. TECH STATES CAN NOT VERIFY CONCERN, TECH LOOKING FOR KNOWNS.

ADVISE TECH TO NO KNOWNS, PERFORM NORMAL DIAGNOSIS, CHECK FOR CABLE BINDING, CARPET. LINKAGE CONCERN. ACCELERATOR PEDAL IS STICKY AND HARD TO START OUT SLOWLY, VEHICLE JUMP IS AND THROTTLE BODY SEEMS BAD.

THE GAS PEDAL IS STICKING. EXCESSIVE EFFORT TO PUSH FUEL PEDAL.

VERIFIED COMPLAINT, ADJUSTED BASE IDLE UP, RECHECKED, OK. SRV_DUR_CODE BYE10 CHANGED TO B1210 BY DSTELETER PART_NBR BE CHANGED TO 8080 BY DSTELETER SYMPTOM_CODE 00550 CHANGED TO 019100 BY DSTELETER THE GAS PEDAL IS STICKING.

CHECKED THROTTLE CABLE AND THROTTLE BODY. REPLACED THROTTLE BODY. RECHECKED, OK.

SYMPTOM_CODE 011020 CHANGED TO 011500 BY 8041880

TECH STATES CUSTOMER HAS AN INTER ENGINE FLARE AND THROTTLE STICKS. TECH CANT VERIFY AND HAS LOOKED OVER THE THROTTLE CABLE AND THROTTLE PLATE. THE VEHICLE WAS IN AN ACCIDENT ON THE RIGHT FRONT. TECH LOOKING FOR ANY KNOWNS.

ADVISE TECH TO LOOK AT TPV, TP MODE, AND IAC. IF THE MODE IS GOING

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| 12132001 | 8580 2001 | 1FMCLD4181NF19211 | 01/28/2001 | 3.0L DUR | DE | PEDAL BIND ON ACCEL |
| 12142001 | 102125 2001 | 1FMYL041X1HP69594 | 12/13/2000 | 3.0L DUR | SL | |
| 12142001 | 7025 2001 | 1FMCLD3151KA78825 | 02/29/2001 | 3.0L DUR | BK | |
| 12172001 | 3484 2001 | 1FMYL04111KC36003 | 05/22/2001 | 3.0L DUR | ON | |
| 12172001 | 11548 2001 | 1FMYL02151KH14246 | 05/29/2001 | 3.0L DUR | MM | |
| 12172001 | 16791 2001 | 1FMYL02101KA14853 | 12/13/2000 | 3.0L DUR | PA | THROTTLE STICKS |
| 12172001 | 32632 2001 | 1FMYL041X1K265758 | 08/20/2000 | 3.0L DUR | MI | |
| 12182001 | 8130 2001 | 1FMYL04181KC26328 | 08/22/2001 | 3.0L DUR | MS | |
| 12192001 | 7033 2001 | 1FMCLD4111K21082 | 04/04/2001 | 3.0L DUR | DC | THROTTLE STICKING CLOSED COLD |
| 12272001 | 12639 2001 | 1FMCLD4181KA88643 | 02/14/2001 | 3.0L DUR | ON | |

TO PT AT A STOP OR WITH HIS FOOT OFF THE GAS HE NEEDS TO LOOK AT THE TP COMM AND SENSOR.

COULDN'T DUP CONCERN
TECH STATED THE VEHICLE HAS A SLIGHTLY STICKING THROTTLE HE STATES IT TAKES A LITTLE EXTRA EFFORT TO GET THE PEDAL TO MOVE INITIALLY. HE STATES IT IS LIKE THE THROTTLE PLATE IS STICKING IN THE BORE SLIGHTLY. HE STATES THERE ARE NO SIGNS OF THE ACCELERATOR CABLE STICKING. HE IS SEEKING ANY KNOWING/DIRECTION.

ADVISED TECH THERE ARE NO KNOWNS. HE SHOULD CHECK BASE IDLE. IAC AT HOT IDLE WITH NO LOAD SHOULD BE ABOUT 32-38%. IF NOT, HE MAY NEED TO ADJUST SLIGHTLY. THIS WOULD MAKE THE THROTTLE PLATE OPEN SLIGHTLY POSSIBLY HELPING THE CONCERN.

GAS PEDAL STICKS FROM IDLE.
REPLACED THROTTLE BODY. FOUND DOOR STICKING TO HOUSING. TEMP 32 DEGREE TODAY, CHICAGO AREA. SAME SYMPTOMS AS EXPLORER THROTTLE BODY. SYMPTOM_CODE 811000 CHANGED TO 818100 BY DJAKOB

THE ACCELERATOR WAS STICKING. WHEN YOU STEP ON THE ACCELERATOR IT WOULD LET LOOSE AND THEN THE VEHICLE JUMPS.

WE CHECKED CABLES - NOTHING ON THIS CONCERN. I DID EXPERIENCE THIS AND I DO NOT THINK A NEW THROTTLE BODY WOULD REPAIR THE CONCERN. TO ME IT FEELS LIKE BETWEEN RETURN SPRING PRESSURE AND ENGINE VACUUM THE THROTTLE PLATES ARE FORCED INTO THE THROTTLE BORE. ONCE YOU MOVE THE THROTTLE PLATES INITIALLY THEY FREE UP UNTIL THE NEXT TIME YOU TURN IT OFF. LET IT SIT, START THE ENGINE AND THE VACUUM HITS THE PLATES FIRST. THE MOVEMENT FEELS LIKE IT STICKS. I THINK THIS IS WHAT THE CUSTOMER IS F

SRV_DLR_CODE 81510 CHANGED TO 8408 BY NBAKERS PART_NBR 2 CHANGED TO 8778 BY NBAKERS SYMPTOM_CODE 810500 CHANGED TO 818100 BY NBAKERS THE GAS PEDAL STICKS.

THE NYLON GUIDE BEGINS TO STICK ON THE END OF THE CABLE WHERE THE CABLE ATTACHES TO THE THROTTLE BODY. NO ACTION TAKEN AT THIS TIME.

SRV_DLR_CODE 87E10 CHANGED TO 81082 BY 8DAV820 PART_NBR BA CHANGED TO 8A038 BY 8DAV820

WHEN ACCELERATING OR CORNERING, THROTTLE STICKS. INSPECT AND ROUND CABLE BINDING. REROUTED CABLE, OPERATOR OK.

SRV_DLR_CODE 87E10 CHANGED TO 8780 BY DISTELTER PART_NBR CA CHANGED TO 8A038 BY DISTELTER SYMPTOM_CODE 817400 CHANGED TO 818100 BY DISTELTER VEHICLE WAS BROUGHT IN FOR A THROTTLE STICKING. THE TECH IS HAVING A HARD TIME TRYING TO DUPLICATE CONCERN. SEEKING KNOWNS. REPORT #: 1H0C002 REPLACE CABLE

SUGGESTED TO CHECK THROTTLE CABLE, BODY AND TP VOLTAGES AND IAC. IF OK THEN CALL CUSTOMER AND ASK FOR MORE INFO. IS IT THE THROTTLE ACTUALLY STICKING? IS IT A HIGH CONCERN, MAYBE AN IAC STUCK.

SEEMS AS IF THE THROTTLE CABLE IS STICKING WHEN YOU PRESS IT YOU MUST APPLY MORE PRESSURE WHICH CAUSES THE UNIT TO SURGE ON ACCELERATION. THE GAS PEDAL WAS HARD TO PUSH. IDLES FAST.

WE FOUND THAT THE THROTTLE STOP SCREW BACKED OUT AND CAUSED THE THROTTLE CABLE TO BIND AND BREAK. WE READJUSTED THE THROTTLE CABLE AND REPLACED THE THROTTLE CABLE. WE LOCATED THE THROTTLE SCREW.

VIN 1FMYL04181K26328 CHANGED TO 1FMYL04141K25328 BY NBAKERS PART_NBR VLEZ CHANGED TO 9A866 BY NBAKERS SYMPTOM_CODE 818400 CHANGED TO 816100 BY NBAKERS

TECH STATES THAT THE CUST IS COMPLAINING OF THE THROTTLE STICKING CLOSED COLD. THE GAS PEDAL IS HARD TO DEPRESS. THEY CAN NOT VERIFY THE CONCERN. CALLING FOR KNOWNS OR SUGGESTIONS.

ADVISED THE TECH TO BACK BASE IDLE ADJUSTMENT, POSE THROTTLE PLATES CLOSING TO FAR INTO THE BORE. ALSO LOOK FOR BINDING THROTTLE CABLE OR PEDAL.

THE GAS PEDAL IS STICKING AT TAKE OFF.
ROAD TESTED TO CONFIRM, LUBED THE GAS PEDAL AND THROTTLE CABLE, BETTER BUT STILL THERE. CALLED THE TECH HOTLINE AND ORDER A THROTTLE BODY. THE PART IS ON BACK ORDER.

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| 15/27/2001 | 4721 2001 | 1FMCUJ4181KA2848 | 01/28/2001 | 3.0L DUR | SK | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 11883 2001 | 1FMYUJ4171KA87730 | 01/28/2001 | 3.0L DUR | MC | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 13048 2001 | 1FMYUJ4161KA57940 | 01/28/2001 | 3.0L DUR | ON | ALLEGED STICKING THROTTLE |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 8036 2001 | 1FMYUJ4151KA57940 | 01/28/2001 | 3.0L DUR | PQ | THROTTLE PLATE STICKY |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/03/2002 | 6800 2001 | 1FMYUJ1019G13612 | 08/27/2001 | 3.0L DUR | NY | ALLEGED GAS PEDAL STICKING |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/04/2002 | 8682 2001 | 1FMCUJ4181KA2848 | 08/04/2001 | 3.0L DUR | WI | STICKING THROTTLE (CLOSED) |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 22283 2001 | 1FMYUJ4131KA2848 | 04/08/2001 | 3.0L DUR | | THROTTLE BODY STICKS COLD |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 17730 2001 | 1FMYUJ4151KA57940 | 03/08/2001 | 3.0L DUR | PA | THROTTLE STICKS |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 7980 2001 | 1FMYUJ4111KA10888 | 08/28/2001 | 3.0L DUR | ON | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 4411 2001 | 1FMYUJ4171KA57940 | 08/08/2001 | 3.0L DUR | PQ | THROTTLE STICKING |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 13391 2001 | 1FMYUJ4121KA25446 | 08/21/2001 | 3.0L DUR | IA | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| | 0 | | | | | |
| 01/08/2002 | 2344 2001 | 1FMYUJ4131KA2848 | 08/01/2001 | 3.0L DUR | IA | |
| | 0 | | | | | |

THE THROTTLE IS STIFF FIRST THING IN THE MORNING.
REMOVED THE THROTTLE CABLE, THE THROTTLE BODY WAS STILL STIFF.
REPLACED THE THROTTLE BODY OLD THROTTLE BODY WAS STICKING IN THE BORE.
THE PROBLEM IS REPAIRED.
THE THROTTLE STICKS.
VERIFIED COMPLAINT. TRACED TO STICKY THROTTLE BODY. TURNED STOP SCREW
1/2 TURN, SEEMS TO BE SIMILAR PROBLEM TO 4.0 LT SOHC ENGINE.
PART_NBR CHANGED TO 8F970 BY D8TELTER SYMPTOM_CODE 404000 CHANGED TO
618100 BY D8TELTER
TECH 518 HAS VEHICLE THAT HAS ALLEGED STICKING THROTTLE BODY
AND DOES 618 HE FEELS SLIGHT STIFFNESS FROM THROTTLE BODY AND IS BEING
NO KNOWNS FOR CONCERN
ADVISE TECH THAT THERE ARE NO KNOWNS FOR CONCERN BUT TECH SHOULD CK FO
R DRAIN IN THROTTLE BODY AND USE BEST JUDGMENT
TECH 518 THROTTLE PLATE IS STICKY IN CLOSE POSITION. TECH BEEDING
KNOWNS.
ADVISE TECH TO ADJUST SCREW WHILE MONITORING IAC AND RPM. IF ADJUST-
MENT IS NOT POSSIBLE IN SPEC, REPLACED THROTTLE BODY.
CUST ALLEGES THAT ACCEL PEDAL IS STICKING. TECH HAS NOT VERIFIED
CONCERN AND IS SEEKING KNOWNS.
ADVISED TECH OF NO KNOWNS, DO NOT ATTEMPT REPAIR UNLESS CONCERN COULD
BE VERIFIED.
SF STATES AT 4800 MILES, THEY HAD A STICKING THROTTLE. SF STATES THEY
REPLACED THE THROTTLE BODY TO REPAIR. SF STATES THE CUSTOMER CAME BACK
AT SOME FOR THE SAME CONCERN. SF STATES THEY HAVE ORDERED A SECOND
THROTTLE BODY. SF STATES THEY HAD A HARD TIME GETTING THE THROTTLE
BODY LIKE IT WAS ON BACKORDER. SF STATES THE VEHICLE IS NOT AT THE
DEALER AT THIS TIME. BEEDING KNOWNS FOR UPDATED THROTTLE BODY.
ADVISE SF OF NO KNOWNS FOR UPDATED THROTTLE BODY. ADVISE SF TO GET
THE VEHICLE INTO THE SHOP AND VERIFY THE CONCERN AGAIN. ADVISE SF
POSSIBLE STICKING THROTTLE PLATE IN THE BORE. ADVISE SF HE MAY WANT TO
CRACK OPEN THE THROTTLE AND CHECK THE IAC/TP.
THE TECHNICIAN WORKING ON THIS VEHICLE STATES: "THE CUSTOMER ALLEGES
THE THROTTLE BODY STICK AT TIMES. ANOTHER TECHNICIAN HERE IN THE SHOP
STATED THAT RORD IS REPLACING THE THROTTLE BODIES, IS THIS TRU?"
REQUESTING TECHNICAL ADVICE.
REPORT #: 1103F008
REPORT #: 11J0K003
ADVISED THE TECHNICIAN NO KNOWN CONCERNS. SOME CONFRM FIXES INDICATE
THE THROTTLE BODY WAS REPLACED. CHECK FOR ANY OBSTRUCTIONS OR DEBRIS
AT THE THROTTLE BODY. TRY TO DUPLICATE THE CONCERN, BEFORE ANY REPAIR
ATTEMPT.
VEHICLE WAS BROUGHT IN FOR A THROTTLE PEDAL STICKING. TECH HAS YET
TO DUPLICATE CONCERN. SEEKING ANY KNOWNS.
SUGGESTED TO ADJUST BARE (OLE TO 32% CLEAR KAM. CHECK THROTTLE
LINKAGE AND CABLE FOR WEAR.
THE GAS PEDAL IS STIFF. IT STICKS AND FEELS NOTCHY.
ROAD TESTED. DIAGNOSED PROBLEM. TRIED WITH ENGINE OFF, GAS PEDAL WAS
NOT STICKING. CHECKED THROTTLE CABLE AND ROUTING. REPLACED THROTTLE
BODY, SAME AS FIX FOR EXPLORERS.
SYMPTOM_CODE 683000 CHANGED TO 811600 BY 804V880
TECH STATED THAT WHEN VEHICLE IS COLD THE THROTTLE WILL HAVE A BINDING
FEELING
CHECK BARE THROTTLE ADJUSTMENT IF OK REPLACE THROTTLE BODY
GAS PEDAL STICKS WHEN ACCELERATING
VERIFIED ACCELERATOR STICKS WHEN TRYING TO ACCEL FROM IDLE WORSE WHEN
COLD. CHECKED ACCEL CABLE AND PEDAL, OK. ISOLATED TO THROTTLE BODY.
RESET HARD STOP 1/2 TURN ADJUSTED TP VOLTAGE TO .24, RESET KAM AND
TEST DROVE OK. RECHECKED COLD, OK.
DAN MYERS FGE - 107NA 688-288-8881
ACCELERATOR STICKS WHEN FIRST PRESSED. WORSE WHEN COLD.
VERIFIED ACCELERATOR STICKS WHEN FIRST PRESSED. CHECKED CABLE AND

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| 01/14/2002 | 13994 2001 | 1FMYU01171KAB8889 | 01/20/2001 | 3.0L DUR | GA | | PEDAL OK REPLACED THROTTLE BODY.
PCB WILL HOLD PART FOR 90 DAYS.
DAN LIVERS FCE - IOWA 689-888-9991
THE GAS PEDAL WAS STICKING.
PINPOINT DIAGNOSIS, WE FOUND THAT THE THROTTLE BODY PLATE WAS STICKING
IN THE BORE. WE REPLACED THE THROTTLE BODY.
PART_NUM 89228 CHANGED TO 87715 BY NBAKERS SYMPTOM_CODE 811000 CHANGED
TO 819100 BY NBAKERS |
| 01/14/2002 | 5534 2001 | 1FACLU0411K1K18280 | 08/08/2001 | 3.0L DUR | SK | STICKING ACCEL PEDAL | TECH STATES THAT ACCEL PEDAL IS STICKING, HAS LUBRICATED PEDAL AND
CHECK CABLE WITH NFF. TECH SEEKING ADVICE.
ADVISED TECH TO CHECK FOR POSSIBLE STICKING THROTTLE BODY, CHECK
BASE IDLE SETTING, REPLACE THROTTLE BODY IF CONCERN IS CAUSED BY
STICKING THROTTLE BODY. |
| 01/14/2002 | 8412 2001 | 1FMYU04111M864319 | 09/10/2001 | 3.0L DUR | AB | ALLEGED THROTTLE STICKING | CUSTOMER ALLEGES VEHICLE HAS A STICKING THROTTLE. SM STATES ALL
CABLES ARE MOVING FREELY. SM DID HAVE A SLIGHT BIND AT THE THROTTLE
WHEN OPERATING IT BY HAND.
ADV SM TO DRIVE THE VEHICLE OVER SEVERAL NIGHTS TO SEE IF HE CAN
DUPLICATE THE CUSTOMERS CONCERN. IF SO TRY A NEW THROTTLE BODY.
TECH STATES THAT THE ACCEL PEDAL WILL STICK IN THE CLOSED POSITION
WHEN THE ENGINE IS RUNNING AT IDLE. WHEN THE ENGINE IS SHUT OFF THE
ACCEL PEDAL MOVES FREELY. SEEKING KNOWING ON ADVICE.
ADVISED THE TECH TO TRY A KNOWN GOOD THROTTLE BODY AND SEE IF THE
CONCERN IS STILL PRESENT. CAN ALSO TRY TURNING THE SET SCREW TO OPEN
UP THE THROTTLE PLATES. |
| 10/28/2001 | 1488 2002 | 1FMYU041420A24749 | 08/22/2001 | 3.0L DUR | ON | PEDAL STICKS AT IDLE | ACCELERATOR STUCK CLOSED AT START-UP HOT OR COLD.
BANDIED THE THROTTLE PLATE EDGE TO PREVENT IT FROM DATCHING IN THE
THROTTLE BORE, CONCERN CORRECTED, THIS IS THE SECOND UNIT WE'VE FIXED
IN THIS MANNER.
PART_NUM CHANGED TO 86281 BY AARSENIA SYMPTOM_CODE 807800 CHANGED TO
807855 BY AARSENIA |
| 11/14/2001 | 1470 2002 | 1FACLU04122KA88883 | 08/19/2001 | 3.0L DUR | PO | | TECH STATES ONLY WITH ENGINE RUNNING WITH THE ACCELERATOR PEDAL AT THE
REST POSITION THAT THE PEDAL REQUIRES HIGH EFFORT TO MOVE THE FIRST
1/4 OF THE TRAVEL, ENGINE OFF WORKS FINE AND FINE ABOVE 1/4 THROTTLE,
STATES ACTS EXACTLY LIKE A THROTTLE BODY CONCERN ON OLDER EXPLORERS.
SEEKING KNOWING. |
| 10/04/2001 | 1086 2002 | 1FACLU04172KA89958 | 10/19/2001 | 3.0L DUR | PO | HIGH EFFORT TO APPLY | ADV TECH NO KNOWING, ADV DISCONNECT THROTTLE LINKAGE AT THE THROTTLE
BODY AND SEE IF THE THROTTLE BODY OR PEDAL AND LINKAGE HAS THE
BINDING CONCERN.
TECH STATES THAT THE THROTTLE CABLE MOVES FREELY. HE INSPECTED THE
INSIDE OF THE THROTTLE BODY AND FOUND SOME SCORING AND OTHER DAMAGE.
TECH IS SEEKING FURTHER DIRECTION.
ADVISED TECH THAT IF THERE IS DAMAGE TO THE INNER BORE OF THE THROTTLE
BODY, HE SHOULD REPLACE IT AND RETEST. |
| 10/11/2001 | 4091 2002 | 1FMYU04122KA12815 | 08/16/2001 | 3.0L DUR | FG | GAS PEDAL STICKS ENGINE RUNNING | TECH STS CONCERN IS ONLY PRESENT WHEN THE ENGINE IS RUNNING. TECH
REMOVED THE GAS PEDAL CABLE FROM THROTTLE BODY. AND CONCERN WAS STILL
PRESENT. TECH TRIED A LIKE VEHICLE AND NO CONCERN. SEEKING KNOWING.
ADVISED TECH TO VERIFY IF IT'S THE VACUUM THAT HOLDS THE PLATE CLOSED
ALSO CHECK BASE IDLE AND ADJUST ADVISED TECH IAC SHOULD BE AT 32%. |
| 10/01/2001 | 8997 2002 | 1FACLU04108KA48342 | 09/04/2001 | 3.0L DUR | KY | | ACCELERATOR STICKS AT ANY GIVEN TIME. SOMETIMES ON START UP, OR MAYBE
GOING DOWN ROAD, WHEN LETTING OFF THROTTLE.
COULD NOT DUPLICATE CONCERN. CHECKED CABLES, NO ISSUES. CALLED HOTLINE,
SPOKE TO KEVIN. AT HIS SUGGESTION, AND TEAM, RESET THROTTLE STOP TO
32% IAC. RETURNED TO CUSTOMER, WILL GET FEEDBACK IF THIS ADJUSTMENT
SOLVES THE CONCERN. |
| 10/01/2001 | 8997 2002 | 1FACLU04108KA48342 | 09/04/2001 | 3.0L DUR | KY | THROTTLE STICKS | TECH STATES CUST CONCERN OF PRESSING ACCEL PEDAL WHEN AT THE RESTING
POSITION WILL RESULT IN STICKING, OCCURS AT ANY ENGINE TEMP, SEEKING
KNOWING. |
| 10/06/2001 | 4006 2002 | 1FMYU04122KA81548 | 08/25/2001 | 3.0L DUR | IN | THROTTLE STICKS CLOSED | ADV TECH VERIFY IF CONCERN ALSO OCCURS WITH ENGINE OFF, ADV IF NOT TO
ADJUST THROTTLE STOP UP SO IAC IS ABOVE 32%.
SM THROTTLE STICKS CLOSED AT TIMES. STATES THROTTLE PEDAL IS DIFFICULT
TO DEPRESS AND IS BINDING. SM DISCONNECT THROTTLE CABLE FOR THROTTLE
BODY AND BOTH OPERATED FREELY. SM IS SEEKING KNOWING. |

| | | | | | | |
|------------|-----------|--------------------|------------|----------|----|---------------------------|
| 12292001 | 4888 2002 | 1FMWLU02182KA15404 | 08/09/2001 | 3.0L DUR | IA | INT THROTTLE STICK CLOSED |
| 01/08/2002 | 4000 2002 | 1FMCLJ04152KA37763 | 08/07/2001 | 3.0L DUR | MO | THROTTLE BODY STICKING |
| 01/08/2002 | 3726 2002 | 1FMVUD4112KA88877 | 12/01/2001 | 3.0L DUR | IL | INITIAL THROTTLE STICKING |
| 01/08/2002 | 3770 2002 | 1FMCLJ04102KA31886 | 09/20/2001 | 3.0L DUR | IA | |

ADVISED SW TO CHECK BASE IDLE AND RESET TO 10% OF 30-38% AND RETEST. ADVISED SW TO CHECK FOR THROTTLE BODY BINDING WITH CABLE DISCONNECTED AND ENGINE RUNNING. ADVISED MOST COMMON CONCERN IS THROTTLE BODY ASSEMBLY.

TECH STATES THE VEHICLE HAS A THROTTLE STICKING CONCERN. HE STATES IT WILL STICK IN THE CLOSED POSITION REQUIRING EXCESSIVE FORCE TO GET THE VEHICLE TO ACCEL AGAIN. HE STATES HE HAS NOT DUPLICATED THE CONCERN, BUT THE SERVICE WRITER HAS. HE IS SEEKING ANY KNOWNS.

ADVISED TECH THERE ARE NO KNOWN CONCERNS. HE SHOULD CHECK FOR ANY BINDING IN THE THROTTLE CABLE. CHECK IAC % AT HOT IDLE, IT SHOULD BE 32-38%. HE MAY NEED TO ADJUST IF IT IS NOT IN THIS RANGE. POSSIBLE THROTTLE PLATE CLOSING TOO FAR CAUSING A BINDING CONCERN.

TECH HAS HAD TWO 60CAFS VEHICLES WITH THE THROTTLE BODY STICKING WHEN COLD AND THROTTLE HARD TO PUSH TO ACCELERATE TODAY. THE CABLE WAS REMOVED AND IT HAS BEEN VERIFIED THE THROTTLE BODY IS BINDING IT IS NOT BELOW FREEZING TEMPS IN HIS AREA ONCE THE ENGINE WARMING THE BIND CONCERN IS GONE.

ADVISED TECH TO REPLACE THE THROTTLE BODY AND FILE AN EDGE ON BOTH OF THE VEHICLES.

TECH STATES THE VEHICLE HAS A STICKING OR HIGH EFFORT INITIAL DEPRESSION CONCERN. TECH STATES THE CONCERN APPEARS TO BE FROM THE THROTTLE BODY ITSELF. TECH SEEKING ANY KNOWNS FOR THIS CONCERN.

REPORT #: WORKSHOP REPLACE BODY ASY-AIR CHANGE
REPLACED THROTTLE BODY FOR STICKING

ADVISED TECH TO CHECK THE BASE IDLE SETTING AND VERIFY THE IAC AT HOT IDLE IS AT 30% ABOUT ON THE IAC. IF THIS PROVES FINE AND WITH THE THROTTLE CABLE DISCONNECTED THE THROTTLE BODY STILL EXHIBITS A HIGH EFFORT THE THROTTLE BODY IS LIKELY THE CAUSE OF THE CONCERN. ACCELERATOR HAS A LATCH IN IT ON ACCEL.

VERIFIED THROTTLE STICKS ON ACCEL FROM IDLE. CHECKED CABLE AND ACCEL PEDAL, OK. ISOLATED PROBLEM TO THROTTLE BODY.

ORDERED THROTTLE BODY TO REPLACE BAD PART.

POE WILL HOLD PART FOR 30 DAYS.
DAN MYERS POB - IOWA 888-288-2621

From: Carver, Norman (N.B.)
Sent: Tuesday, October 15, 2002 11:11 AM
To: Lintlaco, Steven (S.)
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.)
Subject: RE: YF1Z-9F715AA

Importance: High

Steve, Jeff Grimes requested assistance last week on procuring parts for Taiwan production---maybe Hofu. We're holding parts received at our Parts Redistribution Center from the supplier. We can probably release 3000 or so but I don't know what your requirements are or how you would place an order for the product. If you do need assistance, contact either me or Eric 734 523-4269.

SERVICE PART: YF1Z- 9F715-AA___ VALVE ASY - THROTTLE AIR BY-PASS
ENGINEERING PART: YF1E 9F715 AB

Norman Carver
Recall Parts Program Manager
Mall Drop MD-44, Cube 1314C
29500 Plymouth Road, Livonia, MI 48150
Ph 734 266-9916, Fax 734 266-1166

-----Original Message-----

From: Kreiger, Erik (E.)
Sent: Tuesday, October 15, 2002 9:48 AM
To: Carver, Norman (N.B.)
Subject: FW: YF1Z-9F715AA

This is where I will need your expertise

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 9:26 AM
To: Kreiger, Erik (E.)
Cc: Lintlaco, Steven (S.); Corbett, Sandra (S.M.)
Subject: RE: YF1Z-9F715AA

Please contact Steve Lintlaco to determine quantities, and paperwork required for IAC's to support production at Hofu and Taiwan...

The issue is between you two, keep me in the loop as you progress..
Thank

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Kreiger, Erik (E.)
Sent: Tuesday, October 15, 2002 9:15 AM
To: Grimes, Jeff (J.R.)

Subject: FW: YF1Z-9F715AA

-----Original Message-----

From: Carver, Norman (N.B.)
Sent: Tuesday, October 15, 2002 9:14 AM
To: Kreiger, Erik (E.)
Subject: RE: YF1Z-9F715AA

Erik, I don't know who Jeff is looking for at Mazda but here's several folks I work w/from time to time.

Mark Ostrosky - Manager Export & Dist Svc - mostrosk@mazdausa.com - (734) 282-8725

Dave Lammert - DLammert@mazdausa.com - 949-7276566

Ed Marck - MNAO VQA MANAGER - emarck@mazdausa.com - (734) 692-3668

Norman Carver

Recall Parts Program Manager
Mail Drop MD-44, Cube 1314C
29500 Plymouth Road, Livonia, MI 48150
Ph 734 266-9916, Fax 734 266-1166

-----Original Message-----

From: Kreiger, Erik (E.)
Sent: Tuesday, October 15, 2002 8:04 AM
To: Carver, Norman (N.B.)
Subject: FW: YF1Z-9F715AA

Norm,

Do we need a contact from Mazda?

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 8:03 AM
To: Kreiger, Erik (E.)
Subject: RE: YF1Z-9F715AA

Yes...I believe we are ...I'm waiting for a contact name from Mazda...I will have them contact you directly.

Is that OK?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Kreiger, Erik (E.)
Sent: Tuesday, October 15, 2002 7:51 AM
To: Grimes, Jeff (J.R.)
Cc: Carver, Norman (N.B.)
Subject: YF1Z-9F715AA

Jeff,

I know we keep missing each other by voice mail. Are you still in need of sending 3,000 pcs of the subject part? IAC value?

Let myself and Norm now and we can work out a process to get them to Taiwan.

Thank you

Erik Kreiger
QSP/Top 100
784-528-4269
ekreiger@ford.com

Precalc Pr
~~HYEFINE~~
Minimum C

ER02-027 3948

5.0L OHV EFI NA V8 GAS*NP[T/WA], 6.8L SOHC EFI NA V10 GAS[T/WA], COLOGNE 4.0L SOHC EFI NA V6 G[T/NE], MOD

EN02-827 3851

2.6L DOHC EFI NA V6 G*SHO[C/NF], MOD 2.6L RFF DOHC NA V6 G*NAAO[C/LC], MOD 3.0L DOHC EFI NA V6 G*NAAO[

2002-027 3052

C/LD], MOD 3.0L DOHC EFI NA V8 G*NAAC(T/LD), MOD 4.6L DOHC EFI NA V8 G-SHP(C/VM), MOD 5.4L 2V SOHC SFI V8

ER82-827 3853

GAS[T/WP], MOD 5.4L DOHC EFI NA V8 G-HP[T/WC], MOD 5.4L SOHC EFI NA V8 G-NP[VZ], R-M 4.8L SOHC EFI NA C

ER62-027 3004

IV8 G-NP[C/MN], R-M 4.6L SOHC EFI NA CIV8 G-NP[T/VN], VULC 3.0L OHV EFI NA V8 G*12V[C/LA], VULC 3.0L OHV EFI N

ER02-027 3905

VA V6 G*12V[T/LA], W-M 4.6L SOHC EFI NA CIV8 G-NP[C/V3], COLOGNE 4.0L OHV EFI NA V6 GAS[T/LT], MOD 4.6L SOH

4.0L OHV EFI NA V6 GAS[T/LT], MOD 4.6L SOHC EFI NA V8 G-HP[C/VX], MOD 4.6L DOHC EFI NA V8 G-F8[C/VW] }

EA82-827 3867

ER02-027 4874

From: Carl.Silndee@hap.com
Sent: Tuesday, October 29, 2002 3:01 PM
To: jgrimee1@ford.com
Cc: John.Chick@hap.com; wwsttch@ford.com
Subject: Diagnostic Black Belt Project

Jeff,

John Chick requested that I forward a copy of the Diagnostic BB project to you.

Thank you, Carl

EP82-827 4155

1/22/03

From: Wettach, Bill (B.)
Sent: Monday, September 30, 2002 8:32 AM
To: Durfee, Tom (T.P.); Grimes, Jeff (J.R.)
Subject: RE: Order status at Hitachi

Concern #C11390555

Regards,

Bill Wettach

Design Release -IACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21896
Fax 313.32.29265
POEE BB103 @ pillar D-10 wwettach@ford.com

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Monday, September 30, 2002 8:29 AM
To: Grimes, Jeff (J.R.); Wettach, Bill (B.)
Subject: RE: Order status at Hitachi

What is the WERS concern and notice number.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, September 30, 2002 8:24 AM
To: Durfee, Tom (T.P.); Wettach, Bill (B.)
Subject: FW: Order status at Hitachi

What would it take to scrap valves at FCSD?

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Jensen, Ted (T.E.)
Sent: Friday, September 27, 2002 3:18 PM
To: Fournelle, Gilbert (G.)
Cc: Grimes, Jeff (J.R.)
Subject: Order status at Hitachi

Gilbert,

I just spoke with the Hitachi (Ford salesman) rep. He informs me that the order status at this time for FPSD is 3700 (1L8Z-9F715-AA) parts to be shipped November 8th and another 1000 the following week. Hitachi does have the six week to delivery clause in the contract with Ford. This November delivery date is about at that point.

This means that the TSB is caught in a Catch-22. The parts will not be available for six weeks and the TSB will not be released until then. I have no idea how long it takes FPSD to process parts for distribution. It will delay the release some additional time. It looks like the TSB will not be issued until mid November as it stands

at the moment.

FPSD purchased a very large number of the old style valves from Hitachi a short time ago. That shortened the time for introduction of the new style valve at CEP2. It is possible that FPSD desires to deplete their old style valve stock before starting with the new style. A large fraction of the customers that have repairs done with the old style valve will return for another warranty repair. Bob may want to pass the word up.

Do we have any idea what will happen to the stock of old style valves on dealer shelves or at FPSD when the new style valve is available?

I will check again at the end of next week with Hitachi to ascertain the status of the FPSD order.

Ted

From: Jensen, Ted (T.E.)
Sent: Friday, September 27, 2002 3:18 PM
To: Fournelle, Gilbert (G.)
Cc: Grimes, Jeff (J.R.)
Subject: Order status at Hitachi

Gilbert,

I just spoke with the Hitachi (Ford salesman) rep. He informs me that the order status at this time for FPSD is 3700 (1L8Z-8F715-AA) parts to be shipped November 8th and another 1000 the following week. Hitachi does have the six week to delivery clause in the contract with Ford. This November delivery date is about at that point.

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Do we have any idea what will happen to the stock of old style valves on dealer shelves or at FPSD when the new style valve is available?

I will check again at the end of next week with Hitachi to ascertain the status of the FPSD order.

Ted

From: Young, Lam (.)
Sent: Friday, September 06, 2002 5:42 PM
To: Kino, Mie (M.)
Cc: Hale, Tony (A.S.); Grimes, Jeff (J.R.); Singh, Bikram (B.); Matsushita, Kohei (K.); Dalbo, Bob (R.J.)
Subject: RE: Escape/Tribute Stall Issue

1.) Implementation at CEP#2 was 8/30/02 this means implementation at KCAP between 1 -3 weeks afterwards. Full turnover should have occurred at the vehicle assembly plants by 9/23/02.

2.) Enclosed is the 14D completed on the 4.0L which introduced this new valve a couple years back...It is currently in production on 4.0L, 4.6L, 5.4L...and modified versions are found on current 3.0L Lincoln programs. Also included is the DVP&R, provided by Hitachi.



FIELD REVIEW
COMMITTEE updated...



Fin Pintle DVP&R
rev-1.doc

W. Lam Young
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Kino, Mie (M.)
Sent: Wednesday, September 04, 2002 5:18 AM
To: Young, Lam (.)
Cc: Hale, Tony (A.S.); Grimes, Jeff (J.R.); Singh, Bikram (B.); Matsushita, Kohei (K.)
Subject: Escape/Tribute Stall Issue
Importance: High

Young-san,

Regarding Finned Pintle IACV, a pending action in attached summary, I would like to request the following two things:

1. Please provide the actual implementation date. Job#1 2003?
2. Please provide the detailed explanation (preferably with drawing or sketch) of the mechanism of the new finned pintle design valve.

The information above is very helpful to close Mazda market issues I am handling now. I would very appreciate your kind support.

<< File: U204 VOR1 Stall Summary.doc >>

Best regards,

Mie Kino

Duratec Quality Liaison
Ford Powertrain Hiroshima
Phone : 81-82-285-3968 Fax : 81-82-285-3844

Mazda Ext. : 24105
E-mail : mkinou@ford.com

From: Wettach, Bill (B.)
Sent: Friday, February 22, 2002 9:52 AM
To: Rusek, Ron (R.J.)
Subject: RE: RFI-02-08-H (MAZDA)

Basically, there is not corrective action for the Hitachi valve for this failure mode. The Denso valve would not have this failure mode because of its type of design structure there isn't a leak orifice to get clogged. It has been very rare to see this type of failure mode (or anything close to it) on the Hitachi valve. When something like this has happened it has been at very extremely high mileage.

Regards,
Bill Wettach
Design Release -IACV, CMCV, IMRC, & IMTV
Components B - Intakes II
V-Engine Engineering
Phone 313.32.21695
Fax 313.32.29265
POEE BB103 wwettach@ford.com

-----Original Message-----
From: Rusek, Ron (R.J.)
Sent: Friday, February 22, 2002 9:43 AM
To: Wettach, Bill (B.)
Cc: Jensen, Ted (T.E.)
Subject: RE: RFI-02-08-H (MAZDA)

Thanks for the report Bill.

Before I forward to Mazda, is there a corrective action for this. Is the Denso valve or the new Hitachi valve tolerant to the carbon build up?

-----Original Message-----
From: Wettach, Bill (B.)
Sent: Friday, February 22, 2002 8:18 AM
To: Rusek, Ron (R.J.)
Cc: Jensen, Ted (T.E.)
Subject: FW: RFI-02-08-H (MAZDA)

Ron,

Here is the report from Hitachi on the returned Tribute 3.0L-4V idle air control from Mazda - Hong Kong complaint of high speed's. The complaint was verified by Ted Jensen on a vehicle. Looking at the teardown pictures it can be see that there is a tremendous amount of carbon build up in the leak orifice. This would explain the valve hanging open as reported. This amount of carbon appears to very excessive for the reported 13,000 miles.

Regards,
Bill Wettach

Design Release -IACV, CMCV, IMRC, & LMTV
Components B - Intakes II
V-Engine Engineering
Phone 313.32.21695
Fax 313.32.29265
POEE BB103 wwettach@ford.com

-----Original Message-----

From: christy.simpson@hap.com [mailto:christy.simpson@hap.com]
Sent: Thursday, February 21, 2002 4:09 PM
To: Bill Wettach; John Chick (Ford address); Joe Smythe
Subject: RFI-02-08-H (MAZDA)

RFI-02-08-H (MAZDA)

Report Date: 02/20/2002

Customer Name: Ford
Part Name: Iacv/Lfv
Report Type: HAP Responsible Problem --
Final
Model Number: 890490 / AESP109-38 LP
RMA/CCP Number: F001294
CAR Number:
Hitachi Log Number: 780

(See attached
file: 780
F001294
RFI-02-08-H.doc)

From: Parkinson, Tim (T.M.) [tparkin1@visteon.com]
Sent: Friday, June 28, 2002 2:20 PM
To: 'Grimes, Jeff (J.R.)'
Subject: RE: 3.0L SBG testing

IEL is going to forward some pictures. Basically the manifold and throttle bodies are in a large chamber mounted to a fixture that is connected to the vacuum pump. The cables are attached to the throttle body and the side of the cable that attaches to the pedal normally is routed through a port to the outside of the chamber. An actuator attaches to the pedal side of the cable. Data is collected from the TPS and the actuator for each test.

Tim Parkinson

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Friday, June 28, 2002 10:14 AM
To: 'Parkinson, Tim (T.M.)'
Subject: RE: 3.0L SBG testing

Can we get a picture of the setup...or arrange for a visit. This is critical to the validity of the results...

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Parkinson, Tim (T.M.) [mailto:tparkin1@visteon.com]
Sent: Thursday, June 27, 2002 11:15 AM
To: 'Grimes, Jeff (J.R.)'
Subject: RE: 3.0L SBG testing

IEL is measuring force (lbf), not torque (ft-lbf). We should be able to use the cam geometry to figure out the conversion from torque to force.

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, June 27, 2002 9:33 AM
To: 'Parkinson, Tim (T.M.)'
Subject: RE: 3.0L SBG testing

Looking good so far...

The team is going to need the following:

1. Signatures from EACH run
2. Correlation of IEL equipment to test equipment at Rawsonville
 - a. .1Nm target is 0.07376 ft-lbs

b. Why are values are running magnitudes higher??

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Parkinson, Tim (T.M.) [mailto:tparkin1@visteon.com]
Sent: Wednesday, June 26, 2002 5:15 PM
To: Cunningham, David (D.N.); Foley, Tom (T.M.); 'rsmaldon@ford.com';
'jgrimes1@ford.com'; Padula, Sarah (S.K.); McKee, Mike (M.T.)
Subject: 3.0L SBG testing

<< File: 3.0L Escape SBG test.ppt >> The attached file is a summary of what's complete so far. Testing is still in progress.

<<3.0L Escape SBG test.ppt>>

Tim Parkinson
tparkin1@visteon.com
(313) 755-3831

ER82-827 10831

From: McKee, Mike (M.T.) [mmckee@visteon.com]
Sent: Friday, June 21, 2002 9:17 AM
To: 'Grimes, Jeff (J.R.); McKee, Mike (M.T.); Foley, Tom (T.M.)
Cc: Padula, Sarah (S.K.); Smaldone, Ronald (R.P.); Westphal, Terry (T.E.); Jenifer, Cynthia (C.M.); Avery, Sam (S.P.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Creehan, Jim (J.L.); Mitz, Ronald (R.A.)
Subject: RE: Orders for service parts

Visteon will build on Monday and ship under alert for PPAP paperwork if necessary to meet the timing.

Michael T. McKee
Air / Fuel Manufacturing Engineering Manager
Visteon - Rawsonville Plant
(734) 484-8821 Fax (734) 487-6096
mmckee@visteon.com

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, June 20, 2002 10:27 AM
To: 'McKee, Mike (M.T.)'; 'tfoley@visteon.com'
Cc: Padula, Sarah (S.K.); Smaldone, Ronald (R.P.); Westphal, Terry (T.E.); Jenifer, Cynthia (C.M.); Avery, Sam (S.P.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); 'jcreehan@visteon.com'
Subject: RE: Orders for service parts
Importance: High

Mike, I need a containment plan by COB today, showing actions Visteon is taking to meet June 25 for 2L8E-9E926-AA.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com].
Sent: Wednesday, June 19, 2002 4:28 PM
To: Jenifer, Cynthia (C.M.); Avery, Sam (S.P.)
Cc: 'Grimes, Jeff (J.R.)'; Padula, Sarah (S.K.); McKee, Mike (M.T.); 'rsaldon@ford.com'; Westphal, Terry (T.E.)
Subject: RE: Orders for service parts

CJ, can you confirm the service order for the 1500 3.0L QSF parts?

Jeff, we will not be building the service run tomorrow, The housing machining center has been down for several shifts (still down) and they have not run parts. Machining is indicating that they will have parts Tuesday for our build. They are working through the weekend to provide parts.

Michael T. McKee

Air / Fuel Manufacturing Engineering Manager
Visteon - Rawsonville Plant
(734) 484-8821 Fax (734) 487-6096
mmckee@visteon.com

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Wednesday, June 19, 2002 4:05 PM
To: 'spadula@visteon.com'; 'mmckee@visteon.com'
Subject: Orders for service parts

Can you confirm that you have received the "official" order to run the -1000 service parts??? I understand from my end that its been placed?

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Suarez, Rhae (R.)
Sent: Wednesday, June 19, 2002 1:56 PM
To: Grimes, Jeff (J.R.)
Subject: RE: SSM

He told me yesterday that we should be expecting parts from Visteon at our packaging center by Friday (don't quote me though, I can't say how positive I am). Once the parts show up he is willing to sign off on the Parts Request and SSM. This should trigger the OASIS guys to release the message shortly after that.

It all depends on the parts!

Hope that helps.
Rhae

PS Dan will be back tomorrow.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, June 19, 2002 1:52 PM
To: Suarez, Rhae (R.)
Subject: SSM

Dan's out ... Do you have status...

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

From: Durfee, Tom (T.P.)
Sent: Tuesday, June 18, 2002 2:53 PM
To: Dallape, Leon (L.A.); Suarez, Rhae (R.)
Cc: Durfee, Tom (T.P.); Grimes, Jeff (J.R.)
Subject: RE: 63-0004 R1 SSM HIGH ACCELERATOR PEDAL EFFORT off Idlersuarez8

The service part number for this concern is 2L8Z-9E926-AB

—Original Message—

From: Dallape, Leon (L.A.)
Sent: Tuesday, June 11, 2002 3:19 PM
To: Suarez, Rhae (R.)
Cc: Durfee, Tom (T.P.)
Subject: RE: 63-0004 R1 SSM HIGH ACCELERATOR PEDAL EFFORT off Idlersuarez8

I sent this to ASO. They can add it if they want. This really is not too much trouble and should not delay the release.

Leon Dallape

Vehicle Service & Programs
Global Technical Communications
Technical Authoring - Team Leader
Phone/Fax: (313)32-32272
Alternate Fax: (313)24-86449
kdallape@ford.com

—Original Message—

From: Suarez, Rhae (R.)
Sent: Tuesday, June 11, 2002 3:16 PM
To: Dallape, Leon (L.A.)
Cc: Durfee, Tom (T.P.)
Subject: RE: 63-0004 R1 SSM HIGH ACCELERATOR PEDAL EFFORT off Idlersuarez8

Leon, is this change feasible or will it add time to the SSM release? I think the 90 day deadline is the 25th. WERS should be at 'R' status today and a service number is in the works. Let me know what I need to do if we can incorporate this change without effecting the release.

Thanks!
Rhae

—Original Message—

From: Durfee, Tom (T.P.)
Sent: Tuesday, June 11, 2002 2:53 PM
To: Suarez, Rhae (R.)
Cc: Durfee, Tom (T.P.); Dallape, Leon (L.A.)
Subject: 63-0004 R1 SSM HIGH ACCELERATOR PEDAL EFFORT off Idlersuarez8
Importance: High

Rhae,

Please make one small change to the SSM.

I will have a service number in the morning.

SOME 2001-2002 ESCAPE equipped with a 3.0l engine MAY EXHIBIT A HIGH ACCELERATOR PEDAL EFFORT JUST OFF IDLE OR TIP-IN. This may be caused by throttle plate and shaft variability during the throttle body manufacturing process. If normal diagnostics identifies the throttle body as the cause of the high effort, replace throttle body with service part number xxx-0E926-xx. For service procedure refer to section 303-04B of the workshop manual.

From: Corbett, Sandra (S.M.)
Sent: Monday, May 20, 2002 12:05 PM
To: Grimes, Jeff (J.R.)
Subject: FW: Escape Throttle Body

Here's the note from Kapp....look at the To's and CC's...we will determine the appropriate forum or set up a meeting to support this review this week. We'll talk at 1:30

Sandy Corbett
Escape Powertrain QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----

From: Kapp, Dan (Daniel R.)
Sent: Friday, May 17, 2002 10:55 AM
To: Klarr, Jerry (G.T.); Takasawa, Keith (K.D.); Sventickas, Ed (E.); Hofman, Michael (M.V.)
Cc: Powers, Ken (K.W.); Feadri, Frank (F.); Corbett, Sandra (S.M.); Hallauer, Julie (J.A.); Koszewnik, John (J.J.)
Subject: RE: Escape Throttle Body

I agree. Ed, please coordinate as we discussed..

-----Original Message-----

From: Klarr, Jerry (G.T.)
Sent: Thursday, May 16, 2002 8:17 PM
To: Takasawa, Keith (K.D.); Sventickas, Ed (E.); Hofman, Michael (M.V.)
Cc: Powers, Ken (K.W.); Feadri, Frank (F.); Kapp, Dan (Daniel R.); Corbett, Sandra (S.M.)
Subject: RE: Escape Throttle Body

We discussed this issue at this weeks Powertrain Quality Meeting with Dan Kapp. Team is meeting twice a week with Visteon, and I'm seeing similar issues on other vehicles. Dan - this may be a good one to have Visteon come into your forum. Either way, Keith, we can invite you to one of next week's reviews and have senior level participation from Visteon. Mike - pls arrange.

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-26669/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

-----Original Message-----

From: Takasawa, Keith (K.D.)
Sent: Wednesday, May 15, 2002 11:20 PM
To: Klarr, Jerry (G.T.); Sventickas, Ed (E.); Hofman, Michael (M.V.)
Cc: Powers, Ken (K.W.)
Subject: FW: Escape Throttle Body

I just saw what's happening to Escape Duratec throttle body warranty (see attached file). This is *far* more serious than we thought, and in my view, needs serious daily attention. I would be happy to personally join whatever forum you think is appropriate to get this under control ASAP. Please let me know ASAP how you plan on handling. Thanks.

Best Regards,

Keith Takasawa

-----Original Message-----

From: King, Robert (R.F.)
Sent: Wednesday, May 15, 2002 4:50 PM
To: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: FW: Escape Throttle Body

Duratec T-Body Warranty

Ford "The Most Wanted Car on the American Road" circa 1952

Robert King
LHD Escape/Maverick FCSD Program Manager
PVT & Field Support, Vehicle Service & Programs
Kansas City Assembly Plant (816) 459-1872, fax 459-1726

-----Original Message-----

From: King, Robert (R.F.)
Sent: Wednesday, May 15, 2002 4:31 PM
To: Corbett, Sandra (S.M.)
Subject: FW: Escape Throttle Body

Info...something has changed...in April

Ford "The Most Wanted Car on the American Road" circa 1952

Robert King
LHD Escape/Maverick FCSD Program Manager
PVT & Field Support, Vehicle Service & Programs
Kansas City Assembly Plant (816) 459-1872, fax 459-1726

-----Original Message-----

From: Sauer, Robert (R.M.)
Sent: Wednesday, May 15, 2002 4:23 PM
To: Grimes, Jeff (J.R.)
Cc: King, Robert (R.F.)
Subject: Escape Throttle Body

Here is a copy of the warranty chart we were reviewing at Kansas City. It appears the problems started around June-01 at Kansas City. Should a dimensional analysis be done on parts produced Sep/Oct-01 (2002MY) and compared to parts produced early in the 2001MY?

<< File: Escape 0E926.doc >>

From: Smaidone, Ronald (R.P.)
Sent: Wednesday, February 27, 2002 6:08 PM
To: Sventickas, Ed (E.)
Co: Grimes, Jeff (J.R.); Yeung, Lam (.)
Subject: Status for Escape Throttle Plate Sticking closed issue.

Ed, below is the status on my project. I also attached a word file incase you need to provide hard copy or flimsy. I expect the pace of this project to pick up after my discussion and request for additional Viateon assistance with Jim Creehan today. He is now aware of the level of repairs and the need to put additional resources on identifying the root cause of this problem.

There has been some level of denial for this issue because of the assumption that sticking plates is a system level issue. I think I am slowly convincing them that may not be true, and will get more activity on this issue than we have had currently.

Please page me tomorrow if you need additional info.

Six Sigma Black Belt Escape T/Body Sticking Project Status as of 2/27/02:

Currently the project team has collected bench data from 72 returned throttle bodies. The following data has been collected.

- Dynamic Torque to turn plate
- TPS voltage
 - Idle
 - WOT
 - Idle throttle air flow

The following observations have been made:

- Idle airflow is running below the nominal idle set specification on approximately 90% of the returned parts.
- There is a statistical correlation for loss of idle airflow with increasing mileage.
- There is light levels of PCV/EGR contamination

Conclusions:

No significant contributor to throttle sticking has been identified with the data collected so far.

Next steps:

The team's next step is to measure the plate angle by 3/8/02:

ER02-027 10437

- As received
- With t/plate post set screw backed out
- With t/plate cleaned up and post set screw backed out

We are also reviewing in-process P-Chart data to define the in plant defects per million for sticking throttle plates 3/1/02.

Teardown parts and measure key component characteristics that contribute to sticking throttle plates, by 3/22/02.

Ron Smaldone



Relentless in the Pursuit of Quality

Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

V-Engine Engineering - Ford Motor Company

Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM

Text Pager: 313-795-8424

ERS2-827 18438

Six Sigma Black Belt Escape T/Body Sticking Project Status as of 2/27/02:

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- Dynamic Torque to turn plate
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- With t/plate post set screw backed out
- With t/plate cleaned up and post set screw backed out

We are also reviewing in-process P-Chart data to define the in plant defects per million for sticking throttle plates 3/1/02.

Teardown parts and measure key component characteristics that contribute to sticking throttle plates, by 3/22/02.

Subject: U204 Ignition Diagnostics Team - Weekly Meeting
Location: Audio Only

Start: Tue 10/29/02 1:00 PM
End: Tue 10/29/02 2:00 PM
Show Time As: Tentative

Recurrence: Weekly
Recurrence Pattern: every Tuesday from 1:00 PM to 2:00 PM

Meeting Status: Not yet responded

Required Attendees: Grimes, Jeff (J.R.); Barber, Jeffrey (J.W.); Buattner, Steve (S.B.); Corbett, Sandra (S.M.); Durfee, Tom (T.P.); Goodwin, William (W.R.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hofman, Michael (M.V.); Jablonaki, Gary (G.F.); Jones, Dean (D.); Makowski, Scott (S.A.); Miller, Brian (B.J.); Moorhouse, Scott (S.R.); Nematollahi, Sonya (S.); Nikolai, Bernie (B.E.); Suarez, Rhas (R.); Sventickas, Ed (E.); Yeung, Lem (.)

Importance: High

Contact Jeff Grimes (jgrimes1@ford.com) to be added or deleted from this distribution list

This audio will be used to progress the Ignition Diagnostic Team's efforts to reducing overall 3.0L Duratec Escape Ignition related Warranty. Available material will be forwarded at least 30 minutes prior to meeting start time.

- Minutes are considered frozen at the start of the next meeting (1 week)...and all assignments will be firm.
- Agenda will be published at least 3 days before the meeting with content typically agreed to in advance, please come prepared.
- Archives of meeting minutes and current action log can be found at: TBD

Call Information

Title: U204 Ignition Diagnostics Team

Phone: 866-274-3057

FordNet: 954-1146

Intl: 1 630-424-4825

Passcode: 8311456

Currently Scheduled through June '03

Thank for your continued support

Jeff Grimes

Duratec OPD and Value Engineering

V-Engine Engineering

Ford Motor Company

(313) 32-25237 jgrimes1

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 22, 2002 2:50 PM
To: Rahill, Christophe (C.M.)
Subject: RE: Here is what we have.

Your da man...

if necessary, are these available in Word format?

Jeff Grimes

OPD & Value Engineering
 Duratec Engine Programs, U204
 Ford Motor Company
 ph: (313) 322-5237 fax: (313) 594-7323
 e-mail: jgrimes1@ford.com

-----Original Message-----

From: Rahill, Christophe (C.M.)
Sent: Tuesday, October 22, 2002 2:44 PM
To: Grimes, Jeff (J.R.)
Cc: Rahill, Christophe (C.M.)
Subject: Here is what we have.

| | | |
|----------------------------|---|--------------------------|
| 1G-752-AA-165868AA | 400 HR. TRANS SHIFT TEST / COMP. | TEARDOWN COMPLETE - |
| STORED | | |
| 1G-752-AA-291122098 | FORD MODE II MAZDA VEH. DURA. (30,941 Km) | INSPECTION COMPLETE - |
| STORED | | |
| 1G-752-AA-3.04V-158715 | 875 HR DEA COL FAILED #1 EXH. | PARTS TO EV/ ME |
| 1G-752-AA-3.04V-158717 | 100 HR THERMAL SHOCK BROKEN ROD | PARTS TO EV/SCRAP |
| 1G-752-AA-3.0L4V-155889 | 400 HR TRANS SHIFT TEST COMP | PARTS TO EV/ ME |
| 1G-752-AA-3.0L4V-158713 | 876HR DEA. COL. 303HRS FAILED PISTON | PARTS TO EV/ ME |
| 1G-752-AA-432754039 | MAZDA VEH. DURA. (19,195 MI.) | INSPECTION COMPLETE - |
| STORED | | |
| 1G-752-AA495741-W0171508 | TEST N/A - DETONATION | NO INSPECTION - SCRAPPED |
| 1G-752-AB863845-W0172918 | R312-PT EUROPEAN TRAILER TOW - SEIZED | NO INSPECTION - STORED |
| | 2001 EURO. MAVERICK U204 | 4A1 |
| 1G-754-AA018991-W0178533AA | R360 STRUCT & R320 TRAILER TOW - MISFIRE #4 | WAITING INSP. - ME |
| CRIB - SAVE | 3.0L U204 | 4B 7/22/02 |
| 1G-754-AA389321-W0171545 | APG TRAILER TOW (22,000 MI) WORK# W0184053 | REBUILT |
| 1G-754-AA-434471-W0170814 | MAZDA VEH. DURA. - PCV NOISE (15,000 MI) | INSPECTION COMPLETE - |
| SCRAP | | |
| 1G-754-AA440489-W0172276 | FAILURE - TORSIONAL VIB. + VEH. V MAX | NO INSPECTION - SCRAPPED |
| | 2002.5 3.0L ST220 | 2C |
| 1G-754-AA-582455039 | APG TRAILER TOW - LOST #4 CYL (15,000 MI) | NO INSPECTION - SCRAPPED |
| 1G-754-AA-AA-W0188316 | DEV BORDERLINE SPARK- AERATION / PREIGN | INSPECTION COMPLETE - |
| SCRAP | | |
| 1G-754-AA-W0188318 | 185 HRS. OF DEARBORN CDC - HOLE IN GIRDLE | NO INSPECTION - STORED |
| 1G-754-AA-W0188417 | MISFIRE / PRE-IGN. #5 - O COMP. (20,687 MI) | SCRAPPED |

| | | |
|----------------------------|---|-----------------------------------|
| 1G-754-AA-W0170784 | 328 HRS. OF DEARBORN CDC - AERATION | INSPECTION COMPLETE -
STORED |
| 1G-754-AA-W0-184167 | 875 HR DEA. COL FAILED @192HRS EXH VALV | PARTS TO EI/SCRAP |
| 1G-754-AA-XAAA7714 | NET PERFORM. / 58 HRS. DROPPED VALVE | INSP. COMP. - BLOCK TO
ROUGH ? |
| 1G-754-AA-XAAA7715 | NET PERF. / DROPPED VALVE / COLLADA | INSPECTION COMPLETE |
| 1G-754-AB058044-W0177438AA | CUST. RETURN FOR BROKEN ROD (17,592 MI) | WTG TDN - EMDO SUB ASSY. |
| | 2001 3.0L U204 | |
| 1G-754-AB115413-W0174377AA | R312 EUROPEAN TRAILER TOW (150 CYCLES) | INSPECTION COMPLETE - |
| SCRAP | 2001 3.0L U204 | 1E 3/18/02 |
| 1G-754-AB474093-W0178478AA | 18 HRS. OF HEAD GASKET TESTHOLE IN BLOCK | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 3C 7/22/02 |
| 1G-754-AB732550-W0175045AA | R360 & R320 DURA. (36,288 MI) | INSPECTION COMPLETE - |
| SCRAP | 2001 3.0L-4V U204 | 1D 4/10/03 578T884 |
| 1G-754-AB780798-W0177348AA | 220 HOURS OF KEY LIFE TEST | ON DISPLAY UNTIL OCT. 18 |
| | 2001 3.0L U204 | 3C 10/9/02 |
| 1G-754-ABVR-W0178225AA | 320 HRS KEY LIFE TEST - BROKEN EXH VALVES | NO INSPECTION - SCRAPPED |
| | 2001 3.0L U204 | 4B 8/25/02 |
| 1G-754-AB-W0171219 | CYL. HD TRANSPARENCY TEST-BROKEN VAVLE | NO INSPECTION - SCRAPPED |
| | 2001 3.0L U204 | |
| 1G-754-AB-W0171220 | 875 HR. DEARBORN CDC | INSPECTION COMPLETE - |
| STORED | 2001 3.0L U204 | |
| 1G-754-AB-W0172385AA | NVH D.O.E. | WORKING INSPECTION - |
| STORE | 2001 3.0L U204 | |
| 1G-754-AB-W0172386 | FRONTIER FORD DEALER RETURN - TICKING | INSPECTION COMPLETE - |
| STORED | 2001 3.0L U204 | 3E |
| 1G-754-AB-W0172439 | 185 HRS OF HIGH SPEED DURA - FAILED CRANK | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 1B |
| 1G-754-AB-W0172441AB | 180 HOUR HIGH SPPED DURA. | INSPECTION COMPLETE - |
| STORED | 2002 3.0L U204/ST220 | 1D 1/7/02 |
| 1G-754-AB-W0172489 | CUSTOMER RETURN - UPPER END TICKING | SENT TO BE REBUILT 2001 |
| | 3.0L U204 | |
| 1G-754-AB-W0172489AA | CUSTOMER RETURN - UPPER END TICKING | DISPLAY COMPLETE - |
| STORED | 2001 3.0L U204 | TDN RM |
| 1G-754-AB-W0173873AA | 317 HRS OF HD JOINT KLT - LOWER END KNOCK | INSPECTION COMPLETE - |
| STORED | 2001 3.0L U204 | 2E 6/7/02 |
| 1G-754-AB-W0175289AB | 22 HOURS OF F.I.E. - LOW TORQUE - LOCKED UP | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 3B 6/18/02 |
| 1G-754-AB-W0176248AA | 11 HRS KEY LIFE TEST - CATASTROPHIC FAIL. | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 2A 8/20/02 |
| 1G-754-AB-W0176890AA | DPFE KEY LIFE TSET | ON DISPLAY UNTIL OCT. 29 |
| | 2001 U204 | 5D 10/21/02 |

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 22, 2002 2:50 PM
To: Rahill, Christophe (C.M.)
Subject: RE: Here is what we have.

Your da man...

If necessary, are these available in Word format?

Jeff Grimes
 OPD & Value Engineering
 Duratec Engine Programs, U204
 Ford Motor Company
 ph: (313) 822-5237 fax: (313) 594-7323
 e-mail: jgrimes1@ford.com

-----Original Message-----

From: Rahill, Christophe (C.M.)
Sent: Tuesday, October 22, 2002 2:44 PM
To: Grimes, Jeff (J.R.)
Cc: Rahill, Christophe (C.M.)
Subject: Here is what we have.

| | | |
|----------------------------|---|--------------------------|
| 1G-752-AA-153888AA | 400 HR. TRANS SHIFT TEST / COMP. | TEARDOWN COMPLETE - |
| STORED | | |
| 1G-752-AA-291122038 | FORD MODE II MAZDA VEH. DURA. (30,841 Km) | INSPECTION COMPLETE - |
| STORED | | |
| 1G-752-AA-3.04V-166715 | 875 HR DEA COL FAILED #1 EXH. | PARTS TO EV/ ME |
| 1G-752-AA-3.04V-166717 | 100 HR THERMAL SHOCK BROKEN ROD | PARTS TO EV/SCRAP |
| 1G-752-AA-3.0L4V-155889 | 400 HR TRANS SHIFT TEST COMP | PARTS TO EV/ ME |
| 1G-752-AA-3.0L4V-158713 | 875HR DEA. COL. 303HRS FAILED PISTON | PARTS TO EV/ ME |
| 1G-752-AA-432754038 | MAZDA VEH. DURA. (19,195 MI) | INSPECTION COMPLETE - |
| STORED | | |
| 1G-752-AA495741-W0171508 | TEST N/A - DETONATION | NO INSPECTION - SCRAPPED |
| 1G-752-AB883845-W0172818 | R312-PT EUROPEAN TRAILER TOW - SEIZED | NO INSPECTION - STORED |
| | 2001 EURO. MAVERICK U204 | 4A1 |
| 1G-754-AA018991-W0178533AA | R360 STRUCT & R320 TRAILER TOW - MISFIRE #4 | WAITING INSP. - ME |
| CRIB - SAVE | 3.0L U204 | 4B 7/22/02 |
| 1G-754-AA988321-W0171546 | APG TRAILER TOW (22,000 MI) WORK# W0184053 | REBUILT |
| 1G-754-AA-494471-W0170614 | MAZDA VEH. DURA. - PCV NOISE (15,000 MI) | INSPECTION COMPLETE - |
| SCRAP | | |
| 1G-754-AA440489-W0172278 | FAILURE - TORSIONAL VIB. + VEH. V MAX | NO INSPECTION - SCRAPPED |
| | 2002.5 3.0L ST220 | 2C |
| 1G-754-AA-582455039 | APG TRAILER TOW - LOST #4 CYL (15,000 MI) | NO INSPECTION - SCRAPPED |
| 1G-754-AA-AA-W0168315 | DEV BORDERLINE SPARK- AERATION / PREIGN | INSPECTION COMPLETE - |
| SCRAP | | |
| 1G-754-AA-W0168318 | 185 HRS. OF DEARBORN CDC - HOLE IN GIRDLE | NO INSPECTION - STORED |
| 1G-754-AA-W0168417 | MISFIRE / PRE-IGN. #5 - O COMP. (20,687 MI) | SCRAPPED |

| | | |
|----------------------------|---|--------------------------|
| 1G-754-AA-W0170784 | 329 HRS. OF DEARBORN CDC - AERATION | INSPECTION COMPLETE - |
| STORED | | |
| 1G-754-AA-WO-164167 | 675 HR DEA. COL FAILED @192HRS EXH VALV | PARTS TO EI/SCRAP |
| 1G-754-AA-XAAA7714 | NET PERFORM. / 58 HRS. DROPPED VALVE | INSP. COMP. - BLOCK TO |
| ROUGH ? | | |
| 1G-754-AA-XAAA7715 | NET PERF. / DROPPED VALVE / COLLADA | INSPECTION COMPLETE |
| 1G-754-AB059044-W0177438AA | CUST. RETURN FOR BROKEN ROD (17,592 MI) | WTG TDN - EMDO SUB ASSY. |
| | 2001 3.0L U204 | |
| 1G-754-AB115413-W0174377AA | R312 EUROPEAN TRAILER TOW (150 CYCLES) | INSPECTION COMPLETE - |
| SCRAP | 2001 3.0L U204 | 1E 3/19/02 |
| 1G-754-AB474093-W0176476AA | 18 HRS. OF HEAD GASKET TESTHOLE IN BLOCK | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 3C 7/22/02 |
| 1G-754-AB732550-W0175045AA | R360 & R320 DURA. (36,288 MI) | INSPECTION COMPLETE - |
| SCRAP | 2001 3.0L-4V U204 | 1D 4/10/03 578T884 |
| 1G-754-AB780796-W0177349AA | 220 HOURS OF KEY LIFE TEST | ON DISPLAY UNTIL OCT. 18 |
| | 2001 3.0L U204 | 3C 10/9/02 |
| 1G-754-ABVH-W0176225AA | 320 HRS KEY LIFE TEST - BROKEN EXH VALVES | NO INSPECTION - SCRAPPED |
| | 2001 3.0L U204 | 4B 8/25/02 |
| 1G-754-AB-W0171219 | CYL HD TRANSPARENCY TEST-BROKEN VAVLE | NO INSPECTION - SCRAPPED |
| | 2001 3.0L U204 | |
| 1G-754-AB-W0171220 | 675 HR. DEARBORN CDC | INSPECTION COMPLETE - |
| STORED | 2001 3.0L U204 | |
| 1G-754-AB-W0172385AA | NVH D.O.E. | WORKING INSPECTION - |
| STORE | 2001 3.0L U204 | |
| 1G-754-AB-W0172386 | FRONTIER FORD DEALER RETURN - TICKING | INSPECTION COMPLETE - |
| STORED | 2001 3.0L U204 | 3E |
| 1G-754-AB-W0172439 | 165 HRS OF HIGH SPEED DURA - FAILED CRANK | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 1B |
| 1G-754-AB-W0172441AB | 180 HOUR HIGH SPPED DURA. | INSPECTION COMPLETE - |
| STORED | 2002 3.0L U204/ST220 | 1D 1/7/02 |
| 1G-754-AB-W0172489 | CUSTOMER RETURN - UPPER END TICKING | SENT TO BE REBUILT 2001 |
| | 3.0L U204 | |
| 1G-754-AB-W0172489AA | CUSTOMER RETURN - UPPER END TICKING | DISPLAY COMPLETE - |
| STORED | 2001 3.0L U204 | TDN RM |
| 1G-754-AB-W0173873AA | 317 HRS OF HD JOINT KLT - LOWER END KNOCK | INSPECTION COMPLETE - |
| STORED | 2001 3.0L U204 | 2E 6/7/02 |
| 1G-754-AB-W0175289AB | 22 HOURS OF F.I.E. - LOW TORQUE - LOCKED UP | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 3B 6/18/02 |
| 1G-754-AB-W0176249AA | 11 HRS KEY LIFE TEST - CATASTROPHIC FAIL. | NO INSPECTION - STORED |
| | 2001 3.0L U204 | 2A 8/20/02 |
| 1G-754-AB-W0176890AA | DPFE KEY LIFE TSET | ON DISPLAY UNTIL OCT. 29 |
| | 2001 U204 | 5D 10/21/02 |

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 22, 2002 2:33 PM
To: Wettach, Bill (B.)
Subject: RE: Hitachi B D's

Great start...John is also pulling together other material needed...

Thank, Bill

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimesf@ford.com

-----Original Message-----

From: Wettach, Bill (B.)
Sent: Tuesday, October 22, 2002 1:08 PM
To: Grimes, Jeff (J.R.)
Subject: Hitachi B D's

Jeff,

I tried looking through a number of the Hitachi B D's that I have and none of them really address the sticking issue in a way that you could use very well in a presentation. I'm not exactly sure the type of presentation you are planning but I have attached a presentation that I have put together for other people to explain the overall sticking issue with Hitachi.

I hope this helps,

<< File: Hitachi Sticking description idle Air Control Valve.ppt >>

Regards,

Bill Wettach

Design Release -IACV, CMCV, IMFC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21665
Fax 313.32.29265
POEE B6103 © pillar D-10 wwettach@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 22, 2002 10:50 AM
To: Moorhouse, Scott (S.R.)
Cc: Miller, Brian (B.J.)
Subject: RE: CHECK ENGIN LIGHT WARRANTY-ESCAPE

I have reviewed with Jerry Klarr, and he agree, that at the next PDQR I will be discussing engine cleanliness and IAC...

Thermostat is not a high enough hitter (removing the known contamination issues) to warrant a presentation. Brian and I also discussed, and he agree.

To facilitate t-stat investigations, I'm challenging Standard Thompson to return 100% of T-Stats for a brief period (say 1 or 2 months)...and pareto out findings...I expect we'll see, as we typically find, that greater than 95% will be TNI. I'll let you know how it goes.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Moorhouse, Scott (S.R.)
Sent: Thursday, October 17, 2002 3:04 PM
To: Grimes, Jeff (J.R.)
Subject: CHECK ENGIN LIGHT WARRANTY-ESCAPE

<< File: ESCAPE CEL CONCERNS.xls >>

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-458-1965 (fax) 816-458-1728
smoorhou@ford.com

ERR2-627 18475

From: Grimes, Jeff (J.R.)
Sent: Monday, October 21, 2002 3:04 PM
To: Chick, John (J.)
Subject: Control Charts...

To answer your question more specifically:
"Why am I interested in control charts on the old valve?"

The primary issue I was chasing was difficulty maintaining idle speeds on CEP2 Dynamometers. The data is great, and helpful...however, my root-cause has since been identified...

A blown fuse in the IAC power circuit.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 21, 2002 2:45 PM
To: Grewal, Bill (B.S.)
Subject: RE: No Show!

No problem...I probably didn't "read" the door as closely as I should have...

Will you put me on Friday's agenda?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8297 fax: (313) 594-7328
e-mail: jgrimes1@ford.com

---Original Message---
From: Grewal, Bill (B.S.)
Sent: Monday, October 21, 2002 2:33 PM
To: Grimes, Jeff (J.R.)
Subject: RE: No Show!

Yes, we have to switch rooms, Bob Himes meeting ran over, but we had notice on the both doors, would you please provide me the final print, by cob Friday 10/25/02.
I will be reviewing the PDQOR agenda with Jerry On Friday, so that he could side which one's are going to the PDQOR on 10/30.

Sorry to have missed you..

Bill Grewal, CRE
Supervisor - Engineering Reliability-*Ford Outfitters* - PTSE
PDC 2GD41: e-mail : BGREWAL1@Ford.com
Tel (313) 24-85519 Fax (313) 317-7298
Success is Never FinalFailure is Never Fatal.....

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Monday, October 21, 2002 2:23 PM
To: Grewal, Bill (B.S.)
Subject: No Show!

Hi Bill...I guess you guys switched rooms...

I waited at Jerry's desk...>Provided him a copy of the CEP2 deck on Cleanliness...It needs some work...but will be ready.

The T-Stat pitch had no data warranting a presentation...I told Jerry I'd try to pull a IAC pitch together, which he said was better anyway, as he agree with me that the finned-pintle is the holy grail we hoped.

Please add me to the agenda for the Friday's review...I'll finalize the Cep2 pitch and cover the IAC one.

Jeff Grimes
OPD & Value Engineering

Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 21, 2002 2:23 PM
To: Grewal, Bill (B.S.)
Subject: No Show!

Hi Bill...I guess you guys switched rooms...

I waited at Jerry's desk. >Provided him a copy of the CEP2 deck on Cleanliness...It needs some work...but will be ready.

The T-Stat pitch had no data warranting a presentation...I told Jerry I'd try to pull a IAC pitch together, which he said was better anyway, as he agrees with me that the finned-pintle is the holy grail we hoped.

Please add me to the agenda for the Friday's review...I'll finalize the Cap2 pitch and cover the IAC one.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 18, 2002 1:13 PM
To: Yerramalli, Bharani (B.S.)
Subject: FW: Internal Tube Damper

Importance: High

Bharani, I have asked you to correct this 3 times...What do we need to do here???

BTW, how is the machine trial going, and what's up with Durvage..No Excuses, this must get incorporated this year!!!!

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Playle, Roger (R.K.)
Sent: Friday, October 18, 2002 1:08 PM
To: Harms, Rick (R.J.)
Cc: Corbett, Sandra (S.M.); Romig, John (J.W.); Gould, Robert (R.M.); Yerramalli, Bharani (B.S.); Grimes, Jeff (J.R.); Varga, Carolyn (C.); Dodge, Bill (C.); Pharis, Richard (R.L.)
Subject: RE: Internal Tube Damper
Importance: High

Rick

According to Carolyn Varga's chart today,
FCSD are still showing 4 red's against powertrain/Engine and we need to resolve these ASAP

The first one i agree with, need assistance from you on the other 3 |

302908 Platon Pin retaining Clip - New Material (RED)

I agree:

If this is a material change why does the quantity go to zero ??

Bharani, Jeff

please resolve this issue with Rick asap

272988 Knock sensor, (RED)

you are asking for updated wiring diagrams, relays etc. - we do not provide these
Why does the electrical item (281990) show as yellow ? If this is what you are waiting for from us!

we are only deleting the sensor and fastener, everthing else is electrical. (no calibration change required)
what do need from powertrain that makes this item Red ?

294377 Delete Coolant sensor from Degas Bottle (RED)

you are asking for wiring diagrams relays etc in the powertrain item - we do not provide them
Again the electrical item is yellow (303843) ?

The replacement degas bottle for the V6 is the I4 one, so there should be nothing new here for FCSD
Everything else on this is either electrical or PCM - part of the 2003.5 J1 calibration update
what do you need from powertrain that makes this item Red ?

289825 Delete Internal tube damper (RED)

from the various e-mails (see below) this appears to be resolved
please re-classify or let us know what you need |

maybe I'm missing something from some other correspondence, please let me know |
many thanks

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6498

-----Original Message-----

From: Playle, Roger (R.K.)
Sent: Thursday, October 17, 2002 12:59 PM
To: Hanna, Rick (R.J.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: Internal Tube Damper

Rick

I understand you are having issues with the change to the degas bottle and the deletion of the knock sensor
on the U204.

what is the problem and what can we do to assist ? (I haven't seen any correspondence on either of these !)

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6498

-----Original Message-----

From: Phares, Richard (R.L.)
Sent: Wednesday, October 16, 2002 1:39 PM
To: Hanna, Rick (R.J.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Jose (Y.); Alla, Abdul (A.D.)
Subject: RE: Internal Tube Damper

Please notice the other part on the notice - 2L84-4K145-DA. This -DA part has a RV action and is intended to
service all prior usages of the -BM part including all usages of 2.0L I4 A/T. In other words, 2L84-4K145-DA
services all usages of A/T except V6 A/T (beginning with 2003 MY) and the Mazda EC V6 (which I guess you
don't handle anyway). The intent is to provide service for any I4 A/T by using the 2L84-D* painted part. Here is
what the engineering direction shows on the "G" screen of the notice:

SERVICE INTENT:

THE 3L84-4K145-B* PART WILL SERVICE ALL PREVIOUS V6 A/T WHICH USED
THE YL84-4602-B* UNPAINTED DRIVESHAFT. THE 2L84-D* PAINTED PART WILL
SERVICE I-4 A/T AS WELL AS PRESENT V-6 A/T THAT REQUIRE PAINTED PART (i.e., Mazda EC V6).

It kind of looks to me like there is no SI that really expressed this intent. The "old" part - YLB4-4602-BM - is not going to be available any longer. The production equivalent is 2L84-4K145-DA that also has the addition of paint to meet the needs of some markets. There will no longer be a A/T part that has no paint and a damper - we took the damper out of it for cost reduction purposes. The 2L84-4K145-BA part was never PSWd but was replaced with the 3L84-BA. The 2L84-BA part would have been in place except for the MCR action. Since we have implemented this action it is necessary to switch the service usage to 2L84-DA for the prior model I4 as well. Prior model V6 A/T that are felt to need a damper to avoid the risk of NVH issues should use the 2L84-DA part.

If this does not meet with FCSD requirements, let's get together in person or by phone to discuss.

Regards,

Rich Phariss - Ranger / Escape - Driveshaft

Cube: 2C-D61 PDC <= New Cube Location

Phone: 313-31-72266 **Fax:** 313-24-86053 <= New Fax Number

Pager: 1-313-795-2893 (or text page)

E-Mail: rphariss@ford.com <<mailto:rphariss@ford.com>>

-----Original Message-----

From: Harms, Rick (R.J.)
Sent: Wednesday, October 16, 2002 10:06 AM
To: Phariss, Richard (R.L.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.); Alke, Abdul (A.O.)
Subject: FW: Internal Tube Damper

Rich, based upon the nuances of this release, Marcus (our Service Parts Subject Matter Expert) suggests that a SI 3 would be more appropriate. Please advise of Notice Supplement number when complete, at which time we'll progress the rating of this item.

Thanks,

Rich Harms

FCSD Value Engineering Program Manager (Truck)
Vehicle Service & Programs
MSX Building
17425 Federal Drive, Office D-212
Allen Park, MI 48101
Phone (313) 203-6321

-----Original Message-----

From: Cavendish, Marcus (M.G.)
Sent: Wednesday, October 16, 2002 8:53 AM
To: Harms, Rick (R.J.)
Subject: RE: Internal Tube Damper

Well I think the only question that I have is with the SI being a 1. If there is the remote potential where we might have NVH issues, and would still want the old part then the release should be with a SI = 3. That way we will have the two parts available for the old and the new customers. The catalog could be changed so that US only has the new part and International has the before/from dates in the catalog.

Thanks.

-----Original Message-----

From: Harms, Rick (R.J.)

Sent: Tuesday, October 15, 2002 9:56 PM
To: Cavendish, Marcus (M.G.)
Subject: FW: Internal Tube Damper

Marcus, an opinion (C11396081)?

Rick Harms

FCSD Value Engineering Program Manager (Truck)
Vehicle Service & Programs
MSX Building
17425 Federal Drive, Office D-212
Allen Park, MI 48101
Phone (313) 203-6321

-----Original Message-----

From: Pharris, Richard (R.L.)
Sent: Friday, September 27, 2002 10:01 AM
To: Harms, Rick (R.J.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.)
Subject: RE: Internal Tube Damper

If you are referring to U.S. service only, then yes, that could be done (SI = 2). But for the long term and world wide the answer is no, because some 2.0L A/T in foreign markets may get serviced with a non-damper part and have a NVH issue created at service. As for the U/M issue, I'm not sure what the base would be for that change. Please call me to discuss.

Regards,

Rich Pharris - Ranger / Escape - Driveshaft

Cube: 1H-821 PDC
Phone: 313-31-72266 Fax: 313-62-18140
Pager: 1-313-795-2693 (or text page)
E-Mail: rpharris@ford.com <<mailto:rpharris@ford.com>>

-----Original Message-----

From: Harms, Rick (R.J.)
Sent: Thursday, September 26, 2002 9:05 PM
To: Pharris, Richard (R.L.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.)
Subject: RE: Internal Tube Damper

Rich, the question we had in the matrix read "Is there any reason why the SI ("1") couldn't be changed to "2", and the SSD changed from "U" to "M" for the 4K145 base part number?".

Please advise.

Rick Harms

FCSD Value Engineering Program Manager (Truck)
Vehicle Service & Programs
MSX Building
17425 Federal Drive, Office D-212
Allen Park, MI 48101
Phone (313) 203-6321

-----Original Message-----

From: Pharris, Richard (R.L.)
Sent: Wednesday, September 25, 2002 3:37 PM
To: Harms, Rick (R.J.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.)

Subject: RE: Internal Tube Damper

Uh, Rick, if there is an issue, how about you calling me to discuss. Tried to call but there was no answer.
Regards,

Rich Phariss - Ranger / Escape - Driveshaft

Cube: 1H-E21 PDC

Phone: 313-31-72256 Fax: 313-62-16140

Pager: 1-313-795-2893 (or text page)

E-Mail: rphariss@ford.com <<mailto:rphariss@ford.com>>

-----Original Message-----

From: Juan, Joe (Y.)
Sent: Wednesday, September 25, 2002 3:30 PM
To: Phariss, Richard (R.L.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Harms, Rick (R.L.)
Subject: RE: Internal Tube Damper

Rich,

Please get with Rick Harms to clarify the FCSD issue.

Regards,

Joe Juan

Supervisor, 2003/2004 U204/J14 Vehicle Integration

jjuan@ford.com <<mailto:jjuan@ford.com>>

313-248-1883 (Phone/Fax)

e-mail: jjuan@ford.com <<mailto:jjuan@ford.com>> Pager: 313-795-9774

-----Original Message-----

From: Varga, Carolyn (C.)
Sent: Wednesday, September 25, 2002 12:49 PM
To: Juan, Joe (Y.)
Subject: FW: Internal Tube Damper

-----Original Message-----

From: Rave, Lori (L.L.)
Sent: Monday, September 23, 2002 10:04 AM
To: Varga, Carolyn (C.)
Subject: FW: Internal Tube Damper

Lori Rave

Value Engineering-Outfitters Program Mgmt.

Phone:(313)203-6037

MBX Bldg, Federal Drive, D-205

email:LRAVE@ford.com

text pager:(313-795-6602)

-----Original Message-----

From: Playle, Roger (R.K.)
Sent: Monday, September 23, 2002 9:22 AM
To: Pharris, Richard (R.L.)
Cc: Veenstra, Tim (T.W.); Corbett, Sandra (S.M.); Rave, Lori (L.L.)
Subject: Internal Tube Damper

Rich,
thanks for the update
please see attached document showing current status.

<< File: 02 ESCAPE ESO BOOK Matrix 018.xls >>

we need to get this item green before next week's meeting (friday's at 08:30).
(otherwise you'll need to call in as per meeting notice - sent separately)

also
Have the program/plant agreed to the 10/28/02 PSW date and the 12/13 Incorp date shown in CRID ?

Lori
please add Rich to your distribution list.

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-8498

-----Original Message-----

From: Pharris, Richard (R.L.)
Sent: Friday, September 20, 2002 2:46 PM
To: Varga, Carolyn (C.)
Cc: Playle, Roger (R.K.); Harms, Rick (R.J.); Whitehouse, Keith (K.J.)
Subject: RE: Engineering Sign Off of MCR Vehicle 313T361

See responses below in red (perhaps I should have made them green?).

Regards,

Rich Pharris - Ranger / Escape - Driveshaft

Cube: 1H-E21 PDC
Phone: 313-31-72288 Fax: 313-82-18140
Pager: 1-313-786-2883 (or text page)
E-Mail: rpharris@ford.com <<mailto:rpharris@ford.com>>

-----Original Message-----

From: Playle, Roger (R.K.)
Sent: Friday, September 20, 2002 2:27 PM
To: Pharris, Richard (R.L.)
Subject: RE: Engineering Sign Off of MCR Vehicle 313T361

Hi Rich

Please can you contact Ron harrie re the sign off issue below,

also
There were some questions that came up during the MCR deep dive review today with regard to the tube

damper
CRID # 299925

- a) DVP Complete ? Yes, except for plant trial.
- b) I was told that Shift Quality is now green, need confirmation ! I don't have any info on shift quality - good or bad.
- c) PSW Date ? 10/28/02
- d) fmea complete ? FMEA is complete for this product and has not been impacted by this change. This change is the removal of an internal damper. PTB, etc., will improve due to reduced mass.
- e) FCSD Issues - please talk to Rick Harms re this one (FCSD show it as Red) I have not been made aware of any FCSD issues.

any other sign off issues ? None I am aware of.

Please send you updates to Carolyn Varga and cc me.
many thanks

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6488

---Original Message---

From: McMillan, Daniel (D.R.)
Sent: Friday, September 20, 2002 11:21 AM
To: Pharris, Richard (R.L.); Playle, Roger (R.K.); Sahl, Jaspinder (J.S.); Jargowsky, Peter (P.J.); Moore, Bryan (B.L.)
Cc: Wu, Chun (C.Y.); Perry, Ian (I.M.); Dodge, Bill (C.); Harris, Ronald (C.); McMillan, Daniel (D.R.); Whitehouse, Keith (K.J.); Kenefsky, Peter (P.); Grover, Shiv (S.S.); Waldron, Robert (R.M.); Sarver, Mel (M.M.)
Subject: Engineering Sign Off of MCR Vehicle 313T361
Importance: High

The following areas were not signed off on MCR vehicle 313T361. The unit can not be released for testing until all areas have completed signing off there parts. Please contact Ron Harris on ext. 734-374-7813 to make arrangements to sign off your parts. If you have any questions, please contact me on ext 313-203-6661

Pharris Delete Internal tube damper from V6 Auto

Playle Delete front engine mount dampner

Sahl Delete #5 crossmember baffle

Jargowsky Delete Isolator from frt shock

Moore Reduce brake pedal bracket welds

Daniel R. McMillan

MCR Value Engineering Build Planner
Phone 313-203-6661
Pager 313-795-3367

From: Grimes, Jeff (J.R.)
Sent: Friday, October 18, 2002 1:12 PM
To: Playle, Roger (R.K.)
Subject: RE: Internal Tube Damper

302908 Piston Pin retaining Clip - New Material (RED)

Engine owns this one...Machine tryouts are ongoing...e indicated several times before, we'll update the 'B' screens appropriately, including the use of the NEW clip for ALL Duratec past model service, on a use/exhaust basis...This is transparent to VO...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Playle, Roger (R.K.)
Sent: Friday, October 18, 2002 1:08 PM
To: Harms, Rick (R.J.)
Co: Corbett, Sandra (S.M.); Romig, John (J.W.); Gould, Robert (R.M.); Yerramall, Bharani (B.S.); Grimes, Jeff (J.R.); Varga, Carolyn (C.); Dodge, Bill (C.); Pharris, Richard (R.L.)
Subject: RE: Internal Tube Damper
Importance: High

Rick

According to Carolyn Varga's chart today,
FCSD are still showing 4 red's against powertrain/Engine and we need to resolve these ASAP

The first one I agree with, need assistance from you on the other 3 |

302908 Piston Pin retaining Clip - New Material (RED)

I agree:
if this is a material change why does the quantity go to zero ??

Bharani, Jeff

please resolve this issue with Rick asap

272969 Knock sensor, (RED)

you are asking for updated wiring diagrams, relays etc. - we do not provide these
Why does the electrical item (281990) show as yellow ? If this is what you are waiting for from us!

we are only deleting the sensor and fastener, everthing else is electrical. (no calibration change required)
what do need from powertrain that makes this item Red ?

294377 Delete Coolant sensor from Degas Bottle (RED)

you are asking for wiring diagrams relays etc in the powertrain item - we do not provide them
Again the electrical item is yellow (303843) ?

The replacement degas bottle for the V6 is the I4 one, so there should be nothing new here for FCSD
Everything else on this is either electrical or PCM - part of the 2003.5 J1 calibration update
what do you need from powertrain that makes this item Red ?

299925 Delete Internal tube damper (RED)

from the various e-mails (see below) this appears to be resolved
please re-classify or let us know what you need !

maybe I'm missing something from some other correspondence, please let me know !
many thanks

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6498

-----Original Message-----

From: Playle, Roger (R.K.)
Sent: Thursday, October 17, 2002 12:59 PM
To: Harris, Rick (R.J.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: Internal Tube Damper

Rick

I understand you are having issues with the change to the degas bottle and the deletion of the knock sensor
on the U204.
what is the problem and what can we do to assist ? (I haven't seen any correspondence on either of these !)

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6498

-----Original Message-----

From: Pharis, Richard (R.L.)
Sent: Wednesday, October 16, 2002 1:39 PM
To: Harris, Rick (R.J.)
Cc: Yarga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.); Aile, Abdul (A.D.)
Subject: RE: Internal Tube Damper

Please notice the other part on the notice - 2L84-4K145-DA. This -DA part has a RV action and is intended to
service all prior usages of the -BM part including all usages of 2.0L I4 A/T. In other words, 2L84-4K145-DA
services all usages of A/T except V8 A/T (beginning with 2003 MY) and the Mazda EC V8 (which I guess you
don't handle anyway). The intent is to provide service for any I4 A/T by using the 2L84-D* painted part. Here is
what the engineering direction shows on the 'G' screen of the notice:

SERVICE INTENT:

THE 2L84-4K145-B* PART WILL SERVICE ALL PREVIOUS V8 A/T WHICH USED
THE 2L84-4602-B* UNPAINTED DRIVESHAFT. THE 2L84-D* PAINTED PART WILL
SERVICE I-4 A/T AS WELL AS PRESENT V-8 A/T THAT REQUIRE PAINTED PART (i.e., Mazda EC V8).

It kind of looks to me like there is no SI that really expressed this intent. The "old" part - YL84-4602-BM - is not going to be available any longer. The production equivalent is 2L84-4K145-DA that also has the addition of paint to meet the needs of some markets. There will no longer be a A/T part that has no paint and a damper - we took the damper out of it for cost reduction purposes. The 2L84-4K145-BA part was never PSW'd but was replaced with the 3L84-BA. The 2L84-BA part would have been in place except for the MCR action. Since we have implemented this action it is necessary to switch the service usage to 2L84-DA for the prior model I4 as well. Prior model V8 A/T that are felt to need a damper to avoid the risk of NVH issues should use the 2L84-DA part.

If this does not meet with FCSD requirements, let's get together in person or by phone to discuss.

Regards,

Rich Phariss - Ranger / Escape - Driveshaft

Cube: 2C-D5T PDC <= New Cube Location
Phone: 313-31-72288 Fax: 313-24-86053 <= New Fax Number
Pager: 1-313-795-2893 (or text page)
E-Mail: rphariss@ford.com

-----Original Message-----

From: Harms, Rick (R.J.)
Sent: Wednesday, October 16, 2002 10:06 AM
To: Phariss, Richard (R.L.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.); Allen, Abdul (A.D.)
Subject: FW: Internal Tube Damper

Rich, based upon the nuances of this release, Marcus (our Service Parts Subject Matter Expert) suggests that a SI 3 would be more appropriate. Please advise of Notice Supplement number when complete, at which time we'll progress the rating of this item.

Thanks,

Rich Harms

FCSD Value Engineering Program Manager (Truck)
Vehicle Service & Programs
MSX Building
17425 Federal Drive, Office D-212
Allen Park, MI 48101
Phone (313) 203-8321

-----Original Message-----

From: Caverdick, Marcus (M.G.)
Sent: Wednesday, October 16, 2002 8:53 AM
To: Harms, Rick (R.J.)
Subject: RE: Internal Tube Damper

Well I think the only question that I have is with the SI being a 1. If there is the remote potential where we might have NVH issues, and would still want the old part then the release should be with a SI = 3. That way we will have the two parts available for the old and the new customers. The catalog could be changed so that US only has the new part and international has the before/from dates in the catalog.

Thanks.

-----Original Message-----

From: Harms, Rick (R.J.)

Sent: Tuesday, October 15, 2002 9:56 PM
To: Cavendish, Marcus (M.G.)
Subject: FW: Internal Tube Damper

Marcus, an opinion (C11386081)?

Rick Harms

FCSD Value Engineering Program Manager (Truck)
Vehicle Service & Programs
MSX Building
17425 Federal Drive, Office D-212
Allen Park, MI 48101
Phone (313) 203-6321

-----Original Message-----

From: Pharris, Richard (R.L.)
Sent: Friday, September 27, 2002 10:01 AM
To: Harms, Rick (R.J.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.)
Subject: RE: Internal Tube Damper

If you are referring to U.S. service only, then yes, that could be done (SI = 2). But for the long term and world wide the answer is no, because some 2.0L A/T in foreign markets may get serviced with a non-damper part and have a NVH issue created at service. As for the U/M issue, I'm not sure what the basis would be for that change. Please call me to discuss.

Regards,

Rich Pharris - Ranger / Escape - Driveshaft

Cube: 1H-E21 PDC
Phone: 313-31-72266 **Fax:** 313-62-18140
Pager: 1-313-795-2893 (or text page)
E-Mail: rpharris@ford.com

-----Original Message-----

From: Harms, Rick (R.J.)
Sent: Thursday, September 26, 2002 9:05 PM
To: Pharris, Richard (R.L.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.)
Subject: RE: Internal Tube Damper

Rich, the question we had in the matrix read "Is there any reason why the SI ("1") couldn't be changed to "2", and the SSD changed from "U" to "M" for the 4K145 base part number?".

Please advise.

Rick Harms

FCSD Value Engineering Program Manager (Truck)
Vehicle Service & Programs
MSX Building
17425 Federal Drive, Office D-212
Allen Park, MI 48101
Phone (313) 203-6321

-----Original Message-----

From: Pharris, Richard (R.L.)
Sent: Wednesday, September 25, 2002 3:57 PM
To: Harms, Rick (R.J.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Juan, Joe (Y.)

ER02-027 18480

Subject: RE: Internal Tube Damper

Uh, Rick, if there is an issue, how about you calling me to discuss. Tried to call but there was no answer.
Regards

Rich Phariss - Ranger / Escape - Driveshaft

Cube: 1H-E21 PDC

Phone: 313-31-72266 **Fax:** 313-62-18140

Pager: 1-313-795-2693 (or text page)

E-Mail: rphariss@ford.com

-----Original Message-----

From: Juan, Joe (Y.)
Sent: Wednesday, September 25, 2002 3:30 PM
To: Phariss, Richard (R.L.)
Cc: Varga, Carolyn (C.); Playle, Roger (R.K.); Harms, Rick (R.J.)
Subject: RE: Internal Tube Damper

Rich,

Please get with Rick Harms to clarify the FCSD issue.

Regards,

Joe Juan

Supervisor, 2003/2004 U204/J14 Vehicle Integration

jjuan@ford.com

313-248-1883 (Phone/Fax)

e-mail: jjuan@ford.com Pager: 313-795-9774

-----Original Message-----

From: Varga, Carolyn (C.)
Sent: Wednesday, September 25, 2002 12:49 PM
To: Juan, Joe (Y.)
Subject: FW: Internal Tube Damper

-----Original Message-----

From: Rave, Lori (L.L.)
Sent: Monday, September 23, 2002 10:04 AM
To: Varga, Carolyn (C.)
Subject: FW: Internal Tube Damper

Lori Rave

Value Engineering-Outfitters Program Mgmt.

Phone:(313)209-6037

MSK Bldg, Federal Drive, D-205

email:LRAVE@ford.com

text pager(313-795-6602)

-----Original Message-----

E082-827 18481

From: Playle, Roger (R.K.)
Sent: Monday, September 23, 2002 9:22 AM
To: Pharris, Richard (R.L.)
Cc: Veerstra, Tim (T.W.); Corbett, Sandra (S.M.); Rave, Lori (L.L.)
Subject: Internal Tube Damper

Rich,
thanks for the update
please see attached document showing current status,

<< File: 02 ESCAPE ESO BOOK Matrix 918.xls >>

we need to get this item green before next week's meeting (friday's at 08:30).
(otherwise you'll need to call in as per meeting notice - sent separately)

also
Have the program/plant agreed to the 10/28/02 PSW date and the 12/13 incorp date shown in CRID ?

Lori
please add Rich to your distribution list.

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6498

-----Original Message-----

From: Pharris, Richard (R.L.)
Sent: Friday, September 20, 2002 2:46 PM
To: Varga, Carolyn (C.)
Cc: Playle, Roger (R.K.); Harms, Rick (R.J.); Whitehouse, Keith (K.J.)
Subject: RE: Engineering Sign Off of MCR Vehicle 313T361

See responses below in red (perhaps I should have made them green?).

Regards,

Rich Pharris - Ranger / Escape - Driveshaft

Cube: 1H-E21 PDC
Phone: 313-31-72288 Fax: 313-82-18140
Pager: 1-313-795-2683 (or text page)
E-Mail: rpharris@ford.com

-----Original Message-----

From: Playle, Roger (R.K.)
Sent: Friday, September 20, 2002 2:27 PM
To: Pharris, Richard (R.L.)
Subject: RE: Engineering Sign Off of MCR Vehicle 313T361

Hi Rich

Please can you contact Ron Harris re the sign off issue below,

also
There were some questions that came up during the MCR deep dive review today with regard to the tube

damper
CRID # 299925

- a) DVP Complete ? Yes, except for plant trial.
- b) I was told that Shift Quality is now green, need confirmation I don't have any info on shift quality - good or bad.
- c) PSW Date ? 10/28/02
- d) fmea complete ? FMEA is complete for this product and has not been impacted by this change. This change is the removal of an internal damper. PTB, etc., will improve due to reduced mass.
- e) FCSD issues - please talk to Rick Harms re this one (FCSD show it as Red) I have not been made aware of any FCSD issues.

any other sign off issues ? None I am aware of.

Please send you updates to Carolyn Varga and cc me.
many thanks

Regards

Roger Playle

MCR - Tough Truck and Outfitters - PTSE
Cube B70 - MSX, Federal Drive, Dearborn
Telephone (313) 203-6498

—Original Message—

From: McMillan, Daniel (D.R.)
Sent: Friday, September 20, 2002 11:21 AM
To: Pharris, Richard (R.L.); Playle, Roger (R.K.); Sahi, Jasprender (J.S.); Jargowsky, Peter (P.J.); Moore, Bryan (B.L.)
Co: Wu, Chun (C.Y.); Perry, Ian (I.M.); Dodge, Bill (C.); Harris, Ronald (C.); McMillan, Daniel (D.R.); Whitehouse, Keith (K.J.); Kanefsky, Peter (P.); Grover, Shiv (S.S.); Waldron, Robert (R.N.); Sarver, Mel (M.M.)
Subject: Engineering Sign Off of MCR Vehicle 313T361
Importance: High

The following areas were not signed off on MCR vehicle 313T361. The unit can not be released for testing until all areas have completed signing off there parts. Please contact Ron Harris on ext. 734-374-7813 to make arrangements to sign off your parts. If you have any questions, please contact me on ext 313-203-9861

Pharris Delete internal tube damper from V6 Auto

Playle Delete front engine mount dampner

Sahi Delete #5 crossmember baffle

Jargowsky Delete isolator from frt shock

Moore Reduce brake pedal bracket welds

Daniel R. McMillan

MCR Value Engineering Build Planner
Phone 313-203-6861
Pager 313-795-3367

From: Grimes, Jeff (J.R.)
Sent: Friday, October 18, 2002 10:30 AM
To: Walsh, Tim (T.)
Subject: FW: PerkinElmer ORI Status

I have not received TB's from Visteon...

Yes, remove the shield...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Smaldone, Ronald (R.P.)
Sent: Wednesday, October 16, 2002 1:23 PM
To: Grimes, Jeff (J.R.)
Subject: FW: PerkinElmer ORI Status



MVC-725.JPG

Jeff, did you get the warranty parts yet? See below.
Ron Smaldone

Relentless in the Pursuit of Quality

Ronald P. Smaldone
Six Sigma Black Belt Candidate, FMEI
V-Engine Engineering - Ford Motor Company
Phone/FAX: 313-24-82294
Email: RSMALDON@FORD.COM <mailto:RSMALDON@FORD.COM>
Text Pager: 3137958424@alphapage.airtouch.com <mailto:3137958424@alphapage.airtouch.com>

-----Original Message-----

From: Walsh, Tim (T.)
Sent: Wednesday, October 16, 2002 10:36 AM
To: Smaldone, Ronald (R.P.)
Subject: FW: PerkinElmer ORI Status

-----Original Message-----

From: Lopez, Al [mailto:al.lopez@perkinelmer.com]
Sent: Wednesday, October 16, 2002 10:10 AM
To: 'spenkevi@ford.com'; 'Fedeson, Ken (K.S.)'; 'Daniel, Paul (P.A.)';
'Kosko, Jeff (J.R.)'; 'Wadley, Jeffrey (J.G.)'; 'Walsh, Tim (T.)'
Cc: Bond, Stacy; Zaiontz, Mike; Vasquez, Cat; Naegelin, Butch; Schoppe,
Dean

Subject: PerkinElmer ORI Status

Tim, we have a few questions:

- * The 3.0L and the 4.0L engines were received Tuesday afternoon.
- * Preliminary engine installation work is in progress.
- * The 3.0L has built in catalyst on the manifolds and a heat shield that covers most of the manifold. Is it OK to remove the shield for instrumentation purposes? Thermocouples need to be installed on each of the 6 runners, an EBP line and another O2 sensor if possible. Attached is a photo.
- * From the PCM I gather that the 4.0L is a 1999 model engine. Is this correct and what is the vehicle application? I am looking for service literature on both of these engines.
- * The plan is to install the engines and run them before we do any pre-test tear down and measurement.
- * The 3.0L will not have a break-in. Is this still true?
- * Will the 4.0L have a break-in done to it. How many tests are planned for the 4.0L?
- * We do not have an RCON to perform ORI measurements for the 4.0L. We need it as soon as possible.
- * We do not have the RCON calibration files for the 4.0L. Please send those with the RCON. The PCM is set up with E020404.MCS and PCAE0.VRF
- * The PCM for the 4.0L calls for a fuel pressure of 65 psi. The checkout sheet reads 40psi. Which one is it?
- * The 3.0L installation is flat with no roll and the 4.0L calls for 4.8 degrees with no roll. We are going off of the check out sheets for all run specifications (oil, coolant, etc)

Thanks

Al Lopez

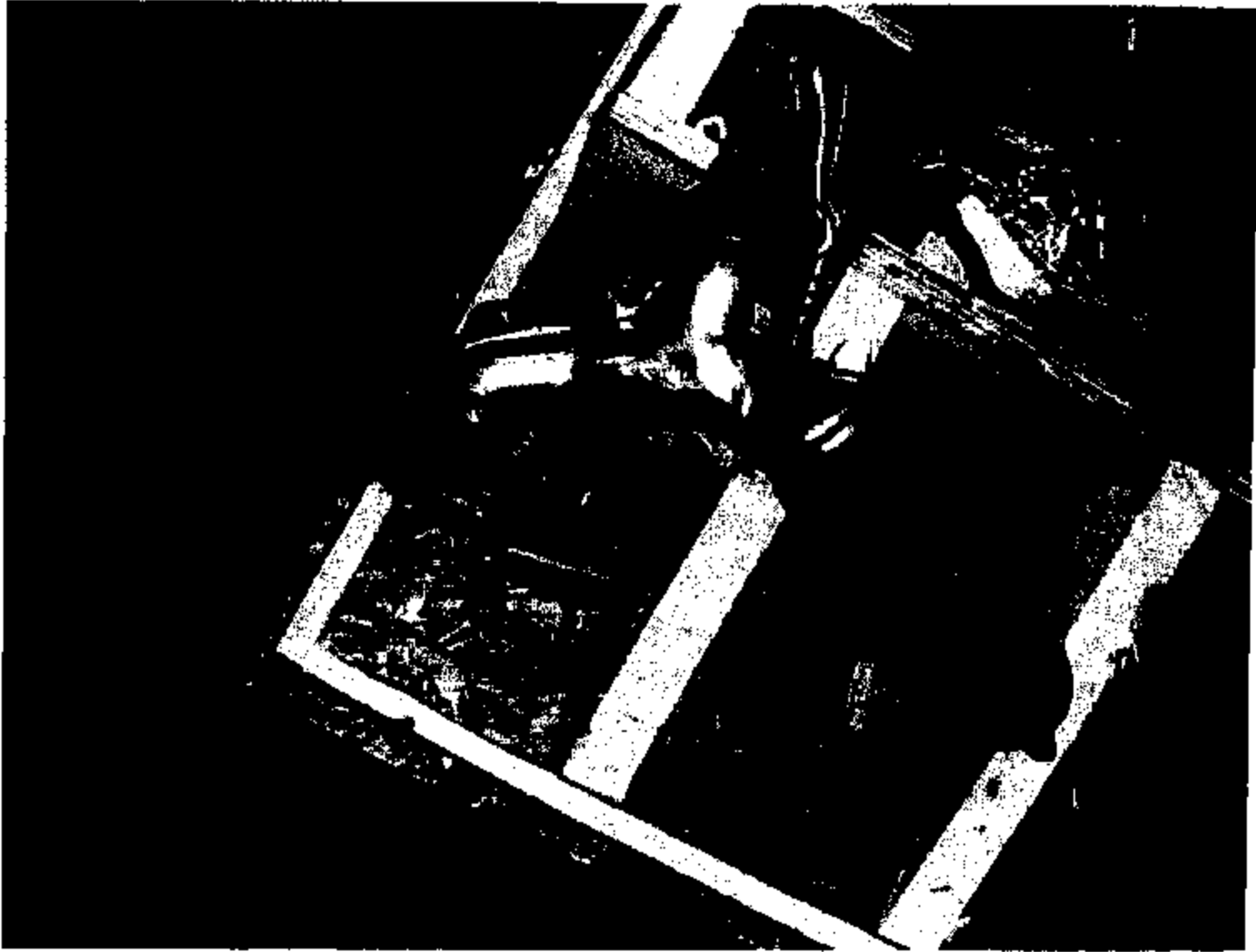
Sr. Project Engineer, Durability Testing

PerkinElmer Automotive Research

al.lopez@perkinelmer.com <mailto:al.lopez@perkinelmer.com>

210-647-9465

<<MVC-742F.JPG>>



2762-827 18518

From: Grimes, Jeff (J.R.)
Sent: Friday, October 18, 2002 8:27 AM
To: Buettner, Steve (S.B.); McCliment, Greg (G.A.)
Cc: Danes, Adam (A.V.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

Ted Jensen is a blackbell at FRL...he participated in the Escape stalls resolution meetings, particularly IAC contribution...

The component engineer is Bill Wettach, and he SHOULD be the one responsible for answering to IAC warranty.

The finned-pintle valve hit Escape production 8/02...The IAC task force is currently investigating higher than acceptable warranty indicators, even on finned-pintle applications. Current direction is looking at Function 8000 in the PCM strategy, indicating that actual flow and indicated flow are not in agreement...incorrectly flagging the IAC as defective. No timing for this has been published.

Bill Wettach is on the task force, I believe Adam Danes (Master Black Belt for VEE) is championing.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Buettner, Steve (S.B.)
Sent: Thursday, October 17, 2002 4:04 PM
To: McCliment, Greg (G.A.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

I spoke with Rich Wineland and he doesn't know a T. Jensen either. I would suggest that you change the name back to me if you cannot find out who T. Jensen is. I looked at several in outlook, but none seemed to fit. Also, I would put back the thin pintle as an August 02 fix.

Jeff,
Did you make this update? Do you know a T. Jensen? Thanks.

Steve Buettner
CEP/II Resident Engineer
sbuettne@ford.com
216-876-2902 external
823-2902 Ford Net
216-876-2950 Fax

-----Original Message-----

From: McCliment, Greg (G.A.)
Sent: Wednesday, October 16, 2002 3:12 PM
To: Buettner, Steve (S.B.); Wineland, Richard (R.J.)
Cc: McCliment, Greg (G.A.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

Hi Steve,
I updated items #23, 37 and 42 on the SAQ...

#16 - If you didn't give me that name, then I think Rich Wineland gave it to me... Rich - If this makes sense, could you please discuss with Steve and let me know if you want any changes. Thanks..

I reviewed the SAQ for the 3.0L Assy. It looks like I combined all of the 3.0L DOHC's into the Eaton Valve issue line item. In hindsight, We probably should split the Engine Assy out and use the paynter chart to highlight any other Engine exchange items on the list.... What do you think...

Let me know if you want any more changes before the next release this Friday...

Thanks..
Greg

---Original Message---

From: Buettner, Steve (S.B.)
Sent: Thursday, October 10, 2002 6:34 AM
To: McCliment, Greg (G.A.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

My Updates:

#16: I don't know who T. Jensen is or what the adaptive strategy fix is from January, but the PCA I know of is the fin pintle that went into place in August. The calibration fix for the purge will also help this and is in place.

#23: The plate angle change for Escape is the second part of the PCA and is being started on our line 10/14/02.

#37: The PCA for this is the rubber coated Thermostat with an estimated incorporation date of 2/03.

#42: As the Cougar is no longer in production should we just drop this from the list? I can't put PCA on something we don't make.

Also, I don't see 3.0L Engine assemblies on the list, which is much higher than Cougar even after the Eaton Valve is removed. Did I miss it or is there some reason it is not on the list.

Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com
216-876-2902 external
823-2902 Ford Net
216-876-2950 Fax

---Original Message---

From: McCliment, Greg (G.A.)
Sent: Monday, October 07, 2002 4:51 PM
To: Humes, Kimberly (K.R.); Buettner, Steve (S.B.); Carcone, Guy (G.); Crudo, Frank (F.J.); Danes, Adam (A.V.); DiGoco, Tamara (T.K.); Fitz, Don (D.J.); Fullerton, Lisa (L.M.); Helleuar, Julie (J.A.); Kalamdani, Rajeev (R.S.); Keput, Barb (B.J.); Lizotte, Brian (B.W.); Makowski, Scott (S.A.); McRoy, Gitanjali (G.); Michalowicz, Cheryl (C.C.); Moni, Brajesh (B.); Pandolfi, Pete (P.G.); Plante, Paul (P.G.); Rusek, Ron (R.J.); Ward, Larry (L.J.); Wineland, Richard (R.J.)
Cc: McCliment, Greg (G.A.)
Subject: VEE Single Agenda - Oct. 7, 2002 rev.

Attached is the latest Single Agenda for VEE reflecting all known input to date.

OPD Supervisors - Please review and forward any Work Status input to me. I will include it in the next issue (on Oct.18).

Kim Humes - Please post this SA on our PTo QO Web Page.

<< File: 2002 MY SAQ 073102co 100702updt.xls >>

Thanks...

Greg McCliment

**Supervisor, PTO Reliability & Robustness
V-Engine Engineering
GMCCLINE, (313) 594-7826**

From: Grimes, Jeff (J.R.)
Sent: Friday, October 18, 2002 8:27 AM
To: Buehner, Steve (S.B.); McCliment, Greg (G.A.)
Co: Danes, Adam (A.V.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

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Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Buehner, Steve (S.B.)
Sent: Thursday, October 17, 2002 4:04 PM
To: McCliment, Greg (G.A.)
Co: Grimes, Jeff (J.R.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

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Jeff,
Did you make this update? Do you know a T. Jensen? Thanks.

Steve Buehner
CEPII Resident Engineer
sbuehne@ford.com
216-676-2902 external
823-2902 Ford Net
216-676-2950 Fax

-----Original Message-----

From: McCliment, Greg (G.A.)
Sent: Wednesday, October 16, 2002 3:12 PM
To: Buehner, Steve (S.B.); Wineland, Richard (R.J.)
Co: McCliment, Greg (G.A.)
Subject: RE: VEE Single Agenda - Oct. 7, 2002 rev.

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Greg

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To: McCliment, Greg (G.A.)
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Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com
218-678-2902 external
823-2902 Ford Net
218-678-2950 Fax

---Original Message---

From: McCliment, Greg (G.A.)
Sent: Monday, October 07, 2002 4:51 PM
To: Humes, Kimberly (K.R.); Buettner, Steve (S.B.); Cercone, Guy (G.); Crudo, Frank (F.J.); Danes, Adam (A.V.); DiCoco, Tamara (T.K.); Fitz, Don (D.J.); Fullerton, Lisa (L.M.); Hallauer, Julie (J.A.); Kalamdani, Rajeev (R.S.); Kaput, Barb (B.J.); Liozts, Brian (B.W.); Malowski, Scott (S.A.); McRoy, Gianji (G.); Michalowicz, Cheryl (C.C.); Moni, Brajesh (B.); Pandolf, Pete (P.G.); Pianta, Paul (P.G.); Rusek, Ron (R.J.); Ward, Larry (L.J.); Wineland, Richard (R.J.)
Cc: McCliment, Greg (G.A.)
Subject: VEE Single Agenda - Oct. 7, 2002 rev.

Attached is the latest Single Agenda for VEE reflecting all known input to date.

OPD Supervisors - Please review and forward any Work Status input to me. I will include it in the next issue (on Oct.18).

Kim Humes - Please post this SA on our PTo QO Web Page.

ER02-827 10524

<< File: 2002 MY SAQ 073102co 100702updt.xls >>

Thanks...

Greg McCliment

**Supervisor, PTO Reliability & Robustness
V-Engine Engineering
GMCCLIME, (313) 694-7826**

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 16, 2002 8:12 AM
To: Shiraiishi, Masaru (M.)
Cc: 'tokunaga.mi@mazda.co.jp'
Subject: FW: YF1Z-9F715AA

Shiraiishi-san, Ford has been trying to make the appropriate contacts to facilitate production support for Taiwan/Hofu regarding OLD-LEVEL Idle-Speed control valves...It is very much beyond our control. Please update Tokunaga-san as required...

FCSD has old level valves, is willing to work with Mazda...We have expressed a considerable sense of urgency with FCSD, and we're having difficulty identifying a Mazda rep to chase this through. If Mazda is truly in need of old-level IAC's to address the delay in processors...please have the appropriate Mazda parties contact FCSD (eKrieger, Eric Kreiger). If Mazda has chosen to re-flash instead, please let us know, as I would like to advise FCSD that the components will not be necessary.

Thank You!

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: tokunaga.mi@mazda.co.jp [mailto:tokunaga.mi@mazda.co.jp]
Sent: Tuesday, October 15, 2002 11:47 PM
To: SLintlac@mazdausa.com
Cc: ekreiger@ford.com; jgrimes1@ford.com; ncarver@ford.com; Inooka.k@mazda.co.jp
Subject: RE: YF1Z-9F715AA

To see what I can do, please let me confirm followings.

1. Is the subjected part YF1Z-9F715AA, IAC valve ?
2. Is this for production or for service ?

3. Is this about Hofu-production ?
3. How many you need ?
4. Is this one time request or not ?
5. Why is the part under b/o in the first place ?

Once I could figure out above, I will think about the best I can. Anybody please explain.

Regards,

Tokunaga

—Original Message—

From: Steven Lintlaco [mailto:SLintlaco@mazdausa.com]
Sent: Wednesday, October 16, 2002 3:40 AM
To: Tokunaga Mitsunori (徳永 光紀)
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.); 'Carver, Norman (N.B.)'
Subject: RE: YF1Z-9F715AA

Toke,

I am not sure how to handle this concern. Would you mind passing along to the proper person(s) at MC? Thank you.

Steve Lintlaco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintlaco@mazdausa.com

—Original Message—

From: Carver, Norman (N.B.) [mailto:ncarver@ford.com]
Sent: Tuesday, October 15, 2002 8:11 AM

ES02-627 18827

To: Limtiaco, Steven (S.)
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.)
Subject: RE: YF1Z-9F715AA
Importance: High

Steve, Jeff Grimes requested assistance last week on procuring parts for Taiwan production—maybe Hofu. We're holding parts received at our Parts Redistribution Center from the supplier. We can probably release 3000 or so but I don't know what your requirements are or how you would place an order for the product. If you do need assistance, contact either me or Eric 734 523-4289.

SERVICE PART: YF1Z- 9F715-AA__ VALVE ASY - THROTTLE AIR BY-PASS
ENGINEERING PART: YF1E 9F715 AB

Norman Carver
Recall Parts Program Manager
Mail Drop MD-44, Cube 1314C
29500 Plymouth Road, Livonia, MI 48150
Ph 734 266-9916, Fax 734 266-1166

> ---Original Message---
> From: Kreiger, Erik (E.)
> Sent: Tuesday, October 15, 2002 9:48 AM
> To: Carver, Norman (N.B.)
> Subject: FW: YF1Z-9F715AA
>
> This is where I will need your expertise
>
> ---Original Message---
> From: Grimes, Jeff (J.R.)
> Sent: Tuesday, October 15, 2002 9:26 AM
> To: Kreiger, Erik (E.)
> Cc: Limtiaco, Steven (S.); Corbett, Sandra (S.M.)
> Subject: RE: YF1Z-9F715AA

BP82-027 10225

>
> Please contact Steve Limtiaco to determine quantities, and paperwork
> required for IAC's to support production at Hofu and Taiwan...

>
> The issue is between you two, keep me in the loop as you progress..
> Thanx

>
> Jeff Grimes
> OPD & Value Engineering
> Duratec Engine Programs, U204
> Ford Motor Company
> ph: (313) 322-5237 fax: (313) 594-7323
> e-mail: jgrimes1@ford.com

>
> —Original Message—
> From: Krelger, Erik (E.)
> Sent: Tuesday, October 15, 2002 9:15 AM
> To: Grimes, Jeff (J.R.)
> Subject: FW: YF1Z-9F715AA

>
>
>
> —Original Message—
> From: Carver, Norman (N.B.)
> Sent: Tuesday, October 15, 2002 9:14 AM
> To: Krelger, Erik (E.)
> Subject: RE: YF1Z-9F715AA

>
> Erik, I don't know who Jeff is looking for at Mazda but here's several
> folks I work w/from time to time.
>
> Mark Ostrosky - Manager Export & Dist Svc - mostrosk@mazdausa.com - (734)
> 782-8725
> Dave Lammert - DLammert@mazdausa.com - 949-7276586
> Ed Marck - MNAO VQA MANAGER - emarck@mazdausa.com - (734) 692-3868
>
> Norman Carver

- > Recall Parts Program Manager
- > Mail Drop MD-44, Cube 1314C
- > 29500 Plymouth Road, Livonia, MI 48150
- > Ph 734 266-9916, Fax 734 266-1188

>

>

> ~~Original Message~~

- > From: Kreiger, Erk (E.)
- > Sent: Tuesday, October 15, 2002 8:04 AM
- > To: Carver, Norman (N.B.)
- > Subject: FW: YF1Z-9F715AA

>

> Norm,

>

> Do we need a contact from Mazda?

>

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- > From: Grimes, Jeff (J.R.)
- > Sent: Tuesday, October 15, 2002 8:03 AM
- > To: Kreiger, Erk (E.)
- > Subject: RE: YF1Z-9F715AA

>

> Yes...I believe we are ...I'm waiting for a contact name from Mazda...

> will have them contact you directly.

>

> Is that OK?

>

> Jeff Grimes

- > OPD & Value Engineering
- > Duratec Engine Programs, U204
- > Ford Motor Company
- > ph: (313) 322-5237 fax: (313) 594-7323
- > e-mail: jgrimes1@ford.com

>

> ~~Original Message~~

- > From: Kreiger, Erk (E.)
- > Sent: Tuesday, October 15, 2002 7:51 AM

> To: Grimes, Jeff (J.R.)
> Cc: Carver, Norman (N.B.)
> Subject: YF1Z-9F715AA
>
> Jeff,
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> I know we keep missing each other by voice mail. Are you still in need of
> sending 3,000 pcs of the subject part? IAC valve?
>
> Let myself and Norm now and we can work out a process to get them to
> Taiwan.
>
> Thank you
>
> Erik Krelger
> QSF/Top 100
> 734-523-4289
> ekrelger@ford.com
>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 2:57 PM
To: Carver, Norman (N.B.)
Subject: RE: YF1Z-9F715AA

Take-san probably got the assignment through our Thursday morning Change-Control...We'll chat more about this on Thursday.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Carver, Norman (N.B.)
Sent: Tuesday, October 15, 2002 2:51 PM
To: Grimes, Jeff (J.R.)
Subject: FW: YF1Z-9F715AA

Jeff, apparently Steve is not our man. We'll see how the referral goes w/Toke. Who surfaced this problem---perhaps they can help identify whom the proper person is to take the next step in actually trying to procure material. Thanks.

Norman Carver
Recall Parts Program Manager
Mail Drop MD-44, Cube 1314C
29500 Plymouth Road, Livonia, MI 48150
Ph 734 266-9916, Fax 734 266-1166

-----Original Message-----

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Tuesday, October 15, 2002 2:40 PM
To: 'tokunaga.mi@sv.mazda.co.jp'
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.); 'Carver, Norman (N.B.)'
Subject: RE: YF1Z-9F715AA

Toke,

I am not sure how to handle this concern. Would you mind passing along to the proper person(s) at MC? Thank you,

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

-----Original Message-----

From: Carver, Norman (N.B.) [mailto:ncarver@ford.com]
Sent: Tuesday, October 15, 2002 8:11 AM
To: Lintiaco, Steven (S.)
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.)
Subject: RE: YF1Z-9F715AA
Importance: High

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29500 Plymouth Road, Livonia, MI 48150
Ph 734 266-9916, Fax 734 266-1166

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> Cc: Lintiaco, Steven (S.); Corbett, Sandra (S.M.)
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> Jeff Grimes
> OPD & Value Engineering
> Duratec Engine Programs, U204
> Ford Motor Company
> ph: (313) 322-5237 fax: (313) 594-7323
> e-mail: jgrimes1@ford.com

> -----Original Message-----

> From: Kreiger, Erik (E.)
> Sent: Tuesday, October 15, 2002 9:15 AM
> To: Grimes, Jeff (J.R.)
> Subject: FW: YF1Z-9F715AA

5082-827 10330

>
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> From: Carver, Norman (N.B.)
> Sent: Tuesday, October 15, 2002 9:14 AM
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> Subject: RE: YF1Z-9F715AA
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> Erik, I don't know who Jeff is looking for at Mazda but here's several
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> Mark Ostrosky - Manager Export & Dist Svc - mostrosk@mazdausa.com - (734)
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> Dave Lamert - DLamert@mazdausa.com - 949-7276566
> Ed Marck - MNAO VQA MANAGER - emarck@mazdausa.com - (734) 692-3668
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> OPD & Value Engineering
> Duratec Engine Programs, U204
> Ford Motor Company
> ph: (313) 322-5237 fax: (313) 594-7323
> e-mail: jgrimes1@ford.com
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> Let myself and Norm now and we can work out a process to get them to
> Taiwan.
>
> Thank you
>
> Erik Kreiger
> QSF/Top 100
> 734-523-4269
> ekreiger@ford.com
>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 11:43 AM
To: Corbett, Sandra (S.M.)
Subject: FW: YF1Z-9F715AA

Importance: High

We now have the right players taking for the parts...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Carver, Norman (N.B.)
Sent: Tuesday, October 15, 2002 11:11 AM
To: Lintlaco, Steven (S.)
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.)
Subject: RE: YF1Z-9F715AA
Importance: High

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Cc: Lintlaco, Steven (S.); Corbett, Sandra (S.M.)
Subject: RE: YF1Z-9F715AA

Please contact Steve Lintlaco to determine quantities, and paperwork required for IAC's to support production at Hofu and

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ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

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Subject: FW: YF1Z-9F715AA

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Subject: RE: YF1Z-9F715AA

Erik, I don't know who Jeff is looking for at Mazda but here's several folks I work w/from time to time.

Mark Ostrosky - Manager Export & Dist Svc - mostrosk@mazdausa.com <<mailto:mostrosk@mazdausa.com>> - (734) 762-6725

Dave Lammert - DLammert@mazdausa.com <<mailto:DLammert@mazdausa.com>> - 949-7276566

Ed Marck - MNAO VQA MANAGER - emarck@mazdausa.com <<mailto:emarck@mazdausa.com>> - (734) 692-3668

Norman Carver

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Do we need a contact from Mazda?

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Subject: RE: YF1Z-9F715AA

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OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

---Original Message---

From: Krolger, Erik (E.)
Sent: Tuesday, October 15, 2002 7:51 AM
To: Grimes, Jeff (J.F.)
Cc: Carver, Norman (N.B.)
Subject: YF1Z-9F715AA

Jeff,

I know we keep missing each other by voice mail. Are you still in need of sending 3,000 pcs of the subject part? IAC value?

Let myself and Norm now and we can work out a process to get them to Taiwan.

Thank you

Erik Krolger
QIF/Top 100
734-523-4269
ekrolger@ford.com <<mailto:ekrolger@ford.com>>

From: Grimes, Jeff (J.F.)
Sent: Tuesday, October 15, 2002 11:42 AM
To: Marrone, Bob (R.E.)
Subject: RE: Returnable Dunnage concern

Not sure what size parts were dealing with here...and whether this needs to be knockdown dunnage...Is this going to be used for transporting from suppliers, or just storage?

My first thought would be a base and lid with grooves, and "dividers" much like the a nut/bolt tray would have...These bins could be customized based on the size of the part...By having a grid pattern on each "layer" divider, the assembly would literally snap together...and could easily be banded for shipment...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Marrone, Bob (R.E.)
Sent: Tuesday, October 15, 2002 10:56 AM
To: Grimes, Jeff (J.F.); Allston, Lee (L.L.); Martin, Richard (R.L.); Duranceau, Claudia (C.M.); Nickle, Robert (R.J.); Wilczewski, Matthew (M.A.); Skinner, Dave (D.); Norman, Patricia (P.J.); Hall, Chris (C.R.); Murphy, Matt (M.D.)
Subject: RE: Returnable Dunnage concern

Jeff - per the discussion you, Matt Murphy, and I had a short while ago in the hallway by the Oak Cafe, here was the original request behind that question

Please toss out any ideas you have for this, eh? Murphy is comin' up with zeroes so far, he said....

- Bob M. Ph: (313) 337-3670 New Fax: (313) 337-3813
Mgr, PTD Materials Engineering / Global Engineering Alignment
POEE Mail Drop #60 nr Col K-10 rmarrone@ford.com
"Hey - a buck is a buck..."

---Original Message---

From: Marrone, Bob (R.E.)
Sent: Tuesday, October 15, 2002 9:41 AM
To: Allston, Lee (L.L.); Martin, Richard (R.L.); Duranceau, Claudia (C.M.); Nickle, Robert (R.J.); Wilczewski, Matthew (M.A.); Skinner, Dave (D.); Norman, Patricia (P.J.); Hall, Chris (C.R.); Murphy, Matt (M.D.)
Subject: RE: Returnable Dunnage concern

We have no special expertise in dunnage, Lee, but we do have some half-way successful recycling actions in plastic materials we have completed

I recall the way you had the dunnage stacked all over the yard before, and what an improvement it was to have Highland Park take that over.

Since we do not want to recycle this dunnage offal, but rather reuse it (for higher profit potential), we need

some new thoughts tossed in

To that end, I have put the folks on this note who typically come up with our ideas, Lee, on other types of material recycling

Other addressees: have any suggestions here on how to help resolve this returnable dunnage problem for EMDO?

Anything at all from your experience counts - brainstorming time - no ideas are "bad" at this point

Matt: how do you solve this problem with the places like ADM and Butcher, for example?

- Bob M. Ph: (313) 337-3670 New Fax: (313) 337-3813
Mgr, PTD Materials Engineering / Global Engineering Alignment
POEE Mail Drop #60 nr Col K-10 marrone@ford.com
"Hey - a buck is a buck..."

-----Original Message-----

From: Allston, Lee (L.L.)
Sent: Tuesday, October 15, 2002 8:32 AM
To: Marrone, Bob (R.E.)
Subject: FW: Returnable Dunnage concern

Hey Bob, I just wanted to let you know we are back to square one in the dunnage game.

You have always been able to give me some good ideas in the past, and if you have any suggestions on this please let me know.

I want to "fix" this problem permanently. I am looking for a real workable system to minimize labor and shipping costs.

-----Original Message-----

From: Allston, Lee (L.L.)
Sent: Monday, October 14, 2002 4:00 PM
To: Doyle, Bryan (B.P.); Oliverio, Joseph (J.)
Cc: Huhta, Thomas (T.W.); Bombalidi, Kenneth (K.E.); Staffeld, Gary (G.M.); Dadas, Mike (M.N.)
Subject: Returnable Dunnage concern

This is to give every one a "heads up" on the forthcoming returnable dunnage concern and to make sure we all have a basic understanding of the situation.

EMDO is a service industry, which means that we receive parts and supplies, on an intermittent basis from many, many sources. As a result, EMDO does not have a pipe line, trucking schedule or any assistance to return racks and dunnage to their owners.

Prior to 2000, this problem of returning dunnage was handled manually, consuming many hours of labor, and it was expensive. In early 2000, I was able to provide assistance in the organization and return of dunnage to their owners. I can tell you from personal experience, the job is very frustrating. However, with help and assistance from some Material Handling Staff Personnel, a Ford storage and consolidation facility in Highland Park was located. Arrangements were subsequently made for them to receive our dunnage, separate, and return to their owners in full truck loads. This system worked extremely well, and saved EMDO a lot of labor and saved Ford Motor Co. a lot of unnecessary shipping costs. The best part was that EMDO's yard no longer looked like a "junk" yard.

Unfortunately, several of the personnel involved with the effort retired, and the Highland Park has lost some of their vision. They no longer consolidate and return. They only store. As a result, there is no advantage to ship dunnage to Highland Park.

I have been in contact with POEE Staff MFE (Supervisor, George Marinovich) for assistance. Today we had a telephone conference to explore some ideas, and to make arrangements for an on-site visit later in the week (time tbd).

With the assistance of Bryan and Joe, we will be working on this concern again until we have a system which will help EMDO with returnable dunnage and not allow the "junk" yard to return.

Lee Alliston

Designated Environmental Representative
Methods and Systems Analyst

sallisto@ford.com
Tel. 313-845-8818 Pager 313-795-8522

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 11:19 AM
To: Carver, Norman (N.B.)
Subject: RE: YF1Z-9F715AA

Thank You...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-3237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Carver, Norman (N.B.)
Sent: Tuesday, October 15, 2002 11:11 AM
To: Lintaco, Steven (S.)
Cc: Kreiger, Erik (E.); Grimes, Jeff (J.R.)
Subject: RE: YF1Z-9F715AA
Importance: High

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ENGINEERING PART: YF1E 9F715 AB

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QSP/Top 100
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ekreiger@ford.com

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Erik, I don't know who Jeff is looking for at Mazda but here's several folks I work w/from time to time.

Mark Ostrosky - Manager Export & Dist Svc - mostrosk@mazdausa.com - [\(734\) 782-8725](tel:734-782-8725)

Dave Lammert - DLammert@mazdausa.com - 949-7276566

Ed Marck - MNAO VQA MANAGER - emarck@mazdausa.com - [\(734\) 692-3668](tel:734-692-3668)

Norman Carver
Recall Parts Program Manager
Mail Drop MD-44, Cube 1314C
29500 Plymouth Road, Livonia, MI 48150
Ph 734 266-9916, Fax 734 266-1166

---Original Message---
From: Kreiger, Erik (E.)
Sent: Tuesday, October 15, 2002 8:04 AM
To: Carver, Norman (N.B.)
Subject: FW: YF1Z-9F715AA

Norm,

Do we need a contact from Mazda?

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 8:03 AM
To: Kreiger, Erik (E.)
Subject: RE: YF1Z-9F715AA

Yes...I believe we are ...I'm waiting for a contact name from Mazda...I will have them contact you directly.

Is that OK?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Kreiger, Erik (E.)
Sent: Tuesday, October 15, 2002 7:51 AM
To: Grimes, Jeff (J.R.)
Cc: Carver, Norman (N.B.)
Subject: YF1Z-9F715AA

Jeff,

I know we keep missing each other by voice mail. Are you still in need of sending 3,000 pcs of the subject part? IAC valve?

Let myself and Norm now and we can work out a process to get them to Taiwan.

Thank you

Erik Kreiger
OIF/Top 100
734-523-6269
ekreiger@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 8:03 AM
To: Krejger, Erik (E.)
Subject: RE: YF1Z-9F716AA

Yes...I believe we are ...I'm waiting for a contact name from Mazda...I will have them contact you directly.

Is that OK?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Krejger, Erik (E.)
Sent: Tuesday, October 15, 2002 7:51 AM
To: Grimes, Jeff (J.R.)
Cc: Carver, Norman (N.B.)
Subject: YF1Z-9F715AA

Jeff,

I know we keep missing each other by voice mail. Are you still in need of sending 3,000 pcs of the subject part? IAC valve?

Let myself and Norm now and we can work out a process to get them to Taiwan.

Thank you

Erik Krejger
QIP/Top 100
734-528-4269
ekrejger@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 14, 2002 10:59 AM
To: Klarr, Jerry (G.T.)
Subject: RE: Urgent: Duratec Engine Inquiry

Importance: High

Just received confirmation from Visteon. New throttle bodies begin shipping to CEP2 tonite!

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Klarr, Jerry (G.T.)
Sent: Sunday, October 13, 2002 4:34 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, what is timing for the revised throttle body production incorporation?

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-28889/Cube: 1BA45
PDC/MD #205/FAX: 82-18083/gklarr@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:14 AM
To: Suarez, Rhea (R.); Klarr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

fyi

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buettner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky
Material Planning & Logistics - CEP2

Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Co: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Friedrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, Joe Friedrich

CEP#2 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 216-676-3229- FAX 216-676-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfrie@ford.com

-----Original Message-----

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Fridrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

-----Original Message-----

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Beaulo, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am Incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP 03MY, the late Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ09-E6000-A | 1G-754-AB | AJ09-E6000-A | 1G-754-AB |
| IAC Valve | AJ71-20860 | 1L8E-6F715-AA | AJ03-20090-A | YF1E-6F715-AB |
| PCM | AJ76-18881-A | 9L8A-12A680-JB | AJ76-18881 | 9L8A-12A680-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- a. quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us*
- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.

Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtl@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 14, 2002 8:29 AM
To: Fridrich, Joe (J.A.); Cominsky, Dennis (D.)
Cc: Klarr, Jerry (G.T.); Buettner, Steve (S.B.)
Subject: RE: Urgent: Duratec Engine Inquiry

As mentioned on several prior occasions...Incorporation of this TB is critical to quality. With the implications to quality we should insist that the 2L8E-9E926-AB is in vehicles as soon as possible.

The question on the table is: Based on current build rates and available inventory, when will these engines hit KCAP (give or take a day).

Jerry, Visteon provided PSW paperwork on October 3, and provided functional trial-parts for CEP2. The trial was run late last week, and all future releases are for the new TB. The Cleveland system requires a few days to purge, and parts should be line-side by weeks end. Cleveland is well aware of the urgency in making this change happen quickly.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Klarr, Jerry (G.T.)
Sent: Sunday, October 13, 2002 4:34 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, what is timing for the revised throttle body production incorporation?

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-26669/Cuba: 1BA45
PDC/MD #205/FAX: 62-16063/gklarr@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:14 AM
To: Suarez, Rhae (R.); Klarr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.N.)
Subject: RE: Urgent: Duratec Engine Inquiry

tyl

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)

Cc: Buettner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Fridrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/28/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Fridrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IAGV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IAVC. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general cook conditions in high end-item inventory building making the answer on the number of engines with old IAVCs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an

"acceptable mismatch" for calibration.

Regards, *Joe Friedrich*

CEP#2 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 218-876-3229- FAX 218-876-3747
Ford Dial Net 823-3228- FAX 823-3747
E-mail: jfridric@ford.com

---Original Message---

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Friedrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

---Original Message---

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Besudo, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMIS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP Q3MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MO Part No. | Ford Part No. | MO Part No. | Ford Part No. |
| Engine | AJ09-E5000-A | IG-754-AB | AJ09-E5000-A | IG-754-AB |
| IAC Valve | AJ71-20880 | IL8E-6F716-AA | AJ03-80880-A | YF1E-6F716-AB |
| PCM | AJ75-18881-A | 3L8A-12A880-J5 | AJ75-18881 | 3L8A-12A880-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- a. quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us*
- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 14, 2002 8:29 AM
To: Friedrich, Joe (J.A.); Cominsky, Dennis (D.)
Cc: Klarr, Jerry (G.T.); Buetner, Steve (S.B.)
Subject: RE: Urgent: Duratec Engine Inquiry

As mentioned on several prior occasions...incorporation of this TB is critical to quality. With the implications to quality we should insist that the 2L8E-9E926-AB is in vehicles as soon as possible.

The question on the table is: Based on current build rates and available inventory, when will these engines hit KCAP (give or take a day).

Jerry, Visteon provided PSW paperwork on October 3, and provided functional trial-parts for CEP2. The trial was run late last week, and all future releases are for the new TB. The Cleveland system requires a few days to purge, and parts should be line-side by weeks end. Cleveland is well aware of the urgency in making this change happen quickly.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Klarr, Jerry (G.T.)
Sent: Sunday, October 13, 2002 4:34 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, what is timing for the revised throttle body production incorporation?

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-26669/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:14 AM
To: Suarez, Rhea (R.); Klarr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

tyl

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)

Cc: Buettner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 564-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Friedrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

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Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an

"acceptable mismatch" for calibration.

Regards, *Joe Friedrich*

CEP#2 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 216-876-3229- FAX 216-876-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfirdric@ford.com

-----Original Message-----

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Friedrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

-----Original Message-----

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Beauda, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP D3MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ09-E5000-A | IG-754-AB | AJ09-E5000-A | IG-754-AB |
| IAC Valve | AJ71-20880 | ILSE-0F716-AA | AJ03-20880-A | YF1E-0F716-AB |
| PCM | AJ75-18881-A | 3L8A-12A850-JB | AJ75-18881 | 3L8A-12A850-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- a. quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us*
- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

If was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-6097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 3:21 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Wow, that would have been a fun one...had Viateon valkdate EVERY TB at Hot test, while under vacuum. Hindsight is 20/10!!!

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 3:18 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

I don't know if that would be necessary. I am just referring to some issues we had with the throttle cam c/c nail being underalized. We weren't getting anywhere with Rawsonville. MacIaran had them come in and put containment in place, putting the squeeze on them as they paid for people to be at CEP2 for two shift coverage. The problem was then corrected pretty quickly. Not sure we could have used CEP2 incoming quality for this one, as it can't be detected without engine vacuum being applied.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 2:10 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

By the way...I agree with you...We probably should have held up production by refusing to build...And let it carry all the way to VP level...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:55 PM

To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Honestly, they have made us look collectively incompetent on this one. To allow them to string this out this long with the number of sticking t-bodies we have in warranty could get us all killed. If I went before Bennie on this one.....

In hindsight, I think we should have used CEP2 to leverage Rawsonville to get the change in. They may have been able to speed up delivery. But perhaps not. Rawsonville can be incredibly arrogant at times.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 1:42 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

It's a week...Thank Visteon

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:05 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

That's even worse news.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:33 AM
To: Dalbo, Bob (R.J.); Yeung, Lam (L.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altonian, Dan (D.J.); Hofman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent: Duratec Engine Inquiry

9E926 is the THROTTLE BODY...

9F715 is the IACV.

My note is referencing the production fix for sticking throttles

Jeff Grimes

2002-027 10575

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (L.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.); Sventokas, Ed (E.)
Subject: RE: Urgent Duratec Engine Inquiry

Dennis/Jeff,
Does this mean that no Duratecs were built with finned-pintle IACVs yet?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 785-2859 Email: rdalbo@ford.com

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.)
Subject: FW: Urgent Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhee (R.); Klarr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent Duratec Engine Inquiry

ryl

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buetner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent Duratec Engine Inquiry

Jeff, tentative incorporation of the 2LBE-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky

Material Planning & Logistics - CEP2

Change Control Analyst

Phone: 216 676-3097

Fax: 216 676-3747

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2LBE-9E926-AB

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-8237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

---Original Message---

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Fridrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regge, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky

Material Planning & Logistics - CEP2

Change Control Analyst

Phone: 216 676-3097

Fax: 216 676-3747

---Original Message---

From: Fridrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regge, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Fridrich*

CEP#2 MP&L, Supervisor— Launch, Change Control & Analysis
Outside 216-576-3229- FAX 216-576-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfridric@ford.com

-----Original Message-----

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Fridrich, Joe (J.J.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

-----Original Message-----

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Seauda, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am Incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP D3MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ09-28000-A | IG-754-AB | AJ09-28000-A | IG-754-AB |
| IAC Valve | AJ71-20880 | 1L8E-0F716-AA | AJ03-20880-A | YF1E-0F716-AB |
| PCM | AJ75-18881-A | 3L8A-12A850-JB | AJ75-18881 | 3L8A-12A850-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- a. quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us*
- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John,

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 3:21 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent Duratec Engine Inquiry

Wow, that would have been a fun one...had Visteon validate EVERY TB at Hot test, while under vacuum. Hindsight is 20/10!!!

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 3:18 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent Duratec Engine Inquiry

I don't know if that would be necessary. I am just referring to some issues we had with the throttle cam c/c nail being undersized. We weren't getting anywhere with Rawsonville. McLaren had them come in and put containment in place, putting the squeeze on them as they paid for people to be at CEP2 for two shift coverage. The problem was then corrected pretty quickly. Not sure we could have used CEP2 incoming quality for this one, as it can't be detected without engine vacuum being applied.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 2:10 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent Duratec Engine Inquiry

By the way...I agree with you...We probably should have held up production by refusing to build...And let it carry all the way to VP level...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:55 PM

To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Honestly, they have made us look collectively incompetent on this one. To allow them to string this out this long with the number of sticking t-bodies we have in warranty could get us all killed. If I went before Bennis on this one.....

In hindsight, I think we should have used CEP2 to leverage Rawsonville to get the change in. They may have been able to speed up delivery. But perhaps not. Rawsonville can be incredibly arrogant at times.

Scott Moorhouse
U204 PTSE Resident Engineer
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smoorhou@ford.com

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From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 1:42 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

It's a week...Thank Viateon

Jeff Grimes
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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

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From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:05 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

That's even worse news.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:33 AM
To: Dalbo, Bob (R.J.); Yeung, Lem (.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altonian, Don (D.J.); Hoffman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent: Duratec Engine Inquiry

6E826 is the THROTTLE BODY...

6F716 is the IACV.

My note is referencing the production fix for sticking throttles

Jeff Grimes

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ph: (313) 322-5237 fax: (313) 594-7323
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Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Lam (.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent: Duratec Engine Inquiry

Dennis/Jeff,
Does this mean that no Duratecs were built with finned-pintle IACVs yet?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

—Original Message—

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.)
Subject: FW: Urgent: Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
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—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhea (R.); Kiern, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

fyi

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
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ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buattner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

8002-827 18562

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky

Material Planning & Logistics - CEP2

Change Control Analyst

Phone: 216 676-3097

Fax: 216 676-3747

.....

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Fridrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/28/02.

Dennis Cominsky

Material Planning & Logistics - CEP2

Change Control Analyst

Phone: 216 676-3097

Fax: 216 676-3747

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Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
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Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCME/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Friedrich*

CEP#2 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 216-876-3229- FAX 216-876-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfriedric@ford.com

—Original Message—

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Friedrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

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Sent: Thursday, October 10, 2002 2:06 AM
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Cc: Beauda, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am Incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMIMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP D3MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: D2n-D348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ08-E8000-A | IG-754-AB | AJ08-E8000-A | IG-754-AB |
| IAC Valve | AJ71-20880 | 1L8E-6F716-AA | AJ08-20880-A | YF1E-6F716-AB |
| PCM | AJ76-18881-A | 3L8A-12A880-1B | AJ76-18881 | 3L8A-12A880-1A |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

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- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

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Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

EA82-827 18584

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 3:11 PM
To: Yeung, Lem (.); Fleazar, Kenneth (K.J.); Collada, James (J.M.)
Subject: FW: IOW IDLE

FYI

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Glasco, Greg (G.)
Sent: Friday, October 11, 2002 2:45 PM
To: Grimes, Jeff (J.R.)
Subject: RE: IOW IDLE

Jeff, we found a blown mini-fuse in our Dyno link harnesses that provides power to the IAC and the Hego's. When the Hego's short out (as they often do) this fuse will blow. We were unaware that we had a fuse in the IAC/Hego circuit on the link harnesses. Replacing the fuse solved our low idle problem.

Greg

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 1:23 PM
To: Glasco, Greg (G.)
Cc: Fleazar, Kenneth (K.J.)
Subject: IOW IDLE

Greg, can you get us 1 of your two processors? I'll have Ken run it with one of our engines, and see what happens...We can also check on a couple variables for you...

As nothing changed on the engine in the time frame you believe this to have begun...I going to ask that you look back through Dyno changes that impact idle speed capability at the plant.

Also, are you seeing this on all the dyno's? Or does U204 just run on one?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 3:10 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

By the way...I agree with you...We probably should have held up production by refusing to build...And let it carry all the way to VP level...

Jeff Grimes
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ph: (313) 322-5237 fax: (313) 594-7323
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-----Original Message-----
From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:56 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

Honestly, they have made us look collectively incompetent on this one. To allow them to string this out this long with the number of sticking t-bodies we have in warranty could get us all killed. If I went before Bennie on this one.....

In hindsight, I think we should have used CEP2 to leverage Rawsonville to get the change in. They may have been able to speed up delivery. But perhaps not. Rawsonville can be incredibly arrogant at times.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1985 (fax) 816-459-1728
smaorhou@ford.com

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Sent: Friday, October 11, 2002 1:42 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

It's a week...Thank Visteon

Jeff Grimes
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From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:05 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent: Duratec Engine Inquiry

That's even worse news.

Scott Moorhouse
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Kansas City Assembly Plant
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Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent: Duratec Engine Inquiry

9E928 is the THROTTLE BODY...

9F715 is the IACV.

My note is referencing the production fix for sticking throttles

Jeff Grimes
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Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.); Sventickas, Ed (E.)
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Dennis/Jeff,
Does this mean that no Duratecs were built with finned-pintle IACVs yet?

Bob Dalbo

3.0L Calibration Supervisor
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Phone: (313) 24-64847 Fax: (313) 32-31798
Pager: (313) 796-2859 Email: rdalbo@ford.com

-----Original Message-----

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Scott Moorhouse
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To: Suarez, Rhea (R.); Kiam, Jerry (G.T.); Miller, Brian (B.J.)
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Subject: RE: Urgent: Duratec Engine Inquiry

fyi

Jeff Grimes

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-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buettnar, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2LBE-9E926-AB on the engine assembly line is approx 10/16/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2LBE-9E926-AB

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.F.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/28/02.

Dennis Cominsky

Material Planning & Logistics - CEP2

Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

---Original Message---

From: Fridrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Fridrich*

CEP#2 MP&L, Supervisor-- Launch, Change Control & Analysis
Outside 216-676-3229- FAX 216-676-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfridric@ford.com

---Original Message---

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Fridrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

---Original Message---

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Beauds, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP USMY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ09-E5000-A | IG-754-AB | AJ09-E5000-A | IG-754-AB |
| IAC Valve | AJ71-80680 | IL0E-9F716-AA | AJ09-20600-A | YF1E-9F716-AB |
| PCM | AJ76-18891-A | 3L8A-12A850-JB | AJ76-18891 | 3L8A-12A850-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- a. quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us*
- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 2:42 PM
To: Moorhouse, Scott (S.R.)
Subject: RE: Urgent Duratec Engine Inquiry

It's a week... Thank Viateon

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 2:05 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Urgent Duratec Engine Inquiry

That's even worse news.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1985 (fax) 816-459-1728
smaarhou@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:33 AM
To: Dalbo, Bob (R.J.); Yeung, Lem (-); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Holman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent Duratec Engine Inquiry

9E828 is the THROTTLE BODY...

9F715 is the IACV.

My note is referencing the production fix for sticking throttles

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

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Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (-); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Holman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent Duratec Engine Inquiry

Dennis/Jeff,
Does this mean that no Duratecs were built with finned-plate IACVs yet?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2858 Email: rdalbo@ford.com

---Original Message---

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Albonian, Don (D.J.); Hofman, Michael (M.V.)
Subject: FW: Urgent: Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1985 (fax) 816-459-1728
smoorhou@ford.com

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Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhae (R.); Klarr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

fyi

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buetner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5287 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Sent: Thursday, October 10, 2002 11:11 AM
To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/28/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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Regards, Joe Friedrich

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Outside 216-676-3229- FAX 216-676-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfride@ford.com

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Sent: Thursday, October 10, 2002 7:25 AM
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Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

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Sent: Thursday, October 10, 2002 2:06 AM
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Cc: Besudo, John (J.)
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ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ09-E8000-A | IG-754-AB | AJ09-E8000-A | IG-754-AB |
| IAC Valve | AJ71-20880 | 1L8E-9F715-AA | AJ03-20600-A | YF1E-9F715-AB |
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Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 12:33 PM
To: Dalbo, Bob (R.J.); Yeung, Lem (.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent Duratec Engine Inquiry

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9F715 is the IACV.

My note is referencing the production fix for stoking throttles

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent Duratec Engine Inquiry

Dennis/Jeff,

Does this mean that no Duratecs were built with finned-pintle IACVs yet?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 796-2858 Email: rdalbo@ford.com

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Hofman, Michael (M.V.)
Subject: FW: Urgent Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1966 (fax) 816-459-1728
smoorhou@ford.com

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From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhea (R.); Klarr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)

Subject: RE: Urgent: Duratec Engine Inquiry

tl

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buetner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/16/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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Where are we on the 2L8E-9E926-AB

Jeff Grimes

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ph: (313) 322-5237 fax: (313) 594-7323
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To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regan, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

---Original Message---

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Regards, *Joe Fridrich*

CEP#2 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 216-678-3229- FAX 216-678-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfridri@ford.com

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Cc: Monroe, Pat (P.A.)
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Cc: Beardo, John (J.)
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ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ08-E5000-A | IG-764-AB | AJ08-E5000-A | IG-764-AB |
| IAC Valve | AJ71-20680 | ILBE-9F715-AA | AJ03-20680-A | YF1E-9F715-AB |
| PCM | AJ75-18881-A | 3LBA-12A850-JB | AJ75-18881 | 3LBA-12A850-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

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Thanks.

John,

Please assist us also to trace the engines delivered to us.

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Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-6030
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From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 11:14 AM
To: Suarez, Rhae (R.); Karr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

tyl

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

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Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
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Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on

the engine assembly line effective 8/29/02.

Dennis Cominsky

Material Planning & Logistics - CEP2

Change Control Analyst

Phone: 216 676-3097

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Regards, *Joe Friedrich*

CEP#2 NP&L, Supervisor- Launch, Change Control & Analysis

Outside 216-676-3229- FAX 216-676-3747

Ford Dial Net 829-3229- FAX 823-3747

E-mail: jftrich@ford.com

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- b. If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?*

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John,

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Friedrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Friedrich*
CEP42 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 216-678-3229- FAX 216-678-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfrie@ford.com

-----Original Message-----

From: McCown, Thomas (T.P.)

Sent: Thursday, October 10, 2002 7:25 AM
To: Friedrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

---Original Message---

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:05 AM
To: McCown, Thomas (T.P.)
Cc: Besudo, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CIMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP 03MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ08-E5000-A | IG-764-AB | AJ08-E5000-A | IG-764-AB |
| IAC Valve | AJ71-20680 | UL8E-6F715-AA | AJ08-20880-A | YF1E-6F715-AB |
| PCM | AJ75-18881-A | 3L8A-12A850-JB | AJ75-18881 | 3L8A-12A850-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicles to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us
- if the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030

Email: rtiu@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 9:52 AM
To: 'John.Chick@hap.com'
Subject: RE: FCSD/Production Quantities, and Warranty pareto's

You mention that "because sticking was observed, finned-pintle would not have an impact" ?? Help me on this one??

And what benefit is the teflon version of the fined pintle used on 4.0L Explorer?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: John.Chick@hap.com [mailto:John.Chick@hap.com]
Sent: Thursday, October 10, 2002 1:00 PM
To: Grimes, Jeff (J.R.)
Cc: 'carl.slindes@hap.com'; wwettach@ford.com
Subject: Re: FCSD/Production Quantities, and Warranty pareto's

<< File: YF1E-BA.xls >> Jeff,

Attached is the warranty CCC pie chart you requested. Our flow and tear down analysis of the 30 pieces are within spec. Because sticking was observed the Fin pintle design would not have an impact. Dick Wanat (Ford calibrator) has reported to the IAC task force that he believes that this application has definite calibration issues associated with stalling complaints. Let me know if you have any questions.

Regards,

John Chick
FSS Engineer
Hitachi Automotive
248 473-6749

(See attached file: YF1E-BA.xls)

"Grimes, Jeff
(J.R.)"
<John.chick@hap.com>
<jgrimes1@ford.com>
<carl.slindes@hap.com>
.com>
and Warranty pareto's

To: "'John.chick@hap.com'"
cc: "'carl.slindes@hap.com'"
Subject: FCSD/Production Quantities,
and Warranty pareto's

10/10/2002
10:20 AM

Gentleman, I need the following information rather urgently...In order of priority:

1. I need approximately 3000-4000 YF1E-AB IAC's for Mazda/Taiwan production support. Immediate availability and shipment may be necessary to prevent shutdown/stop-ship situation. I believe you had that quantity on hand (from a note a little over a month ago)...If still available, how soon can they be shipped. THIS INFORMATION IS CONSIDERED VERY URGENT...I NEED A RESPONSE BY 3:00pm THIS AFTERNOON.

2. For the U204 program we incorporated the finned-pintle valve as a quality action...From what we see in the warranty system, the finned-pintle addresses approximately half of the warranty issues...Can you please provide the following information, to help me explain to the vehicle team what actions we are pursuing to resolve the remainder...IAC will most likely remain in the top 5 for Escape P/T warranty...

a. Pareto (pie chart) Customer Concerns/dealer comments explaining WHY the IAC is being replaced

b. Pareto (pie chart) summarizing exchange analysis results...Need to also highlight what % of this pie is addressed by Finned-pintle valve, and what other projects currently under way are addressing.

The graphs for Number #2 need no later than Tuesday morning. The vehicle teams presentation goes up the command chain on Wednesday of next week.

Thank in advance for your prompt attention to these matters, and please call if you have any questions...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 3:46 PM
To: Lirette, David (D.F.)
Subject: RE: IAC Swap

OK, thanx

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Lirette, David (D.F.)
Sent: Thursday, October 10, 2002 3:45 PM
To: Grimes, Jeff (J.R.)
Subject: RE: IAC Swap

No, these are not torqued to yield, therefore unlimited use.

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 3:44 PM
To: Lirette, David (D.F.)
Subject: IAC Swap
Importance: High

Dave, we're planning on swapping IAC valves on production engines for RHD Escape at Mazda and Taiwan...Assuming we torque to 543 specifications...Will you require new fasteners...

These will be production built at Cleveland, shipped over seas...then swapped after the vehicle is assembled...

Thanx

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

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Importance: High

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Thanx

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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 2:30 PM
To: Suarez, Rhae (R.); Ferrise, Sam (S.J.); Durfee, Tom (T.P.)
Subject: FW: TB's and Piston Clip

Hey guys...the 2L8E-9E926-AB PPAP is official...free to order for production...What needs to happen for FCSD to begin ordering....

This replaces the 2L8E-9E926-AA

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 822-5287 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Buettner, Steve (S.B.)
Sent: Thursday, October 10, 2002 2:24 PM
To: Grimes, Jeff (J.R.)
Subject: RE: TB's and Piston Clip

We are waiting Mr. Yeramall's review of the piston clip. That should happen by next week. The T'bodys passed the functional and is signed off, Dennis said he would give me a balance out date by tomorrow COB. There was a one day delay on the t'bodys due to scheduling confusion.

Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com <<mailto:sbuettne@ford.com>>
216-676-2902 external
823-2902 Ford Net
216-676-2850 Fax

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 1:45 PM
To: Buettner, Steve (S.B.)
Subject: TB's and Piston Clip

Steve, any news on TB's...and how about the teardown review of the Piston pin clips...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 822-5287 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 1:44 PM
To: Suarez, Rhae (R.); Jaater, Daniel (D.C.)
Subject: FW: FCSD/Production Quantities, and Warranty pareto's

We need to discuss ABAP...I think I need 3000-4000 valves to Hofu/Taiwan to support production

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Carl.Sindee@hap.com [mailto:Carl.Sindee@hap.com]
Sent: Thursday, October 10, 2002 1:41 PM
To: Grimes, Jeff (J.R.)
Cc: 'John.chick@hap.com'; wwettach@ford.com; Maleine.Utu@hap.com
Subject: Re: FCSD/Production Quantities, and Warranty pareto's

Jeff,

All HAP Los Angeles currently has in inventory is 791 pcs of the YF1E-AB. 7000 pcs in individual boxes were shipped to FCSD last week and 1500 pcs will be shipped next week. John Kirka and Chris Nielsen at FCSD are the contact people.

1,536 pcs of the new 1L8E-AA fin design will ship to LA on Friday for FCSD. Production is still very tight due to the dock strike and Hitachi's need to meet production requirements.

Please let me know what you decide.

Thank you, Carl

"Grimes, Jeff (J.R.)" <jgrimes1@ford.com>
10/10/2002 10:20 AM

To: "John.chick@hap.com" <John.chick@hap.com>
cc: "Carl.Sindee@hap.com" <Carl.Sindee@hap.com>
Subject: FCSD/Production Quantities, and Warranty pareto's

Gentleman, I need the following information rather urgently...In order of priority:
1. I need approximately 3000-4000 YF1E-AB IAC's for Mazda/Taiwan

production support. Immediate availability and shipment may be necessary to prevent shutdown/stop-ship situation. I believe you had that quantity on hand (from a note a little over a month ago)...If still available, how soon can they be shipped. THIS INFORMATION IS CONSIDERED VERY URGENT...I NEED A RESPONSE BY 3:00pm THIS AFTERNOON.

2. For the U204 program we incorporated the finned-pintle valve as a quality action...From what we see in the warranty system, the finned-pintle addresses approximately half of the warranty issues...Can you please provide the following information, to help me explain to the vehicle team what actions we are pursuing to resolve the remainder...IAC will most likely remain in the top 5 for Escape P/T warranty...

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Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

... -0011 JML

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 1:10 PM
To: 'John.Chick@hap.com'
Subject: RE: FCSD/Production Quantities, and Warranty pareto's

John, this is only a partial answer...is the rest coming?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: John.Chick@hap.com [mailto:John.Chick@hap.com]
Sent: Thursday, October 10, 2002 1:00 PM
To: Grimes, Jeff (J.R.)
Cc: 'carl.slindee@hap.com'; wwettach@ford.com
Subject: Re: FCSD/Production Quantities, and Warranty pareto's

<< File: YP1E-BA.xls >> Jeff,

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Regards,

John Chick
FSS Engineer
Hitachi Automotive
248 473-6749

(See attached file: YP1E-BA.xls)

"Grimes, Jeff
(J.R.)"
<John.chick@hap.com>
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and Warranty pareto's

To: "'John.chick@hap.com'"
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10/10/2002
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Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 11:31 AM
To: Fridrich, Joe (J.A.); Cominsky, Dennis (D.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

Importance: High

Joe, I couldn't agree more on the code bump. However, based on the fact that the new calibration is robust to old/new valves...and we were timed over 1 month past J31...The team assessed the risk as low, and I was overruled. The issues here, as I understand it, did not order 2003 level PCM's, even though they were aware of the IAC change. Regardless, Mazda should not be bothering you with these questions...

We have repeatedly provided the start date and container numbers for this change...We have fully explained to Mazda that we will not provide a serial #, as FIFO cannot be guaranteed. We are highly recommending to Mazda that a calibration refresh be performed, until their '03 processors come in. They are resistant, due to resources involved.

I am chasing through Hitachi and FCSD to provide Mazda with Old-level IAC's as an alternative to refresh...Mazda will have the burden of checking every engine beginning with the first container suspected of having new IAC's...and swapping new valves for old.

As this issue is change-control related with the vehicle team, please defer all inquiries to myself. This issue does NOT concern Cleveland, and your resources can be much better spent...

Sorry for the inconvenience.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (913) 922-5237 fax: (913) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Fridrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Fridrich*
CEP42 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 218-576-3229- FAX 218-576-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfridric@ford.com

---Original Message---

From: McCown, Thomas (T.P.)

ERG2-827 18660

Sent: Thursday, October 10, 2002 7:25 AM
To: Friedrich, Joe (J.A.)
Cc: Morroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

-----Original Message-----

From: Tiu Jr, Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Beauds, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oddie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP D3MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

| | New | | Old | |
|-----------|--------------|----------------|--------------|----------------|
| | MC Part No. | Ford Part No. | MC Part No. | Ford Part No. |
| Engine | AJ06-E5000-A | IG-754-AB | AJ06-E5000-A | IG-754-AB |
| IAC Valve | AJ71-20680 | ILBE-9F715-AA | AJ03-20680-A | YF1E-9F715-AB |
| PCM | AJ75-18681-A | 3LBA-12A850-JB | AJ75-18681 | 3LBA-12A850-JA |

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

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Thanks.

John,

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5090

Email: rti@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 11:02 AM
To: Danes, Adam (A.V.)
Subject: RE: IAC Projects

Too early in the warranty system...But, based on bench and vehicle testing I agree that the cal change is the silver bullet...

But I don't think we want to assume that the IAC wasn't a significant contributor?? Do you?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Danes, Adam (A.V.)
Sent: Thursday, October 10, 2002 10:43 AM
To: Grimes, Jeff (J.R.); Dixon, Mark (M.R.); Armitage, John (J.F.)
Cc: Jensen, Ted (T.E.); Limatta, Gary (G.D.); Makowski, Scott (S.A.)
Subject: RE: IAC Projects

I want to make sure that the calibration change effective 9/10/02 fixed the stall issue. Do we have any field data yet? If it did indeed fix the issue we should revise the TSB to not induce any more IAC replacements unnecessarily.

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 10:34 AM
To: Dixon, Mark (M.R.); Armitage, John (J.F.)
Cc: Danes, Adam (A.V.)
Subject: IAC Projects
Importance: High

Good morning, gentlemen. I'm chasing OPD for the U204 which recently incorporated the finned-pintle IAC valve, replacing the old guide-A design. Based on what I'm seeing in the warranty system, I expect this change to fix ~50% of my complaints...

I understand from Bill Wettsch that you guys have an affinity project/task force working on further improvements...

Without taking too much of your time, can you please summarize what your team has found so far, what direction(s) you may be going...and timelines for improvement actions, either in the valve or calibration???

I'm OK going through documents, if you want to send something...This information will be shared with Ken powers, PVT Manager at KCAP...who is reporting on warranty projects to his management chain next Wednesday...

Thank in advance for any assistance.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 10:34 AM
To: Dixon, Mark (M.R.); Armitage, John (J.F.)
Cc: Danae, Adam (A.V.)
Subject: IAC Projects

Importance: High

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Thank in advance for any assistance.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
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From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 10:20 AM
To: 'John.chick@hap.com'
Cc: 'carl.mlndee@hap.com'
Subject: FCSD/Production Quantities, and Warranty pareto's

Importance: High

Gentleman, I need the following information rather urgently...In order of priority:

1. I need approximately 3000-4000 YF1E-AB IAC's for Mazda/Taiwan production support. Immediate availability and shipment may be necessary to prevent shutdown/stop-ship situation. I believe you had that quantity on hand (from a note a little over a month ago)...If still available, how soon can they be shipped. **THIS INFORMATION IS CONSIDERED VERY URGENT...I NEED A RESPONSE BY 3:00pm THIS AFTERNOON.**
2. For the U204 program we incorporated the finned-pintle valve as a quality action...From what we see in the warranty system, the finned-pintle addresses approximately half of the warranty issues...Can you please provide the following information, to help me explain to the vehicle team what actions we are pursuing to resolve the remainder...IAC will most likely remain in the top 5 for Escape P/T warranty...
 - a. Pareto (pie chart) Customer Concerns/dealer comments explaining WHY the IAC is being replaced
 - b. Pareto (pie chart) summarizing exchange analysis results...Need to also highlight what % of this pie is addressed by Finned-pintle valve, and what other projects currently under way are addressing.

The graphs for Number #2 need no later than Tuesday morning. The vehicle teams presentation goes up the command chain on Wednesday of next week.

Thank in advance for your prompt attention to these matters, and please call if you have any questions...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 1:18 PM
To: Ichikawa, Jiyunichiro (J.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Yeung, Lem (.); Hale, Tony (A.S.); Grimes, Jeff (J.R.); Oda, Tamaki (T.); Szczepanski, Kyoko (K.); Shiraiishi, Masaru (M.); Takubo, Hirochi (H.); Hamano, Naoumi (N.); Yamada, Hideki (H.); Fujioaka, Kenji (K.); Ohshima, Hirofumi (H.); Nehasil, Linda (L.F.); Lizotte, Brian (B.W.); Koska, Heiko (HK.); CBaxter@toledo.faurecia.com; Marutani, Tetsushi (T.); Kadokura, Masaki (M.); Yamashita, Shigeki (S.); Young, Dan (D.G.); Ohga, Muneyuki (M.)
Cc: McGee, Brett (B.L.); Nakahara, Yasuehi (Y.); Oishi, Kazumi (K.)
Subject: RE: 10/10 U204/J14 FORD/MAZDA PT OPD Audio MEETING

We have approximately 3000 old-level IAC's in the FCSO system as of today.

There is significant backorders on new valves, partially due to the West Coast Dock strike concerns...

I am still of the opinion that we need to flash PCM's rather than attempt to coordinate this change by swapping IAC's...Given the similarities of the valves, and known issues of new valves with the old processor, I believe the risk to be too high.

At the meeting, I would like to discuss the objections to the reflash option.

Thank You

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OPD & Value Engineering
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Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Wednesday, October 09, 2002 2:40 AM
To: scorbett@ford.com; rdalbo@ford.com; gfournel@ford.com; lyeung@ford.com; shale7@ford.com; jgrimes1@ford.com; toda2@ford.com; kszczepa@ford.com; shiraishi.m@pt.mazda.co.jp; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; yamada.hid@mazda.co.jp; fujioaka.ke@mazda.co.jp; ohshima.h@mazda.co.jp; lnehasil@ford.com; blizotte@ford.com; hkoska@ford.com; CBaxter@toledo.faurecia.com; marutani.t@mazda.co.jp; kadokura.m@mazda.co.jp; yamashita.shig@mazda.co.jp; dyoung19@ford.com; ohga.m@mazda.co.jp
Cc: bmcgee@ford.com; nakahara.y@mazda.co.jp; kooishi@ford.com
Subject: 10/10 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

<< Message: RE: 10/3 U204/J14 FORD/MAZDA PT OPD Audio MEETING >> << Message: RE: U-204 2.0L shift schedule change (C11397685) >> << File: 03MY Service PCM parts No.xls >> << Message: RE: Mazda need "OBD Version 1.9.0" >> To Team, I send the agenda for PT OPD Audio Meeting on 10/10 below.

To Mazda members
Attention ; Conference Room# is 253 on 5th floor.

Thank you.

ER62-827 10781

[Agenda]

1. Duratec IAC valve change

Retrofit New IAC valve to Old One in Hiroshima and some KD Plants
---- attached E-mail by Hamano-san

2. C11397685 Shift schedule change for Zetec Vehicle

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Shiraishi-san sent a mail to Kadokura-san after talking with Emi-san and Corbett-san

Corbett-san proposed to discuss the next step in this weekly meeting.

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Remained 4 parts ---- attached a file

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Mazda PCM Engineer ; Fujioka-san need to get the updated white paper for KCAP only.

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Mazda need "OBD Version 1.9.0" for UK certification. --- attached E-mail by Huck-san

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9/26 ; Koska-san will check the 3D data of this change and will send this to FHO (Ford P/T Hiroshima Office); Ooishi-san.

5. Walk In

[Date/Location]

USA 10-October-2002 AM 7:00-8:30

JPN 10-October-2002 PM 8:00-9:30 MAZDA Technical Main Bldg. 5F
253

Conference Room

[Audio conference numbers]

Domestic: 877-877-7127

Ford Net: ? (Shiraishi-san know...)

International: 630-424-2071

Pass code: 5643917 #

Moderator code: 1698917#

Junichirou Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932 (Ex. 28215)

Fax ; +81-82-287-5115

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Cc: McGee, Brett (B.L.); Nakahara, Yasushi (Y.); Ooishi, Kazumi (K.)
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Cc: bmcgee@ford.com; nakahara.y@mazda.co.jp; kooishi@ford.com
Subject: 10/10 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

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Moderator code: 1698917#

Junichirou Ichikawa
PT Program Develop. Promotion Gr.
E-mail ; ichikawa.j@mazda.co.jp
Phone ; +81-82-287-4932 (Ex. 28215)
Fax ; +81-82-287-5115

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Cc: bmcgee@ford.com; nakahara.y@mazda.co.jp; kooishi@ford.com
Subject: 10/10 U204/J14 FORD/MAZDA PT OPD Audio MEETING
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PT Program Develop. Promotion Gr.

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From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 10:40 AM
To: Powers, Ken (K.W.)
Subject: RE: Follow-Up Warranty Project Meeting-Escape

-----ATL

Ken, why isn't this being discussed in the PT/QRT? It appears to be the same players, with the same purpose...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Powers, Ken (K.W.)
Sent: Wednesday, October 09, 2002 8:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Follow-Up Warranty Project Meeting--Escape

Thank!

Ken Powers

Escape/Tribute PVT Manager, KCAP
Ph: 816-458-1728; Fax: -1728

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 7:41 AM
To: Powers, Ken (K.W.)
Subject: RE: Follow-Up Warranty Project Meeting-Escape

For Duratec Engine related items, I'd like to clarify the "relationships"

Lern Yeung, Supervisor, U204 Engine Programs
Jeff Grimes, OPD and Value Engineering for U204 V8
Steve Buetner, Resident @ CEP2
Ted Jensen, BB @ Ford Research Labs, D&R responsibility.

So that I get all Quality assignments, and related requests, please use me as your contact for Duratec stuff, Design side...And Buetner for manufacturing. 'CC Lern as necessary, and continue to CC Ted on IAC related items, however he has no "responsibility" for delivering...

Thank

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Appointment-----

From: Powers, Ken (K.W.)
Sent: Tuesday, October 08, 2002 6:25 PM
To: Moorhouse, Scott (S.R.); Miller, Brian (B.J.); Exner, Greg (G.J.); Yeung, Lern (.); Stoss, Jeffrey (J.D.); Jensen, Ted

(T.E.); Grimes, Jeff (J.R.); Coryea, Kevin (K.W.); Bogge, Dave (D.L.); Paakus, Anthony (A.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Garrett, Bruce (B.); Fascetti, Bob (R.J.)

Subject: Follow-Up Warranty Project Meeting--Escape

When: Thursday, October 10, 2002 8:30 AM-10:00 AM (GMT-05:00) Eastern Time (US & Canada).

Where: Audio

Follow-up of warranty meeting.

Expectations: 1) Contribution of current projects toward part number
2) Discussion of latest warranty paretoa
3) Next Up project name/Owner

<< File: Top 100 CPU by BB for Escape.xls >>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 11:19 AM
To: Powers, Ken (K.W.)
Subject: RE: Follow-Up Warranty Project Meeting-Escape

OK, we'll see what happens...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Powers, Ken (K.W.)
Sent: Wednesday, October 09, 2002 11:16 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Follow-Up Warranty Project Meeting-Escape

Specific purpose is different than what you cover in a QRT meeting. Sorry for the extra meeting. I know Sandy was frustrated with us, but she can give you a little more background.

Ken Powers

Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1728

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Subject: RE: Follow-Up Warranty Project Meeting-Escape

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Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
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Lem Yeung, Supervisor, U204 Engine Programs
Jeff Grimes, OPD and Value Engineering for U204 V6
Steve Buettner, Resident @ CEP2
Ted Jensen, BB @ Ford Research Labs, D&F responsibility.

So that I get all Quality assignments, and related requests, please use me as your contact for Duratec stuff, Design side...And Buettner for manufacturing. 'CC Lem as necessary, and continue to CC Ted on IAC related items, however he has no "responsibility" for delivering...

Thankx

Jeff Grimes

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From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 8:55 AM
To: Kaminski, Marianne (M.)
Subject: RE: Mid-Month Upcoming Due Dates (Oct 15th)

#268846 - C11243707 at A status (thermostat housing commonize with J56) - U204 only
Waiting on vehicle Team to Fund!

#252743 - C11350981, notice at A status (replace stainless steel oil cooler) - U204 only
Product is RELEASED to our program. Concern will strictly be used to time it. Lem is still working through the issues with Modine on timing.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 894-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Kaminski, Marianne (M.)
Sent: Wednesday, October 09, 2002 7:23 AM
To: Grimes, Jeff (J.R.); Peterson, Craig (C.)
Subject: FW: Mid-Month Upcoming Due Dates (Oct 15th)

Jeff, Craig,

Could you please advise me on the items below? There are two scheduled for October release for U204 and one scheduled for October incorporation for DEW. (I thought that the bar code elimination was already incorporated...let me know.)

I will update CRID and let Beth know.

Thanks.

Marci Kaminski
Total Cost and Value Engineering Dept
POEE Bldg, Cube C1073
33-79577

-----Original Message-----

From: Gutierrez, Joseph (J.A.)
Sent: Monday, October 07, 2002 4:12 PM
To: Kaminski, Marianne (M.); Lasky, Richard (R.L.)
Subject: FW: Mid-Month Upcoming Due Dates (Oct 15th)

please provide requested subject updates to B.M. for your respective engine program 2002 MCR actions.

-----Original Message-----

From: Mocado, Beth (B.A.)
Sent: Monday, October 07, 2002 12:58 PM
To: Augustine, Paul (P.J.); Aversa, Piero (P.); Critzon, John (J.); Ehsani, Lawden (L.); Gibby, Dale (D.G.); Googesen, Mark (M.A.); Gutierrez, Joseph (J.A.); Hazel, Christian (C.); Kaminski, Marianne (M.); Lasky, Richard (R.L.); Mocado, Beth (B.A.); Moore, Mike (M.N.); Robinson, Horace (H.C.); Root, Michele (M.); Ross, Debbie (D.L.); Sun, Baocheng (B.); Trentadue, Christopher (C.A.); Vanderkour IV, John (J.L.); White, Mark (M.E.); Xiong, Isaac (I.)
Subject: Mid-Month Upcoming Due Dates (Oct 15th)

Please send me updates for the following CRID Ideas Due for Release.

October Release Dates:

Dowding:

#293498 - C11266992 at P status (M-bond material for flexible cross over)

ALL Families:

#287489 - C11366726, notice at P status (Cam sensor-magnet material)

Gray:

#84573 - C11348884 at P status (4.0L Flanger spark plug)

#288523 - C11380327 at W status (Wiring clip on Lear harness)

#307108 - C11386196 at A status (reduce length of dipstick tube)

Sventickas:

#252743 - C11350981, notice at A status (replace stainless steel oil cooler) - U204 only

#288648 - C11243707 at A status (thermostat housing commonize with J58) - U204 only

Send me updates for the following CRID ideas due to be incorporated.

October Incorporation Dates:

Dowding:

#281632 - C11382909 (Eliminate Schrader valve)

#289130 - C11269112 (Revise 5.4L NVH Valley Filler material) - maybe 10/7/02

#291903 - C11251732 (Intake manifold/heated PCV)

#293371 - C11392158 (fasten 4.6L windage tray/main brg)

#296306 - C11300689 (delete N905893-S309 & W500215-S309)

#299486 - C11363055 (bar code elimination - front cover)

#302237 - C11277325 (delete foam from PCV hose U152)

#302828 - C11343488 (tube pia to dipstick)

Gray:

#288509 - C11257164 (Open tolerances on the timing marks)

#288510 - C11257164 (eliminate shadow painting (inside hub..))

#288511 - C11257164 (hub - increase surface finish)

#288512 - C11257164 (replace grinding with paper lap)

#288514 - C11257164 (eliminate shadow painting)

#295892 - C11339545 (delete paint on rocker covers)

#299422 - C11368028 (S437M fastener finish change)

#302904 - C11385787 (change belt construction from flex weave)

Sventickas:

#299486 - C11346498 (eliminate bar code - front cover) - DEW

Beth A. Moadio

Total Cost & Value Engineering Analyst

POEE, Cube CO084

(313) 31-72239/fax (313) 39-02914

bmoadio@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 8:55 AM
To: Kaminski, Marcianna (M.)
Subject: RE: Mid-Month Upcoming Due Dates (Oct 15th)

#288846 - C11249707 at A status (thermostat housing commonize with J58) - U204 only
Waiting on vehicle Team to Fund!

#252743 - C11350981, notice at A status (replace stainless steel oil cooler) - U204 only
Product is RELEASED to our program. Concern will strictly be used to time it. Lam is still working through the issues with Modine on timing.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 323-8237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Kaminski, Marcianna (M.)
Sent: Wednesday, October 09, 2002 7:23 AM
To: Grimes, Jeff (J.R.); Paterson, Craig (C.)
Subject: FW: Mid-Month Upcoming Due Dates (Oct 15th)

Jeff, Craig,

Could you please advise me on the items below? There are two scheduled for October release for U204 and one scheduled for October incorporation for DEW. (I thought that the bar code elimination was already incorporated...let me know.)

I will update CRID and let Beth know.

Thanks.

Marci Kaminski
Total Cost and Value Engineering Dept
POEE Bldg, Cube CI073
33-79577

-----Original Message-----

From: Gutierrez, Joseph (J.A.)
Sent: Monday, October 07, 2002 4:12 PM
To: Kaminski, Marcianna (M.); Lasky, Richard (R.L.)
Subject: FW: Mid-Month Upcoming Due Dates (Oct 15th)

please provide requested subject updates to B.M. for your respective engine program 2002 MCR actions.

-----Original Message-----

From: Mocadlo, Beth (B.A.)
Sent: Monday, October 07, 2002 12:59 PM
To: Augustina, Paul (P.J.); Aversa, Piero (P.); Critson, John (J.); Ehsani, Lawden (L.); Gibby, Dale (D.G.); Googstein, Mark (M.A.); Gutierrez, Joseph (J.A.); Hazel, Christian (C.); Kaminski, Marcianna (M.); Lasky, Richard (R.L.); Mocadlo, Beth (B.A.); Moore, Mike (M.N.); Robinson, Horace (H.C.); Root, Michelle (M.); Ross, Debbie (D.L.); Sun, Baocheng (B.); Trentadue, Christopher (C.A.); Vanderkarr IV, John (J.L.); White, Mark (M.E.); Xiong, Isaac (I.)
Subject: Mid-Month Upcoming Due Dates (Oct 15th)

Please send me updates for the following CRID items Due for Release.

October Release Dates:

Dowding:

#293498 - C11266982 at P status (M-bond material for flexible cross over)

ALL Families:

#287489 - C11366726, notice at P status (Cam sensor-magnet material)

Gray:

#84573 - C11348884 at P status (4.0L Ranger spark plug)

#288623 - C11380927 at W status (Wiring clip on Lear harness)

#307108 - C11386196 at A status (reduce length of dipstick tube)

Sventlokas:

#252743 - C11350981, notice at A status (replace stainless steel oil cooler) - U204 only

#288646 - C11243707 at A status (thermostat housing commonize with J56) - U204 only

Send me updates for the following CRID ideas due to be incorporated.

October Incorporation Dates:

Dowding:

#281632 - C11362909 (Eliminate Schrader valve)

#289130 - C11269112 (Revise 5.4L NVH Valley Filter material) - maybe 10/7/02

#291903 - C11251732 (Intake manifold/heated PCV)

#293371 - C11332158 (fasten 4.8L windage tray/main brg)

#296306 - C11300689 (delete N805893-S309 & W500215-S309)

#299486 - C11363055 (bar code elimination - front cover)

#302237 - C11277325 (delete foam from PCV hose U152)

#302823 - C11343488 (tube pla to dipstick)

Gray:

#288509 - C11257164 (Open tolerances on the timing marks)

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#295892 - C11339545 (delete paint on rocker covers)

#298422 - C11368028 (S437M fastener finish change)

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Sventlokas:

#299486 - C11346498 (eliminate bar code - front cover) - DEW

Beth A. Mocado

Total Cost & Value Engineering Analyst

POEE, Cube CO064

(313) 31-72239/fax (313) 38-02314

bocado@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 8:41 AM
To: Powers, Ken (K.W.)
Subject: RE: Follow-Up Warranty Project Meeting--Escape

For Duratec Engine related items, I'd like to clarify the "relationships"

Lam Yeung, Supervisor, U204 Engine Programs
Jeff Grimes, OPD and Value Engineering for U204 V6
Steve Buettner, Resident @ CEP2
Ted Jensen, BB @ Ford Research Labs, D&R responsibility.

So that I get all Quality assignments, and related requests, please use me as your contact for Duratec stuff, Design side...And Buettner for manufacturing. 'CC Lam as necessary, and continue to CC Ted on IAC related items, however he has no "responsibility" for delivering...

Thank

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6297 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Appointment---

From: Powers, Ken (K.W.)
Sent: Tuesday, October 08, 2002 6:25 PM
To: Moorhouse, Scott (S.R.); Miller, Brian (B.J.); Exner, Greg (G.J.); Yeung, Lam (.); Sloss, Jeffrey (J.D.); Jensen, Ted (T.E.); Grimes, Jeff (J.R.); Coryea, Kevin (K.W.); Boggs, Dave (D.L.); Paskua, Anthony (A.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Garrett, Bruce (B.); Fascetti, Bob (R.J.)
Subject: Follow-Up Warranty Project Meeting--Escape
When: Thursday, October 10, 2002 8:30 AM-10:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: Audio

Follow-up of warranty meeting.

Expectations: 1) Contribution of current projects toward part number
2) Discussion of latest warranty paratos
3) Next Up project name/Owner

<< File: Top 100 CPU by BB for Escape.xls >>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 08, 2002 3:59 PM
To: Suarez, Rhee (R.); Durfee, Tom (T.P.)
Subject: FW: 10/3 U204/J14 FORD/MAZDA PT OPD Audio MEETING

How many OLD IAC's might we have available for Mazda to swap back...They won't get new calibration until December.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: hamano.n@mazda.co.jp [mailto:hamano.n@mazda.co.jp]
Sent: Tuesday, October 08, 2002 12:43 AM
To: ichikawa.j@mazda.co.jp; scorbett@ford.com; rdalbo@ford.com;
gfournel@ford.com; lyeung@ford.com; ahale7@ford.com; jgrimes1@ford.com; toda2@ford.com; kezczepa@ford.com; shiraishi.m@pt.mazda.co.jp; takubo.h@mazda.co.jp; yamada.hid@mazda.co.jp; fujioka.ke@mazda.co.jp; izumi.h@mazda.co.jp; iwata.ka@mazda.co.jp; ohshima.h@mazda.co.jp; lnehasil@ford.com; blizotte@ford.com; hkoska@ford.com; CBaxter@toledo.faurecia.com; smoorhou@ford.com; marutani.t@mazda.co.jp; kadokura.m@mazda.co.jp; yamashita.shig@mazda.co.jp; dyoung19@ford.com
Cc: bmcgee@ford.com; nakahara.y@mazda.co.jp; kooishi@ford.com
Subject: RE: 10/3 U204/J14 FORD/MAZDA PT OPD Audio MEETING

All the members.

I am letting you know the status of the follow-up items prior to this week's PT OPD MTG.

Agenda No.2 : Duratec IAC valve change

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A total of 2940 units from October to December this year.
This is the case where all IAC valves are exchanged.
- 2).Please let me know the quantity of FCSD service parts in stock.

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- 5).MC Test & Research Gr. is currently examining the new shift schedule.
- 6).One test data is below the mode fuel economy standard. I am consulting with MC Certification Gr. about how to handle it.

Thanks.

Sincerely,
Naomi Hamano J14/U204 Hofu
Program Develop. Promotion Gr.
Powertrain Development Promotion Dept.

Mazda Motor Corporation
E-mail. hamano.n@mazda.co.jp

-----Original Message-----

From: Ichikawa Junichirou (** ***)
Sent: Wednesday, October 02, 2002 7:16 PM
To: 'Ford U204 PT Quality;S.Corbett-san (E-mail)'; 'Ford PTSE; Dalbo-san (E-mail)'; 'Ford PTSE ;Fournelle-san (E-mail)'; 'Ford POEE ;Yeung Lem-san (E-mail)'; 'ahale7@ford.com'; 'jgrimes1@ford.com'; 'Core Team; Oda-san (E-mail)'; 'Core Team***** (E-mail)'; Shiraiishi Masaru (* *); Takubo Hiroichi (** **); Hamano Naoumi (** **); Yamada Hideki (** **); Fujioaka Kenji (** **); Izumi Hirotsato (* **); Iwata Kazuo (** **); Ohshima Hirofumi (** **); 'lnhasil@ford.com'; 'blizotte@ford.com'; 'hkoska@ford.com'; 'CBaxter@toledo.faurecia.com'; 'smoorhou@ford.com'; Marutani Tetsushi (** **); Kadokura Masaki (** **); Yamashita Shigeki (** **); Ford I4 U204 Calibr.;Dan Young-san (E-mail)
Cc: 'Ford Resident Egnr.;McGee-san (E-mail)'; Nakahara Yasushi (** *)'; 'kooishi@ford.com'
Subject: 10/3 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,
I send the agenda for PT OPD Audio Meeting on 10/3 below.

Thank you.

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9/26 ; Ford investigate to change the specification.
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Mazda would like to know how to control Engine Unit Replacement for the field service under w/o engine code change.
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Please see the attached mail to Dan Young-san.
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9/26 ; Kadokura-san should talk with Baxter-san in the next Thursday Audio Meeting.

Please see the attached mail that Kadokura-san sent to Scott Moorhause-san.

10.Walk In

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| USA | 3-October-2002 | AM 7:00-8:30 | |
| JPN | 3-October-2002 | PM 8:00-9:30 | MAZDA Technical Main Bldg. 2F
221 |

Conference Room

[Audio conference numbers]

Domestic:877-877-7127
Ford Net: ? (Shiraishi-san know...)
International: 630-424-2071
Pass code: 6643917 #
Moderator code: 1698917#

Junichirou Ichikawa
PT Program Develop. Promotion Gr.
E-mail ; ichikawa.j@mazda.co.jp
Phone ; +81-82-287-4932(Ex.28215)
Fax ; +81-82-287-5115

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Cc: bmcgee@ford.com; nakahara.y@mazda.co.jp; kocishi@ford.com
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Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 08, 2002 3:46 PM
To: Danes, Adam (A.V.)
Co: Hansen, George (G.C.)
Subject: RE: IAC

Adam, you have all this in graphs, I believe. Can you forward to George?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, October 08, 2002 8:26 AM
To: Grimes, Jeff (J.R.)
Co: Corbett, Sandra (S.M.)
Subject: IAC

Jeff,

Who is using the finned pintle IAC?

And what kind of warranty can we expect?? 3MIS / 11 MIS CPU and R/1000.

Thanks.

—
George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 08, 2002 12:31 PM
To: Suarez, Rhae (R.)
Subject: RE: IAC person

The Strike??? Sh!!!

Bother me, never! I am dedicated to my customers at all levels...and never consider it a bother...besides, I'd much rather resolve this issue at my level, before Laura goes to Kiar goes to Sventiokas, etc...

Its at my feet again...Unfortunately I moved cubes today, and am phoneless...So I'm trying to chase down Hitachi by e-mail.

Don't sweat it. Talk to you later

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Suarez, Rhae (R.)
Sent: Tuesday, October 08, 2002 12:28 PM
To: Grimes, Jeff (J.R.)
Subject: RE: IAC person

Sorry Jeff. The whole thing started because this is one of the parts on the stall concern. The stall meeting is ran by the calibration group. If you see the original email I was looking to see if I could steal a part since it is not available for service yet. Anyway, after many calls and emails Hitachi has told us that they can not get enough parts because of a Strike. The can not meet both production quantities and meet our service ramp up.

Plus, I bother you enough =)

- Rhae

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 08, 2002 12:04 PM
To: Suarez, Rhae (R.)
Subject: FW: IAC person

Rhae, why did you route to the vehicle team, and not through me?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Yeung, Lem (.)
Sent: Tuesday, October 08, 2002 11:51 AM
To: Grimes, Jeff (J.R.)
Subject: FW: IAC person

Please look into this. Sounds like capacity issues for production preventing Hitachi from supporting TSB fixes?? Don't see need for Fascetti to be involved. I would start with Bill Wettach.

W. Lam Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Friday, October 04, 2002 5:40 AM
To: Yeung, Lam (.)
Cc: Fascetti, Bob (R.J.)
Subject: FW: IAC person

Info ...is there something we need to do I will be in CEP#1 today ...pls contact Bob and find out if there is anything we need to do!

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 6080
Fax - 313 594 7323
esventic@ford.com <<mailto:esventic@ford.com>>
Text Pager:313-851-0828

-----Original Message-----

From: Fascetti, Bob (R.J.)
Sent: Thursday, October 03, 2002 5:56 PM
To: Terzes, Laura (L.D.); Klarr, Jerry (G.T.); Takasawa, Keith (K.D.)
Cc: Jaster, Daniel (D.C.); Ferriss, Sam (S.J.); Levler, Dave (D.A.); Suarez, Rhea (R.); Dalbo, Bob (R.J.); Hoffman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: IAC person

Here is what FCSD needs to do:

Cut back your order for ISC valves to 350, down from 3700. This is enough to get the TSB out, and Hitachi has a chance to be able to support the order.

Cut successive orders as determined by Hitachi's rate and flow. Hitachi is running 3 shifts a day, just to support Cleveland Engine.

I believe FCSD has a buyer that can talk directly with Hitachi? Please have this person talk to Hitachi for options to get parts sooner.

These parts were released for service on 9/14. When was this order actually placed out of FCSD?

Mike Hoffman, Ed Sventickas, the parts business is not my expertise (anymore). Please help on this.

Bob Fascetti

-----Original Message-----

From: Terzes, Laura (L.D.)
Sent: Thursday, October 03, 2002 5:35 PM
To: Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Takasawa, Keith (K.D.)

Cc: Jaster, Daniel (D.C.); Ferrise, Sam (S.J.); Lawler, Dave (D.A.); Suarez, Rhee (R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: RE: IAC person

Jerry, Bob: Not acceptable. We have been telling the Ford field personnel, dealers, service managers, we would have the TSB released with the new IAC and PCM changes by last day in October at the latest. Can we siphon some stock from production?!!!

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF68
(313) 32-36672 / fax (313) 24-88161 / lterzes.ford.com

-----Original Message-----
From: Suarez, Rhee (R.)
Sent: Thursday, October 03, 2002 2:11 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Jaster, Daniel (D.C.); Ferrise, Sam (S.J.); Lawler, Dave (D.A.); Terzes, Laura (L.D.)
Subject: RE: IAC person

Speaking with Sam Ferrise (parts analyst), the supplier said they would not have parts available for Service until mid-late November.

We really need to get some pressure on the supplier or we will never get this TSB released.

Rhee M. Suarez

Rhee Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-786-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com <<mailto:rsuarez8@ford.com>>

-----Original Message-----
From: Dalbo, Bob (R.J.)
Sent: Thursday, October 03, 2002 1:58 PM
To: Suarez, Rhee (R.); Fournelle, Gilbert (G.)
Subject: RE: IAC person

Rhee,
Bill Wettach is the release person. Our understanding is that the concern is approved. All that needs to happen is for FCSD to write the notice and order the parts for service.

The part has been in production since 8/31 at CEP.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com <<mailto:rdalbo@ford.com>>

-----Original Message-----
From: Suarez, Rhee (R.)
Sent: Thursday, October 03, 2002 8:47 AM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)

Subject: IAC person

Is Ted Jensen the IAC - finned pin/ta release person? I got a FSE that is in need of the new IAC (how he knows about it I don't know) or the customer will demand a buyback.

Any ideas how I can get one? Is it in production?

Thanks!

Rhac M. Suarez

Rhac Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DBC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Paper: 313-796-6242
Fax: 313-33-78337
Email: rsuarezR@ford.com <<mailto:rsuarezR@ford.com>>

From: Grimes, Jeff (J.F.)
Sent: Tuesday, October 08, 2002 12:04 PM
To: Suarez, Rhae (R.)
Subject: FW: IAC person

Rhae, why did you route to the vehicle team, and not through me?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Young, Lem (.)
Sent: Tuesday, October 08, 2002 11:51 AM
To: Grimes, Jeff (J.F.)
Subject: FW: IAC person

Please look into this. Sounds like capacity issues for production preventing Hitachi from supporting TSB fixes?? Don't see need for Fascetti to be involved. I would start with Bill Wettach.

W. Lem Young
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

---Original Message---

From: Sventickas, Ed (E.)
Sent: Friday, October 04, 2002 5:40 AM
To: Young, Lem (.)
Cc: Fascetti, Bob (R.J.)
Subject: FW: IAC person

Info ...is there something we need to do I will be in CEP#1 today ...pls contact Bob and find out if there is anything we need to do!

Ed Sventickas

Manager of 2.5/3.0L V8
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com <<mailto:esventic@ford.com>>
Text Pager:313-851-0828

---Original Message---

From: Fascetti, Bob (R.J.)
Sent: Thursday, October 03, 2002 5:56 PM
To: Teras, Laura (L.D.); Klarr, Jerry (S.T.); Takasawa, Keith (K.D.)

Cc: Jaster, Daniel (D.C.); Ferriss, Sam (S.J.); Lawler, Dave (D.A.); Suarez, Rhae (R.); Dalbo, Bob (R.J.); Hoffman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: IAC person

Here is what FCSD needs to do:

Cut back your order for ISC valves to 350, down from 3700. This is enough to get the TSB out, and Hitachi has a chance to be able to support the order.

Cut successive orders as determined by Hitachi's rate and flow. Hitachi is running 3 shifts a day, just to support Cleveland Engine.

I believe FCSD has a buyer that can talk directly with Hitachi? Please have this person talk to Hitachi for options to get parts sooner.

These parts were released for service on 9/14. When was this order actually placed out of FCSD?

Mike Hoffman, Ed Sventickas, the parts business is not my expertise (anymore). Please help on this.

Bob Fascetti

-----Original Message-----

From: Terzas, Laura (L.D.)
Sent: Thursday, October 03, 2002 5:35 PM
To: Karr, Jerry (G.T.); Fascetti, Bob (R.J.); Takasawa, Keith (K.D.)
Cc: Jaster, Daniel (D.C.); Ferriss, Sam (S.J.); Lawler, Dave (D.A.); Suarez, Rhae (R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: RE: IAC person

Jerry, Bob: Not acceptable. We have been telling the Ford field personnel, dealers, service managers, we would have the TSB released with the new IAC and PCM changes by last day in October at the latest. Can we siphon some stock from production?!!!

Laura Terzas

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88161 / lterzas.ford.com

-----Original Message-----

From: Suarez, Rhae (R.)
Sent: Thursday, October 03, 2002 2:11 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Jaster, Daniel (D.C.); Ferriss, Sam (S.J.); Lawler, Dave (D.A.); Terzas, Laura (L.D.)
Subject: RE: IAC person

Speaking with Sam Ferriss (parts analyst), the supplier said they would not have parts available for Service until mid-late November.

We really need to get some pressure on the supplier or we will never get this TSB released.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DBC II (room 548) / 1600 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78887
Email: rsuarez8@ford.com <<mailto:rsuarez8@ford.com>>

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Thursday, October 03, 2002 1:58 PM
To: Suarez, Rhae (R.); Fournelle, Gilbert (G.)
Subject: RE: IAC person

Rhae,
Bill Wettsch is the release person. Our understanding is that the concern is approved. All that needs to happen is for FCSD to write the notice and order the parts for service.

The part has been in production since 8/31 at CEP.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com [smallto:rdalbo@ford.com](mailto:rdalbo@ford.com)

-----Original Message-----

From: Suarez, Rhae (R.)
Sent: Thursday, October 03, 2002 8:47 AM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: IAC person

Is Ted Jensen the IAC - firmed pintle release person? I got a FSE that is in need of the new IAC (how he knows about it I don't know) or the customer will demand a buyback.

Any ideas how I can get one? Is it in production?

Thanks!

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com [smallto:rsuarez8@ford.com](mailto:rsuarez8@ford.com)

From: Grimes, Jeff (J.R.)
Sent: Monday, October 07, 2002 3:54 PM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Beginning with that container, start flashing processors until the new '03 processors show up...Unfortunately this is an example of 'manage the change' gone bad.

Hopefully, with Mazda and Ford participation in the Thursday change control meetings, we can prevent this in the future.

I apologize if I got a little terse, we've had several of these issues to deal with since I joined the team in February...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Monday, October 07, 2002 3:06 PM
To: Grimes, Jeff (J.R.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Jeff, I am the one handling the ocean containers for Mazda and the container is not tied to the sequence of production. Mazda will reflash PCM's but won't know how many to reflash because they don't know how many old and new parts we shipped. I will let Mazda know that we don't keep any record of this change.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 07, 2002 3:02 PM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Container #6388159 was the first container shipped after the 8/29 incorporation date at CEP2.

Your MPL/logistics group should be able track that container via their shippers. This container represents the first possible shipment of engines that could contain new IACs...This was a use/exhaust change, and with all the float in Cleveland's system, we cannot guarantee incorporation by serial number.

This is why we HIGHLY RECOMMEND that Mazda reflash as containment, rather than attempt to swap IAC's...Flashing will be much more robust.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, October 04, 2002 1:54 PM
To: Grimes, Jeff (J.R.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

What container number are you referring? If it is an ISO container, IEO does not control it. Please clarify what number you are referring and where you got this information. The engine serial number should be the key to identify the point of the change unless the change was not implemented at one time.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 04, 2002 1:52 PM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Again, so that we maintain one single point of contact...Please discuss with Shiraishi-san...

I'll repeat an earlier comment for you too...Serial number is NOT a valid method to guarantee IAC level. Please use the container number, and check IAC numbers from that shipment forward...

This replacing of IAC's is much more complicated than just reflashing the PCM.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, October 04, 2002 12:10 PM
To: Grimes, Jeff (J.R.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Jeff, Mazda says they did not receive the serial number but tracking number, which I don't know what it is.
If you have any data, please resend it to me. Thank you.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 01, 2002 8:51 AM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Please contact Shiraishi -san, this information has already been provided several times.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Tuesday, October 01, 2002 8:44 AM
To: Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); Asazuki, Hideaki (H.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Jeff,

I still need some information regarding ISC valve change for J14/U204 Duratec engines. Here are the questions from Mazda Production Control, who sends us the production release weekly through CMMS and who keeps inventory balanced.

1. The serial number of the first engine with a new ISC valve
2. The build date of the first engine with a new ISC valve
3. Part number of the new ISC valve
4. If all the engines with old valves are already shipped out of CEP#2

Mazda needs to balance out the engines with PCM's but without about information they can balance out them.
Your response would be greatly appreciated.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Tuesday, October 01, 2002 2:14 AM

To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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1.....CEP#2..ISC.....
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..ISC.....
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.ISC.....
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-----Original Message-----
From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, October 01, 2002 5:02 AM
To: Asazuki Hideaki (** **); Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san, sorry for the late response.

1. ...*I can confirm it with them.*..CEP#2.....
.....
Sorry to confuse you. I meant that I could confirm with CEP#2 if they have shipped all the old valve engines. But I still think it is not easy for CEP#2 to tell since the part number did not change.
2.
I am still checking this with CEP#2.
3.CEP#2.....
Also I am waiting for the response from CEP#2.
4.TDS.....
This has to be a guess since we don't control the serial numbers unless part numbers change.

I will follow this up again.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----
From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Thursday, September 26, 2002 7:54 PM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

.....

1. ***"I can confirm it with them."**CEP#2*****
2. *****
3. *****CEP#2*****
4. *****TDS*****

-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
 Sent: Friday, September 27, 2002 5:04 AM
 To: Asazuki Hideaki (** **)
 Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

We don't control it at all unless the part number changes. It is hard to tell if CEP#2 shipped all the old valve engines or not. I can confirm it with them.

Best regards,
 Miyako Foley
 Regional Supervisor
 Asia Pacific (Japan/Philippines)
 International Export Operations
 Tel (313)845-3286
 Fax (313)594-7913
 mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
 Sent: Wednesday, September 25, 2002 5:32 AM
 To: mfoley8@ford.com
 Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

J14-Duratec*****3*****

**

-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
 Sent: Tuesday, September 24, 2002 8:50 PM
 To: Asazuki Hideaki (** **)
 Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

The best information we have is the serial number since CEP#2 is not perfectly doing FIFO. The serial numbers are not always in sequence due to the repair in CEP#2.

As you know IEO/TDS do not keep the record of the serial numbers with invoice numbers. We can only tell which week's containers include new valve engines, which is the same information as KAIHATSU received.

My suggestion is to sort the engines at Maps with the serial number. Sorry we could not help you out more.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Tuesday, September 24, 2002 4:33 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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.....6388159..ISC.....
.....200038
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...CEP#2·IEO·TDS.....
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CEP#2.....

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-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, September 24, 2002 3:10 AM
To: Asazuki Hideaki (** **)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

I sent an email as attached today. At this point, I don't have any additional information to give you.
Hopefully CEP#2 could provide me with the serial number.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]

Sent: Monday, September 23, 2002 3:22 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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.....200038.....
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...AJ09-E5-000A / 1G-754-AB
TDS.....8.29.
...96.

.....8.30.....
ISC.....
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.....ISC.....
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IEO.....

.....IEO.....
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.....USA.....
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..9.....

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-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Friday, September 20, 2002 12:35 AM
To: Asazuki Hideaki (** **)
Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Asazuki-san,

Have you received your response from your side? This is what I received along with other meeting minutes. Also I was told that Mazda would use the old PCM after reprogramming but it has not been finalized. Please let me know if you need any information.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286

Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 3:06 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Yeung, Lem (.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Foley-san,

While a number of notes have been sent regarding this matter of the last SEVERAL MONTHS, I offer the following note where Mazda AGREES to the IAC change for the 2003MY program.

It's not important to dig through emails and determine who dropped what/when/where. Lets move forward and make the decisions that resolve the issue at hand...As we'll discuss 7:00am Dearborn time, Thursday.

Thanx

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, September 13, 2002 3:08 PM
To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Foley, Miyako (M.)
Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Hello, everyone.

I received an email from Mazda this morning regarding J14/U204 Duratec Engine change. According to Mazda, ISC valve has changed in the engines but Mazda engineers were not notified with this change until yesterday. This ISC change require the new PCM's but Mazda has not ordered them through us, International Export Operations and they also have old PCM inventory. Mazda is questioning why this engineering change was not communicated to them. Any of information you have would be appreciated.

Pat,

Can you let me know the serial number of the engines with new ISC and when you shipped to TDS?
I assume that TDS received them last week.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, September 13, 2002 8:39 AM
To: Arnold, James (J.A.); Marynowski, Jan (J.M.)
Cc: Foley, Miyako (M.); Beaudou, John (J.); Asazuki, Hideaki (H.)
Subject: RE: ISC valve change for Duratec Engine for J14
Importance: High

Jim / Jan,

Mazda raised a concern of ISC valve change which is related to PCM change. Please call me to discuss this issue. Thank you.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Friday, September 13, 2002 8:17 AM
To: jbeaudou@ford.com
Cc: mfoley8@ford.com
Subject: ISC valve change for Duratec Engine for J14

Beaudou-san,

Do you have an information that there is an engineering change that ISC valve for Duratec engine for J14? The part number for the engine is not changed. I do not know why it is not changed. The engine using the new valve was started manufacturing from August 30 at CEP2. I heard it through our engineer yesterday.

It becomes big problem for us. Due to model year change at KCAP, the PCM was changed. The new engine can not be used with the old PCM. The change date for PCM at Hofu was scheduled between November 1 - February 1. The date is different for each part number. If the old engine runs out before the effective date for PCM, we have to change the PCM at the same time or before, and the old PCM will be obsolescence. I do not also know why such important information was not sent from Ford engineer to Mazda engineer till now.

Firstly, I would like to know which container the new engine are loaded, and if old and new engine are mixed, I would like to know the quantity for each engine. Is it possible to get the information?

Thank you,

Hideaki Asazuki

From: Grimes, Jeff (J.R.)
Sent: Monday, October 07, 2002 3:02 PM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Container #6388159 was the first container shipped after the 8/29 incorporation date at CEP2.

Your MPL/logistics group should be able track that container via their shippers. This container represents the first possible shipment of engines that could contain new IACs...This was a use/exhaust change, and with all the float in Cleveland's system, we cannot guarantee incorporation by serial number.

This is why we HIGHLY RECOMMEND that Mazda reflash as containment, rather than attempt to swap IAC's...Flashing will be much more robust.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, October 04, 2002 1:54 PM
To: Grimes, Jeff (J.R.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

What container number are you referring? If it is an ISO container, IEO does not control it. Please clarify what number you are referring and where you got this information. The engine serial number should be the key to identify the point of the change unless the change was not implemented at one time.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 04, 2002 1:52 PM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Again, so that we maintain one single point of contact...Please discuss with Shiraihi-san...

I'll repeat an earlier comment for you too...Serial number is NOT a valid method to guarantee IAC level. Please use the container number, and check IAC numbers from that shipment forward...

This replacing of IAC's is much more complicated than just reflashing the PCM.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, October 04, 2002 12:10 PM
To: Grimes, Jeff (J.R.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Jeff, Mazda says they did not receive the serial number but tracking number, which I don't know what it is.
If you have any data, please resend it to me. Thank you.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 01, 2002 8:51 AM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Please contact Shiraishi -san, this information has already been provided several times.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Tuesday, October 01, 2002 8:44 AM
To: Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); Asazuki, Hideaki (H.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Jeff,

I still need some information regarding ISC valve change for J14/U204 Duratec engines. Here are the questions from Mazda Production Control, who sends us the production release weekly through CMMS and who keeps inventory balanced.

1. The serial number of the first engine with a new ISC valve
2. The build date of the first engine with a new ISC valve
3. Part number of the new ISC valve
4. If all the engines with old valves are already shipped out of CEP#2

Mazda needs to balance out the engines with PCM's but without about information they can balance out them.
Your response would be greatly appreciated.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Tuesday, October 01, 2002 2:14 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

.....
1.CEP#2...ISC.....
.....
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..ISC.....
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..ISC.....
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-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, October 01, 2002 5:02 AM
To: Asazuki Hideaki (** **); Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san, sorry for the late response.

1. ..."I can confirm it with them."...CEP#2.....
.....

Sorry to confuse you. I meant that I could confirm with CEP#2 if they have shipped all the old valve engines. But I still think it is not easy for CEP#2 to tell since the part number did not change.

2.
I am still checking this with CEP#2.

3.CEP#2.....
Also I am waiting for the response from CEP#2.

4.TDS.....
This has to be a guess since we don't control the serial numbers unless part numbers change.

I will follow this up again.

Best regards,

Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Thursday, September 26, 2002 7:54 PM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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1. ..."I can confirm it with them."..CEP#2.....
2.
3.CEP#2.....
4.TDS.....

-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Friday, September 27, 2002 5:04 AM
To: Asazuki Hideaki (** **)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

We don't control it at all unless the part number changes. It is hard to tell if CEP#2 shipped all the old valve engines or not.
I can confirm it with them.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Wednesday, September 25, 2002 5:32 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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J14-Duratec.....3.....
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-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, September 24, 2002 8:50 PM
To: Asazuki Hideaki (** **)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

The best information we have is the serial number since CEP#2 is not perfectly doing FIFO. The serial numbers are not always in sequence due to the repair in CEP#2.

As you know IEO/TDS do not keep the record of the serial numbers with invoice numbers. We can only tell which week's containers include new valve engines, which is the same information as KAIHATSU received.

My suggestion is to sort the engines at Maps with the serial number. Sorry we could not help you out more.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Tuesday, September 24, 2002 4:33 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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.....6388159..ISC.....
.....200038
..

.....
.....
...CEP#2-IEO-TDS.....
.....

CEP#2.....

..

-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, September 24, 2002 3:10 AM
To: Asazuki Hideaki (** **)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

I sent an email as attached today. At this point, I don't have any additional information to give you. Hopefully CEP#2 could provide me with the serial number.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Monday, September 23, 2002 3:22 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

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.....200038.....
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***AJ09-E5-000A / 1G-754-AB
TDS.....8-29-
***96*

.....8-30.....
ISC.....
.....ISC.....
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IEO.....

.....IEO.....
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.....USA.....
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*9.....

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-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Friday, September 20, 2002 12:35 AM

To: Asazuki Hideaki (** **)
Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent
Importance: High

Asazuki-san,

Have you received your response from your side? This is what I received along with other meeting minutes.
Also I was told that Mazda would use the old PCM after reprogramming but it has not been finalized. Please let us know if you need any information.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 3:06 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Yeung, Lem (.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Foley-san,

While a number of notes have been sent regarding this matter of the last SEVERAL MONTHS, I offer the following note where Mazda AGREES to the IAC change for the 2003MY program.

It's not important to dig through emails and determine who dropped what/when/where. Lets move forward and make the decisions that resolve the issue at hand...As we'll discuss 7:00am Dearborn time, Thursday.

Thank
Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, September 13, 2002 3:08 PM
To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Foley, Miyako (M.)
Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Hello, everyone.

I received an email from Mazda this morning regarding J14/U204 Duratec Engine change. According to Mazda, ISC valve has changed in the engines but Mazda engineers were not notified with this change until yesterday. This ISC change

require the new PCM's but Mazda has not ordered them through us, International Export Operations and they also have old PCM inventory. Mazda is questioning why this engineering change was not communicated to them. Any of information you have would be appreciated.

Pat,

Can you let me know the serial number of the engines with new ISC and when you shipped to TDS?
I assume that TDS received them last week.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, September 13, 2002 8:39 AM
To: Arnold, James (J.A.); Marynowski, Jan (J.M.)
Cc: Foley, Miyako (M.); Beaudon, John (J.); Asazuki, Hideaki (H.)
Subject: RE: ISC valve change for Duratec Engine for J14
Importance: High

Jim / Jan,

Mazda raised a concern of ISC valve change which is related to PCM change. Please call me to discuss this issue. Thank you.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Friday, September 13, 2002 8:17 AM
To: jbeaudon@ford.com
Cc: mfoley8@ford.com
Subject: ISC valve change for Duratec Engine for J14

Beaudon-san,

Do you have an information that there is an engineering change that ISC valve for Duratec engine for J14? The part number for the engine is not changed. I do not know why it is not changed. The engine using the new valve was started manufacturing from August 30 at CEP2. I heard it through our engineer yesterday.

It becomes big problem for us. Due to model year

change at KCAP, the PCM was changed. The new engine can not be used with the old PCM. The change date for PCM at Hofu was scheduled between November 1 - February 1. The date is different for each part number. If the old engine runs out before the effective date for PCM, we have to change the PCM at the same time or before, and the old PCM will be obsolescence. I do not also know why such important information was not sent from Ford engineer to Mazda engineer till now.

Firstly, I would like to know which container the new engine are loaded, and if old and new engine are mixed, I would like to know the quantity for each engine. Is it possible to get the information?

Thank you,

Hideaki Asazuki

From: Grimes, Jeff (J.R.)
Sent: Monday, October 07, 2002 8:18 AM
To: Miller, Brian (B.J.)
Subject: RE: Agenda 10/7 Ford/Mazda Contingency Planning Meeting

Thank You, Brian

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Miller, Brian (B.J.)
Sent: Sunday, October 06, 2002 1:10 PM
To: Grimes, Jeff (J.R.); Lawler, Dave (D.A.)
Cc: Terzes, Laura (L.D.); Suarez, Rhae (R.); Limtiaco, Steven (S.); Bush, Mark (M.P.); Intravaia, Joseph (J.S.)
Subject: RE: Agenda 10/7 Ford/Mazda Contingency Planning Meeting

Jeff -

My reply for the correct response to Mazda's request for actions addressing individual Duratec failures in the field is to reference the CEP2 PRT Deck and the PCT/CTW Reports, which ever is most current. When we receive a Mazda Warranty Report with failed parts attached (such as Broken Valve Spring) Ron Maclaren's group responds with an 8D to address the specific Root Cause for that Failure Mode. Issue 092-16 in Excel file 1, Mazda Warranty Report YU2-272 and Mazda Warranty Report CU2-C107 all pertain to Failure Modes related to Lower End issues. These issues are currently addressed in the PRT/CTW/PCT documents and there is no reason to use any other resources for information exchange at the Mazda Management Mtg this Monday.

Dave Lawler -

I have the documents at my desk and can give you copies of the Action Items pertaining to Lower End Failures.

Brian Miller
Escape/Tribute Powertrain Quality Resident Engineer
Kansas City Assembly Plant
Ph: (816)459-1956 Fax: (816)459-1726
Pager: (913)567-7146 (bmiller9@ford.com) <mailto:bmiller9@ford.com>

-----Original Message-----

From: Lawler, Dave (D.A.)
Sent: Friday, October 04, 2002 2:50 PM
To: Grimes, Jeff (J.R.)
Cc: Terzes, Laura (L.D.); Suarez, Rhae (R.); Limtiaco, Steven (S.); Miller, Brian (B.J.)
Subject: FW: Agenda 10/7 Ford/Mazda Contingency Planning Meeting

Jeff,

Please take time to review the 1st, 3rd, and 4th files below, related to Eng. Seize, and then send me your latest info. on what is being done, by whom, and timings ...

Laura & I Have a p.m. Meeting w/ Mazda Mgt. Monday and want to have your good info. to cover the issues effectively.

Thank you.

Dave Lawler
FCSD Program Manager - L.H.D. Escape/Tribute/Maverick
DLAWLER1 Office: 816-414-5602 Pager: 313-754-1760

-----Original Message-----

From: Terzes, Laura (L.D.)
Sent: Thursday, October 03, 2002 4:27 PM
To: Lawler, Dave (D.A.); Suarez, Rhae (R.); Goering, Kimberly (K.L.); Logal, Jay (J.D.); Hoshino, Jun (J.); Giuliano, Mark (M.P.); Johnson, Warren (W.K.); McGee, Brett (B.L.); Powers, Ken (K.W.); Lehrman, Jerry (Jerome M.); Kaercher, Don (D.F.)
Subject: Agenda 10/7 Ford/Mazda Contingency Planning Meeting

All: agenda attached for Monday 10/7 6:30pm conf. call.
Dave Lawler, forward specific concern info to appropriate engineers for comment.

-----Original Message-----

From: tokunaga.mi@mazda.co.jp [mailto:tokunaga.mi@mazda.co.jp]
Sent: Wednesday, October 02, 2002 7:40 AM
To: lterzes@ford.com
Cc: jbradley@ford.com; mito.s@mazda.co.jp; DChin@mazdausa.com; rshimizu@mazdausa.com; aoyama.f@mazda.co.jp; MGiblin@mazdausa.com
Subject: RE: F-M Contingency Planning Meeting

Laura-san,

We have updated the follow up sheet as attached. Next meeting is scheduled on 10/7 evening your time. This time we added two new items. As we are attaching the quality reports regarding these two issues, please take a look and forward them to the proper persons if necessary. As always, we appreciate for your support.

Regards,

M.Tokunaga

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 03, 2002 2:20 PM
To: Goodwin, William (W.R.)
Subject: FW: EARLY WARRANTY REVIEW-ESCAPE MIL

Bill, this is the latest data file that's causing the new surge in pressure

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5257 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Hansen, George (G.C.)
Sent: Thursday, October 03, 2002 8:44 AM
To: Grimes, Jeff (J.R.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: EARLY WARRANTY REVIEW-ESCAPE MIL

Jeff,

This will be the "Working" document for our QRT. Plan on addressing the Engine related items in the coming weeks.

George Hansen
Escape, FTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

---Original Message---

From: Moorhouse, Scott (S.R.)
Sent: Wednesday, October 02, 2002 8:23 PM
To: Corbett, Sandra (S.M.); Hansen, George (G.C.); Altobian, Don (D.J.); Nehaill, Linda (L.F.); Dalbo, Bob (R.J.); Miller, Brian (B.J.)
Cc: Hoffman, Michael (M.V.); Fascetti, Bob (R.J.); Moorhouse, Scott (S.R.)
Subject: EARLY WARRANTY REVIEW-ESCAPE MIL

Please take a look at the attached file, which includes a paynter chart of the top mil codes for the vehicle from May until present. We need to make a hard push on the top twenty items immediately. I have noted on the P1639 codes already, which I found out was PCM's being replaced after rolls due to key/lock cylinder concerns with the vehicle not going back through rolls. There are numerous other process issues which I will champion, and we will discuss in VQR.

George Hansen, we need to address these (COP, IAC, VMV) into every QRT meeting until progress is delivered.



Claims for 6
Moorhouse 02_DR_3...

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-458-1965 (fax) 816-458-1728
smoorhou@ford.com <<mailto:smoorhou@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 03, 2002 11:23 AM
To: Yeung, Lem (.)
Subject: RE: ty

Did he cite his source? Taurus, Cep2???

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—
From: Yeung, Lem (.)
Sent: Thursday, October 03, 2002 11:12 AM
To: Grimes, Jeff (J.R.)
Subject: ty

Ed stopped me and mentioned we may have a quality issue with cracks in the PCV elbow causing lean engine performance and possibly misfires.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 03, 2002 11:23 AM
To: Yeung, Lem (.)
Subject: RE: fyi

Did he cite his source? Taurus, Cap2???

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Yeung, Lem (.)
Sent: Thursday, October 03, 2002 11:12 AM
To: Grimes, Jeff (J.R.)
Subject: fyi

Ed stopped me and mentioned we may have a quality issue with cracks in the PCV elbow causing lean engine performance and possibly misfires.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 01, 2002 8:51 AM
To: Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Please contact Shiralshi -san, this information has already been provided several times.

Jeff Grimes
OPD & Valua Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Foley, Miyako (M.)
Sent: Tuesday, October 01, 2002 8:44 AM
To: Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); Asazuki, Hideaki (H.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Jeff,

I still need some information regarding ISC valve change for J14/U204 Duratec engines. Here are the questions from Mazda Production Control, who sends us the production release weekly through CMMS and who keeps inventory balanced.

1. The serial number of the first engine with a new ISC valve
2. The build date of the first engine with a new ISC valve
3. Part number of the new ISC valve
4. If all the engines with old valves are already shipped out of CEP#2

Mazda needs to balance out the engines with PCM's but without about information they can balance out them. Your response would be greatly appreciated.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)621-6483
mfoley8@ford.com

—Original Message—

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Tuesday, October 01, 2002 2:14 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

回答ありがとうございます。

1.についてですが、CEP#2は旧ISCバルブの在庫が現時点、
工場内に残っているかはわかるような気がするのですがいかが
でしょうか。

旧のISCバルブは使い切ったが、旧バルブを使ったエンジンが
まだ工場内で出荷待ちになっているかもしれず、そういうエンジンが
あるかどうかつかめないということでしょうか。

旧ISCバルブが工場内に残っていることがわかる場合、いつ頃
(おおよそでいいのですが)その在庫を消化しそうかというのは
見えないのでしょうか。

朝月

—Original Message—

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, October 01, 2002 5:02 AM
To: Asazuki Hideaki (朝月 英明); Foley, Miyako (M.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Aazuki-san, sorry for the late response.

1. 最後の"I can confirm it with them."は「CEP#2がすべての旧バルブのエンジンを出荷したかどうか連絡することが難しいということを確認できる」ということでしょうか。

Sorry to confuse you. I meant that I could confirm with CEP#2 if they have shipped all the old valve engines. But I still think it is not easy for CEP#2 to tell since the part number did not change.

2. 新エンジンのシリアルナンバーを教えてくださいとすることはできるのでしょうか。

I am still checking this with CEP#2.

3. 新エンジンのCEP#2製造開始日を教えてくださいとすることはできるのでしょうか。

Also I am waiting for the response from CEP#2.

4. 新エンジンのTDS出荷開始日を教えてくださいとすることはできるのでしょうか

This has to be a guess since we don't control the serial numbers unless part numbers change.

I will follow this up again.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)584-7813

mfoley8@ford.com

-----Original Message-----

From: aazuki.h@mazda.co.jp [mailto:aazuki.h@mazda.co.jp]

Sent: Thursday, September 26, 2002 7:54 PM

To: mfoley8@ford.com

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

すみませんが、さらに質問させてください。

1. 最後の"I can confirm it with them."は「CEP#2がすべての旧バルブのエンジンを出荷したかどうか連絡することが難しいということを確認できる」ということでしょうか。
2. 新エンジンのシリアルナンバーを教えていただくことはできるのでしょうか。
3. 新エンジンのCEP#2製造開始日を教えていただくことはできるのでしょうか。
4. 新エンジンのTDS出荷開始日を教えていただくことはできるのでしょうか。

-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]

Sent: Friday, September 27, 2002 5:04 AM

To: Asazuki Hideaki (朝月 英明)

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

We don't control it at all unless the part number changes. It is hard to tell if CEP#2 shipped all the old valve engines or not.

I can confirm it with them.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Wednesday, September 26, 2002 5:32 AM
To: mfoley8@ford.com
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

みやこさん

J14用Duratecエンジンの3機種それぞれがどのインボイスから
新エンジンを選載し始めたかはおわかりになりますか。
また、新旧の選載がどのくらいの期間続くのかはわかりますか。

朝月

—Original Message—

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]
Sent: Tuesday, September 24, 2002 8:50 PM
To: Asazuki Hideaki (朝月 英明)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

The best information we have is the serial number since CEP#2 is not perfectly doing FIFO. The serial numbers are not always in sequence due to the repair in CEP#2. As you know IEO/TDS do not keep the record of the serial numbers with invoice numbers. We can only tell which week's containers include new valve engines, which is the same information as KAIHATSU received. My suggestion is to sort the engines at Maps with the serial number. Sorry we could not help you out more.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]

Sent: Tuesday, September 24, 2002 4:33 AM

To: mfoley8@ford.com

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

みやこさん

別のメールでマツダのエンジニアの情報をいただきましたが、
私がコンタクトをとっているエンジニアは市川さんです。

先週のフォード、マツダ開発者の会議で得られた情報が工場
出荷時のトラッキングナンバー6368159 (新ISCバルブを使って
いるもののひとつ)とそれに関連するインボイスナンバー200038
です。

開発の方ではこれ以上出荷情報をつかむのは限界があると思
うので、かなり大変だとは思いますが新旧エンジンとインボイスの
関係はCEP#2、IEO、TDSで調査していただくほかないのでは
ないかと思います。

CEP#2からなにか情報があれば連絡をください。

朝月

-----Original Message-----

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]

Sent: Tuesday, September 24, 2002 3:10 AM

To: Asazuki Hideaki (朝月 英明)

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Asazuki-san,

I sent an email as attached today. At this point, I don't have any additional information to give you. Hopefully CEP#2 could provide me with the serial number.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3288

Fax (313)594-7913

mfoley8@ford.com

—Original Message—

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]

Sent: Monday, September 23, 2002 3:22 AM

To: mfoley8@ford.com

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

すみませんが日本語で書かせていただきます。

結局、エンジニアからはエンジンがどこから切り替わったかがわかる手がかりとなるような情報は得られませんでした。

インボイス200038が新旧混載となっているもののひとつだという情報のみあります。詳細を調べてみると、下記の通りです。

品番：AJ09-E5-000A / 1G-754-AB

TDS出荷日：8月29日

数量：96ヶ

エンジニアからは8月30日エンジン生産分から新しいISCバルブを使い始めたと聞いているのですが、このインボイスはそれより前なので、正しい情報がどうかよくわからない状況です。また、ISCバルブは

BR02-827 18973

新に切り替わった後も旧を並行して使っていたという情報があり、そうだとすると、新旧のエンジンがどのように出荷されたのか全く見えないのではないかと
いう懸念があります。

IEOでは何か情報が得られたでしょうか。

エンジニアからはエンジン工場、IEO、生産管理も含めて
今週会議をするかどうか打診があったのですが、
生産管理はインボイス毎の新旧エンジンの数量情報が
得られればよく（それをもってマツダの生産対応を決め
ます）、それを要求するだけなので、特に会議の必要は
ないように思うのですがどうでしょうか。

もし何かありましたら明日火曜の夜（USAで火曜の朝）に
お電話をかけることができますので連絡をください。
夜9時頃までいます。

朝月

—Original Message—

From: Foley, Miyako (M.) [mailto:mfoley8@ford.com]

Sent: Friday, September 20, 2002 12:35 AM

To: Asazuki Hideo (朝月 英明)

Subject: FW: ISC valve change for Duratec Engine for J14 - **** Urgent ****

Importance: High

Asazuki-san,

Have you received your response from your side? This is what I received along with other meeting minutes. Also I was told that Mazda would use the old PCM after reprogramming but it has not been finalized. Please let me know if you need any information.

Best regards,

Miyako Foley

Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 3:06 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Yeung, Lam (.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Foley-san,

While a number of notes have been sent regarding this matter of the last SEVERAL MONTHS, I offer the following note where Mazda AGREES to the IAC change for the 2003MY program.

It's not important to dig through emails and determine who dropped what/when/where. Lets move forward and make the decisions that resolve the issue at hand...As we'll discuss 7:00am Dearborn time, Thursday.

Thanx

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)
Sent: Friday, September 13, 2002 3:08 PM

ERR2-827 18978

To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)

Cc: Hale, Tony (A.S.); Foley, Miyako (M.)

Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **

Importance: High

Hello, everyone.

I received an email from Mazda this morning regarding J14/U204 Duratec Engine change. According to Mazda, ISC valve has changed in the engines but Mazda engineers were not notified with this change until yesterday. This ISC change requires the new PCM's but Mazda has not ordered them through us, International Export Operations and they also have old PCM inventory.

Mazda is questioning why this engineering change was not communicated to them.

Any of information you have would be appreciated.

Pat,

Can you let me know the serial number of the engines with new ISC and when you shipped to TDS?

I assume that TDS received them last week.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

mfoley8@ford.com

—Original Message—

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 8:39 AM

To: Arnold, James (J.A.); Marynowski, Jan (J.M.)

Cc: Foley, Miyako (M.); Beaudou, John (J.); Asazuki, Hideaki (H.)

Subject: RE: ISC valve change for Duratec Engine for J14

Importance: High

Jim / Jan,

Mazda raised a concern of ISC valve change which is related to PCM change.
Please call me to discuss this issue. Thank you.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]

Sent: Friday, September 13, 2002 8:17 AM

To: jbeaudon@ford.com

Cc: mfoley8@ford.com

Subject: ISC valve change for Duratec Engine for J14

Beaudon-san,

Do you have an information that there is an engineering change that ISC valve for Duratec engine for J14? The part number for the engine is not changed. I do not know why it is not changed. The engine using the new valve was started manufacturing from August 30 at CEP2. I heard it through our engineer yesterday.

It becomes big problem for us. Due to model year change at KCAP, the PCM was changed. The new

engine can not be used with the old PCM.
The change date for PCM at Hofu was scheduled
between November 1 - February 1. The date
is different for each part number. If the old engine
runs out before the effective date for PCM, we have to
change the PCM at the same time or before, and
the old PCM will be obsolescence.

I do not also know why such important information
was not sent from Ford engineer to Mazda engineer
till now.

Firstly, I would like to know which container the new
engine are loaded, and if old and new engine are mixed,
I would like to know the quantity for each engine.
Is it possible to get the information?

Thank you,

Hideaki Asazuki

From: Grimes, Jeff (J.R.)
Sent: Monday, September 30, 2002 9:58 AM
To: Durfee, Tom (T.P.)
Subject: RE: Order status at Hitachi

OK, what quantities are we looking at?

Bill, refresh my memory...can these old IAC's be used for other programs?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Durfee, Tom (T.P.)
Sent: Monday, September 30, 2002 9:40 AM
To: Wettach, Bill (B.); Grimes, Jeff (J.R.)
Subject: RE: Order status at Hitachi

Good question Jeff

From what I can tell the concern did not give direction on service stock on notice or concern.

Per the release analyst a new notice or supplement will be needed.

-----Original Message-----
From: Wettach, Bill (B.)
Sent: Monday, September 30, 2002 8:32 AM
To: Durfee, Tom (T.P.); Grimes, Jeff (J.R.)
Subject: RE: Order status at Hitachi

Concern #C11390555

Regards,
Bill Wettach
Design Release -IACV, CMCV, IMFC, & IMTV
Fuel Metering, Emblems, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21695
Fax 313.32.29266
POEE BB108 @ pillar D-10 wwettach@ford.com

-----Original Message-----
From: Durfee, Tom (T.P.)
Sent: Monday, September 30, 2002 8:29 AM
To: Grimes, Jeff (J.R.); Wettach, Bill (B.)
Subject: RE: Order status at Hitachi

What is the WERS concern and notice number.

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Monday, September 30, 2002 8:24 AM

To: Durfee, Tom (T.P.); Wettach, Bill (B.)
Subject: FW: Order status at Hitachi

What would it take to scrap valves at FCSD?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Jensen, Ted (T.E.)
Sent: Friday, September 27, 2002 3:18 PM
To: Fournelle, Gilbert (G.)
Cc: Grimes, Jeff (J.R.)
Subject: Order status at Hitachi

Gilbert,

I just spoke with the Hitachi (Ford salesman) rep. He informs me that the order status at this time for FPSD is 3700 (1L8Z-9F715-AA) parts to be shipped November 8th and another 1000 the following week. Hitachi does have the six week to delivery clause in the contract with Ford. This November delivery date is about at that point.

This means that the TSB is caught in a Catch-22. The parts will not be available for six weeks and the TSB will not be released until then. I have no idea how long it takes FPSD to process parts for distribution. It will delay the release some additional time. It looks like the TSB will not be issued until mid November as it stands at the moment.

FPSD purchased a very large number of the old style valves from Hitachi a short time ago. That shortened the time for introduction of the new style valve at CEP2. It is possible that FPSD desires to deplete their old style valve stock before starting with the new style. A large fraction of the customers that have repairs done with the old style valve will return for another warranty repair. Bob may want to pass the word up.

Do we have any idea what will happen to the stock of old style valves on dealer shelves or at FPSD when the new style valve is available?

I will check again at the end of next week with Hitachi to ascertain the status of the FPSD order.

Ted

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 25, 2002 4:27 PM
To: Thompson, Richard (R.T.)
Subject: RE: Need PCV teardown analysis...

I'll be getting the valve later this week...I'll bring it by...

Steve (Resident) doesn't believe it was a valve, so this may be a false alarm.

Jeff Grimes
OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Thompson, Richard (R.T.)
Sent: Wednesday, September 25, 2002 4:12 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Need PCV teardown analysis...

Jeff: Where is the valve? I was not aware of any valve that was an issue.

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:30 AM
To: Thompson, Richard (R.T.)
Cc: Buelzner, Steve (S.B.)
Subject: Need PCV teardown analysis...

| | | | | | | | |
|--------|------------|-----------|-------|------------|--|--|--|
| Eng #: | 380977-086 | | | Complaint: | Low end knock. | | |
| PTO #: | 13317AP | 4/12/2002 | 2,308 | Found: | Checked all components, torques and assemblies. Lower | | |
| U204 | | | | | end is all OK. Found excessive carbon build up in all cylinders. Suspect | | |
| | | | | | defective PCV Valve. Part sent to supplier. Concurred by Steve Buelzner | | |

Richard, the above CEWP2 teardown resulted in a PCV valve being forwarded to the supplier, can you help get a timely explanation for the failure.

I am willing to work directly with the supplier, just give me the name.

Thanx

Jeff Grimes
OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 25, 2002 4:27 PM
To: Thompson, Richard (R.T.)
Subject: RE: Need PCV teardown analysis...

I'll be getting the valve later this week...I'll bring it by...

Steve (Resident) doesn't believe it was a valve, so this may be a false alarm.

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Thompson, Richard (R.T.)
Sent: Wednesday, September 25, 2002 4:12 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Need PCV teardown analysis...

Jeff: Where is the valve? I was not aware of any valve that was an issue.

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:30 AM
To: Thompson, Richard (R.T.)
Cc: Buetner, Steve (S.B.)
Subject: Need PCV teardown analysis...

| | | | | | | | |
|--------|------------|-----------|-------|------------|--|--|--|
| Eng #: | 380977-086 | | | Complaint: | Low end knock. | | |
| PTO #: | 13317AP | 4/12/2002 | 2,308 | Found: | Checked all components, torques and assemblies. Lower | | |
| U204 | | | | | end is all OK. Found excessive carbon build up in all cylinders. Suspect | | |
| | | | | | defective PCV Valve. Part sent to supplier. Concurred by Steve Buetner | | |

Richard, the above CEWP2 teardown resulted in a PCV valve being forwarded to the supplier, can you help get a timely explanation for the failure.

I am willing to work directly with the supplier, just give me the name.

Thanx

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 25, 2002 11:49 AM
To: Corbett, Sandra (S.M.)
Subject: RE: Mud Plug

From here on out, we definitely will...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Wednesday, September 25, 2002 11:24 AM
To: Hale, Tony (A.S.); Nehasi, Linda (L.F.); Grimes, Jeff (J.R.); Hintzen, Mathew (M.L.)
Cc: Shiraihi, Masaru (M.)
Subject: RE: Mud Plug

Sounds similar to the IAC valve coming in after the calibrations went into KCAP. This avoided a coordinated change at Cleveland but caused a nightmare in Japan where they still have old PCM stock and Cleveland started shipping them engines with new IACs.

Need to make Mazda aware of this. It will be a walk in for this Thursday's OPD meeting with Mazda.

We need to have better communication with Shiraihi-san since he represents Mazda powertrain. He is located here in PDC and I don't think we communicate our changes well enough with him. Pls be conscious of sharing our info with him.

Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----

From: Hale, Tony (A.S.)
Sent: Wednesday, September 25, 2002 7:13 AM
To: Nehasi, Linda (L.F.); Corbett, Sandra (S.M.); Grimes, Jeff (J.R.); Hintzen, Mathew (M.L.)
Subject: RE: Mud Plug

It is going to have to be a running change in the Feb-March Time Frame. The Mud Plugs will not be ready at Production levels till the 2nd week of December. Additionally, we need a month or so at CEP2 to run the new rear cover plate, prior to the Mud Plug running at KCAP and HOFU. This way, we can avoid a coordinated change. This enable CEP2 to exhaust old stock of the rear cover plate.

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com

ERE2-827 11021

-----Original Message-----

From: Nehasil, Linda (L.F.)
Sent: Wednesday, September 25, 2002 6:05 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.); Hale, Tony (A.S.)
Cc: Nehasil, Linda (L.F.)
Subject: RE: Mud Plug

Did we get a confirmation on the timing yet? Looks like running change window of Feb - Mar '03? Need to know for my list of changes...thankal

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Thursday, September 19, 2002 12:05 PM
To: Nehasil, Linda (L.F.); Grimes, Jeff (J.R.); Hale, Tony (A.S.)
Subject: FW: Mud Plug

Pls confirm timing on mud plug...thanks

Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-E66

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 11:16 AM
To: Corbett, Sandra (S.M.)
Subject: FW: Mud Plug

Sorry, I'm going to read all 200 messages before sending off...

We won't make J#2 anyway...a runner for early January...

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-6237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hintzen, Mathew (M.L.)
Sent: Tuesday, September 03, 2002 1:03 PM
To: Hale, Tony (A.S.); Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
Subject: RE: Mud Plug

The best the mud plug supplier can do is Dec. 9th. Rear cover supplier still not kicked off due to the concern delay. The mud plug tooling order only got placed by accident.

-----Original Message-----

From: Hale, Tony (A.S.)
Sent: Tuesday, September 03, 2002 12:52 PM
To: Hintzen, Mathew (M.L.); Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
Subject: Mud Plug

Matt,

Will the new Rear Cover Plates and Mud Plugs be available by October 15? If not, when? Right Now, Mazda will not sign off the concern till September 16th. We have finance approval already. Will the rear cover plate supplier KO tooling with that?

Jeff,

Are parts necessary for the October 15 deadline in order to make the J2 time line, or can we wait till December. Will KCAP do retrofits on the Rear Cover Plates if asked? Mazda has wasted 7 weeks now since I gave them parts. They will not approve the concern till September 16th. If we are lucky, we can have the parts released by September 20th. Timing is not looking good for implementation at J2. It may have to be delayed.

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com <<mailto:Ahale7@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 25, 2002 8:10 AM
To: Buettner, Steve (S.B.)
Subject: RE: Need PCV teardown analysis...

Is your assessment that the valve is OK?

Either way...so that I can either close the teardown issue, or begin further investigation...please send the valve to me...Thanx

You can give it to Lem at the PCT tomorrow.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Buettner, Steve (S.B.)
Sent: Tuesday, September 24, 2002 3:43 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Need PCV teardown analysis...

Jeff,
Actually I did not concur with this finding. I wrote it up as not issue found with a possibility that there was some carbon build up. If there was, it was the smallest I have seen. I have the PCV valve, which I was going to send to the supplier. Would you like to coordinate the investigation with engineering? If so, I can send the part back to you or Mr. Thompson.

Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com
218-676-2902 external
823-2902 Ford Net
218-676-2950 Fax

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:30 AM
To: Thompson, Richard (R.T.)
Cc: Buettner, Steve (S.B.)
Subject: Need PCV teardown analysis...

| | | | | | | | |
|--------|------------|-----------|-------|------------|--|--|--|
| Eng #: | 380977-066 | | | Complaint: | Low end knock. | | |
| PTO #: | 13317AP | 4/12/2002 | 2,348 | Found: | Checked all components, torques and assemblies. Lower | | |
| U204 | | | | | end is all OK. Found excessive carbon build up in all cylinders. Suspect | | |
| | | | | | defective PCV Valve. Part sent to supplier. Concurred by Steve Buettner | | |

Richard, the above CEWP2 teardown resulted in a PCV valve being forwarded to the supplier, can you help get a timely

explanation for the failure.

I am willing to work directly with the supplier, just give me the name.

Thanx

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 25, 2002 8:10 AM
To: Buettner, Steve (S.B.)
Subject: RE: Need PCV teardown analysis...

Is your assessment that the valve is OK?

Either way...so that I can either close the teardown issue, or begin further investigation...please send the valve to me...Thanx

You can give it to Lem at the PCT tomorrow.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5287 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Buettner, Steve (S.B.)
Sent: Tuesday, September 24, 2002 3:43 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Need PCV teardown analysis...

Jeff,
Actually I did not concur with this finding. I wrote it up as not issue found with a possibility that there was some carbon build up. If there was, it was the smallest I have seen. I have the PCV valve, which I was going to send to the supplier. Would you like to coordinate the investigation with engineering? If so, I can send the part back to you or Mr. Thompson.

Steve Buettner
CEP/II Resident Engineer
sbuettne@ford.com
216-676-2902 external
823-2902 Ford Net
216-676-2950 Fax

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:30 AM
To: Thompson, Richard (R.T.)
CC: Buettner, Steve (S.B.)
Subject: Need PCV teardown analysis...

| | | | | | | | |
|--------|------------|-----------|-------|------------|--|--|--|
| Eng #: | 380977-086 | | | Complaint: | Low end knock. | | |
| PTO #: | 13317AP | 4/12/2002 | 2,368 | Found: | Checked all components, torques and assemblies. Lower | | |
| U204 | | | | | end is all OK. Found excessive carbon build up in all cylinders. Suspect | | |
| | | | | | defective PCV Valve. Part sent to supplier. Concurred by Steve Buettner | | |

Richard, the above CEWP2 teardown resulted in a PCV valve being forwarded to the supplier, can you help get a timely

explanation for the failure.

I am willing to work directly with the supplier, just give me the name.

Thank

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 694-7323

e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 2:30 PM
To: Gates, Edward (E.)
Subject: RE: KCAP Issue with EGR hot tube alignment ('03 sensor)

I was actually referring to M&H's assembly of the cold-tube...It is done there, is it not?

Are THEY seeing any dimensional differences (pictures are coming, I will forward)

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Gates, Edward (E.)
Sent: Tuesday, September 24, 2002 9:57 AM
To: Grimes, Jeff (J.R.)
Cc: Wettach, Bill (B.)
Subject: RE: KCAP Issue with EGR hot tube alignment ('03 sensor)

Bill Wettach is suggesting that maybe the IAC valve could be responsible.

G. J. Gates
(313) 845-1292

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:37 AM
To: Gates, Edward (E.); Grandee, Joseph (J.M.)
Subject: KCAP Issue with EGR hot tube alignment ('03 sensor)

We need to look into what has changed at MannHummel or Bundy to determine what has changed recently..We've got several rejected engines at KCAP

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:30 AM
To: Thompson, Richard (R.T.)
Cc: Buehner, Steve (S.B.)
Subject: Need PCV teardown analysis...

| | | | | | | | |
|--------|------------|-----------|-------|------------|--|--|--|
| Eng #: | 380977-086 | | | Complaint: | Low end knock. | | |
| PTO #: | 13317AP | 4/12/2002 | 2,308 | Found: | Checked all components, torques and assemblies. Lower | | |
| U204 | | | | | end is all OK. Found excessive carbon build up in all cylinders. Suspect | | |
| | | | | | defective PCV Valve. Part sent to supplier. Concurred by Steve Buehner | | |

Richard, the above CEWP2 teardown resulted in a PCV valve being forwarded to the supplier, can you help get a timely explanation for the failure.

I am willing to work directly with the supplier, just give me the name.

Thank

Jeff Grimes
OPD & Value Engineering
Duntec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimee1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 9:30 AM
To: Thompson, Richard (R.T.)
Cc: Buetner, Steve (S.B.)
Subject: Need PCV teardown analysis...

| | | | | |
|--------|------------|-----------------|------------|--|
| Eng #: | 380977-086 | | Complaint: | Low end knock. |
| PTO #: | 13317AP | 4/12/2002 2,308 | Found: | Checked all components, torques and assemblies. Lower |
| | U204 | | | and is all OK. Found excessive carbon build up in all cylinders. Suspect |
| | | | | defective PCV Valve. Part sent to supplier. Concurred by Steve Buetner |

Richard, the above CEWP2 teardown resulted in a PCV valve being forwarded to the supplier, can you help get a timely explanation for the failure.

I am willing to work directly with the supplier, just give me the name.

Thank

Jeff Grimes
 OPD & Value Engineering
 Duratec Engine Programs, U204
 Ford Motor Company
 ph: (313) 322-6237 fax: (313) 594-7323
 e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, September 23, 2002 2:16 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Yeung, Lem (.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

At the last change control Pictel, The tracking number was provided for the first shipment of engines with new IAC. The number provided was recognized by the Mazda team, and all agreed that the appropriate information had been shared.

CEP2 cannot guarantee First-In First-out on uncoordinated changes therefore engine serial number will only be approximate, and by no means assures that we fully converted to new valve.

Please confirm that the tracking number was sufficient support Mazda's efforts to incorporate, if not, please respond, I'll find additional information as necessary.

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

---Original Message---

From: Foley, Miyako (M.)

Sent: Monday, September 23, 2002 2:08 PM

To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)

Cc: Hale, Tony (A.S.); Yeung, Lem (.); Foley, Miyako (M.)

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Jeff,

Mazda confirmed me this morning that they did not receive the information of the new ISC valve - which engine serial number the new ISC valve was installed. Can anyone provide me with this information? Thank you.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)594-7913
mfoley8@ford.com

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 3:06 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Yeung, Lem (.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Foley-san,

While a number of notes have been sent regarding this matter of the last SEVERAL MONTHS, I offer the following note where Mazda AGREES to the IAC change for the 2003MY program.

It's not important to dig through emails and determine who dropped what/when/where. Lets move forward and make the decisions that resolve the issue at hand...As we'll discuss 7:00am Dearborn time, Thursday.

Thank

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

—Original Message—

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 3:08 PM

To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)

Cc: Hale, Tony (A.S.); Foley, Miyako (M.)

Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **

Importance: High

Hello, everyone.

I received an email from Mazda this morning regarding J14/U204 Duratec Engine change. According to Mazda, ISC valve has changed in the engines but Mazda engineers were not notified with this change until yesterday. This ISC change require the new PCM's but Mazda has not ordered them through us, International Export Operations and they also have old PCM inventory.

Mazda is questioning why this engineering change was not communicated to them.

Any of information you have would be appreciated.

Pat,

Can you let me know the serial number of the engines with new ISC and when you shipped to TDS?

I assume that TDS received them last week.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

mfoley8@ford.com

—Original Message—

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 8:39 AM

To: Arnold, James (J.A.); Marynowald, Jan (J.M.)

Cc: Foley, Miyako (M.); Beaudon, John (J.); Asazuki, Hideaki (H.)
Subject: RE: ISC valve change for Duratec Engine for J14
Importance: High

Jim / Jan,

Mazda raised a concern of ISC valve change which is related to PCM change.
Please call me to discuss this issue. Thank you.

Best regards,
Miyako Foley
Regional Supervisor
Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3288
Fax (313)584-7913
mfoley8@ford.com

—Original Message—

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Friday, September 13, 2002 8:17 AM
To: jbeaudon@ford.com
Cc: mfoley8@ford.com
Subject: ISC valve change for Duratec Engine for J14

Beaudon-san,

Do you have an information that there is an engineering change that ISC valve for Duratec engine for J14? The part number for the engine is not changed. I do not know why it is not changed. The engine using the new valve was started manufacturing from August 30 at CEP2. I heard it through our engineer yesterday.

It becomes big problem for us. Due to model year change at KCAP, the PCM was changed. The new engine can not be used with the old PCM.

The change date for PCM at Hofu was scheduled between November 1 - February 1. The date is different for each part number. If the old engine runs out before the effective date for PCM, we have to change the PCM at the same time or before, and the old PCM will be obsolescence.

I do not also know why such important information was not sent from Ford engineer to Mazda engineer till now.

Firstly, I would like to know which container the new engine are loaded, and if old and new engine are mixed, I would like to know the quantity for each engine. Is it possible to get the information?

Thank you,

Hideaki Asazuki

From: Grimes, Jeff (J.R.)
Sent: Friday, September 20, 2002 9:17 AM
To: Cominsky, Dennis (D.)
Subject: RE: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

OK, I suspect your getting DF's anyway...but I'm going to check.

I'll be getting with Visteon this morning, if I have any luck you'll have a PSW date in the system today.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, September 20, 2002 8:54 AM
To: Grimes, Jeff (J.R.)
Cc: Fridrich, Joe (J.A.); Regas, Mike (M.P.); Caruso, Rick (Enrico J.);
Cominsky, Dennis (D.); Buettnner, Steve (S.B.); Jones III, James (J.R.)
Subject: RE: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

Jeff, yes, the DF was released in February. We are not ordering it because Visteon has not (as yet) ever given a PSW sample promise date! Ask them what the hold up is. As far as this being a relatively quick change depends on Visteon. The sooner they act...the sooner we act!

Dennis Cominsky
Material Planning & Logistics - CRP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, September 20, 2002 8:41 AM
To: Cominsky, Dennis (D.)
Subject: RE: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

Good morning Dennis.

According to the release -DF was released to the programs in February as a quality action...I wasn't chasing OPD back then, but any ideas why you're not ordering it?

In any event, use/exhaust the -DE TB's assemblies should be relatively quick, correct? If necessary, I will negate any OPEN/committed releases with Visteon...No parts are being obsoleted.

A line trial has been performed, during the feasibility. However, a functional PPAP is required. Visteon was on the note, and are aware they need to input PSW data.

This change is addressing a 15R/1000 problem on the U204...and has been significantly delayed to ensure no added complexity at Cleveland...

The sooner we get this in the better...any other issues, please call me!

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, September 20, 2002 8:22 AM
To: Grimes, Jeff (J.R.); Jaster, Daniel (D.C.); Caruso, Rick (Enrico J.); Marynowski, Jan (J.M.)
Cc: 'mmckee@visteon.com'; 'dcunnini@visteon.com'; Fridrich, Joe (J.A.); Regas, Mike (M.P.); Cominsky, Dennis (D.); Buettner, Steve (S.B.)
Subject: RE: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

Joe, what the hell is going on here?! First of all, the PLANT orders parts! Second, 2L8E-9E926-AB was JUST released 9/19/02! I do NOT see any PSW sample promise date from Visteon. I doubt we want to proceed until we try some parts on the line. Third, it should be easy to use/exhaust the YL8U-9E926-DF because we have NOT incorporated this part...we are STILL using the YL8U-9E926-DE! Where is the coordination? Joe, let me know what course of action you me to take?

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 215 676-3097
Fax: 215 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 19, 2002 3:33 PM
To: Jaster, Daniel (D.C.); Caruso, Rick (Enrico J.); Marynowski, Jan (J.M.); Cominsky, Dennis (D.)
Cc: 'mmckee@visteon.com'; 'dcunnini@visteon.com'
Subject: FW: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN
Importance: High

To the extent possible: (meaning best effort of all involved)...

Effective immediately I'd like to update all open releases and begin ordering the 218E-9e926-ab Throttle Bodies for U204, J14, and J15L.

Dan, they are available immediately for service as well.

The YL8U-DF is Use/exhaust at CEP2 (should be only a couple days worth of

produced components in the pipeline...and parts "authority" stock can be used on D186 by Rawsonville. Rawsonville should immediately begin producing 1-hole Throttle plates...

Any issues, please call me.

Thank all!

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: ppmaudit@ford.com [mailto:ppmaudit@ford.com]
Sent: Thursday, September 19, 2002 3:21 PM
To: jgrimes1@ford.com
Subject: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

The notice ne01e11393964000 is at R status in WERS
The following drawings have been approved and sent to DOCMAN
218e-9e926-ab
Please do not reply to this automatically generated email
Thankyou

From: Grimes, Jeff (J.R.)
Sent: Friday, September 20, 2002 8:41 AM
To: Cominsky, Dennis (D.)
Subject: RE: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

Good morning Dennis.

According to the release -DF was released to the programs in February as a quality action...I wasn't chasing OPD back then, but any ideas why you're not ordering it?

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A line trial has been performed, during the feasibility. However, a functional PPAP is required. Visteon was on the note, and are aware they need to input PSW date.

This change is addressing a 15R/1000 problem on the U204...and has been significantly delayed to ensure no added complexity at Cleveland...

The sooner we get this in the better...any other issues, please call me!
Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Cominsky, Dennis (D.)
Sent: Friday, September 20, 2002 8:22 AM
To: Grimes, Jeff (J.R.); Jaster, Daniel (D.C.); Caruso, Rick (Enrico J.); Marynowski, Jan (J.M.)
Cc: 'mmckee@visteon.com'; 'dcunnin1@visteon.com'; Fridrich, Joe (J.A.); Regas, Mike (M.P.); Cominsky, Dennis (D.); Buettner, Steve (S.B.)
Subject: RE: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

Joe, what the hell is going on here?! First of all, the PLANT orders parts! Second, 2L8E-9E926-AB was JUST released 9/19/02! I do NOT see any PSW sample promise date from Visteon. I doubt we want to proceed until we try some parts on the line. Third, it should be easy to use/exhaust the YLSU-9E926-DF because we have NOT incorporated this part...we are STILL using the YLSU-9E926-DE! Where is the coordination? Joe, let me know what course of action you me to take?

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 19, 2002 3:33 PM
To: Jaster, Daniel (D.C.); Caruso, Rick (Enrico J.); Marynowski, Jan (J.M.); Cominsky, Dennis (D.)
Cc: 'mmckee@visteon.com'; 'dcunnin1@visteon.com'
Subject: FW: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN
Importance: High

To the extent possible: (meaning best effort of all involved)...

Effective immediately I'd like to update all open releases and begin ordering the 218E-9e926-ab Throttle Bodies for U204, J14, and J16L.

Dan, they are available immediately for service as well.

The YLSU-DF is Use/exhaust at CEP2 (should be only a couple days worth of produced components in the pipeline...and parts "authority" stock can be used on D186 by Rawsonville. Rawsonville should immediately begin producing 1-hole Throttle plates...

Any issues, please call me.

Thank all!

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: ppmaudit@ford.com [mailto:ppmaudit@ford.com]
Sent: Thursday, September 19, 2002 3:21 PM
To: jgrimes1@ford.com
Subject: Memo from PPM AUDIT : ne01e11393964000 sent to DOCMAN

The notice ne01e11393964000 is at R status in WERS
The following drawings have been approved and sent to DOCMAN
218e-9e926-ab
Please do not reply to this automatically generated email
Thankyou

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 4:17 PM
To: Hale, Tony (A.S.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

I know, I know...I cut/pasted it...a note from July 25...Mazda agreed to the IAC...

Unfortunately I cut and pasted from Sent files...and lost the note...I've got Sandy looking at it.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hale, Tony (A.S.)
Sent: Wednesday, September 18, 2002 3:15 PM
To: Grimes, Jeff (J.R.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

What Note?

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 3:08 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Young, Lem (.)

Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **

Importance: High

Foley-san,

While a number of notes have been sent regarding this matter of the last SEVERAL MONTHS, I offer the following note where Mazda AGREES to the IAC change for the 2003MY program.

It's not important to dig through emails and determine who dropped what/when/where. Lets move forward and make the decisions that resolve the issue at hand...As we'll discuss 7:00am Dearborn time, Thursday.

Thanx

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

-----Original Message-----

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 3:08 PM

To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)

Cc: Hale, Tony (A.S.); Foley, Miyako (M.)

Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **

Importance: High

Hello, everyone.

I received an email from Mazda this morning regarding J14/U204 Duratec Engine change. According to Mazda, ISC valve has changed in the engines but Mazda engineers were not notified with this change until yesterday. This ISC change require the new PCM's but Mazda has not ordered them through us, International Export Operations and they also have old PCM inventory.

Mazda is questioning why this engineering change was not communicated to them.

Any of information you have would be appreciated.

Pat,

Can you let me know the serial number of the engines with new ISC and when you shipped to TDS?
I assume that TDS received them last week.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

mfoley8@ford.com

---Original Message---

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 8:39 AM

To: Arnold, James (J.A.); Marynowski, Jan (J.M.)

Cc: Foley, Miyako (M.); Beaudc, John (J.); Asazuki, Hideaki (H.)

Subject: RE: ISC valve change for Duratec Engine for J14

Importance: High

Jim / Jan,

Mazda raised a concern of ISC valve change which is related to PCM change.

Please call me to discuss this issue. Thank you.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)594-7913

ENG2-827 11045

mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]

Sent: Friday, September 13, 2002 8:17 AM

To: jbeaudon@ford.com

Cc: mfoley8@ford.com

Subject: ISC valve change for Duratec Engine for J14

Beaudon-san,

Do you have an information that there is an engineering change that ISC valve for Duratec engine for J14? The part number for the engine is not changed. I do not know why it is not changed. The engine using the new valve was started manufacturing from August 30 at CEP2. I heard it through our engineer yesterday.

It becomes big problem for us. Due to model year change at KCAP, the PCM was changed. The new engine can not be used with the old PCM. The change date for PCM at Hofu was scheduled between November 1 - February 1. The date is different for each part number. If the old engine runs out before the effective date for PCM, we have to change the PCM at the same time or before, and the old PCM will be obsolescence. I do not also know why such important information was not sent from Ford engineer to Mazda engineer till now.

Firstly, I would like to know which container the new engine are loaded, and if old and new engine are mixed, I would like to know the quantity for each engine.

Is it possible to get the information?

Thank you,

Hideaki Asazuki

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 3:06 PM
To: Foley, Miyako (M.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)
Cc: Hale, Tony (A.S.); Yeung, Lem (.)
Subject: RE: ISC valve change for Duratec Engine for J14 - ** Urgent **
Importance: High

Foley-san,

While a number of notes have been sent regarding this matter of the last SEVERAL MONTHS, I offer the following note where Mazda AGREES to the IAC change for the 2003MY program.

It's not important to dig through emails and determine who dropped what/when/where. Lets move forward and make the decisions that resolve the issue at hand...As we'll discuss 7:00am Dearborn time, Thursday.

Thanx

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

—Original Message—

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 3:08 PM

To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Monroe, Pat (P.A.)

Cc: Hale, Tony (A.S.); Foley, Miyako (M.)

Subject: FW: ISC valve change for Duratec Engine for J14 - ** Urgent **

Importance: High

Hello, everyone.

I received an email from Mazda this morning regarding J14/U204 Duratec Engine change. According to Mazda, ISC valve has changed in the engines but Mazda engineers were not notified with this change until

yesterday. This ISC change require the new PCM's but Mazda has not ordered them through us, International Export Operations and they also have old PCM inventory.

Mazda is questioning why this engineering change was not communicated to them.

Any of Information you have would be appreciated.

Pat,

Can you let me know the serial number of the engines with new ISC and when you shipped to TDS?

I assume that TDS received them last week.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)

International Export Operations

Tel (313)845-3286

Fax (313)584-7913

mfoley6@ford.com

—Original Message—

From: Foley, Miyako (M.)

Sent: Friday, September 13, 2002 8:39 AM

To: Arnold, James (J.A.); Marynowski, Jan (J.M.)

Cc: Foley, Miyako (M.); Beaudo, John (J.); Aazuki, Hideaki (H.)

Subject: RE: ISC valve change for Duratec Engine for J14

Importance: High

Jim / Jan,

Mazda raised a concern of ISC valve change which is related to PCM change.

Please call me to discuss this issue. Thank you.

Best regards,

Miyako Foley

Regional Supervisor

Asia Pacific (Japan/Philippines)
International Export Operations
Tel (313)845-3286
Fax (313)694-7913
mfoley8@ford.com

-----Original Message-----

From: asazuki.h@mazda.co.jp [mailto:asazuki.h@mazda.co.jp]
Sent: Friday, September 13, 2002 8:17 AM
To: jbeaudo@ford.com
Cc: mfoley8@ford.com
Subject: ISC valve change for Duratec Engine for J14

Beaudo-san,

Do you have an information that there is an engineering change that ISC valve for Duratec engine for J14? The part number for the engine is not changed. I do not know why it is not changed. The engine using the new valve was started manufacturing from August 30 at CEP2. I heard it through our engineer yesterday.

It becomes big problem for us. Due to model year change at KCAP, the PCM was changed. The new engine can not be used with the old PCM. The change date for PCM at Hofu was scheduled between November 1 - February 1. The date is different for each part number. If the old engine runs out before the effective date for PCM, we have to change the PCM at the same time or before, and the old PCM will be obsolescence. I do not also know why such important information was not sent from Ford engineer to Mazda engineer till now.

Firstly, I would like to know which container the new engine are loaded, and if old and new engine are mixed, I would like to know the quantity for each engine. Is it possible to get the information?

Thank you,

Hideaki Asazuki

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 17, 2002 1:20 PM
To: McKenzie, Beverly (B.S.); Long, Gerald (G.A.)
Subject: FW: C11393964

Can we work to release the notice by COB Wednesday...Thanx

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Johnson, Valerie (V.D.)
Sent: Tuesday, September 17, 2002 1:12 PM
To: Veenstra, Tim (T.W.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Grimes, Jeff (J.R.); Stassen, Tamara (T.M.); Waud, Sachiko (S.); Murakami, Junko (J.)
Subject: RE: C11393964

Okay, I have taken to A based on note below.

-----Original Message-----

From: Veenstra, Tim (T.W.)
Sent: Tuesday, September 17, 2002 1:03 PM
To: Johnson, Valerie (V.D.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Grimes, Jeff (J.R.); Veenstra, Tim (T.W.)
Subject: RE: C11393964

I have reviewed this CR with Kodama-san. Please approve to 'A' and if we have any issues, I will provide you with a update ASAP. KCAP only. Thanks.

-----Original Message-----

From: Johnson, Valerie (V.D.)
Sent: Tuesday, September 17, 2002 12:44 PM
To: Morgan, Dan (W.D.); Stassen, Tamara (T.M.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Grimes, Jeff (J.R.); Veenstra, Tim (T.W.)
Subject: RE: C11393964

Dan/Tamara, please advise. See Jeff's note below.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 17, 2002 11:46 AM
To: Veenstra, Tim (T.W.); Johnson, Valerie (V.D.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.)
Subject: C11393964
Importance: High

While I agree this concern must go to Mazda, I'd like it approved immediately, so that I can begin building Good engines within a week...I can't delay this any further...

Hofu is not effected, the TB is as-shipped component...Mazda vehicle calibration is effected, but owned by Dalbo's team, who has signed off...Mazda has no choice but to accept this, and sending it is information only.

Please move to A status, so that I may release this afternoon... I will take the heat with whomever you might get resistance from...

Thank

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 17, 2002 1:15 PM
To: Veenstra, Tim (T.W.)
Subject: RE: C11393964

Thank You

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Veenstra, Tim (T.W.)
Sent: Tuesday, September 17, 2002 1:03 PM
To: Johnson, Valerie (V.D.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Grimes, Jeff (J.R.); Veenstra, Tim (T.W.)
Subject: RE: C11393964

I have reviewed this CR with Kodama-san. Please approve to "A" and if we have any issues, I will provide you with a update ASAP. KCAP only. Thanks.

-----Original Message-----

From: Johnson, Valerie (V.D.)
Sent: Tuesday, September 17, 2002 12:44 PM
To: Morgan, Dan (W.D.); Stassen, Tamara (T.M.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Grimes, Jeff (J.R.); Veenstra, Tim (T.W.)
Subject: RE: C11393964

Dan/Tamara, please advise. See Jeff's note below.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 17, 2002 11:46 AM
To: Veenstra, Tim (T.W.); Johnson, Valerie (V.D.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.)
Subject: C11393964
Importance: High

While I agree this concern must go to Mazda, I'd like it approved immediately, so that I can begin building Good engines within a week...I can't delay this any further...

Hofu is not effected, the TB is as-shipped component...Mazda vehicle calibration is effected, but owned by Dalbo's team, who has signed off...Mazda has no choice but to accept this, and sending it is information only.

Please move to A status, so that I may release this afternoon... I will take the heat with whomever you might get resistance from...

Thank

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company

ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 17, 2002 11:46 AM
To: Veenstra, Tim (T.W.); Johnson, Valerie (V.D.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.)
Subject: C11393864

Importance: High

While I agree this concern must go to Mazda, I'd like it approved immediately, so that I can begin building Good engines within a week...I can't delay this any further...

Hofu is not effected, the TB is as-shipped component...Mazda vehicle calibration is effected, but owned by Dalbo's team, who has signed off...Mazda has no choice but to accept this, and sending it is information only.

Please move to A status, so that I may release this afternoon... I will take the heat with whomever you might get resistance from...

Thanx

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 17, 2002 10:00 AM
To: Sventickas, Ed (E.)
Subject: FW: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

While sometimes difficult, our Mazda friends are good team players.:)

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: shouno.y@mazda.co.jp [mailto:shouno.y@mazda.co.jp]
Sent: Tuesday, September 17, 2002 8:48 AM
To: jgrimes1@ford.com
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Great!! Grimes-san!!

Thank you for your reply in prefect Japanese!!

I think that it is very important to have a communication with Ford engineer.
It was a good chance for me to have a meeting with you.

If you have a trouble about J18 program , please feel free to get in touch
with me directly.

Thank you.

Yuuji Shono
Assistant Manager
Powertrain Promotion Office
Powertrain Development Center

Mazda Motor Corporation
Tel : +81-82-287-4932
Fax : +81-82-287-5115
E-mail : shouno.y@pt.mazda.co.jp

---Original Message---

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Friday, September 13, 2002 9:00 PM
To: Shouno Yuji (生野 祐治)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

D?mo arigat? gozai mashita, Shono-san.

Taihen -matase shi mashita.

I appreciate your patience. Ford has asked for urgency, but unable to demonstrate the same in response to Mazda questions, for that yurushita kudasai.

Doozo yoroshiku.

Go-kigen y?,

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: shouno.y@mazda.co.jp [mailto:shouno.y@mazda.co.jp]
Sent: Thursday, September 12, 2002 10:49 PM
To: jgrimes1@ford.com
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Grimes-san

Thank you for your support.
And thank you for your patience.

We've done the investigation with your data.
And we conclude that we could accept ECP-147.
(Throttle plate increase.)

Please refer yesterday's Pic-Tel minutes.

Regards,

Yuuji Shono
Assistant Manager
Powertrain Promotion Office
Powertrain Development Center
Mazda Motor Corporation
Tel : +81-82-287-4932
Fax : +81-82-287-5115
E-mail : shouno.y@pt.mazda.co.jp

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Wednesday, September 11, 2002 9:33 PM
To: Singh, Bikram (B.); Shouno Yuuji (生野 祐治)
Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi Takusou (山口 卓壮); Marynowski, Jan (J.M.); Yamamoto Yoshimi (山本 吉美); Okada Itsusei (岡田 一誠); Ohga Muneyuki (大神 宗之)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

To clarify for the team.

The 2L8E-9E926-AB is a MECHANICAL throttle body, for J16L.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Singh, Bikram (B.)
Sent: Wednesday, September 11, 2002 4:37 AM
To: Shono, Yuji (Y.)
Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi, Takusou (T.); Marynowski, Jan (J.M.); Yamamoto, Yoshimi (Y.); Okada, Itasei (I.); Grimes, Jeff (J.R.); Ohga, Muneyuki (M.)
Subject: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Shono-san.

Please note that I have investigated your questions regarding the data in the attached file which concerns the J16R ETB (2L8E-9E928-AB).

The data that you are interested in understanding is the 'Individual & Moving Range Charts' of TPS Voltage at Idle.

1. The Individual Value chart, charts the measurements of the TPS voltage at idle position. Individual measurements were taken from 30 ETB pieces.
2. The Moving Range chart, charts the difference between consecutive measurements. This is translated to mean a moving range.
3. The last chart on the bottom is the same as the Individual Value Chart (#1), but with only the last 25 observations.

The summary of the above is that, the data was collected from individual measurements from 30 different ETB pieces, so, I believe this should give you confidence not only for piece-to-piece variation, but also for repeatability.

I hope the above explanations suffices all your concerns.

Thank you.

<< File: Mazda Response, August 5.doc >>

Blkram Singh

????????

Ford Motor Company

Product Development Japan

Mazda Technical Centre

V6 Engine Homologation

+81 82 285 3643

-----Original Message-----

From: Marynowski, Jan (J.M.)

Sent: Tuesday, September 10, 2002 9:24 PM

To: Singh, Blkram (B.)

Subject: FW: Mazda response INITIAL

Importance: High

Singh san,

This data was generated by testing 30 pc.

Sorry, for any confusion.....

Regards,

Jan M. Marynowski

MPV Systems Engineer

2.5L/3.0L V6 Duratec Engine

Mazda Duratec Engine Programs

jmarynow@ford.com

313-323-8460

—Original Message—

From: Marynowski, Jan (J.M.)

Sent: Tuesday, September 03, 2002 9:30 PM

To: Shono, Yuji (Y.); Yamaguchi, Takusou (T.)

Cc: Singh, Bikram (B.); Matsushita, Kohel (K.); Arnold, James (J.A.);

Marynowski, Jan (J.M.)

Subject: ECP-02-147 J16L Throttle Body New Flow Data.

Importance: High

Shono san,

I am forwarding you the test data that Mazda requested.

If you need any additional info. please let me know.

Regards,

Jan M. Marynowski

MPV Systems Engineer

2.5L/3.0L V6 Duratec Engine

Mazda Duratec Engine Programs

jmarynow@ford.com

313-323-8460

—Original Message—

From: Marynowski, Jan (J.M.)

Sent: Tuesday, August 06, 2002 6:24 AM

To: Ohga, Muneyuki (M.); Wanjari, Deepraj (D.)

Cc: Okada, Itsuel (I.); Shono, Yuji (Y.); Matsushita, Kohel (K.); Singh,

Bikram (B.); Marynowski, Jan (J.M.); Schuman, Howard (H.G.); Arnold, James

(J.A.); kihara.t@pt.mazda.co.jp; Yamashita, Shigeki (S.); Yamaguchi, Takusou

(T.)

Subject: RE: Request to provide throttle body specification ?ECP02-147?

Importance: High

Ohga san,

Attached you will find the info. you requested, I will be forwarding to Mazda additional data later this week on plate angle for the current production T/B and flow data between current and proposed T/B's.

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
jmarynow@ford.com
313-323-8460

—Original Message—

From: ohga.m@mazda.co.jp [mailto:ohga.m@mazda.co.jp]

Sent: Friday, August 02, 2002 4:59 AM

To: dwanjar1@ford.com

Cc: okada.i@mazda.co.jp; shouno.y@mazda.co.jp; kmatsus5@ford.com;

bsingh@ford.com; jmarynow@ford.com; hachuman@ford.com; jamold3@ford.com;

kihara.t@pt.mazda.co.jp; yamashita.shig@mazda.co.jp

Subject: Request to provide throttle body specification ?ECP02-147?

Dear Mr. D. Wanjarl,

Please provide me with the following information, which is necessary to study an impact on OBD.

1. Throttle sensor output voltage

For the new throttle body(2L8E-9F926-AB),
please notify the upper limit of variation for throttle sensor output
voltage
when throttle body is fully closed.

Please take whole environment conditions and variations into account.
In terms of callbration, it will be a problem if this exceeds 1.1V.

2. Output repeatablity when throttle body is fully closed.

Comparing the new (2L8E-9F926-AB) and current (YL8U-9E926-DD)
throttle bodies, please notify if this change gives some impact on
output voltage repeatablity when throttle body is fully closed.
Please provide an theoretical background to reach a conclusion as
well.

3. Throttle body specification

Please notify throttle plate idle position angle has changed
from what degree to what degree in this change, including variations.

4. Throttle opening angle VS.flow rate characteristics

Please notify Throttle opening angle vs flow rate characteristics
for current (YL8U-9E926-DD) and new (2L8E-9E926-AB)
throttle bodies.

(Condition)

Throttle opening angle range: 0 degree - 15 degree

Negative pressure: Constant (Please notify negative pressure
value.)

Response expected : Aug. 5th, 2002.

Sincerely,

Muneyuki Ohga

PT Control System Engineering Group, Mazda Motor Corporation

Tel; +81-82-287-4233 (Ext.28294) Fax; +81-82-287-5116 (Ext.20016)

<< File: TB_Mazda Response August 5.doc >>

From: Grimes, Jeff (J.R.)
Sent: Monday, September 16, 2002 8:16 AM
To: Corbett, Sandra (S.M.)
Subject: C11383884

Good Morning, I need Vehicle approval on the subject concern...I have called Tim, and its been routed...Can you help
It's the production Fix for the TB

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, September 13, 2002 8:04 AM
To: Buattner, Steve (S.B.)
Subject: FW: 9/12 U204/J14 FORD/MAZDA PT OPD Audio MEETING

Steve, was this the shipping tracker number?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: hamano.n@mazda.co.jp [mailto:hamano.n@mazda.co.jp]
Sent: Friday, September 13, 2002 5:57 AM
To: scorbett@ford.com; rdalbo@ford.com; gfournal@ford.com; lyeung@ford.com; shale7@ford.com; jgrimes1@ford.com; toda2@ford.com; kszczapa@ford.com; shirahsi.m@pt.mazda.co.jp; takubo.h@mazda.co.jp; ichikawa.j@mazda.co.jp; yamada.hid@mazda.co.jp; fujioka.ke@mazda.co.jp; ohga.m@mazda.co.jp; yamashita.shig@mazda.co.jp
Cc: asazuki.h@mazda.co.jp
Subject: RE: 9/12 U204/J14 FORD/MAZDA PT OPD Audio MEETING

All the members,

I informed the Mazda Production Control Gr. of the tracking No. 638159 which you mentioned at the previous audio mtg.

Unfortunately they had no idea about it and asked "Who got this # for what?"

Please answer this question.

Mazda Production Control Gr. will get contact with Ford IEO and ask from which container 03MY Duratec was shipped.

Thanks.

Naoumi Hamano J14/U204 Hofu
Program Develop. Promotion Gr.
Powertrain Development Promotion Dept.
Mazda Motor Corporation
E-mail. hamano.n@mazda.co.jp

---Original Message---

From: Ichikawa Junichirou (市川 潤一郎)
Sent: Wednesday, September 11, 2002 7:12 PM
To: 'Ford U204 PT Quality;S.Corbett-san (E-mail)'; 'Ford PTSE; Dalbo-san (E-mail)'; 'Ford PTSE ;Fournelle-san (E-mail)'; 'Ford POEE ;Yeung Lem-san (E-mail)'; 'ahale7@ford.com'; 'jgrimes1@ford.com'; 'Core Team ; Oda-san (E-mail)'; 'Core Team ; 恭子さん (E-mail)'; Shiraishi Masaru (白石 優); Takubo Hirochi (田窪 博一); Hamano Naoumi (濱野 直生); Yamada Hideki (山田 秀樹); Fujioka Kenji (藤岡 憲二); Ohga Muneyuki (大神 宗之); Yamashita Shigeki (山下 繁樹)
Cc: Ford Resident Egnr.;McGee-san (E-mail)
Subject: 9/12 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,

We would like to discuss at the 9/12 Audio Conference below.

Attention; Conference Room is 252A not 221 in Mazda.

[Agenda]

1. Engines with new IAC valves implementation timing at Hofu Plant
 - 1)How to distinguish New Duratec from Old Duratec. (ex. Vin No., etc.)
 - 2)Shipping timing to Hofu Plant

2. R00 PCMs implementation timing at Hofu Plant
 - 1)Shipping timing of R00 PCMs and parts affected by DPFE sensor modification

- 3.R10/R11 PCM ECN release to MIDAS

1)We discussed this matter with Mazda Certification Gr. on 9/11 by using the re-summarized data sent by Fournell Gilbert-san. We will report its outcomes.

^ Please see the attached note.

.....HL

4.Walk in

[Date/Location]

USA 12-September-2002 AM 7:00-8:00

JPN 12-September-2002 PM 8:00-9:00 MAZDA Technical Main Bldg. 5F
252A Conference Room

[Audio conference numbers]

Domestic:877-877-7127

Ford Net: ? (Shiraishi-san know...)

International: 630-424-2071

Pass code: 6643917 #

Moderator code: 1698917#

Junichirou Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932(Ex.28215)

Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Friday, September 13, 2002 8:00 AM
To: Shono, Yuji (Y.)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

D?mo arigat? gozal mashita, Shono-san.

Taihen -mataee shi mashita.

I appreciate your patience. Ford has asked for urgency, but unable to demonstrate the same in response to Mazda questions, for that yurushite kudasai.

Doozo yoroshiku.

Go-kigen y?.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: shouno.y@mazda.co.jp [mailto:shouno.y@mazda.co.jp]
Sent: Thursday, September 12, 2002 10:49 PM
To: jgrimes1@ford.com
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Grimes-san

Thank you for your support.
And thank you for your patience.

We've done the investigation with your data.
And we conclude that we could accept ECP-147.

(Throttle plate increase.)

... 11/11/02 JHL

Please refer yesterday's Plc-Tel minutes.

Regards,

Yuuji Shono
Assistant Manager
Powertrain Promotion Office
Powertrain Development Center
Mazda Motor Corporation
Tel : +81-82-287-4932
Fax : +81-82-287-5115
E-mail : shouno.y@pt.mazda.co.jp

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Wednesday, September 11, 2002 9:33 PM
To: Singh, Bikram (B.); Shouno Yuji (生野 祐治)
Cc: Matsuhashita, Kohel (K.); Arnold, James (J.A.); Yamaguchi Takusou (山口卓壮); Marynowski, Jan (J.M.); Yamamoto Yoshimi (山本吉美); Okada Itsusel (岡田 一誠); Ohga Muneyuki (大神 東之)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

To clarify for the team.

The 2L8E-9E928-AB is a MECHANICAL throttle body, for J16L.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Singh, Bikram (B.)
Sent: Wednesday, September 11, 2002 4:37 AM
To: Shono, Yuji (Y.)
Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi, Takusou (T.); Marynowski, Jan (J.M.); Yamamoto, Yoshimi (Y.); Okada, Itsusei (I.); Grimes, Jeff (J.R.); Ohga, Muneaki (M.)
Subject: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Shono-san,

Please note that I have investigated your questions regarding the data in the attached file which concerns the J16R ETB (2L8E-9E928-AB).

The data that you are interested in understanding is the 'Individual & Moving Range Charts' of TPS Voltage at Idle.

1. The Individual Value chart, charts the measurements of the TPS voltage at idle position. Individual measurements were taken from 30 ETB pieces.
2. The Moving Range chart, charts the difference between consecutive measurements. This is translated to mean a moving range.
3. The last chart on the bottom is the same as the Individual Value Chart (#1), but with only the last 25 observations.

The summary of the above is that, the data was collected from individual measurements from 30 different ETB pieces, so, I believe this should give you confidence not only for piece-to-piece variation, but also for repeatability.

I hope the above explanations suffices all your concerns.

Thank you.

<< File: Mazda Response, August 5.doc >>

Bikram Singh

???????

Ford Motor Company

Product Development Japan

Mazda Technical Centre

V8 Engine Homologation

+81 82 285 3843

-----Original Message-----

From: Marynowski, Jan (J.M.)

Sent: Tuesday, September 10, 2002 9:24 PM

To: Singh, Bikram (B.)

Subject: FW: Mazda response INITIAL

Importance: High

Singh san,

This data was generated by testing 30 pc.

Sorry, for any confusion.....

Regards,

Jan M. Marynowski

MPV Systems Engineer

2.5L/3.0L V6 Duratec Engine

Mazda Duratec Engine Programs

jmarynow@ford.com

313-323-8480

-----Original Message-----

From: Marynowski, Jan (J.M.)

Sent: Tuesday, September 03, 2002 9:30 PM

To: Shono, Yuji (Y.); Yamaguchi, Takusou (T.)

Cc: Singh, Bikram (B.); Matsushita, Kohel (K.); Arnold, James (J.A.);
Marynowski, Jan (J.M.)
Subject: ECP-02-147 J16L Throttle Body New Flow Data
Importance: High

Shono san,

I am forwarding you the test data that Mazda requested.

If you need any additional info. please let me know.

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
jmarynow@ford.com
313-323-8460

—Original Message—

From: Marynowski, Jan (J.M.)
Sent: Tuesday, August 06, 2002 8:24 AM
To: Ohga, Muneyuki (M.); Wanjari, Deowrat (D.)
Cc: Okada, Itsusei (I.); Shono, Yuji (Y.); Matsushita, Kohel (K.); Singh,
Bikram (B.); Marynowski, Jan (J.M.); Schuman, Howard (H.G.); Arnold, James
(J.A.); kihara.t@pt.mazda.co.jp; Yamashita, Shigeki (S.); Yamaguchi, Takusou
(T.)
Subject: RE: Request to provide throttle body specification ?ECP02-147?
Importance: High

Ohga san,

Attached you will find the info. you requested, I will be forwarding to

ER02-027 11105

Mazda additional data later this week on plate angle for the current production T/B and flow data between current and proposed T/B's.

CONFIDENTIAL

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
jmarynow@ford.com
313-323-8480

-----Original Message-----

From: ohga.m@mazda.co.jp [mailto:ohga.m@mazda.co.jp]

Sent: Friday, August 02, 2002 4:59 AM

To: dwanjar1@ford.com

Cc: okada.i@mazda.co.jp; shouno.y@mazda.co.jp; kmatsus5@ford.com;

bsingh@ford.com; jmarynow@ford.com; hechuman@ford.com; jamold3@ford.com;

kihara.t@pt.mazda.co.jp; yamashita.shig@mazda.co.jp

Subject: Request to provide throttle body specification ?ECP02-147?

Dear Mr. D. Wanjari,

Please provide me with the following information, which is necessary to study an impact on OBD.

1. Throttle sensor output voltage

For the new throttle body(2L8E-9F928-AB),
please notify the upper limit of variation for throttle sensor output voltage

when throttle body is fully closed.

Please take whole environment conditions and variations into account.

In terms of calibration, it will be a problem if this exceeds 1.1V.

2. Output repeatability when throttle body is fully closed.

Comparing the new (2L8E-9F926-AB) and current (YL8U-9E926-DD) throttle bodies, please notify if this change gives some impact on output voltage repeatability when throttle body is fully closed.

Please provide an theoretical background to reach a conclusion as well.

3. Throttle body specification

Please notify throttle plate idle position angle has changed from what degree to what degree in this change, including variations.

4. Throttle opening angle VS. flow rate characteristics

Please notify Throttle opening angle vs flow rate characteristics for current (YL8U-9E926-DD) and new (2L8E-9E926-AB) throttle bodies.

(Condition)

Throttle opening angle range: 0 degree - 15 degree

Negative pressure: Constant (Please notify negative pressure value.)

Response expected : Aug. 5th, 2002.

Sincerely,

Muneyuki Ohga

PT Control System Engineering Group, Mazda Motor Corporation

Tel; +81-82-287-4233 (Ext.28294) Fax; +81-82-287-5116 (Ext.20016)

<< File: TB_Mazda Response August 5.doc >>

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 12, 2002 4:21 PM
To: 'dounn11@visteon.com'; 'mmakoe@visteon.com'
Subject: 2L8E-9E928-AB

Importance: High

Please enter the 'G' screen costs 0 variable, 0 tooling, etc so that I may release the TB tomorrow!!!!

I tried calling you guys, but your not around...

Thanks!!

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 12, 2002 11:17 AM
To: Sventickas, Ed (E.); Bicking, Kevin (K.L.); Hofman, Michael (M.V.)
Cc: Caruso, Rick (Enrico J.); Jones III, James (J.E.); Moorhouse, Scott (S.R.); Miller, Brian (B.J.);
Buettnar, Steve (S.B.)
Subject: Production Throttle Body U204 and J16
Importance: High

This morning, Mazda agreed to transparency of the new TB for J16L and U204. No complexity management will be required at Cleveland, and we are cleared for immediate incorporation.

The concern has been held for Mazda approval, so I'll be pushing it to release this week...beginning with next week's orders to Visteon, Cep2 will be seeing the new TB (finally).

Thank You to all.

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 12, 2002 7:39 AM
To: Singh, Bikram (B.)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

My response below

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Singh, Bikram (B.)
Sent: Thursday, September 12, 2002 2:54 AM
To: Grimes, Jeff (J.R.)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Hello Jeff.

Hey man thanks for the corrections.

Jeff, I am going to need your help. I made a list of the T/Bs for the different programs. Could you please amend or summarize what is unique about each of the T/Bs: Electronic/Mechanical, Heated, or other special features, ect...?

Also, are they all supplied by Visteon?

J14: YLBU-9E926-DD - Current Production Mechanical TB, 2-hole plate, no post-set

J16L Current: YLBU-9E926-DD Same as above

J16L Proposed: 2L8E-9E926-AB Mechanical TB, 1-hole plate, .9cfm post-set. Equivalent airflow to Current production

J16R: 5L8E-9E926-AA (AB) Heated Throttle Body Water Heated Mechanical TB

J56J: 3M4E-9F991-CD(CE) Electronic Throttle Body

J56E: 3M4E-9F991-CD(CE) Electronic Throttle Body

J56Y: 3M4E-9F991-CD(CE) Electronic Throttle Body

Bikram Singh
奥久良夢 神具
Ford Motor Company
Product Development Japan
Mazda Technical Centre
V6 Engine Homologation
+81 82 285 3643

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 11, 2002 9:33 PM
To: Singh, Bikram (B.); Shono, Yuji (Y.)
Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi, Takusou (T.); Marynowski, Jan (J.M.); Yamamoto, Yoshimi

(Y.); Okada, Itsusei (I.); Ohga, Muneyuki (M.)

Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

To clarify for the team.

The 2L8E-9E926-AB is a MECHANICAL throttle body, for J16L.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Singh, Bikram (B.)

Sent: Wednesday, September 11, 2002 4:37 AM

To: Shono, Yuji (Y.)

Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi, Takusou (T.); Marynoweki, Jan (J.M.); Yamamoto, Yoshimi (Y.); Okada, Itsusei (I.); Grimes, Jeff (J.R.); Ohga, Muneyuki (M.)

Subject: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Shono-san.

Please note that I have investigated your questions regarding the data in the attached file which concerns the J16R ETB (2L8E-9E926-AB).

The data that you are interested in understanding is the 'Individual & Moving Range Charts' of TPS Voltage at Idle.

1. The Individual Value chart, charts the measurements of the TPS voltage at idle position. Individual measurements were taken from 30 ETB pieces.
2. The Moving Range chart, charts the difference between consecutive measurements. This is translated to mean a moving range.
3. The last chart on the bottom is the same as the Individual Value Chart (#1), but with only the last 25 observations.

The summary of the above is that, the data was collected from individual measurements from 30 different ETB pieces, so, I believe this should give you confidence not only for piece-to-piece variation, but also for repeatability.

I hope the above explanations suffices all your concerns.

Thank you.

<< File: Mazda Response, August 5.doc >>

Bikram Singh

美久良夢 神具

Ford Motor Company
Product Development Japan
Mazda Technical Centre
V6 Engine Homologation
+81 82 285 3643

-----Original Message-----

From: Marynowski, Jan (J.M.)
Sent: Tuesday, September 10, 2002 9:24 PM
To: Singh, Bikram (B.)
Subject: FW: Mazda response INITIAL
Importance: High

Singh san,

This data was generated by testing 30 pc.

Sorry, for any confusion.....

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
lmarynow@ford.com
313-323-8460

-----Original Message-----

From: Marynowski, Jan (J.M.)
Sent: Tuesday, September 03, 2002 8:30 PM
To: Shono, Yuji (Y.); Yamaguchi, Takuo (T.)
Cc: Singh, Bikram (B.); Matsuhashi, Kohel (K.); Arnold, James (J.A.); Marynowski, Jan (J.M.)
Subject: ECP-02-147 J16L Throttle Body New Flow Data
Importance: High

Shono san,

I am forwarding you the test data that Mazda requested.

If you need any additional info. please let me know.

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
lmarynow@ford.com
313-323-8460

-----Original Message-----

From: Marynowski, Jan (J.M.)

Sent: Tuesday, August 06, 2002 8:24 AM

To: Ohga, Muneyuki (M.); Wanjarl, Deowrat (D.)

Cc: Okada, Itsuhei (I.); Shono, Yuji (Y.); Matsushita, Kohel (K.); Singh, Bikram (B.); Marynowski, Jan (J.M.); Schuman, Howard (H.G.); Arnold, James (J.A.); kihara.t@pt.mazda.co.jp; Yamashita, Shigeki (S.); Yamaguchi, Takuo (T.)

Subject: RE: Request to provide throttle body specification 7ECP02-147?

Importance: High

Ohga san,

Attached you will find the info. you requested, I will be forwarding to Mazda additional data later this week on plate angle for the current production T/B and flow data between current and proposed T/B's.

Regards,

Jan M. Marynowski

MPV Systems Engineer

2.5L/3.0L V8 Duratec Engine

Mazda Duratec Engine Programs

jmarynow@ford.com

313-323-8480

-----Original Message-----

From: ohga.m@mazda.co.jp [mailto:ohga.m@mazda.co.jp]

Sent: Friday, August 02, 2002 4:59 AM

To: dwanjarl@ford.com

Cc: okada.i@mazda.co.jp; shono.y@mazda.co.jp; kmatsus5@ford.com; balingh@ford.com; jmarynow@ford.com; hschuman@ford.com; jarnold3@ford.com; kihara.t@pt.mazda.co.jp; yamashita.shig@mazda.co.jp

Subject: Request to provide throttle body specification 7ECP02-147?

Dear Mr. D. Wanjarl,

Please provide me with the following information, which is necessary to

study an impact on OBD.

1. Throttle sensor output voltage

For the new throttle body (2L8E-9F926-AB),
please notify the upper limit of variation for throttle sensor output
voltage
when throttle body is fully closed.

Please take whole environment conditions and variations into account.
In terms of calibration, it will be a problem if this exceeds 1.1V.

2. Output repeatability when throttle body is fully closed.

Comparing the new (2L8E-9F926-AB) and current (YL8U-9E926-DD)
throttle bodies, please notify if this change gives some impact on
output voltage repeatability when throttle body is fully closed.
Please provide an theoretical background to reach a conclusion as
well.

3. Throttle body specification

Please notify throttle plate idle position angle has changed
from what degree to what degree in this change, including variations.

4. Throttle opening angle VS . flow rate characteristics

Please notify Throttle opening angle vs flow rate characteristics
for current (YL8U-9E926-DD) and new (2L8E-9E926-AB)
throttle bodies.

(Condition)

Throttle opening angle range: 0 degree - 15 degree

Negative pressure: Constant (Please notify negative pressure
value.)

Response expected : Aug. 5th, 2002.

Sincerely,

Muneyuki Ohga

PT Control System Engineering Group, Mazda Motor Corporation

Tel; +81-82-287-4233 (Ext.28294) Fax; +81-82-287-5116 (Ext.20016)

<< File: TB_Mazda Response August 5.doc >>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 11, 2002 8:33 AM
To: Singh, Bikram (B.); Shono, Yuji (Y.)
Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi, Takusou (T.); Marynowski, Jan (J.M.); Yamamoto, Yoshimi (Y.); Okada, Itsusei (I.); Ohga, MuneYuki (M.)
Subject: RE: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

To clarify for the team.

The 2L8E-9E926-AB is a MECHANICAL throttle body, for J16L.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Singh, Bikram (B.)
Sent: Wednesday, September 11, 2002 4:37 AM
To: Shono, Yuji (Y.)
Cc: Matsushita, Kohel (K.); Arnold, James (J.A.); Yamaguchi, Takusou (T.); Marynowski, Jan (J.M.); Yamamoto, Yoshimi (Y.); Okada, Itsusei (I.); Grimes, Jeff (J.R.); Ohga, MuneYuki (M.)
Subject: J16R ETB Data of TPS Voltage at Idle Position (ECP 01-147)

Shono-san.

Please note that I have investigated your questions regarding the data in the attached file which concerns the J16R ETB (2L8E-9E926-AB).

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Thank you.

<< File: Mazda Response, August 5.doc >>

Bikram Singh
美久良夢 神具

Ford Motor Company
Product Development Japan
Mazda Technical Centre
V6 Engine Homologation
+81 82 285 3643

... 21L

-----Original Message-----

From: Marynowski, Jan (J.M.)
Sent: Tuesday, September 10, 2002 9:24 PM
To: Singh, Bikram (B.)
Subject: FW: Mazda response INITIAL
Importance: High

Singh san,

This data was generated by testing 30 pc.

Sorry, for any confusion.....

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
marynow@ford.com
913-323-8460

-----Original Message-----

From: Marynowski, Jan (J.M.)
Sent: Tuesday, September 03, 2002 9:30 PM
To: Shono, Yuji (Y.); Yamaguchi, Takusou (T.)
Cc: Singh, Bikram (B.); Matsushita, Kohel (K.); Arnold, James (J.A.); Marynowski, Jan (J.M.)
Subject: ECP-02-147 J16L Throttle Body New Flow Data.
Importance: High

Shono san,

I am forwarding you the test data that Mazda requested.

If you need any additional info. please let me know.

Regards,

Jan M. Marynowski

MPV Systems Engineer

2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
marynow@ford.com
313-323-8460

---Original Message---

From: Marynowski, Jan (J.M.)
Sent: Tuesday, August 06, 2002 6:24 AM
To: Ohga, Muneyuki (M.); Wanjarl, Deowrat (D.)
Cc: Okada, Itsusel (I.); Shono, Yuji (Y.); Matsushita, Kohel (K.); Singh, Bikram (B.); Marynowski, Jan (J.M.); Schuman, Howard (H.G.); Arnold, James (J.A.); kihara.t@pt.mazda.co.jp; Yamashita, Shigeki (S.); Yamaguchi, Takusou (T.)
Subject: RE: Request to provide throttle body specification ?ECP02-147?
Importance: High

Ohga san,

Attached you will find the info. you requested, I will be forwarding to Mazda additional data later this week on plate angle for the current production T/B and flow data between current and proposed T/B's.

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
marynow@ford.com
313-323-8460

---Original Message---

From: ohga.m@mazda.co.jp [mailto:ohga.m@mazda.co.jp]
Sent: Friday, August 02, 2002 4:59 AM
To: dwanjarl@ford.com
Cc: okada.i@mazda.co.jp; shono.y@mazda.co.jp; kmatus5@ford.com; balngh@ford.com; marynow@ford.com; hschuman@ford.com; jamold3@ford.com; kihara.t@pt.mazda.co.jp; yamashita.shg@mazda.co.jp
Subject: Request to provide throttle body specification ?ECP02-147?

Dear Mr. D. Wanjar,

Please provide me with the following information, which is necessary to study an impact on OBD.

1. Throttle sensor output voltage

For the new throttle body (2L8E-9F926-AB) ,
please notify the upper limit of variation for throttle sensor output voltage

when throttle body is fully closed.

Please take whole environment conditions and variations into account.

In terms of calibration, it will be a problem if this exceeds 1.1V.

2. Output repeatability when throttle body is fully closed.

Comparing the new (2L8E-9F926-AB) and current (YL8U-9E926-DD)
throttle bodies, please notify if this change gives some impact on
output voltage repeatability when throttle body is fully closed.

Please provide an theoretical background to reach a conclusion as
well.

3. Throttle body specification

Please notify throttle plate idle position angle has changed
from what degree to what degree in this change, including variations.

4. Throttle opening angle VS . flow rate characteristics

Please notify Throttle opening angle vs flow rate characteristics
for current (YL8U-9E926-DD) and new (2L8E-9E926-AB)
throttle bodies.

(Condition)

Throttle opening angle range: 0 degree - 15 degree

Negative pressure: Constant (Please notify negative pressure
value.)

Response expected : Aug. 5th, 2002.

Sincerely,

Muneyuki Ohga

PT Control System Engineering Group, Mazda Motor Corporation

Tel; +81-82-287-4233 (Ext.28294) Fax; +81-82-287-5118 (Ext.20018)

<< File: TB_Mazda Response August 5.doc >>

ENC2-627 11118

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 10, 2002 12:04 PM
To: Yeung, Lem (.)
Subject: RE: Escape Spark History

OK, so when did borderline spark fix go into production for US?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-3237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Yeung, Lem (.)
Sent: Tuesday, September 10, 2002 11:54 AM
To: Grimes, Jeff (J.R.); Goodwin, William (W.R.); Fabien, Phil (P.A.); Fleazar, Kenneth (K.J.)
Subject: FW: Escape Spark History

fyi

W. Lam Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Bogema, John (P.)
Sent: Tuesday, September 10, 2002 11:26 AM
To: Yeung, Lem (.)
Subject: RE: Escape Spark History

Updates are below

John P. Bogema
3.0L Escape Calibration Engineering
Phone:313.33.75193
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

-----Original Message-----

From: Yeung, Lem (.)
Sent: Tuesday, September 10, 2002 10:21 AM
To: Bogema, John (P.)
Cc: Yeung, Lem (.)
Subject: Escape Spark History

Please review and update before I send out.

Implementation (CY) Release name (MY)

Comments

| | | |
|---|--|---|
| 8/00
1/01
actions | 2001 Job#1 R10
2001 post Job#1 R12 | Initial release for Escape Duratec Introduction
veh speed limiting only no Borderline Spark |
| 2002 Job #2
action. (In production for approx. 2 weeks
2002 Job#2 + 2 wk. | 2002 R05
2002 Post Job#2 R6
2001 post Job#1 R12 service only | R12 with catalyst efficiency changes, no borderline
before R06)
defined as 1st service fixes
same as 2002 R6 - 1st service fixes |
| 01/2002
actions aka 2nd
service fixes | 2002 post Job#1 R10
2001 post Job#1 R12 service only | stalls changes only no Borderline Spark
same as 2002 R10 - 2nd service fixes |
| ?
Japan octane | 2001 Japan fix R14 | same as 9/01 calibration 1st service fixes with
adjust |

Questions: R09 is the last level allowed for a job#1 release yet we show 2001 Job#1 as R10? IS that correct? For all practical purposes yes, There was a R07 that was released but only had limited exposure in the market, and only for US markets. Also we show R6 as post Job#1? As we discussed R08 was for a Post Job#2 change, and a R6 and R10 release within one month of each other for implementation? This is not Implementation timing, it is release timing, Implementation can be up to a month later. I have modified the timing based on my memory of events. We didn't capture fixes for 2002 Job#1? Correct, 2002 Job #1 was released with R12 2001MY.

W. Lam Young
Ford Motor Company
 U204 Duratec Engine Systems Supervisor
 Work 313-82-23844
 Pager 313-795-2777
 Fax 313-584-7323

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 2:49 PM
To: Buettner, Steve (S.B.)
Subject: RE: low idle on U204

Ok, please advise them that set screw is not the preferred fix..we don't allow FCSD to do it...

Not that that stops them ☹

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Buettner, Steve (S.B.)
Sent: Monday, September 09, 2002 1:57 PM
To: Grimes, Jeff (J.R.)
Subject: RE: low idle on U204

I will try and hook up the Room later this week. I am told this has been going on for a very long time.

Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com
216-678-2902 external
823-2902 Ford Net
216-678-2950 Fax

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 12:34 PM
To: Glasco, Greg (G.)
Cc: Buettner, Steve (S.B.)
Subject: RW: low idle on U204

Greg, when did this begin? Did it coincide with the new IAC valves on U204 (~August 30)

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hale, Tony (A.S.)
Sent: Monday, September 09, 2002 7:13 AM
To: Glasco, Greg (G.); Grimes, Jeff (J.R.)
Cc: Buettner, Steve (S.B.); Baburek, Joseph (J.); Craft, Alan (A.); Gogate, Anil (A.B.); Holland Jr., Del (D.); Kraig, Paul (P.); Lagnuth, Robert (R.E.); Perry, Clarence (C.J.); Perry, Darrell (D.); Pollack, David (D.R.); Schrader, Kenneth (K.M.); Watson, James (J.A.); Watt, James (J.)
Subject: RE: low idle on U204

Greg,

Thanks for the warning. We will help. I'm going to refer you to Jeff Grimes. He is our primary engineer for OPD (On-going Product Development) issues. Give him a little bit of time. He just got back from vacation, and it may take him a few days to work through the pile on his desk.

Jeff,

Can you get with Greg on this issue please.

Thanks,

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com <<mailto:Ahale7@ford.com>>

-----Original Message-----

From: Glasco, Greg (G.)
Sent: Saturday, September 07, 2002 10:15 AM
To: Hale, Tony (A.S.)
Cc: Burkner, Steve (S.B.); Baburek, Joseph (J.); Craft, Alan (A.); Glasco, Greg (G.); Gogate, Anil (A.B.); Holland Jr., Del (D.); Kraig, Paul (P.); Lagruth, Robert (R.E.); Perry, Clarence (C.J.); Perry, Darnell (D.); Pollock, David (D.R.); Schrader, Kenneth (K.M.); Watson, James (J.A.); Watt, James (J.)
Subject: low idle on U204

Tony, we are having problems with low idle (400-500rpm) on current builds of the U204 (eng. code 1G 754 AB).

We have been compensating for the problem by adjusting the positive stop set screw on the throttle body.

Can you help me with trouble shooting this problem?

Greg

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 1:11 PM
To: Suarez, Rhae (R.)
Subject: RE: Throttle Body Sticking - QSF field repair parts

No

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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From: Suarez, Rhae (R.)
Sent: Monday, September 09, 2002 12:52 PM
To: Grimes, Jeff (J.R.); Limtiaco, Steven (S.)
Subject: RE: Throttle Body Sticking - QSF field repair parts

Steve/Jeff - is there anyone that can be contacted to get this moving?

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From: Grimes, Jeff (J.R.)
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Rhae, I finally received flow data from Visteon...We are now waiting on Mazda to respond.

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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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From: Suarez, Rhae (R.)
Sent: Wednesday, September 04, 2002 4:11 PM
To: Limtiaco, Steven (S.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Throttle Body Sticking - QSF field repair parts

Steve,

the best person to help would be Jeff Grimes (313-3225237). He is our contact for the QSF.

Jeff- can you please help Steve? Also, how is the production implementation

going?

Thanks!

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / PCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

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From: Steven Lintiaco
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To: 'rsuarez8@ford.com'
Subject: FW: Throttle Body Sticking - QSF field repair parts

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I just got off the phone with Bob. He is back at work..... but..... I don't know if I can tell you right now. Let's just say you may hear another voice at the CMT w/ Bob tomorrow.

Give me a call if you want.

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Rhae,

Does this p/# have the countermeasure for sticking?

Steve Limtiaco

Mazda North American Operations

Tribute Product Support

949-442-6514 (phone)

949-442-6599 (fax)

e-mail: slimtiac@mazdausa.com

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FYI - the service part number for the latest Throttle body is 2L8Z-9E926-AB. Please let me know if you have any questions.

Rhae Michael Suarez

Product Concern Engineer - Escape / Tribute / Maverick

PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

-----Original Message-----

From: Shinji Kanai [mailto:kanai.sh@sv.mazda.co.jp]
Sent: Friday, June 28, 2002 8:01 PM
To: 'Suarez, Rhae (R.)'
Cc: 'Fujio Hyodo'; 'Takuji Shiba'; 'Steven Lintiacco'
Subject: Throttle Body QSF field repair parts

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Please update service part number of countermeasure throttle body and parts shipping timing.

I will leave next two weeks for temporarily home leave to Japan. I can only access to voice message.

For CMT issue, please work with Steven and Shiba-san.
Thank you.

Shinji Kanai
Manager, Tribute Plant QA
Mazda North American Operations

Ford Kansas City Assembly Plant
Plant Vehicle Team
8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp
Local Text Pager: 9135677156@alphapage.airtouch.com

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Subject: RE: U204 Stall Meeting Minutes - 6/27/02

A couple of updates for the team:

1. Idle Air Control Valve-Mazda (J16R) is currently evaluating the finned-pintel IAC. They expect to make a determination on calibration transparency by July 22. Should Mazda say OK, we will begin shipping immediately to CEP2. Should Mazda identify a calibration impact...we'll be delayed until October. Additionally, I don't believe Hitachi has completed PPAP on the new valve...Some quality issues at the manufacturing facility.
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I understand from discussion with Ted Jensen that a new calibration fix will allow the new finned-pintel IAC to be used for past-model service. I will work with Gilbert, Bill Wettach, and Rhae Suarez to facilitate this...Should Mazda identify a calibration issue, pushing production release to October...We should make every effort to at least release it for service immediately.

Jeff Grimes

Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
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Subject: RE: Throttle Body Sticking - QSF field repair parts

No

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Jeff- can you please help Steve? Also, how is the production implementation

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Thanks!

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PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
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FYI - the service part number for the latest Throttle body is 2L8Z-9E926-AB. Please let me know if you have any questions.

Rhae Michael Suarez

Product Concern Engineer - Escape / Tribute / Maverick

FVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

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8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp
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EP82-627 11164

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I understand from discussion with Ted Jensen that a new calibration fix will allow the new finned-pintel IAC to be used for past-model service. I will work with Gilbert, Bill Wattach, and Rhae Suarez to facilitate this...Should Mazda identify a calibration issue, pushing production release to October...We should make every effort to at least release it for service immediately.

Jeff Grimes

Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 1:07 PM
To: Moorhouse, Scott (S.R.); Miller, Brian (B.J.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: Duratec Gasket Cost Save

Hi Guys...fm back now.

Do we have a "formal" feasibility process for KCAP? I have new exhaust manifold gaskets for KCCAP and Hofu...(Brian, you have a couple from your recent visit)

I need feasibility for them...Any thoughts on the best way to proceed? Quantities required?

Sandy, need same for Hofu?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Steele, Claire (C.M.)
Sent: Monday, September 09, 2002 10:50 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Duratec Gasket Cost Save

A feasibility form for the gasket was sent to CEP2 last week. Feasibility forms are not sent to vehicle plants though, so is there anywhere else I need to send one?

Regards,

Claire Steele
Exhaust Manifold Component Design
Cube # BQ089
Phone: (313) 39-07450
E-mail: CSTEEL12@FORD.COM <<mailto:CSTEEL12@FORD.COM>>

---Original Message---

From: Gutierrez, Joseph (J.A.)
Sent: Friday, September 06, 2002 5:38 PM
To: Grimes, Jeff (J.R.); Kaminski, Marianne (M.); Steele, Claire (C.M.)
Cc: El-Behairy, Valeria (V.A.)
Subject: RE: Duratec Gasket Cost Save

still need to proceed with procuring assembly feasibility approvals from all affected engine and vehicle plants

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Wednesday, August 28, 2002 3:04 PM
To: Gutierrez, Joseph (J.A.); Kaminski, Marianne (M.); Steele, Claire (C.M.)
Cc: El-Behairy, Valeria (V.A.)
Subject: RE: Duratec Gasket Cost Save

On some programs, the manifolds are installed at Cleveland...on other's it's the vehicle plants...you need to canvas the programs and touch ALL effected plants...

This isn't going to happen in '02...so spending resources "rushing" the release are fruitless.

For U204, you'll need HOFU and KCAP approval.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

-----Original Message-----

From: Gutierrez, Joseph (J.A.)
Sent: Wednesday, August 28, 2002 2:16 PM
To: Kaminski, Marianne (M.); Steele, Claire (C.M.)
Cc: El-Bahary, Valeria (V.A.); Grimes, Jeff (J.R.)
Subject: RE: Duratec Gasket Cost Save

so the scope of the effort reduces substantially from 6 to 1 veh assembly plant feasibility approval please recruit assistance from eng prgrms (J. Grimes / C. Peterson) to expedite

-----Original Message-----

From: Kaminski, Marianne (M.)
Sent: Wednesday, August 28, 2002 1:48 PM
To: Gutierrez, Joseph (J.A.); Steele, Claire (C.M.)
Cc: El-Bahary, Valeria (V.A.)
Subject: RE: Duratec Gasket Cost Save

I believe KCAP installs the gasket on the Escape. Probaly HOFU too.

Marci Kaminski
Total Cost and Value Engineering Dept
POEE Bldg, Cube C1073
33-79577

-----Original Message-----

From: Gutierrez, Joseph (J.A.)
Sent: Wednesday, August 28, 2002 1:42 PM
To: Steele, Claire (C.M.)
Cc: El-Bahary, Valeria (V.A.); Kaminski, Marianne (M.)
Subject: RE: Duratec Gasket Cost Save

If the value Improved 3.0L 4V EMG has been trialed at CEP2 where it is production assembled, should be no need to trial at the 6 affected vehicle engine assembly plants.
please clarify.

-----Original Message-----

From: Steele, Claire (C.M.)
Sent: Wednesday, August 28, 2002 8:24 AM
To: Gutierrez, Joseph (J.A.)
Cc: El-Bahary, Valeria (V.A.)
Subject: Duratec Gasket Cost Save
Importance: High

Hi Joe,

After talking with the systems engineers, it seems that getting signoff for feasibility from all the plants that would be affected by this gasket change within the week is impossible. It would involve each of the ~6 plants trying parts on the line and then signing off that they approve of the change.

However, Steve Buetner at CEP2 has tried the gaskets and did not notice a difference in the part with the new retention feature which is what we want. So, I don't know if there is any other way to get signoff -- is it possible for Ed Sventickas to approve the change based on the trial at CEP2 alone?

We need to find another option if we are going to have the part released by Friday. Let me know what direction we should take. Thanks!

Regards,

Clair Steele

Exhaust Manifold Component Design

Cube # BC099

Phone: 38-07450

E-mail: CSTEEL12@FORD.COM <mailto:CSTEEL12@FORD.COM>

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 12:34 PM
To: Glasco, Greg (G.)
Co: Buetner, Steve (S.B.)
Subject: FW: low idle on U204

Greg, when did this begin? Did it coincide with the new IAC valves on U204 (~August 30)

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Hale, Tony (A.S.)
Sent: Monday, September 09, 2002 7:13 AM
To: Glasco, Greg (G.); Grimes, Jeff (J.R.)
Co: Buetner, Steve (S.B.); Baburek, Joseph (J.); Craft, Alan (A.); Gogala, Anil (A.B.); Holland Jr., Del (D.); Kraig, Paul (P.); Lagruth, Robert (R.E.); Perry, Clarence (C.J.); Perry, Darrell (D.); Pollack, David (D.R.); Schrader, Kenneth (K.M.); Watson, James (J.A.); Watt, James (J.)
Subject: RE: low idle on U204

Greg,

Thanks for the warning. We will help. I'm going to refer you to Jeff Grimes. He is our primary engineer for OPD (On-going Product Development) issues. Give him a little bit of time. He just got back from vacation, and it may take him a few days to work through the pile on his desk.

Jeff,

Can you get with Greg on this issue please.

Thanks,

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com <<mailto:Ahale7@ford.com>>

---Original Message---

From: Glasco, Greg (G.)
Sent: Saturday, September 07, 2002 10:15 AM
To: Hale, Tony (A.S.)
Co: Buetner, Steve (S.B.); Baburek, Joseph (J.); Craft, Alan (A.); Glasco, Greg (G.); Gogala, Anil (A.B.); Holland Jr., Del (D.); Kraig, Paul (P.); Lagruth, Robert (R.E.); Perry, Clarence (C.J.); Perry, Darrell (D.); Pollack, David (D.R.); Schrader, Kenneth (K.M.); Watson, James (J.A.); Watt, James (J.)
Subject: low idle on U204

Tony, we are having problems with low idle (400-500rpm) on current builds of the U204 (eng. code 1G 754 AB).

We have been compensating for the problem by adjusting the positive stop set screw on the throttle body.

Can you help me with trouble shooting this problem?

Greg

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 11:34 AM
To: Suarez, Rhae (R.); Limtiaco, Steven (S.)
Subject: RE: Throttle Body Sticking - QSF field repair parts

You won't see a physical difference. Its in the manufacturing process...

Rhae, I finally received flow data from Visteon...We are now waiting on Mazda to respond.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Suarez, Rhae (R.)
Sent: Wednesday, September 04, 2002 4:11 PM
To: Limtiaco, Steven (S.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Throttle Body Sticking - QSF field repair parts

Steve,

the best person to help would be Jeff Grimes (313-3225237). He is our contact for the QSF.

Jeff- can you please help Steve? Also, how is the production implementation going?

Thanks!

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / PCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

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no way..... that's what Safety says. No message for this one.

I just got off the phone with Bob. He is back at work..... but..... I don't know if I can tell you right now. Let's just say you may hear another voice at the CMT w/ Bob tomorrow.

Give me a call if you want.

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Rhae,

Can you believe it? I have another question...what was the final decision for making this an SSM?

Steve

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To: Limtiaco, Steven (S.)
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The reason I said ISM is because just before the SSM was about to release, the safety office killed my message. They didn't think it was necessary and that we didn't need any more stuff for NHTSA to look at. I am trying to figure out a way to close the QSF without any message. No one has an answer yet.

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From: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
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To: 'Suarez, Rhae (R.)'
Subject: RE: Throttle Body QSF field repair parts

Rhae,

Does this p/# have the countermeasure for sticking?

Steve Limtiaco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

-----Original Message-----

From: Suarez, Rhae (R.) [mailto:rsuarez8@ford.com]
Sent: Monday, July 01, 2002 4:47 AM
To: Kanai, Shinji (S.)
Cc: Hiyouto, Fujio (F.); 'Takuji Shiba'; Limtiaco, Steven (S.)
Subject: RE: Throttle Body QSF field repair parts

FYI - the service part number for the latest Throttle body is 2L8Z-9E926-AB.
Please let me know if you have any questions.

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

-----Original Message-----

From: Shinji Kanai [mailto:kanai.sh@sv.mazda.co.jp]
Sent: Friday, June 28, 2002 8:01 PM
To: 'Suarez, Rhae (R.)'
Cc: 'Fujio Hyodo'; 'Takuji Shiba'; 'Steven Limtiaco'
Subject: Throttle Body QSF field repair parts

Rhae,

Please update service part number of countermeasure throttle body and parts shipping timing.

I will leave next two weeks for temporally home leave to Japan. I can only access to voice message.

For CMP issue, please work with Steven and Shiba-san.
Thank you.

Shinji Kanai

Manager, Tribute Plant QA
Mazda North American Operations

Ford Kansas City Assembly Plant
Plant Vehicle Team
8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp
Local Text Pager: 9135677156@alphapage.airtouch.com

-----Original Message-----

Subject: RE: U204 Stall Meeting Minutes - 6/27/02

A couple of updates for the team:

1. Idle Air Control Valve-Mazda (J16R) is currently evaluating the finned-pintel IAC. They expect to make a determination on calibration transparency by July 22. Should Mazda say OK, we will begin shipping immediately to CEP2. Should Mazda identify a calibration impact...we'll be delayed until October. Additionally, I don't believe Hitachi has completed PPAP on the new valve...Some quality issues at the manufacturing facility.
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OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Sent: Wednesday, September 04, 2002 4:11 PM
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Cc: Grimes, Jeff (J.R.)
Subject: RE: Throttle Body Sticking - QSF field repair parts

Steve,

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Jeff- can you please help Steve? Also, how is the production implementation going?

Thanks!

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
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Email: rsuarez8@ford.com

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EA82-027 11102

Manager, Tribute Plant QA
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Ford Kansas City Assembly Plant
Plant Vehicle Team
8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kana1.sh@sv.mazda.co.jp
Local Text Pager: 9135677156@alphapage.airtouch.com

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Subject: RE: U204 Stall Meeting Minutes - 6/27/02

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DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

-----Original Message-----

From: Shinji Kanai [mailto:kanai.sh@sv.mazda.co.jp]
Sent: Friday, June 28, 2002 8:01 PM
To: 'Suarez, Rhae (R.)'
Cc: 'Fujio Hyodo'; 'Takuji Shiba'; 'Steven Limtiaco'
Subject: Throttle Body QSF field repair parts

Rhae,

Please update service part number of countermeasure throttle body and parts shipping timing.

I will leave next two weeks for temporally home leave to Japan. I can only access to voice message.

For CMT issue, please work with Steven and Shiba-san.
Thank you.

Shinji Kanai

Manager, Tribute Plant QA
Mazda North American Operations

Ford Kansas City Assembly Plant
Plant Vehicle Team
8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp
Local Text Pager: 9135677156@alphapage.airtouch.com

-----Original Message-----

Subject: RE: U204 Stall Meeting Minutes - 6/27/02

A couple of updates for the team:

1. Idle Air Control Valve-Mazda (J16R) is currently evaluating the finned-pintel IAC. They expect to make a determination on calibration transparency by July 22. Should Mazda say OK, we will begin shipping immediately to CEP2. Should Mazda identify a calibration impact...we'll be delayed until October. Additionally, I don't believe Hitachi has completed PPAP on the new valve...Some quality issues at the manufacturing facility.
2. Throttle Body: Although not directly related to stalls, a new throttle body 2L8Z-9E926-AA is available to FCSD today. This new TB addresses the Stick/Bind/Grab QSP opened in March...The fix is to open the plate 7 degree relative to bore (6.9 degrees to 7.5 degrees. The production fix is still under development.

I understand from discussion with Ted Jensen that a new calibration fix will allow the new finned-pintel IAC to be used for past-model service. I will work with Gilbert, Bill Wettach, and Rhae Suarez to facilitate this...Should Mazda identify a calibration issue, pushing production release to October...We should make every effort to at least release it for service immediately.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.F.)
Sent: Thursday, August 29, 2002 3:08 PM
To: Yeung, Lam (.)
Subject: While I'm Out...support needed.

1. Engine and dyno kit (harness, manifolds and induction) for Tim Walsh (x07181)
 - a. Jim was gathering stuff, and having it shipped to EMDO...No status on shipment, Jim is out, and the dyno team is about ready to go.
 - b. This is the sludging engine for shipment to Texas, getting break-in at Dyno
2. Mazda buy-in on TB 2L8E-6E926-AB
 - a. Feasibility approved (assuming Mazda comes along)
 - b. Data prepped for Mazda prior to my leaving on vacation
 - c. Need follow up with Mazda (Arnold, Marynowaki) for either approval or implementation date).
 - d. Data forwarded to you and Bob...Please review...
 - e. I am willing to chase this completely upon my return.
 - f. I DO NOT HAVE TPS AND PLATE ANGLE DATA FOR CURRENT PRODUCTION ELECTRONICALLY. THIS SHOULD NOT BE AN ISSUE, AS NEW PART IS TO PRINT IN EVERY REGARD BUT AIRFLOW...WHICH WE ARE PROVIDING THE DATA FOR.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, August 28, 2002 3:04 PM
To: Gutierrez, Joseph (J.A.); Kaminski, Marcianne (M.); Steele, Claire (C.M.)
Cc: El-Behalry, Valerie (V.A.)
Subject: RE: Duratec Gasket Cost Save

On some programs, the manifolds are installed at Cleveland...on other's it's the vehicle plants...you need to canvas the programs and touch ALL effected plants...

This isn't going to happen in '02...so spending resources "rushing" the release are fruitless.

For U204, you'll need HOFU and KCAP approval.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Gutierrez, Joseph (J.A.)
Sent: Wednesday, August 28, 2002 2:18 PM
To: Kaminski, Marcianne (M.); Steele, Claire (C.M.)
Cc: El-Behalry, Valerie (V.A.); Grimes, Jeff (J.R.)
Subject: RE: Duratec Gasket Cost Save

so the scope of the effort reduces substantially from 6 to 1 veh assembly plant feasibility approval
please recruit assistance from eng prgrms (J. Grimes / C. Peterson) to expedite

---Original Message---

From: Kaminski, Marcianne (M.)
Sent: Wednesday, August 28, 2002 1:48 PM
To: Gutierrez, Joseph (J.A.); Steele, Claire (C.M.)
Cc: El-Behalry, Valerie (V.A.)
Subject: RE: Duratec Gasket Cost Save

I believe KCAP installs the gasket on the Escape. Probaly HOFU too.

Marci Kaminski
Total Cost and Value Engineering Dept
POEE Bldg, Cube G1073
33-79577

---Original Message---

From: Gutierrez, Joseph (J.A.)
Sent: Wednesday, August 28, 2002 1:42 PM
To: Steele, Claire (C.M.)
Cc: El-Behalry, Valerie (V.A.); Kaminski, Marcianne (M.)
Subject: RE: Duratec Gasket Cost Save

If the value improved 3.0L 4V EMG has been trialed at CEP2 where it is production assembled, should be no
need to trial at the 6 affected vehicle engine assembly plants.
please clarify.

---Original Message---

From: Steele, Claire (C.M.)

ENG2-827 11163

Sent: Wednesday, August 28, 2002 8:24 AM
To: Gutierrez, Joseph (J.A.)
Cc: El-Behairy, Valeria (V.A.)
Subject: Duratic Gasket Cost Save
Importance: High

Hi Joe,

After talking with the systems engineers, it seems that getting signoff for feasibility from all the plants that would be affected by this gasket change within the week is impossible. It would involve each of the -6 plants trying parts on the line and then signing off that they approve of the change.

However, Steve Buettner at CEP2 has tried the gaskets and did not notice a difference in the part with the new retention feature which is what we want. So, I don't know if there is any other way to get signoff -- is it possible for Ed Sveticas to approve the change based on the trial at CEP2 alone?

We need to find another option if we are going to have the part released by Friday. Let me know what direction we should take. Thanks!

Regards,

Claire Steele

Exhaust Manifold Component Design

Cube # BQ099

Phone: 39-07450

E-mail: CSTEEL12@FORD.COM

EP02-027 11154

From: Grimes, Jeff (J.R.)
Sent: Wednesday, August 28, 2002 1:05 PM
To: 'mmcke@visteon.com'; 'downin1@visteon.com'
Cc: Corbett, Sandra (S.M.)
Subject: Support for Escape TB review

Mike, Dave, please work together and insure someone from Visteon supports a Meeting that Sandy will be forwarding to you...

It will be regarding Quality improvements on the line at Rawsonville, and probably something related to the production fix (which I'll address).

I will be on vacation Friday, and the following week...

Mike, we received the SPC charts for Nest A,B, and C...with B looking pretty bad...(albeit in spec). I never received plate charts...and insist that they be discussed at this meeting...

Remember, the original chart had a negative CPk

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5227 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 27, 2002 11:02 AM
To: Kobrick, Jeffrey (J.J.)
Subject: RE: CEP2-6693 Fees request 2L8E-9E926-AB U204/J16R Tbody conditionally approved

Correct, R is next generation L

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 504-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Kobrick, Jeffrey (J.J.)
Sent: Tuesday, August 27, 2002 11:01 AM
To: Grimes, Jeff (J.R.); Marynowski, Jan (J.M.); 'dounnh1@visteon.com'
Cc: Otrompke, Nicole (N.T.)
Subject: FW: CEP2-6693 Fees request 2L8E-9E926-AB U204/J16R Tbody conditionally approved
Importance: High

I believe that this throttle body is for J16L, not 2004 J16R, which is getting a new cam design, Jan, confirm. thanks.

-----Original Message-----

From: Otrompke, Nicole (N.T.)
Sent: Tuesday, August 27, 2002 10:00 AM
To: Kwiatkowski, Mike (M.A.); Kobrick, Jeffrey (J.J.)
Subject: FW: CEP2-6693 Fees request 2L8E-9E926-AB U204/J16R Tbody conditionally approved
Importance: High

FYI

-----Original Message-----

From: Jones III, James (J.E.)
Sent: Tuesday, August 27, 2002 9:58 AM
To: Otrompke, Nicole (N.T.)
Cc: Malena, Douglas (D.J.)
Subject: FW: CEP2-6693 Fees request 2L8E-9E926-AB U204/J16R Tbody conditionally approved
Importance: High

<< File: CEP2-6693.doc >>

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 27, 2002 8:52 AM
To: Jones III, James (J.E.)
Subject: FW: CEP2-6693 Fees request 2L8E-9E926-AB
Importance: High

James, with Dean out...Can you please expedite this...Again assume FULL commonality with J16R

Jeff Grimes
OPD & Value Engineering

EPD2-827 11198

Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Otrompke, Nicole (N.T.)
Sent: Friday, August 23, 2002 10:48 AM
To: Lampman, Dean (D.A.); Otrompke, Nicole (N.T.); Pegg, Clara (C.A.)
Cc: Grimes, Jeff (J.R.); Gates, Edward (E.); Kwiatkowski, Mike (M.A.)
Subject: CEP2-6693 Feas request 2L8E-9E926-AB
Importance: High

If there is a problem please contact me.

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, August 16, 2002 2:04 PM
To: Otrompke, Nicole (N.T.)
Subject: FW: FEAS for 2L8E-9E926-AB Production SBG fix

Please route to James Jones

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

---Original Message---

From: Gates, Edward (E.)
Sent: Friday, August 16, 2002 2:00 PM
To: Otrompke, Nicole (N.T.)
Cc: Grimes, Jeff (J.R.)
Subject: FEAS for 2L8E-9E926-AB Production SBG fix

Nick, can you scan this feas for errors and if clean send to wherever it needs to go (CEP)?

<< File: Feas_AB_PROD_throttle_body.doc >>

Thanks.

E. J. Gates
(313) 845-1292

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 27, 2002 10:37 AM
To: Otrompke, Nicole (N.T.); Kwiatkowski, Mike (M.A.)
Subject: RE: CEP2-6893 Feas request 2L8E-9E926-AB U204/J18R Tbody conditionally approved

Importance: High

Ed Gates is component
Dave Cunningham is FSS
I've signed for Systems

I need Mazda approval for this to go to notice...I hope to have by weeks end.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Otrompke, Nicole (N.T.)
Sent: Tuesday, August 27, 2002 10:35 AM
To: Grimes, Jeff (J.R.); Kwiatkowski, Mike (M.A.)
Cc: Otrompke, Nicole (N.T.)
Subject: FW: CEP2-6893 Feas request 2L8E-9E926-AB U204/J18R Tbody conditionally approved
Importance: High

I've got the drawing and the approved feas. Now I need Material sign off if applicable Visteon is FSS, so I need the initials of someone responsible there to put in for sign off. And a Concern at notice status. Is Ed Gates component?

-----Original Message-----

From: Jones III, James (J.E.)
Sent: Tuesday, August 27, 2002 9:58 AM
To: Otrompke, Nicole (N.T.)
Cc: Malena, Douglas (D.J.)
Subject: FW: CEP2-6893 Feas request 2L8E-9E926-AB U204/J18R Tbody conditionally approved
Importance: High

<< File: CEP2-6893.doc >>

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 27, 2002 8:52 AM
To: Jones III, James (J.E.)
Subject: FW: CEP2-6893 Feas request 2L8E-9E926-AB
Importance: High

James, with Dean out...Can you please expedite this...Again assume FULL commonality with J18R

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323

EP02-627 11282

e-mail: jgrimes1@ford.com

-----Original Message-----

From: Otrompke, Nicole (N.T.)
Sent: Friday, August 23, 2002 10:48 AM
To: Lampman, Dean (D.A.); Otrompke, Nicole (N.T.); Pegg, Clare (C.A.)
Cc: Grimes, Jeff (J.R.); Gates, Edward (E.); Kwiatkowski, Mike (M.A.)
Subject: CEP2-6693 Feas request 2L8E-9E926-AB
Importance: High

If there is a problem please contact me.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, August 16, 2002 2:04 PM
To: Otrompke, Nicole (N.T.)
Subject: FW: FEAS for 2L8E-9E926-AB Production SBG fix

Please route to James Jones

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5297 fax: (313) 594-7328
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

-----Original Message-----

From: Gates, Edward (E.)
Sent: Friday, August 16, 2002 2:00 PM
To: Otrompke, Nicole (N.T.)
Cc: Grimes, Jeff (J.R.)
Subject: FEAS for 2L8E-9E926-AB Production SBG fix

Nick, can you scan this feas for errors and if clean send to wherever it needs to go (CEP)?

<< File: Feas_AB_PROD_throttle_body.doc >>

Thanks.

E. J. Gates
(313) 845-1292

From: Grimes, Jeff (J.F.)
Sent: Tuesday, August 27, 2002 9:02 AM
To: Hansen, George (G.C.)
Subject: RE: Updated: U204 Powertrain QRT Weekly Meeting

What is the NVH project, do we even know about it?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, August 27, 2002 8:48 AM
To: Grimes, Jeff (J.F.)
Subject: RE: Updated: U204 Powertrain QRT Weekly Meeting

Jeff,

Is there anyone else in your Organization that can join in the discussion on the second item?

We are really trying to get our Project list up to date. Powertrain NVH is a group that we don't "own". It is being run out of the Vehicle Integration side (Von Forester) and we are on the hook for keeping them updated and abreast of what Engine and Transmission are doing to improve this warranty.

Thanks.

George Hansen
Escape, PTQRT
2H-DES, PDC
(313) 84-51800
ghansen4

-----Original Appointment-----

From: Grimes, Jeff (J.F.)
Sent: Tuesday, August 27, 2002 8:42 AM
To: Hansen, George (G.C.)
Subject: Declined: Updated: U204 Powertrain QRT Weekly Meeting
When: Thursday, August 29, 2002 10:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: 2hd72

George...I am on vacation this Friday and ALL next week...I will need every moment to chase CRID releases and TB for production...

Please move the load-induced engine discussion off by two weeks...

You can update the team, that I am going to be shipping oil temperature and oil pressure instrumentation to Colorado for testing....If I can get acquisition equipment, I'll send before I go...otherwise it will be after.

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 27, 2002 8:20 AM
To: Kaminski, Marcianne (M.)
Subject: RE: Cost PAT - Friday, August 30

I'm on vacation Friday...So whoever else is supporting, check with them...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Kaminski, Marcianne (M.)
Sent: Tuesday, August 27, 2002 7:56 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Cost PAT - Friday, August 30

Jeff,
I need to send out the notice/agenda today. Any comments?

Marc Kaminski
Total Cost and Value Engineering Dept
POEE Bldg, Cube C1073
33-79577

—Original Message—

From: Kaminski, Marcianne (M.)
Sent: Thursday, August 22, 2002 8:23 AM
To: Grimes, Jeff (J.R.)
Subject: Cost PAT - Friday, August 30

Jeff,
I am trying to determine the agenda for the Cost PAT so that I may invite the component engineers. In reviewing the Duratec roadmap, the following ideas are what I recommend reviewing.

Oil cooler - Lem
Front cover fixed tooling - Lem
Exhaust manifold - Kyle
Piston pin retaining clip - BYERRAMA
Head Gasket - TBAYER2
Crank sprocket pull ahead - Tom Sucheckl

Comments? Additions/deletions?

Marc Kaminski
Total Cost and Value Engineering Dept
POEE Bldg, Cube C1073
33-79577

From: Grimes, Jeff (J.R.)
Sent: Friday, August 23, 2002 10:21 AM
To: Wettach, Bill (B.)
Subject: RE: Concern C11390555

Done...thanx, Bill

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Wettach, Bill (B.)
Sent: Friday, August 23, 2002 10:10 AM
To: Arnold-norris, Sonya (S.L.)
Co: Grimes, Jeff (J.R.); Danse, Adam (A.V.)
Subject: Concern C11390555

Sonya,

Is concern C11390555 ready to be raised to Notice.? I think vehicle office has ok'd it and entered the required calibration #'s.

Regards,
Bill Wettach
Design Release -IACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21895
Fax 313.32.29265
POEE BB103 @ pillar D-10 wwettach@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 22, 2002 8:43 AM
To: Suchecki, Tom (T.)
Subject: RE: C11368931

We agree...Lets do the OK to tool if it helps

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Suchecki, Tom (T.)
Sent: Wednesday, August 21, 2002 3:48 PM
To: Alkhan, Saad (S.); Alex, Jack (J.); Howie, Stephanie (S.S.)
Co: Kital, Michael (M.C.); Heck, Kevin (K.C.); Soriano, Santiago (S.); Szpendyk, Mike (M.); Burke, Thomas (T.D.);
Mazzella, Brian (B.R.); Sventickas, Ed (E.); Edwards, Chris (V.C.); King, Michael (M.S.); Grimes, Jeff (J.R.);
Peterson, Craig (C.); Moore, Donald (D.R.); Barnaby Jr., David (D.P.); Wright, Anne (A.S.); Atkinson, Mark
(M.H.)
Subject: RE: C11368931

Thanks for the update Saadi,

Given the current financial climate, everyone can understand the desire to implement the one piece crank sprocket cost savings as soon as possible. Assuming that DAMB approves this change tomorrow, we would have all of the plants effected by this change approval to proceed.

In order to expedite this we would like to do a OK to tool. In order to do this process we would need the following people to sign the drawing.

- 1) RFF Assembly - Jack Alex
- 2) DAMB Assembly - Saadi Alkhan
- 3) CEP#1 Assembly - ? Is this Tom Burke, Chris Edwards, or Sam Soriano
- 4) Ed Sventickas, Mike King
- 5) Purchasing - Stephanie Howie

- The plan would be to get a drawing from BWA, that will be here on Friday afternoon
- Travel to CEP#2 on Monday and obtain RFF and DAMB signatures
- Get all other Dearborn signatures on Tuesday
- Kick BWA off on Tuesday

Currently Borg Warner has said it will take 26 weeks to proceed with this change. They are investigating the possibility of pulling this event forward.

Thanks,

Tom Suchecki
Ford Motor Company
V-Engine Engineering
Cam Drive & VCT Section

8882-827 11211

313-821-3115
tauchek@ford.com

-----Original Message-----

From: Alikhan, Saad (S.)
Sent: Wednesday, August 21, 2002 12:15 PM
To: Atkinson, Mark (M.H.); Mazzella, Brian (B.R.)
Cc: Whyman, Andrew (A.R.); Gonzalez, Jose (J.L.); Benson, Chris (C.L.); Rose, Robert (R.A.); Heck, Kevin (K.C.); Suchecki, Tom (T.)
Subject: RE: C11368931

We are expecting the signoff from the 2nd and 3rd shifts in their team meetings tomorrow, after which I will sign off.

with regards,

Saad Alikhan

Mfg Engineer, D.A.M.B. Engine Assembly line
CEP 2
(216) 676 7860
(216) 549 4654 (Pg)
(216) 676 7656 (Fx)

-----Original Message-----

From: Atkinson, Mark (M.H.)
Sent: Wednesday, August 21, 2002 9:27 AM
To: Mazzella, Brian (B.R.)
Cc: Whyman, Andrew (A.R.); Gonzalez, Jose (J.L.); Benson, Chris (C.L.); Rose, Robert (R.A.); Alikhan, Saad (S.)
Subject: FW: C11368931

Brian,

We are looking for DAMB line approval of the change based on the line-trial - once this has been given we will approve and route to Mark Sanford for financial approval for our portion of the tooling spend.

Mark Atkinson
Team Leader, Jaguar JV8 Engine Design
Phone: +1 313-323-7721 Fax: +1 313-380-9148
Email: matkine5@ford.com

-----Original Message-----

From: Whyman, Andrew (A.R.)
Sent: Wednesday, August 21, 2002 8:56 AM
To: Atkinson, Mark (M.H.)
Subject: FW: C11368931

Andrew Whyman
Jaguar AJV8 and Lincoln LS V8 Engine Systems
Ford Motor Company - POEE Building
21500 Oakwood Boulevard
PO Box 2053, Mail Drop 48
Dearborn, Michigan, 48121

Telephone: (001) (313) 584 0818
FAX: As above
e-mail: awhyman@jaguar.com

EA82-827 11212

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 3:34 PM
To: Bogema, John (P.)
Co: Corbett, Sandra (S.M.)
Subject: FW: C11390555

Importance: High

John, I understand that last weeks incident at KCAP led to new calibration numbers...

When you get a chance (ha ha) can you please update the subject concern accordingly... Luckily we caught this (Sandy did) before release...

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Monday, August 19, 2002 3:27 PM
To: Grimes, Jeff (J.R.)
Subject: RE: C11390555

Wrong calibration numbers are listed. Should be R11's.

Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 2:44 PM
To: Corbett, Sandra (S.M.)
Subject: FW: C11390555

Should be set...

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

-----Original Message-----

From: Arnold-norris, Sonya (S.L.)
Sent: Monday, August 19, 2002 1:25 PM
To: Grimes, Jeff (J.R.)
Subject: RE: C11390555

2002-027 11214

Jeff, the concern is now at A-status. Sandra might be able to give her concurrence now. Bev moved it when she routed to the vc for approval.

If you want to get along, go along
- Sam Rugburn

Sonya Arnold-Norris
59-41806
DURATEC V6 ENGINE PROGRAMS
N472 MD# 48 POEE BUILDING
EMAIL: SARNOLDN

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 12:23 PM
To: Arnold-norris, Sonya (S.L.)
Subject: FW: C11390555

Fyl...

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>> <<<mailto:jgrimes1@ford.com>>>

---Original Message---
From: Corbett, Sandra (S.M.)
Sent: Monday, August 19, 2002 12:22 PM
To: Grimes, Jeff (J.R.)
Cc: Wettach, Bill (B.); Arnold-norris, Sonya (S.L.)
Subject: RE: C11390555

Concern is still in work status. Page me when ready and I will push approval.

Sandy Corbett
Escape Powertrain PMT & QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-B66

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 11:40 AM
To: Corbett, Sandra (S.M.)
Cc: Wettach, Bill (B.); Arnold-norris, Sonya (S.L.)
Subject: C11390555
Importance: High

Sandra, please approve the subject concern for the vehicle team...(service only release of the IAC)

Thank!!

Jeff Grimes

OPD Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 694-7323

e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>> <<<mailto:jgrimes1@ford.com>>> <<<<mailto:jgrimes1@ford.com>>>>

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 2:48 PM
To: Sventickas, Ed (E.); Bliking, Kevin (K.L.)
Subject: RE: 2003 MY:

Sure. At this point...any favors we can call in to get priority is appreciated...Our testing requires close to 1 full shift.

Mike Mokee has been championing this from Viateon's side...he reports directly to Vinco.

Thanks, Ed.

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Monday, August 19, 2002 1:49 PM
To: Grimes, Jeff (J.R.); Bliking, Kevin (K.L.)
Subject: RE: 2003 MY:

Jeff ...do you want me to call the plant managerwe go back a bit so it is not a problem???

Ed Sventickas

Manager of 2.6/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 846 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0828

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 1:11 PM
To: Bliking, Kevin (K.L.); Sventickas, Ed (E.)
Subject: RE: 2003 MY:
Importance: High

Viateon is in a tallapn...

I received initial flow data from Viateon...comparing idle flow between the current YLBU-DF and the new 2L8E-AB. It showed a difference. Unfortunately, Viateon did not maintain a gage R&R for this equipment...so I have no confidence in whether the difference is test/test variability...in the repeatability of the equipment or an actual flow difference between the samples.

We have requested additional samples be run...I expect data within days...

This data will demonstrate (with confidence) whether Mazda has a legitimate concern regarding the "dash-out" problem...

- If a flow difference exists, and it requires recalibration: we negotiate an Incorp date that provides Mazda time to calibrate for it...working with CEP2 to manage the complexity.

- If no flow difference exists: we incorporate...giving Mazda the heads-up...the change is coming.

The urgency hasn't left the team...Unfortunately we're being de-prioritized by Visteon due to Water-heated TB's and Electronic TB's, etc...

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Bicking, Kevin (K.L.)
Sent: Monday, August 19, 2002 12:51 PM
To: Grimes, Jeff (J.R.)
Cc: Bicking, Kevin (K.L.)
Subject: FW: 2003 MY:
Importance: High

Where are we at with the throttle body change (I.e Mazda approval)

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Monday, August 19, 2002 12:43 PM
To: Bicking, Kevin (K.L.)
Subject: FW: 2003 MY:
Importance: High

infomaybe that these engines are really getting a field "DTS" test...

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0826

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 12:40 PM
To: Sventickas, Ed (E.)
Cc: Young, Lem (.)
Subject: RE: 2003 MY:
Importance: High

We are seeing an unusually high engine failure rate in Colorado...One dealer, Summit Ford, claims to have 19 since January. (We have been unable to confirm that yet)

Of the 19 alleged, three have been tore down at Cep2...all confirmed Zircon sand.

The issue seems related to relatively long periods of steep grades (12% levels) and maintaining 75mph. The transmission shifts into 2nd gear, and the engine runs at ~5800 RPM.

Some of these passes take 10-15 minutes to climb...And the vehicles aren't makin it.

I have a call into the dealer again to help confirm the 18...he did mention that the majority were out-of-towners...

I am sending him a dipstick, instrumented with a thermocouple...to get some oil tempo data on the climb...I'm also talking with the team weekly.

There will be much more to come...

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Monday, August 19, 2002 12:33 PM
To: Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
Subject: FW: 2003 MY:

What is the high altitude issue you are talking about ...pls see below

Ed Sventickas

Manager of 2.6/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0826

-----Original Message-----

From: Bicking, Kevin (K.L.)
Sent: Monday, August 19, 2002 9:44 AM
To: Sventickas, Ed (E.)
Subject: FW: 2003 MY:

Info !!

-----Original Message-----

From: Alley, Richard (R.G.)
Sent: Monday, August 19, 2002 8:57 AM
To: Gogata, Anil (A.B.); Meclaren, Ron (R.A.); Bicking, Kevin (K.L.); Squires, Kelvin (K.B.)
Cc: Alley, Richard (R.G.); Grimes, Jeff (J.R.)
Subject: 2003 MY:

This morning, 8/19/2002 I exchanged our 1st 2003 Model Year Escape Engine. Facts are as follows:

VIN# 1FMYU92133KA01622 - VEHICLE BUILD DATE 7/25/2002 - ENGINE CODE : 1G 752 AB - ENGINE BUILD DATE 7/17/2002. SERIAL # IS 505197085. REASON FOR EXCHANGE - ENGINE SEIZED WHILE CUSTOMER DRIVING. This is an "Enterprise" Rental Unit. Dealership is in Flagstaff, Arizona. I am having engine returned here ASAP so we can take a look. After Talking with Jeff Grimes recently, There may be an issue with "High Altitudes" affecting our engines. This is just from conversation with him (Mr. Grimes). We have been looking at a higher number of exchanges for issues coming from a dealer in Colorado, which is also located at a higher elevation. This particular engine is from Flagstaff, which is also at a higher elevation. Not blowing the panic whistle yet. Just letting you guys know from the "Alleycat Early Warning System" (AEWS). DEALER's Name is "BABBIT FORD".....Address is 11 N. VERDE, FLAGSTAFF, ARIZONA. ZIP IS 86001. Dealer tech calling this is Mr. Travis Mudd. Phone is 520-773-7541. This is all the information I have at this

time, guys.

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 1:11 PM
To: Bicking, Kevin (K.L.); Sventickas, Ed (E.)
Subject: RE: 2003 MY:

Importance: High

Visteon is in a tailspin...

I received initial flow data from Visteon...comparing idle flow between the current YL8U-DF and the new 2L8E-AB. It showed a difference. Unfortunately, Visteon did not maintain a gage R&R for this equipment...so I have no confidence in whether the difference is test/test variability...in the repeatability of the equipment or an actual flow difference between the samples.

We have requested additional samples be run...I expect data within days...

This data will demonstrate (with confidence) whether Mazda has a legitimate concern regarding the "dash-out" problem...

- If a flow difference exists, and it requires recalibration: we negotiate an Incorp date that provides Mazda time to calibrate for it...working with CEP2 to manage the complexity.
- If no flow difference exists: we incorporate...giving Mazda the heads-up...the change is coming.

The urgency hasn't left the team...Unfortunately we're being de-prioritized by Visteon due to Water-heated TB's and Electronic TB's, etc...

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

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Sent: Monday, August 19, 2002 12:51 PM
To: Grimes, Jeff (J.R.)
Cc: Bicking, Kevin (K.L.)
Subject: FW: 2003 MY:
Importance: High

Where are we at with the throttle body change (i.e Mazda approval)

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To: Bicking, Kevin (K.L.)
Subject: FW: 2003 MY:
Importance: High

Infomaybe that these engines are really getting a field "DTS" test...

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering

Phone - 313 845 5080
Fax - 313 594 7323
eeventic@ford.com
Text Pager:313-851-0826

-----Original Message-----

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Sent: Monday, August 19, 2002 12:40 PM
To: Sventickas, Ed (E.)
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Of the 19 alleged, three have been tore down at Cap2...all confirmed Ziron sand.

The issue seems related to relatively long periods of steep grades (12% levels) and maintaining 75mph. The transmission shifts into 2nd gear, and the engine runs at ~5800 RPM.

Some of these passes take 10-15 minutes to climb...And the vehicles aren't makin it.

I have a call into the dealer again to help confirm the 19...he did mention that the majority were out-of-towners...

I am sending him a dipstick, instrumented with a thermocouple...to get some oil tempo data on the climb...I'm also talking with the team weekly.

There will be much more to come...

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 822-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Monday, August 19, 2002 12:39 PM
To: Grimes, Jeff (J.R.)
Cc: Young, Lem (.)
Subject: FW: 2003 MY:

What is the high altitude issue you are talking about ...pls see below

Ed Sventickas

Manager of 2.5/3.0L V8
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
eeventic@ford.com
Text Pager:313-851-0826

-----Original Message-----

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Info !!

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Subject: 2003 MY:

This morning, 8/19/2002 I exchanged our 1st 2003 Model Year Escape Engine. Facts are as follows:

VIN# 1FMYU92133KA01522 - VEHICLE BUILD DATE 7/25/2002 - ENGINE CODE : 1G 752 AB - ENGINE BUILD DATE 7/17/2002. SERIAL # IS 505197086. REASON FOR EXCHANGE - ENGINE SEIZED WHILE CUSTOMER DRIVING. This is an "Enterprise" Rental Unit. Dealership is in Flagstaff, Arizona. I am having engine returned here ASAP so we can take a look. After talking with Jeff Grimes recently, there may be an issue with "High Altitudes" affecting our engines. This is just from conversation with him (Mr. Grimes). We have been looking at a higher number of exchanges for issues coming from a dealer in Colorado, which is also located at a higher elevation. This particular engine is from Flagstaff, which is also at a higher elevation. Not blowing the panic whistle yet. Just letting you guys know from the "Alleycat Early Warning System" (AEWS). DEALER's Name is "BABBIT FORD".....Address is 11 N. VERDE, FLAGSTAFF, ARIZONA. ZIP IS 86001. Dealer tech calling this is Mr. Travis Mudd. Phone is 520-773-7541. This is all the information I have at this time, guys.

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 9:52 AM
To: 'Creehan, Jim (J.L.); Hofman, Michael (M.V.)
Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.); McKee, Mike (M.T.)
Subject: RE: production Incorporation of Improved TB

Importance: High

Jim, we could use some priority in the test lab...Mazda approval requires data...We're still waiting for it...

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Creehan, Jim (J.L.) [mailto:jcreehan@visteon.com]
Sent: Friday, August 16, 2002 2:41 PM
To: 'Hofman, Michael (M.V.)'; Creehan, Jim (J.L.)
Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.); McKee, Mike (M.T.)
Subject: RE: production Incorporation of Improved TB

Prints have been completed and submitted to Ford for release. We will need to get release completed to trigger CMMS to recognise the part no. bump before we can ship parts.

PPAP run was completed today with no production issues. Parts are into masterflow for validation testing. PPAP paperwork will be complete by Tuesday, 8/20.

I understand that there is still an issue with getting Mazda approval. If we can't get Mazda approval and we want to implement on U204, we will need to create a unique part (i.e. added complexity for Raws and CEP2). What's the status of Mazda approval?

Jim Creehan
Manager, Air/Fuel Products Engineering Dept.
Powertrain Product Development
Visteon - ETS
JCREEHAN@visteon.com/(734)487-6330

-----Original Message-----

From: Hofman, Michael (M.V.) [mailto:mhofman@ford.com]
Sent: Friday, August 16, 2002 2:04 PM
To: 'jcreehan@visteon.com'
Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.)
Subject: RE: production Incorporation of Improved TB

Jim - What are the plans for production incorporation? Need a response from

Rawsonville ASAP!! Thx - Mike

> -----Original Message-----

> From: Hofman, Michael (M.V.)
> Sent: Wednesday, August 14, 2002 10:59 AM
> To: 'jcreehan@visteon.com'
> Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.)
> Subject: FW: production Incorporation of Improved TB

> Jim - Here's the note we discussed on the phone - Could you please respond with Rawsonville's plan(s) I'll work with CEP2 to implement into production just as soon as its available from Rawsonville (I don't want the Mazda J16 issue to slow down our implementation for U204) - Thanks - Mike

> -----Original Message-----

> From: Klarr, Jerry (G.T.)
> Sent: Monday, August 12, 2002 10:22 PM
> To: Grimes, Jeff (J.R.); Hofman, Michael (M.V.); Bicking, Kevin (K.L.); Sventickas, Ed (E.)
> Cc: Fiorini, John (J.J.); Smaldone, Ronald (R.P.)
> Subject: RE: production Incorporation of Improved TB

> Let me know if it gets delayed further. Who is the Visteon director on this?

> G. T. Klarr (Jerry)
> P/T Chief Engineer: PH: 32-26669/Cube: 1BA45
> PDC/MD #205/FAX: 62-18063/gklarr@ford.com

> -----Original Message-----

> From: Grimes, Jeff (J.R.)
> Sent: Monday, August 12, 2002 2:05 PM
> To: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Bicking, Kevin (K.L.); Sventickas, Ed (E.)
> Cc: Fiorini, John (J.J.); Smaldone, Ronald (R.P.)
> Subject: production Incorporation of Improved TB
> Importance: High

> Update for incorporating the improved TB for U204/J16 production> ...>

> We have not incorporated the robust TB for U204 production due to delay's within Visteon. These delays involve 1) getting the print completed 2) test data to demonstrate transparency to Mazda (A necessary side-effect of commonality).

> The Visteon personnel supporting our team are the same folks working the ETB issues on other programs, water-heated TB on U204 TB and other programs, and directly responsible for managing the recent stop-ship on 3.8L engines> ...> Not making excuses for the team, however the workload, coupled with Visteon's limited resources (an area ripe for action!!!) understandably puts us down the priority list.

> Data requested by Mazda to support transparency is proving difficult. Priorities and equipment downtime (Rawsonville) have further delayed Ford's response to Mazda, which is now on holiday until next week.

> Should the data prove transparency, and with concurrence from James Arnold (J16 Supervisor for Duratec) I will approach Cep2 for temporary complexity

until Mazda can formally respond> ...>

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> I expect the print tomorrow morning, stamped plates (1 hole) will be PPAP'd to Rawsonville later this week, and Visteon expects to PPAP the new TB to CEP2 early next week.

>

> Much of our delay involves the scheduling of production parts, and the variety of product manufactured on this particular line at Rawsonville> ...> We are progressing, albeit slower than we'd like, and will continue to push>

...>

>

> Jeff Grimes

> OPD Engineering

> Duratec Engine Programs, U204

> Ford Motor Company

> ph: (313) 322-5237 fax: (313) 594-7323

> e-mail: jgrimes1@ford.com

>

From: Grimes, Jeff (J.R.)
Sent: Friday, August 16, 2002 2:51 PM
To: 'Creehan, Jim (J.L.); Hofman, Michael (M.V.)'
Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.); McKee, Mike (M.T.)
Subject: RE: production incorporation of Improved TB

Importance: High

Mazda approval requires flow data from Visteon...Initial flow results showed a difference...

To understand those differences I have requested additional samples be run...I expect those results Monday (right, Mike M?)

Once I have flow data, I can review with Mazda...and assuming transparency will have in production by weeks end. Should flow data demonstrate differences, and Mazda reject pending calibration updates...We will HAVE to introduce complexity so that Escape can get the quality fix.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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To: 'Hofman, Michael (M.V.)'; Creehan, Jim (J.L.)
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Jim Creehan
Manager, Air/Fuel Products Engineering Dept.
Powertrain Product Development
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-----Original Message-----

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Sent: Friday, August 16, 2002 2:04 PM
To: 'jcreehan@visteon.com'
Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.)
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> From: Hofman, Michael (M.V.)
> Sent: Wednesday, August 14, 2002 10:59 AM
> To: 'jcrashan@visteon.com'
> Cc: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Klarr, Jerry (G.T.)
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> Jim - Here's the note we discussed on the phone - Could you please respond with Rawsonville's plan(s) I'll work with CEP2 to implement into production just as soon as its available from Rawsonville (I don't want the Mazda J16 issue to slow down our implementation for U204) - Thanks - Mike

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> Sent: Monday, August 12, 2002 10:22 PM
> To: Grimes, Jeff (J.R.); Hofman, Michael (M.V.); Bicking, Kevin (K.L.); Sventickas, Ed (E.)
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>

> Jeff Grimes

> CPD Engineering

> Duratec Engine Programs, U204

> Ford Motor Company

> ph: (313) 322-5237 fax: (313) 594-7323

> e-mail: jgrimes1@ford.com

>

From: Grimes, Jeff (J.R.)
Sent: Friday, August 16, 2002 9:27 AM
To: 'McKee, Mike (M.T.)'
Cc: Fiorini, John (J.J.)
Subject: RE: TB Meeting this afternoon...

Importance: High

In addition to the three samples (each) I requested a moment ago...

Run the same part 3 different times (show test-test variability)

The 3 samples will demonstrate part/part variability...

Additionally, these two samples had airflows in the very high range of the spec...how about a couple on the low end...

All will demonstrate that variability in the part/process is (hopefully) larger than the variability shown between the designs...

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
Sent: Friday, August 16, 2002 9:17 AM
To: 'Grimes, Jeff (J.R.)'; McKee, Mike (M.T.); Smaldone, Ronald (R.P.); Fiorini, John (J.J.); Hansen, George (G.C.)
Cc: Cunningham, David (D.N.); Padula, Sarah (S.K.)
Subject: RE: TB Meeting this afternoon...

I have contacted our GTC to see if they have a GR&R for this tester. If one has not been done...How many parts are you requesting to run? What tolerance is considered acceptable for a transparency, or is it truly zero.

Michael T. McKee
Air / Fuel Manufacturing Engineering Manager
Visteon - Rawsonville Plant
(734) 484-8821 Fax (734) 487-6096
mmckee@visteon.com

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, August 15, 2002 2:32 PM
To: 'McKee, Mike (M.T.)'; Grimes, Jeff (J.R.); Smaldone, Ronald (R.P.); Fiorini, John (J.J.); Hansen, George (G.C.)
Cc: Cunningham, David (D.N.); Padula, Sarah (S.K.)
Subject: RE: TB Meeting this afternoon...
Importance: High

<<yl8u vs. 218e Flow Data.xls>>

...

here is my graph...

Since we're only looking at the first 20 degrees of rotation, I think the trend and 2+cfm difference in airflow is not "transparent..."

Having the Gauge R&R or multiple samples (to determine the distribution of flow) will prove to ME that it is indeed transparent...hence my request

Please insure you use the exact same parameters, so that we can correlate.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
Sent: Thursday, August 15, 2002 12:04 PM
To: 'Grimes, Jeff (J.R.)'; Smaldone, Ronald (R.P.); Fiorini, John (J.J.); McKee, Mike (M.T.); Hansen, George (G.C.)
Cc: Cunningham, David (D.N.); Padula, Sarah (S.K.)
Subject: RE: TB Meeting this afternoon...

<< File: plate angleflow.xls >> I showed the parts to be transparent. You need to correlate the data for when the plate angle starts to change not by cable travel. I pulled the data into a new file and have attached it to this note please review the data and we can discuss it further.

How did you do it?

Michael T. McKee
Air / Fuel Manufacturing Engineering Manager
Visteon - Rawsonville Plant
(734) 484-8821 Fax (734) 487-6096
mmckee@visteon.com

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, August 15, 2002 11:44 AM
To: Smaldone, Ronald (R.P.); Fiorini, John (J.J.); 'Mckee@visteon.com'; Hansen, George (G.C.)
Subject: TB Meeting this afternoon...
Importance: High

It still shows on my calendar...But I think we should cancel...

Mike Mckee...please confirm that PSW run for YLSU-9E926-AB will be run

Monday or Tuesday...

Also, flow data showed a difference (1 hole part flowing less off idle)...We need further testing to understand test-stand variability...or if the products are truly different before sending to Mazda.

Please RE-RUN the two samples you already did...and run 2 more samples of EACH alternative...SAME PARAMETERS

I'd like this data by Friday afternoon.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, August 16, 2002 9:24 AM
To: 'McKee, Mike (M.T.)'
Subject: RE: TB Meeting this afternoon...

I'll accept 3 samples each...

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
Sent: Friday, August 16, 2002 9:17 AM
To: 'Grimes, Jeff (J.R.)'; McKee, Mike (M.T.); Smaldone, Ronald (R.P.); Fiorini, John (J.J.); Hansen, George (G.C.)
Cc: Cunningham, David (D.N.); Padula, Sarah (S.K.)
Subject: RE: TB Meeting this afternoon...

I have contacted our GTC to see if they have a GR&R for this tester. If one has not been done...How many parts are you requesting to run? What tolerance is considered acceptable for a transparency, or is it truly zero.

Michael T. McKee
Air / Fuel Manufacturing Engineering Manager
Visteon - Rawsonville Plant
(734) 484-8821 Fax (734) 487-6096
mmckee@visteon.com

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, August 15, 2002 2:32 PM
To: 'McKee, Mike (M.T.)'; Grimes, Jeff (J.R.); Smaldone, Ronald (R.P.); Fiorini, John (J.J.); Hansen, George (G.C.)
Cc: Cunningham, David (D.N.); Padula, Sarah (S.K.)
Subject: RE: TB Meeting this afternoon...
Importance: High

<<y18u vs. 218a Flow Data.xls>>

here is my graph...

Since we're only looking at the first 20 degrees of rotation, I think the trend and 2+cfm difference in airflow is not "transparent..."

Having the Gauge R&R or multiple samples (to determine the distribution of flow) will prove to ME that it is indeed transparent...hence my request

Please insure you use the exact same parameters, so that we can correlate.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
Sent: Thursday, August 15, 2002 12:04 PM
To: 'Grimes, Jeff (J.R.)'; Smaldone, Ronald (R.P.); Fiorini, John (J.J.); McKee, Mike (M.T.); Hansen, George (G.C.)
Cc: Cunningham, David (D.N.); Padula, Sarah (S.K.)
Subject: RE: TB Meeting this afternoon...

<< File: plate angleflow.xls >> I showed the parts to be transparent. You need to correlate the data for when the plate angle starts to change not by cable travel. I pulled the data into a new file and have attached it to this note please review the data and we can discuss it further.

How did you do it?

Michael T. McKee
Air / Fuel Manufacturing Engineering Manager
Visteon - Rawsonville Plant
(734) 484-8821 Fax (734) 487-6096
mmckee@visteon.com

-----Original Message-----

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, August 15, 2002 11:44 AM
To: Smaldone, Ronald (R.P.); Fiorini, John (J.J.); 'mmckee@visteon.com'; Hansen, George (G.C.)
Subject: TB Meeting this afternoon...
Importance: High

It still shows on my calendar...But I think we should cancel...

Mike Mckee...please confirm that PSW run for VL8U-9E926-AB will be run Monday or Tuesday...

Also, flow data showed a difference (1 hole part flowing less off idle)...We need further testing to understand test-stand variability...or if the products are truly different before sending to Mazda.

Please RE-RUN the two samples you already did./..and run 2 more samples of EACH alternative...SAME PARAMETERS

I'd like this data by Friday afternoon.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 15, 2002 11:44 AM
To: Smaldone, Ronald (R.P.); Fiorini, John (J.J.); 'Mmckee@vistaon.com'; Hansen, George (G.C.)
Subject: TB Meeting this afternoon...

Importance: High

It still shows on my calendar...But I think we should cancel...

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I'd like this data by Friday afternoon.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, August 14, 2002 8:33 AM
To: Nallos, Patrick (P.J.)
Subject: RE: Throttle Body Investigation CLS 21489

I'd like to come by and see them...

And measure the sticking forces...

Hold off for one day... I'll swing by

Jeff Grimes

OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Nallos, Patrick (P.J.)
Sent: Wednesday, August 14, 2002 7:39 AM
To: Grimes, Jeff (J.R.)
Subject: Throttle Body Investigation CLS 21489

Jeff,

I just got the throttle bodies back from our chemistry section, where they removed the sludge build up to ID what's in it. I've taken a number of pictures of each sample too. At least one of the parts still has a slight stick (TB 1481 12,817 miles). Can I take them apart to see if there's a problem internally?

Patrick J. Nallos (pnallos)

Laboratory Development Analyst
(313) 33-75358 (313) 32-21614 FAX

Ford Internal, visit the Central Lab website at <http://www.detroit3.ford.com/mot/northamer/central.htm>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 13, 2002 10:11 AM
To: Yeung, Lem (.)
Subject: RE:

Lem, this has nothing to do with the service releases...

This is related to '4 D186 and U204 TB's...

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Yeung, Lem (.)
Sent: Tuesday, August 13, 2002 7:53 AM
To: Grimes, Jeff (J.R.)
Subject: FW:

I was paged last Friday regarding this. Let's discuss as I want to make sure you are OK with this. Stop by or page me when you can.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Monday, August 12, 2002 9:24 AM
To: Moore, Donald (D.R.); Yeung, Lem (.); Arnold, James (J.A.)
Subject: FW:

Info

Ed Sventickas
Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0826

-----Original Message-----

From: Foley, Tom (T.M.) [mailto:tfoley@visteon.com]
Sent: Tuesday, August 06, 2002 11:39 AM

To: 'esventic@ford.com'; 'dsimon1@ford.com'
Subject: FW:

Per last week's mtg .

Regards,
Tom Foley

Air Charging Section Supervisor
VISTEON, VEMA Bldg, c201
15200 Commerce Drive North
Dearborn, Michigan
48120-6249 USA
1-313-755-0967
E-mail tfoley@visteon.com

> -----Original Message-----

> From: Learman, Michael (M.S.)
> Sent: Tuesday, August 06, 2002 11:31 AM
> To: Bailey, Louise (L.A.); Foley, Tom (T.M.); Cunningham, David (D.N.);
> Weeda, James (J.M.); Staley, Paul (P.B.)
> Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.)
> Subject:

> Please be aware of the following alert for the D186/J16R/U204 programs. I
> wrote it for Dave Cunningham to allow us to ship non PPAP'd assemblies for
> the 10/4/02 FVMRD. Please refer any questions to Dave Cunningham or Tom
> Foley.

> WWRSC12A R126443A Alert Base Information 02/08/06
> 16:25:11
> Alert: A11399529 Type: U USE PPM Status: W RCC:

> Orig Acty: DF00 ETS DIV. CHANGE CONT Date: 02/08/06 Rte:

> Name: LEARMAN, MICHAEL Loc: Phone:
> 313-755-0121
> E-Mail: mlearman@visteon.com

> Desc: ALLOW SHIPMENT OF D186/J16R/U204 FVMRD THROTTLE BODIES WITH
> Lang: E THE FOLLOWING NON PPAP'D EXCEPTIONS FOR THE 10/4/02 FVMRD...

> D186/ 4F1E-9E926-CA, U204/ J16R 5L8E-9E926-AB.

> (MORE)

> Model>> Yr: 04 Lead: CVDD Other: TVM1

> Plants Aff: NB13

> Prod Aff: D186/ 4F1E-9E926-CA

> U204/J16R 5L8E-9E926-AB

> Supp Docs: Qty:

> Emission:

> 000

> Alert Start Date: 02/10/04 S

Appearance: _

>

>

>

>

>

> Michael S. Learman

> Phone: 313-755-0121

> Pgr: 734-651-0813

> Fax: 313-755-1312

>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 13, 2002 10:08 AM
To: Klarr, Jerry (G.T.)
Subject: RE: production incorporation of Improved TB

Bill Valade is the Engineering Director for Powertrain Systems

wvalade@visteon.com <<mailto:wvalade@visteon.com>>
1-734-4848214

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5297 fax: (313) 694-7329
e-mail: jgrimes1@ford.com

—Original Message—

From: Klarr, Jerry (G.T.)
Sent: Monday, August 12, 2002 10:22 PM
To: Grimes, Jeff (J.R.); Hofman, Michael (M.V.); Bicking, Kevin (K.L.); Sventickas, Ed (E.)
Cc: Florini, John (J.J.); Smaldone, Ronald (R.P.)
Subject: RE: production incorporation of improved TB

Let me know if it gets delayed further. Who is the Visteon director on this?

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-28888/Cube: 1BA45
PDC/MD #205/FAX: 82-18083/gklarr@ford.com

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Monday, August 12, 2002 2:05 PM
To: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Bicking, Kevin (K.L.); Sventickas, Ed (E.)
Cc: Florini, John (J.J.); Smaldone, Ronald (R.P.)
Subject: production incorporation of Improved TB
Importance: High

Update for incorporating the improved TB for U204/J16 production...

We have not incorporated the robust TB for U204 production due to delay's within Visteon. These delays involve 1) getting the print completed 2) test data to demonstrate transparency to Mazda (A necessary side-effect of commerciality).

The Visteon personnel supporting our team are the same folks working the ETB issues on other programs, water-heated TB on U204 TB and other programs, and directly responsible for managing the recent stop-ship on 3.8L engines...Not making excuses for the team, however the workload, coupled with Visteon's limited resources (an area ripe for action!!!) understandably puts us down the priority list.

Data requested by Mazda to support transparency is proving difficult. Priorities and equipment downtime (Rawsonville) have further delayed Ford's response to Mazda, which is now on holiday until next week.

Should the data prove transparency, and with concurrence from James Arnold (J16 Supervisor for Duratec) I will approach Cep2 for temporary complexity until Mazda can formally respond...

I expect the print tomorrow morning, stamped plates (1 hole) will be PPAP'd to Rawsonville later this week, and Visteon

expects to PPAP the new TB to CEP2 early next week.

Much of our delay involves the scheduling of production parts, and the variety of product manufactured on this particular line at Rawsonville...We are progressing, albeit slower than we'd like, and will continue to push...

Jeff Grimes

OPD Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5227 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, August 12, 2002 2:05 PM
To: Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Bloking, Kevin (K.L.); Svantokas, Ed (E.)
Cc: Fiorini, John (J.J.); Smaldone, Ronald (R.P.)
Subject: production incorporation of improved TB

Importance: High

Update for incorporating the improved TB for U204/J18 production...

We have not incorporated the robust TB for U204 production due to delay's within Viateon. These delays involve 1) getting the print completed 2) test data to demonstrate transparency to Mazda (A necessary side-effect of commonality).

The Viateon personnel supporting our team are the same folks working the ETB issues on other programs, water-heated TB on U204 TB and other programs, and directly responsible for managing the recent stop-ship on 3.8L engines...Not making excuses for the team, however the workload, coupled with Viateon's limited resources (an area ripe for action!!!) understandably puts us down the priority list.

Data requested by Mazda to support transparency is proving difficult. Priorities and equipment downtime (Rawsonville) have further delayed Ford's response to Mazda, which is now on holiday until next week.

Should the data prove transparency, and with concurrence from James Arnold (J18 Supervisor for Duratec) I will approach Cep2 for temporary complexity until Mazda can formally respond...

I expect the print tomorrow morning, stamped plates (1 hole) will be PPAP'd to Rawsonville later this week, and Viateon expects to PPAP the new TB to CEP2 early next week.

Much of our delay involves the scheduling of production parts, and the variety of product manufactured on this particular line at Rawsonville...We are progressing, albeit slower than we'd like, and will continue to push...

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, August 12, 2002 1:23 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Finned Pintle Hold-up

Muriel...Tom is now looking into costs associated with
a) Sticker on the box stating Calibration Required...and
b) Who pays for the associated reflash, should the customer buy the part from Murray's (third party)???

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Young, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!

Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration. The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved. The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 786-2859 Email: rdalbo@ford.com

—Original Message—


From: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape
Hi Bob.


We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC

change (i.e. have two separate concerns)?

Christopher R. Galante
ccgalante@ford.com

 Fax: (313) 337-3813

 Phone: (313) 845-6057

Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

From: Grimes, Jeff (J.R.)
Sent: Monday, August 12, 2002 1:23 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Finned Pintle Hold-up

Muriel...Tom is now looking into costs associated with
a) Sticker on the box stating Calibration Required...and
b) Who pays for the associated reflash, should the customer buy the part from Murray's (third party)???

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

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2. If the new IAC is installed and no reflash is done what is the failure mode?

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4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

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7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration. The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved. The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

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Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

-----Original Message-----


From: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape
Hi Bob.


We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

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change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813

 Phone: (313) 845-6067

Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 08, 2002 2:19 PM
To: Marynowski, Jan (J.M.)
Subject: RE: J16 T/B

No.

We don't have an issue with returnability today...we won't with the new design.

If Mazda feels its necessary, thy can check it...They have parts...Or if they can provide engineering theory to explain why its effected, I'll consider it.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Marynowski, Jan (J.M.)
Sent: Thursday, August 08, 2002 12:49 PM
To: Grimes, Jeff (J.R.)
Cc: Arnold, James (J.A.)
Subject: RE: J16 T/B

Do we have data to show this????/

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
janarnow@ford.com
313-323-8480

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 08, 2002 11:31 AM
To: Marynowski, Jan (J.M.)
Subject: RE: J16 T/B

Its unaffected...They have TB's, and can get this one themselves.

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Marynowski, Jan (J.M.)
Sent: Thursday, August 08, 2002 10:31 AM
To: Grimes, Jeff (J.R.)
Cc: Arnold, James (J.A.); Marynowski, Jan (J.M.)
Subject: J16 T/B
Importance: High

Jeff,

Mazda also want to see repeatability of the **Tip-In Return Voltages (Idle-WOT-Idle final voltage.)**. They want to know the statistical calculations from 4 different T/Bs with at least 5 Tip-In Return voltage data. They need to understand this repeatability and deviation.

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
jmarynow@ford.com
313-323-8460

From: Grimes, Jeff (J.R.)
Sent: Friday, August 02, 2002 8:38 AM
To: Durfee, Tom (T.P.)
Subject: RE: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

I will do this on C11390555

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Wednesday, July 31, 2002 11:16 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

Jeff,

This is the scoop

There are total of 1080 parts in stock or in transit. This does not include Mazda stock.

If these are to be scraped a WERS notice/concern must be written and a email must be sent the release folks in FCSD I have when the notice goes to R status.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, July 31, 2002 8:13 AM
To: Durfee, Tom (T.P.)

Subject: FW: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

Tom, can you find out how many YF1E-9F715-AB we have in the field...

Mazda is asking us to scrap service stock...I'm inclined to agree...

If possible, can you let me know this morning?

Thanx

Jeff Grimes

Outfitter's Liaison

Duratec Engine Programs

Ph: 313-322-5237

e-mail: jgrimes1@ford.com

---Original Message---

From: ichikawa.j@mazda.co.jp (mailto:ichikawa.j@mazda.co.jp)

Sent: Tuesday, July 30, 2002 11:08 PM

To: toda2@ford.com; kaczepa@ford.com; shirahsi.m@pt.mazda.co.jp; bmcgee@ford.com;
takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; scorbett@ford.com; fujioka.ke@mazda.co.jp;
skwon@ford.com; lyung@ford.com; gfournel@ford.com; rdalbo@ford.com; okada.i@mazda.co.jp;
ohga.m@mazda.co.jp; daltoonl@ford.com; jgrimes1@ford.com

Cc: yamada.hid@mazda.co.jp

Subject: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

To Team

Ford/Mazda P/T OPD Audio meeting will be held on August 1st.

Agenda that Mazda proposed is below.

Attention ; Phone Line# was changed. (from Karl's line(?) to Shirahsi's line....)

[Agenda]

1. IAC change to Finned Pintle (2001MY & 2002MY Service) - C11390555
- 1) Mazda request to change "SSD status" from "U" to "S" on WERS.

Mazda Engineer found that there is "SSD = U" status on WERS NPSD Screen.

In order to resolve field stall concerns rapidly, we should change "SSD status" from "U" to "S".

SSD ; Service Stock Disposition

U ; Use stock parts

S ; Scrap stock parts

Mazda would like to know Ford intent.

2. Engine stall robustness calibration change

Mazda agreed the calibration change for EU/JPN supposing NO effect Fuel Economy and Emission.

Mazda would like to confirm the status below.

1) Have you confirmed the effect on Fuel Economy and Emission for EU market?

Dalbo-san said that they will finish the evaluation for EU within last week.

Please send us the report , if available.

2) Have you confirmed the effect on Fuel Economy and Emission for JPN market?

Dalbo-san said that they will finish the evaluation for JPN within this week.

When you get the result of this, please send us.

[Date/Location]

USA 1-August-2002 AM 7:00-8:30 Location Unknown

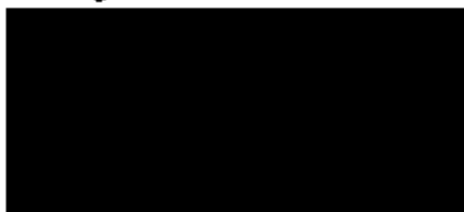
JPN 1-August-2002 PM 8:00-9:30 MAZDA Technical Main

Bldg. 2F

221

Audio Conference Room

- Audio Meeting -



Moderator code: 1698917#

1000 -

Thank you.

Junichirou Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932(Ex.28215)

Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Friday, August 02, 2002 8:31 AM
To: Jaster, Daniel (D.C.)
Subject: RE: 218z-2162-aa need 1 yr forecast

2162 not an engine part...

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Jaster, Daniel (D.C.)
Sent: Thursday, August 01, 2002 1:00 PM
To: Grimes, Jeff (J.R.)
Subject: RE: 218z-2162-aa need 1 yr forecast

If sales continue the six month forecast is 3400 pcs.

Dan Jaster
Recall Parts Specialist
Parts Supply & Logistics
Ford Customer Service Division
Cube 1309A, National Parts Depot Center
Phone 734-523-4079, Fax 734-266-1166
Text Pager/Number 734-267-4839

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 01, 2002 9:06 AM
To: Jaster, Daniel (D.C.)
Subject: RE: 218z-2162-aa need 1 yr forecast

Dan, is 2162 Mazda's TB???

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Jaster, Daniel (D.C.)
Sent: Wednesday, July 31, 2002 3:56 PM
To: Grimes, Jeff (J.R.)
Subject: FW: 218z-2162-aa need 1 yr forecast

Dan Jaster
Recall Parts Specialist

Parts Supply & Logistics
Ford Customer Service Division
Cube 1309A, National Parts Depot Center
Phone 734-523-4079, Fax 734-266-1166
Text Pager/Number 734-267-4839

-----Original Message-----

From: Jaster, Daniel (D.C.)
Sent: Wednesday, July 31, 2002 7:54 AM
To: 'ric.johnson@tdsautomotive.com'; Black-Grose, Jan (J.M.)
Cc: Lefrancois, Tina (T.); Jaster, Daniel (D.C.)
Subject: RE: 218z-2162-aa need 1 yr forecast

Wrong part number it should be 2L8Z-2162-AA.

Dan Jaster
Recall Parts Specialist
Parts Supply & Logistics
Ford Customer Service Division
Cube 1309A, National Parts Depot Center
Phone 734-523-4079, Fax 734-266-1166
Text Pager/Number 734-267-4839

-----Original Message-----

From: Ric Johnson [mailto:ric.johnson@tdsautomotive.com]
Sent: Wednesday, July 31, 2002 6:56 AM
To: 'Black-Grose, Jan (J.M.)'
Cc: 'Lefrancois, Tina (T.)'; 'Jaster, Daniel (D.C.)'
Subject: RE: 218z-2162-aa need 1 yr forecast

Orders 31842, 32622, 23346 and 30723 are for part number YL8Z-2162-AA. I did not receive zero fa records but it really doesn't matter because we have shipped them complete and will not allocate any more material to these orders.

I did receive fa records for ocn's 71267/8 for 2L8Z-2162-AA.

R. Johnson
Total Distribution Systems
Rivarview, Mi
734-282-4822 x224

-----Original Message-----

From: Black-Grose, Jan (J.M.) [mailto:jblackgr@ford.com]
Sent: Tuesday, July 30, 2002 1:26 PM
To: 'ric.johnson@tdsautomotive.com'
Cc: Black-Grose, Jan (J.M.); Lefrancois, Tina (T.); Jaster, Daniel (D.C.)
Subject: RE: 218z-2162-aa need 1 yr forecast

Ric,

pls confirm you rec'd zero fa's for 31842,32622,23346,30723. We had Mazda enter new orders 69003 723711-1 OCN 71267 430 PCS and 723712-1 OCN 71268 70 PCS. These lines went on b/o but should have created a release.

S/S orders for l/t 69003 should NEVER go on B/O.

Tina,

please follow for shipments from FDC. Another example of b/o on l/t. See BELA screen.

Dan Jaster will help get stock moving to FR, c/o Expeditors.

Att'd file for additional info:

JAN BLACK-GROSE
Mazda Association Program,
I.D.O., F.C.S.D
PH. (519)257-1439 FAX (519)257-1412

-----Original Message-----

From: Ric Johnson [mailto:ric.johnson@tdeautomotive.com]

Sent: Monday, July 29, 2002 3:59 PM

To: 'Black-Grose, Jan (J.M.)'

Subject: RE: 218z-2162-aa need 1 yr forecast

Jan,

The 351 pcs were shipped against YL8Z not 2L8Z. Maybe that's part of the confusion.

R. Johnson
Total Distribution Systems
Riverview, MI
734-282-4822 x224

-----Original Message-----

From: Black-Grose, Jan (J.M.) [mailto:jblackgr@ford.com]

Sent: Monday, July 29, 2002 1:56 PM

To: Johnson Ric. (E-mail)

Subject: FW: 218z-2162-aa need 1 yr forecast

> -----Original Message-----

> From: Black-Grose, Jan (J.M.)

> Sent: Monday, July 29, 2002 11:38 AM

> To: Deacon, Patricia (P.); Jordan, Robert (R.E.); Tarala, Beverly (B.L.)

> Cc: Black-Grose, Jan (J.M.); Ric Johnson (E-mail)

> Subject: FW: 218z-2162-aa need 1 yr forecast

>

> Well Beverly,

>

> this shipment went to O B and an additional 351 ex TDS to O B on 7/11. Can

> you have this stock sent to Expeditors?

> Our records show the 137 pcs rec'd against 119949-170. We don't show the

> 351 rec'd? Did O B receive?

>

> JAN BLACK-GROSE

> Mazda Association Program,
> I.D.O.,F.C.S.D
> PH. (519)257-1439 FAX (519)257-1412

> -----Original Message-----

> From: Black-Grose, Jan (J.M.)
> Sent: Friday, July 26, 2002 10:33 AM
> To: Deacon, Patricia (P.); Jordan, Robert (R.E.); Tarala, Beverly (B.L.)
> Cc: Black-Grose, Jan (J.M.); Walker, Debbie (D.)
> Subject: 218z-2162-aa need 1 yr forecast

> Hi Patty/Rob/Beverly,

> not sure who is hard at work or on vacation but could one of you please
> provide a one year forecast for the above part. We know the campaign has
> taxed the inventory schedule. Once the 500 pc order is complete (137 pcs
> ex TDS 7/25 case # 40001819 trk # 70173 balance std week 8/05) the demand
> analyst would like to know amount to stock at the PDC. Thanks.

> JAN BLACK-GROSE
> Mazda Association Program,
> I.D.O.,F.C.S.D
> PH. (519)257-1439 FAX (519)257-1412

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 01, 2002 9:06 AM
To: Jaster, Daniel (D.C.)
Subject: RE: 218z-2162-aa need 1 yr forecast

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Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

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To: Grimes, Jeff (J.R.)
Subject: FW: 218z-2162-aa need 1 yr forecast

Dan Jaster
Recall Parts Specialist
Parts Supply & Logistics
Ford Customer Service Division
Cube 1309A, National Parts Depot Center
Phone 734-523-4079, Fax 734-266-1166
Text Pager/Number 734-267-4839

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Wrong part number it should be 2L8Z-2162-AA.

Dan Jaster
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R. Johnson
Total Distribution Systems
Riverview, MI
734-282-4822 x224

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S/S orders for 1/t 69003 should NEVER go on B/O.

Tina,

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Att'd file for additional info:

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Mazda Association Program,
I.D.O., F.C.S.D
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Riverview, MI

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> Subject: FW: 218z-2162-aa need 1 yr forecast

> Well Beverly,

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> you have this stock sent to Expeditors?
> Our records show the 137 pcs rec'd against 119949-170. We don't show the
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> Mazda Association Program,
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> PH. (519)257-1439 FAX (519)257-1412

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> JAN BLACK-GROSE
> Mazda Association Program,
> I.D.O., F.C.S.D
> PH. (519)257-1439 FAX (519)257-1412

EP02-827 11363

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 01, 2002 8:10 AM
To: Ichikawa, Jiyunichiro (J.)
Subject: RE: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

Ichikawa-san,

You are correct. Mazda has approved the change...we expect to have it in production within 3 weeks at Cleveland Engine Plant.

Thank you

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-6237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Wednesday, July 31, 2002 9:21 PM
To: jgrimes1@ford.com; toda2@ford.com; kszczepa@ford.com; shiraishi.m@pt.mazda.co.jp; bmcgee@ford.com; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; scorbett@ford.com; fujioke.ke@mazda.co.jp; skwon@ford.com; lyeung@ford.com; gfournel@ford.com; rdalbo@ford.com; okada.i@mazda.co.jp; ohga.m@mazda.co.jp; daltoni@ford.com; jmarynow@ford.com; jamold3@ford.com
Cc: yamada.hld@mazda.co.jp
Subject: RE: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

Grimes-san

Thank you for your prompt reply.

So, we don't need to discuss in the Thursday OPD meeting regarding this.

We should eliminate this item on the agenda.

I heard that J18L team has accepted this change last week.

Please see the attached letter to Duratec Team that is shown Mazda's

approval.

Thanks again.

Regards,

J.Ichikawa

—Original Message—

From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]

Sent: Wednesday, July 31, 2002 9:32 PM

To: Ichikawa Junichirou (市川 潤一郎); Oda, Tamaki (T.); Szczepanski, Kyoko (K.); Shiraiishi Masaru (白石 優); McGee, Brett (B.L.); Takubo Hirochi (田窪 博一); Hamano Naoumi (濱野 直生); Corbett, Sandra (S.M.); Fujioka Kenji (藤岡 憲二); Kwon, Soon (S.K.); Yeung, Lem (.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Okada Itsusel (岡田 一誠); Ohga Muneyuki (大神 宗之); Altoonlan, Don (D.J.); Marynowski, Jan (J.M.); Arnold, James (J.A.)

Cc: Yamada Hideki (山田 秀樹)

Subject: RE: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

Ichikawa-san, Thank you, and the Mazda team for agreeing to introduce the improved IAC valve for the U204, J14, and J16L programs.

I agree with Mazda's position that the SSD field should be "Scrap" and have modified the 'B' screen accordingly.

Additionally, the subject concern (C11380555) releases the new IAC for past-model service for J14 and U204. Can you please clarify that J16L accepts this as well.

Jeff Grimes

Outfitter's Liaison

Duratec Engine Programs

Ph: 313-322-5237

e-mail: jgrimes1@ford.com

-----Original Message-----

From: Ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]

Sent: Tuesday, July 30, 2002 11:08 PM

To: toda2@ford.com; kszczepea@ford.com; shiraishi.m@pt.mazda.co.jp;
bmcgee@ford.com; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp;
scorbett@ford.com; fujlaka.ke@mazda.co.jp; skwon@ford.com;
lyeung@ford.com; gfournel@ford.com; rdalbo@ford.com;
okada.i@mazda.co.jp; ohga.m@mazda.co.jp; daltoonl@ford.com;
jgrimes1@ford.com

Cc: yamada.hid@mazda.co.jp

Subject: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

To Team

Ford/Mazda P/T OPD Audio meeting will be held on August 1st.

Agenda that Mazda proposed is below.

Attention ; Phone Line# was changed. (from Karl's line(?) to Shiraishi's line....)

[Agenda]

1. IAC change to Finned Pintle (2001MY & 2002MY Service) - C11390555

1) Mazda request to change "SSD status" from "U" to "S" on WERS.

Mazda Engineer found that there is "SSD = U" status on WERS NPSD Screen.

In order to resolve field stall concerns rapidly, we should change "SSD status" from "U" to "S".

SSD ; Service Stock Disposition

U ; Use stock parts

S ; Scrap stock parts

Mazda would like to know Ford Intent.

2. Engine stall robustness calibration change

Mazda agreed the calibration change for EU/JPN supposing NO effect Fuel Economy and Emission.

Mazda would like to confirm the status below.

1) Have you confirmed the effect on Fuel Economy and Emission for EU

market?

Dalbo-san said that they will finish the evaluation for EU within last week.

Please send us the report , if available.

2) Have you confirmed the effect on Fuel Economy and Emission for JPN market?

Dalbo-san said that they will finish the evaluation for JPN within this week.

When you get the result of this, please send us.

[Date/Location]

USA 1-August-2002 AM 7:00-8:30 Location Unknown

JPN 1-August-2002 PM 8:00-9:30 MAZDA Technical Main

Bldg. 2F

221

Audio Conference Room

- Audio Meeting -

Domestic:877-877-7127

Ford Net: ? (Shiraleh-san know...)

International: 630-424-2071

Pass code: 6643917 #

Moderator code: 1698917#

Thank you.

Junichiro Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932(Ex.28215)

Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Wednesday, July 31, 2002 8:32 AM
To: Ichikawa, Jiyunichiro (J.); Oda, Tamaki (T.); Szozeanski, Kyoko (K.); Shiraiishi, Masaru (M.); McGee, Brett (B.L.); Takubo, Hiroichi (H.); Hamano, Naoumi (N.); Corbett, Sandra (S.M.); Fujioka, Kenji (K.); Kwon, Soon (S.K.); Yeung, Lem (.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Okada, Itausel (I.); Ohga, Muneyuki (M.); Altoonian, Don (D.J.); Marynowski, Jan (J.M.); Arnold, James (J.A.)
Cc: Yamada, Hideki (H.)
Subject: RE: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

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Jeff Grimes
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Ph: 313-322-5237
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Cc: yamada.hid@mazda.co.jp
Subject: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

To Team

Ford/Mazda P/T OPD Audio meeting will be held on August 1st.

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When you get the result of this, please send us.

[Date/Location]

USA 1-August-2002 AM 7:00-8:30 Location Unknown

JPN 1-August-2002 PM 8:00-9:30 MAZDA Technical Main

Bldg. 2F

221

CONFIDENTIAL

Audio Conference Room

- Audio Meeting -

Domestic: 877-877-7127

Ford Net: ? (Shiraishi-san know...)

International: 630-424-2071

Pass code: 6643917 #

Moderator code: 1698917#

Thank you.

Junichiro Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-267-4832(Ex.28215)

Fax ; +81-82-267-5115

From: Grimes, Jeff (J.R.)
Sent: Wednesday, July 31, 2002 8:24 AM
To: Yeung, Lem (.)
Subject: RE: 7/26 U204/J14 FORD/MAZDA PT OPD MEETING

I will be changing SSD to scrap...if we don't have too many out there.

J16L approved late last week...

Component is RELEASED for J16L. Cleveland will begin getting parts by August 21.

I am still working to improve that.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Yeung, Lem (.)
Sent: Wednesday, July 31, 2002 8:03 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 7/26 U204/J14 FORD/MAZDA PT OPD MEETING

Since we received J16 concurrence to use this valve, is the notice out for both J16 and U204? I'll take your response is to scrap old parts?

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]

Sent: Tuesday, July 30, 2002 11:08 PM

To: toda2@ford.com; kszczepa@ford.com; shiraihl.m@pt.mazda.co.jp; bmcgee@ford.com;
takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; scorbett@ford.com; fujloka.ke@mazda.co.jp;
skwon@ford.com; lyeung@ford.com; gfoumel@ford.com; dalbo@ford.com; okada.i@mazda.co.jp;
ohga.m@mazda.co.jp; daltoonl@ford.com; jgrimes1@ford.com
Cc: yamada.hid@mazda.co.jp
Subject: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

To Team

Ford/Mazda P/T OPD Audio meeting will be held on August 1st.

Agenda that Mazda proposed is below.

Attention ; Phone Line# was changed. (from Karl's line(?) to Shiraihi's line....)

[Agenda]

1. IAC change to Finned Pintle (2001MY & 2002MY Service) - C11390555

1) Mazda request to change "SSD status" from "U" to "S" on WERS.

Mazda Engineer found that there is "SSD = U" status on WERS NPSD Screen.

In order to resolve field stall concerns rapidly, we should change "SSD status" from "U" to "S".

SSD ; Service Stock Disposition

U ; Use stock parts

S ; Scrap stock parts

Mazda would like to know Ford Intent.

2. Engine stall robustness calibration change

Mazda agreed the calibration change for EU/JPN supposing NO effect Fuel Economy and Emission.

Mazda would like to confirm the status below.

1) Have you confirmed the effect on Fuel Economy and Emission for EU market?

Dalbo-san said that they will finish the evaluation for EU within

last week.

Please send us the report , if available.

2) Have you confirmed the effect on Fuel Economy and Emission for JPN market?

Dalbo-san said that they will finish the evaluation for JPN within this week.

When you get the result of this, please send us.

[Date/Location]

USA 1-August-2002 AM 7:00-8:30 Location Unknown

JPN 1-August-2002 PM 8:00-9:30 MAZDA Technical Main

Bldg. 2F

221

Audio Conference Room

- Audio Meeting -

Domestic:877-877-7127

Ford Net: ? (Shiraishi-san know...)

International: 630-424-2071

Pass code: 6643917 #

Moderator code: 1698917#

Thank you.

Junichiro Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932(Ex.28215)

Fax ; +81-82-287-5115

From: Grimes, Jeff (J.F.)
Sent: Wednesday, July 31, 2002 8:13 AM
To: Durfee, Tom (T.P.)
Subject: FW: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

Tom, can you find out how many YF1E-9F715-AB we have in the field...

Mazda is asking us to scrap service stock...I'm inclined to agree...

If possible, can you let me know this morning?

Thank

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Tuesday, July 30, 2002 11:08 PM
To: toda2@ford.com; kaczepa@ford.com; shiralahi.m@pt.mazda.co.jp; bmcgee@ford.com;
takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; scorbett@ford.com; fujloka.ke@mazda.co.jp;
skwon@ford.com; lyeung@ford.com; gfournel@ford.com; rdalbo@ford.com; okada.l@mazda.co.jp;
ohga.m@mazda.co.jp; daltoonl@ford.com; jgrimes1@ford.com
Cc: yamada.hid@mazda.co.jp
Subject: 7/25 U204/J14 FORD/MAZDA PT OPD MEETING

To Team

Ford/Mazda P/T OPD Audio meeting will be held on August 1st.

Agenda that Mazda proposed is below.

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1) Mazda request to change "SSD status" from "U" to "S" on WERS.

Mazda Engineer found that there is "SSD = U" status on WERS NPSD Screen.

In order to resolve field stall concerns rapidly, we should change "SSD status" from "U" to "S".

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Mazda would like to know Ford Intent.

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Please send us the report , if available.

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JPN 1-August-2002 PM 8:00-9:30 MAZDA Technical Main

Bldg. 2F

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Ford Net: ? (Shiratschi-san know...)

International: 630-424-2071

Pass code: 6643917 #

Moderator code: 1698917#

Thank you.

Junichiro Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932(Ex.28215)

Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 30, 2002 1:53 PM
To: Bicking, Kevin (K.L.); Svontickas, Ed (E.)
Cc: Hofman, Michael (M.V.); Klarr, Jerry (G.T.)
Subject: RE: 2003 U204 Throttle Body

CEP2 has approved Functional Feasibility (i.e. TB is transparent to the process and testing)
Mazda has parts, and has committed to evaluating by the end of August...This is not an agreement to take on new TB.

Process variability in RJ (sealant) application at Rawsonville has Visteon working a couple other alternatives to achieve our desired airflow requirements...based on less than optimal results late last week.

Unfortunately, the combo-line at Rawsonville is a day-to-day operation...variability is not fully understood, and accounted for through trial-error...This makes it difficult to "jump in" and try stuff, as production support must take precedence.

Our next window to run parts is Wednesday...Results will determine next steps...If the currently proposed solution pans out, I'll sit down with Jim Arnold (and Ed) to approach Mazda.

PPAP to CEP2 will not happen this week, most likely early next week...at the earliest.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Bicking, Kevin (K.L.)
Sent: Sunday, July 28, 2002 9:09 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2003 U204 Throttle Body

Status ??

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Monday, July 22, 2002 12:44 PM
To: Bicking, Kevin (K.L.)
Cc: Svontickas, Ed (E.)
Subject: RE: 2003 U204 Throttle Body
Importance: High

Agreed!

More info on timing shortly...I just picked up the Mazda parts this morning, they will be shipped out this afternoon.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Bicking, Kevin (K.L.)
Sent: Friday, July 19, 2002 1:12 PM
To: Grimes, Jeff (J.R.)
Cc: Svontickas, Ed (E.); Bicking, Kevin (K.L.)
Subject: RE: 2003 U204 Throttle Body

I won't sign a blank check, WHEN can we anticipate Mazda approval and get back to one common throttle

body BEFORE we agree to manage the additional complexity ??

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 8:39 AM
To: Bickling, Kevin (K.L.)
Cc: Sventickas, Ed (E.)
Subject: RE: 2003 U204 Throttle Body

Validation testing was completed earlier this week, and further improvement opportunities were found. We reviewed the proposed design change with the vehicle team on Wednesday, with positive results.

Yesterday, the team met at Rawsonville to firm up direction...I should have proposed TB's this afternoon, or early Monday morning.

The Escape team is still pushing for immediate introduction; giving us two short-term alternatives:

1. Mazda will be provided the new throttle bodies, without what they consider to be proper evaluation time, or
2. CEP2 will have additional throttle-body complexity until Mazda's evaluation is complete, and transparency confirmed. (High confidence in transparency, U204 calibration already agreed)

Ed has agreed to contact his Mazda counterparts as soon as we make samples available. Your support for scenario two would be appreciated.

The proposed change will require feasibility on hot-test stands, for which parts will be available Monday.

Our agreement with the vehicle team is production by August 1st. Visteon will have PPAP parts produced by weeks end...If we achieve PSW sign-off, and the orders are in the system, we'll succeed.

Thank you in advance for your help.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Bickling, Kevin (K.L.)
Sent: Thursday, July 18, 2002 4:06 PM
To: Grimes, Jeff (J.R.)
Cc: Bickling, Kevin (K.L.)
Subject: 2003 U204 Throttle Body

Jeff, where we at with this ?? Did you get Mazda to agree to a common throttle body ?? Help required from CEP II ???

Subject: Throttle Body for J16L
Location: Jim's office
Start: Mon 7/29/02 10:30 AM
End: Mon 7/29/02 11:00 AM
Show Time As: Tentative
Recurrence: (none)
Meeting Status: Not yet responded
Required Attendees: Grimes, Jeff (J.R.); Arnold, James (J.A.); Marynowski, Jan (J.M.)

Discuss whether escalation is necessary or advisable regarding U204 production TB change.

Cleveland cannot handle additional TB complexity...Mazda has said they need until September to evaluate (with efforts to pull ahead).

The U204 team will not wait. They will be all over us in a couple of days, if our planned incorporation is unacceptable.

Kevin is in the wings...possibly accepting complete, if a firm date (short term) for Mazda usage is agreed upon...An open ended "eval date" will not suffice, and he will refuse the complexity...

Ed is willing to escalate at Mazda...But that call needs to be yours.

From: Grimes, Jeff (J.R.)
Sent: Thursday, July 25, 2002 11:20 AM
To: Fascetti, Bob (R.J.)
Subject: RE: Paint Dot???

We got Mazda approval this morning (officially, through the J16 channels)

Right now, we're 6 weeks away from Incorp...We are getting STA and the supplier involved to improve timing...

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

---Original Message---

From: Fascetti, Bob (R.J.)
Sent: Thursday, July 25, 2002 11:00 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Paint Dot???

Jeff,
this isn't good enough. We failed on this one with J16, with no recovery plan, which I asked for previously.

If I heard you right this morning, if Mazda gives approval Monday, then the above doesn't matter anymore. Lets work on reducing the lead time from Hitachi and get it there asap.

Bob

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, July 25, 2002 9:05 AM
To: Fascetti, Bob (R.J.)
Subject: Paint Dot???

Bob, I heard you mention a pint dot as error proofing the IAC to expedite introduction...

Remember from your manufacturing days, that visual inspection is less than 80% effective...We paint dot items all over the place in Cleveland, and find mis-builds...We barcode items in Cleveland, and occasionally get mis-builds...Furthermore, visible paint dots would have underhood appearance ramifications. As these valves are IDENTICAL externally, we would have only been asking for trouble.

We (design) are too often expecting Cleveland to "handle it"...its not fair to them...if we (engineering) would be more thorough in our design efforts this complexity would never be required...

I am very aware of the urgency...remember, I fought Vehicle ops for '03 J#1 incorporation of the valve...and won. Unfortunately, that was before I realized that our team had not obtained Mazda approval. ☹

We'll keep pluggin!

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

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We'll keep pluggin!

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, July 26, 2002 8:06 AM
To: Wettach, Bill (B.)
Cc: Marynowski, Jan (J.M.); Arnold, James (J.A.)
Subject: 1L8E-9F715-AA

Bill, I have official Word from Mazda that we are OK to proceed with the new IAC valve. Please have Hitachi proceed immediately for incorporation...

We would also like to understand why 6 weeks is necessary, and what can be done to pull it ahead. EVERYONE feels this is excessive for a PPAP'd component.

Thank

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

ER82-627 11488

From: Grimes, Jeff (J.R.)
Sent: Monday, July 22, 2002 12:44 PM
To: Bicking, Kevin (K.L.)
Co: Sventickas, Ed (E.)
Subject: RE: 2003 U204 Throttle Body

Importance: High

Agreed!

More info on timing shortly...I just picked up the Mazda parts this morning, they will be shipped out this afternoon.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Bicking, Kevin (K.L.)
Sent: Friday, July 19, 2002 1:12 PM
To: Grimes, Jeff (J.R.)
Co: Sventickas, Ed (E.); Bicking, Kevin (K.L.)
Subject: RE: 2003 U204 Throttle Body

I won't sign a blank check, WHEN can we anticipate Mazda approval and get back to one common throttle body BEFORE we agree to manage the additional complexity ??

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 8:39 AM
To: Bicking, Kevin (K.L.)
Co: Sventickas, Ed (E.)
Subject: RE: 2003 U204 Throttle Body

Validation testing was completed earlier this week, and further improvement opportunities were found. We reviewed the proposed design change with the vehicle team on Wednesday, with positive results.

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Ed has agreed to contact his Mazda counterparts as soon as we make samples available. Your support for scenario two would be appreciated.

The proposed change will require feasibility on hot-test stands, for which parts will be available Monday.

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Thank you in advance for your help.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237

e-mail: jgrimes1@ford.com

---Original Message---

From: Bickling, Kevin (K.L.)
Sent: Thursday, July 18, 2002 4:06 PM
To: Grimes, Jeff (J.R.)
Cc: Bickling, Kevin (K.L.)
Subject: 2003 U204 Throttle Body

Jeff, where we at with this ?? Did you get Mazda to agree to a common throttle body ?? Help required from CEP II ???

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 9:56 AM
To: Jones III, James (J.E.); Lampman, Dean (D.A.)
Cc: Gates, Edward (E.); Kosko, Jeff (J.R.); Caruso, Rick (Enrico J.)
Subject: RE: RECD 6/21/02 DUE 7/8/02 CEP2-6356 Feas Request 2L8E-9E926-AA

From the menu, select Format, background to change the background color..."

Correct...FEASIBILITY FOR 2L8E-9E926-AA is to be DELETED...Said part will NOT be going into production.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Jones III, James (J.E.)
Sent: Friday, July 19, 2002 9:54 AM
To: Grimes, Jeff (J.R.); Lampman, Dean (D.A.)
Cc: Gates, Edward (E.); Kosko, Jeff (J.R.); Caruso, Rick (Enrico J.)
Subject: RE: RECD 6/21/02 DUE 7/8/02 CEP2-6356 Feas Request 2L8E-9E926-AA

So, we can discard this feasibility Correct? We do not install Tbodies on service long blocks. I tried to turn the gray back ground off but i did not find out how.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 8:52 AM
To: Jones III, James (J.E.); Caruso, Rick (Enrico J.)
Cc: Gates, Edward (E.); Kosko, Jeff (J.R.)
Subject: RE: RECD 6/21/02 DUE 7/8/02 CEP2-6356 Feas Request 2L8E-9E926-AA
Good question on the gray background...I'm not sure who started it..Too dark, though, so I turned it off.

As I mentioned last week, the 2L8E-9e926-aa will not be going into production.

A new level TB will be created, with new FEASIBILITY and PRINT...parts will be available on Monday, and I should get them to you no later than Tuesday.

We may begin production under alert to meet timing...But not before feas and PPAP is satisfied...

We are responding to results of validation testing that completed earlier this week, where further opportunities for improvement were found.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Jones III, James (J.E.)
Sent: Thursday, July 18, 2002 12:48 PM
To: Grimes, Jeff (J.R.)

5882-827 11426

Cc: Lampman, Dean (D.A.); Yanka, Chet (Chester W.)
Subject: RE: RECD 6/21/02 DUE 7/8/02 CEP2-6356 Feas Request 2L8E-9E926-AA

What is up with the gray background, Anyway until we get a sample part to tryout I do not want to sign off on this. When can I get a part?

-----Original Message-----

From: Lampman, Dean (D.A.)
Sent: Friday, June 21, 2002 12:18 PM
To: Jones III, James (J.E.)
Cc: Yanka, Chet (Chester W.)
Subject: RECD 6/21/02 DUE 7/8/02 CEP2-6356 Feas Request 2L8E-9E926-AA

-----Original Message-----

From: Otrompke, Nicole (N.T.)
Sent: Friday, June 21, 2002 10:39 AM
To: Lampman, Dean (D.A.); Otrompke, Nicole (N.T.); Pegg, Clare (C.A.)
Cc: Gates, Edward (E.); Grimes, Jeff (J.R.); Kwiatkowski, Mike (M.A.)
Subject: CEP2-6356 Feas Request 2L8E-9E926-AA

If there is a problem please contact me.

(please use: CEP2-6356.doc for sign off)

Nikki Otrompke

Data Coordinator
2.5L/3.0L V6 Duratec Design Section
V-Engine CAD Department
Location: DP038 between pillars H4 - J4
313-323-8728

-----Original Message-----

From: Kwiatkowski, Mike (M.A.)
Sent: Monday, June 17, 2002 9:59 AM
To: Otrompke, Nicole (N.T.)
Cc: Kwiatkowski, Mike (M.A.); Long, Gerald (G.A.)
Subject: FW: Throt body Asy for Preset Airflow
Nikki, please process this for asy feas at CEP2. The drawing is already released and is in DocMan. Gerry, is there any drawing action required once we get approval from CEP2?

-----Original Message-----

From: Gates, Edward (E.)
Sent: Thursday, June 13, 2002 1:03 PM
To: Kwiatkowski, Mike (M.A.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Throt body Asy for Preset Airflow
Feas for 2L8E throttle attached. Can you submit to CEP?

Thanks.

E. J. Gates
(313) 845-1292

-----Original Message-----

From: Kwiatkowski, Mike (M.A.)
Sent: Monday, June 10, 2002 9:18 AM

To: Grimes, Jeff (J.R.)

Cc: Gates, Edward (E.); Kwiatkowski, Mike (M.A.)

Subject: Throt body Asy for Preset Airflow

Jeff, are we going to send this drawing to CEP2 for Asy Fees? If so, I need a fees form filled out and sent to Nikki Otrompka (notrompk) so she can process it to CEP2. Also, C11370240 is still at a concern level. If I have to go to Notice in order for the drawing to be release.

Please stop by to sign the drawing. Ed Gates has already signed it. Thanks.

-----Original Message-----

From: Kwiatkowski, Mike (M.A.)

Sent: Monday, June 10, 2002 8:05 AM

To: Gates, Edward (E.)

Cc: Kwiatkowski, Mike (M.A.)

Subject: FW: STORED TO META

Ed, I have a plot of this drawing where the +/- polarity was revised on the TPS. Please stop by to review the drawing.

-----Original Message-----

From: Puzella, T. (Tony) [mailto:tpuzella@visteon.com]

Sent: Friday, June 07, 2002 2:43 PM

To: dpatton3@visteon.com; Mike Kwiatkowski (MKWIATK1)

Subject: STORED TO META

dpatton3@visteon.com wrote:

The Form has been Submitted.

Metaphase Transfer Ownership Request

Scoring Activity

[REDACTED]

User Information

[REDACTED]

Transfer Information

[REDACTED]

ERG2-027 11A27



Security

Unrestricted access to all parts/assemblies/drawings:

--
Sincerely

Tony Puzella

x:52618 SCII

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 8:53 AM
To: Dalbo, Bob (R.J.)
Cc: Fournelle, Gilbert (G.); Bogema, John (P.)
Subject: RE: Calibration "kit" for IAC fix on past model service

I'll assume you meant John Bogema ☺

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

---Original Message---
From: Dalbo, Bob (R.J.)
Sent: Thursday, July 18, 2002 1:25 PM
To: Grimes, Jeff (J.R.)
Cc: Gilbert Fournelle; John Bogema
Subject: RE: Calibration "kit" for IAC fix on past model service

Please add John Bottenberg in my section to the concern.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 16, 2002 1:37 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: Calibration "kit" for IAC fix on past model service

C11390555 has been opened to release the new IAC for service applications on 2001 and 2002 Escape's...

Neither of you are in WERS...so not sure how you'll want to proceed.

I assume this is feasible??? And probably well worth it for the customer...

Thoughts on timing?

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 8:52 AM
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Cc: Gates, Edward (E.); Kosko, Jeff (J.R.)
Subject: RE: RECD 6/21/02 DUE 7/8/02 CEP2-6356 Feas Request 2L8E-9E926-AA

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Sent: Friday, June 21, 2002 10:39 AM
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Subject: CEP2-6356 Feas Request 2L8E-9E926-AA

If there is a problem please contact me.

(please use: CEP2-6356.doc for sign off)

Nikki Otrompke

Data Coordinator
2-5L/3.0L V6 Duratec Design Section
V-Engine CAD Department
Location: DP038 between pillars H4 - J4
313-323-8728

-----Original Message-----

From: Kwiatkowski, Mike (M.A.)
Sent: Monday, June 17, 2002 9:59 AM
To: Otrompka, Nicole (N.T.)
Cc: Kwiatkowski, Mike (M.A.); Long, Gerald (G.A.)
Subject: FW: Throt body Asy for Preset Airflow
Nikki, please process this for say fees at CEP2. The drawing is already released and is in DocMan. Gerry, is there any drawing action required once we get approval from CEP2?

-----Original Message-----

From: Gates, Edward (E.)
Sent: Thursday, June 13, 2002 1:03 PM
To: Kwiatkowski, Mike (M.A.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Throt body Asy for Preset Airflow
Fees for 2LBE throttle attached. Can you submit to CEP?

Thanks.

E. J. Gates

(313) 845-1292

-----Original Message-----

From: Kwiatkowski, Mike (M.A.)
Sent: Monday, June 10, 2002 9:18 AM
To: Grimes, Jeff (J.R.)
Cc: Gates, Edward (E.); Kwiatkowski, Mike (M.A.)
Subject: Throt body Asy for Preset Airflow
Jeff, are we going to send this drawing to CEP2 for Asy Fees? If so, I need a fees form filled out and sent to Nikki Otrompka (notrompk) so she can process it to CEP2. Also, C11370240 is still at a concern level. It'll have to go to Notice in order for the drawing to be release.
Please stop by to sign the drawing. Ed Gates has already signed it. Thanks.

-----Original Message-----

From: Kwiatkowski, Mike (M.A.)
Sent: Monday, June 10, 2002 8:05 AM
To: Gates, Edward (E.)
Cc: Kwiatkowski, Mike (M.A.)
Subject: FW: STORED TO META
Ed, I have a plot of this drawing where the +/- polarity was revised on the TPS. Please stop by to review the drawing.

-----Original Message-----

From: Puzella, T. (Tony) [mailto:tpuzella@visteon.com]
Sent: Friday, June 07, 2002 2:43 PM
To: dpatton3@visteon.com; Mike Kwiatkowski (MKWIATK1)
Subject: STORED TO META
dpatton3@visteon.com wrote:
The Form has been Submitted.

Metaphase Transfer Ownership Request

Spelling Activity

[REDACTED]

User Information

[REDACTED]

Transfer Information

[REDACTED]

Security

Unrestricted access on all parts/assemblies/drawings!

--

Sincerely

Tony Puzella

x:52618 SCII

From: Grimes, Jeff (J.R.)
Sent: Friday, July 19, 2002 8:39 AM
To: Bicking, Kevin (K.L.)
Cc: Sventokas, Ed (E.)
Subject: RE: 2003 U204 Throttle Body

Validation testing was completed earlier this week, and further improvement opportunities were found. We reviewed the proposed design change with the vehicle team on Wednesday, with positive results.

Yesterday, the team met at Rawsonville to firm up direction...I should have proposed TB's this afternoon, or early Monday morning.

The Escape team is still pushing for immediate introduction; giving us two short-term alternatives:

1. Mazda will be provided the new throttle bodies, without what they consider to be proper evaluation time, or
2. CEP2 will have additional throttle-body complexity until Mazda's evaluation is complete, and transparency confirmed. (High confidence in transparency, U204 calibration already agreed)

Ed has agreed to contact his Mazda counterparts as soon as we make samples available. Your support for scenario two would be appreciated.

The proposed change will require feasibility on hot-test stands, for which parts will be available Monday.

Our agreement with the vehicle team is production by August 1st. Visteon will have PPAP parts produced by weeks end...if we achieve PSW sign-off, and the orders are in the system, we'll succeed.

Thank you in advance for your help.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

---Original Message---

From: Bicking, Kevin (K.L.)
Sent: Thursday, July 18, 2002 4:06 PM
To: Grimes, Jeff (J.R.)
Cc: Bicking, Kevin (K.L.)
Subject: 2003 U204 Throttle Body

Jeff, where we at with this ?? Did you get Mazda to agree to a common throttle body ?? Help required from CEP II ???

From: Grimes, Jeff (J.R.)
Sent: Friday, June 28, 2002 11:35 AM
To: Wilson, Ed (E.W.)
Cc: Sveticas, Ed (E.)
Subject: IAC changes

Importance: High

Ed, with Rick out until the 14th, can you offer any suggestions? The issue will be two unique, but externally identical, Idle Air Control valves on the RFP line. The two programs involved are J16R and U204...Thank for any help...

Rick, the vehicle team is beginning to push on implementing the new fixed-pintle IAC valve on the Escape...Mazda (J16) approval is pending, and may require a calibration update pushing full implementation to October.

With the significance of the concern, and pressure from very high above coming soon...Can either of you offer a cost-effective mechanism to manage valve complexity should we be driven to implement at two different times.

This is obviously not our intent...We expect Mazda to determine the valve to be transparent...however, should complexity be required, we need the management strategy...So that prompt implementation is executed.

Bill, I still want this valve in within weeks of 2003 J#1 (late July/very early August)...Has Hitachi completed PPAP...what is required to kick them off...

Rick, I know your initial response is NO WAY...we're beyond that, viability on this issue has reached VP level, and if we get direction to proceed on Escape, we HAVE to make it happen. Would a paint-dot be sufficient for a ~4 month period? Bar-coding would be cost-prohibitive...

I'm reaching out to the team for ideas here...nothing is definite until we hear from Mazda.

Thanks for your support.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, June 28, 2002 11:35 AM
To: Wilson, Ed (E.W.)
Cc: Sventickas, Ed (E.)
Subject: IAC changes

Importance: High

Ed, with Rick out until the 14th, can you offer any suggestions? The issue will be two unique, but externally identical, Idle Air Control valves on the RFF line. The two programs involved are J16R and U204...Thank for any help...

Rick, the vehicle team is beginning to push on implementing the new finned-pintel IAC valve on the Escape...Mazda (J16) approval is pending, and may require a calibration update pushing full implementation to October.

With the significance of the concern, and pressure from very high above coming soon...Can either of you offer a cost-effective mechanism to manage valve complexity should we be driven to implement at two different times.

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I'm reaching out to the team for ideas here...nothing is definite until we hear from Mazda.

Thanks for your support.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, June 28, 2002 11:35 AM
To: Wilson, Ed (E.W.)
Cc: Svartlokas, Ed (E.)
Subject: IAC changes

Importance: High

Ed, with Rick out until the 14th, can you offer any suggestions? The issue will be two unique, but externally identical, Idle Air Control valves on the RFF line. The two programs involved are J16R and U204...Thank for any help...

Rick, the vehicle team is beginning to push on implementing the new fixed-pintal IAC valve on the Escape...Mazda (J16) approval is pending, and may require a calibration update pushing full implementation to October.

With the significance of the concern, and pressure from very high above coming soon...Can either of you offer a cost-effective mechanism to manage valve complexity should we be driven to implement at two different times.

This is obviously not our intent...We expect Mazda to determine the valve to be transparent...however, should complexity be required, we need the management strategy...So that prompt implementation is executed.

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I'm reaching out to the team for ideas here...nothing is definite until we hear from Mazda.

Thanks for your support.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 319-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, June 26, 2002 11:32 AM
To: Wettach, Bill (B.); Caruso, Rick (Enrico J.)
Co: Arnold, James (J.A.); Svendokas, Ed (E.)
Subject: IAC changes

Importance: High

Rick, the vehicle team is beginning to push on implementing the new lined-pintel IAC valve on the Escape...Mazda (J16) approval is pending, and may require a calibration update pushing full implementation to October.

With the significance of the concern, and pressure from very high above coming soon...Can either of you offer a cost-effective mechanism to manage valve complexity should we be driven to implement at two different times.

This is obviously not our intent...We expect Mazda to determine the valve to be transparent...however, should complexity be required, we need the management strategy...So that prompt implementation is executed.

Bill, I still want this valve in within weeks of 2003 JW1 (late July/very early August)...Has Hitachi completed PPAP...what is required to kick them off...

Rick, I know your initial response is NO WAY...we're beyond that, visibility on this issue has reached VP level, and if we get direction to proceed on Escape, we HAVE to make it happen. Would a paint-dot be sufficient for a ~4 month period? Bar-coding would be cost-prohibitive...

I'm reaching out to the team for ideas here...nothing is definite until we hear from Mazda.

Thanks for your support.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, June 28, 2002 11:32 AM
To: Wettach, Bill (B.); Canuso, Rick (Enrico J.)
Cc: Arnold, James (J.A.); Sventickas, Ed (E.)
Subject: IAC changes

Importance: High

Rick, the vehicle team is beginning to push on implementing the new finned-pintel IAC valve on the Escape...Mazda (J16) approval is pending, and may require a calibration update pushing full implementation to October.

With the significance of the concern, and pressure from very high above coming soon...Can either of you offer a cost-effective mechanism to manage valve complexity should we be driven to implement at two different times.

This is obviously not our intent...We expect Mazda to determine the valve to be transparent...however, should complexity be required, we need the management strategy...So that prompt implementation is executed.

Bill, I still want this valve in within weeks of 2003 J#1 (late July/very early August)...Has Hitachi completed PPAP...what is required to kick them off...

Rick, I know your initial response is NO WAY...we're beyond that, viability on this issue has reached VP level, and if we get direction to proceed on Escape, we HAVE to make it happen. Would a paint-dot be sufficient for a ~4 month period? Bar-ooding would be cost-prohibitive...

I'm reaching out to the team for ideas here...nothing is definite until we hear from Mazda.

Thanks for your support.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, June 28, 2002 11:32 AM
To: Wettach, Bill (B.); Caruso, Rick (Enrico J.)
Cc: Arnold, James (J.A.); Sveticas, Ed (E.)
Subject: IAC changes

Importance: High

Rick, the vehicle team is beginning to push on implementing the new finned-pintal IAC valve on the Escape...Mazda (J16) approval is pending, and may require a calibration update pushing full implementation to October.

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I'm reaching out to the team for ideas here...nothing is definite until we hear from Mazda.

Thanks for your support.

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, June 27, 2002 10:44 AM
To: Manicki, Mike (M.G.); Suarez, Rhae (R.); Durfee, Tom (T.P.)
Subject: RE: Escape throttle body sticking: CQIS report 2FDCL008: West Herr Ford

I'm still working to certify parts for the QSF resolution...Hope by weeks end.

Based on what I'm reading in the CQIS report, the TB won't fix it. I believe it mentions that the service tech can't replicate the problem...??? Can you expand on the conditions...drive cycle under which customer most notices the issue? Can the customer repeat it...If so, has the tech gone for a ride...?

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Manicki, Mike (M.G.)
Sent: Monday, June 24, 2002 5:03 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Escape throttle body sticking: CQIS report 2FDCL008: West Herr Ford

Has a decision been made about this vehicle? Do you want to see it? Let me know. Thanks.

Mike Manicki
Field Service Engineer
Pittsburgh Region
Phone 716-908-5526
Fax 716-937-1737
mmanicki@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, June 13, 2002 6:38 AM
To: Suarez, Rhae (R.)
CC: Manicki, Mike (M.G.)
Subject: RE: Escape throttle body sticking: CQIS report 2FDCL008: West Herr Ford

Mike, Ray...We have not completed certification work on the new TB's yet...and are not authorized to put them into vehicles yet...

Certification run will be part of the ~1000 piece trial planned for service...Which won't happen until we work out the release issue (service only release...>FCSD won't except because production part still exists....By COB today that should be resolved...

Mike, I will be discussing with Ray and the OPD/PVT team regarding a visit to see this vehicle ...

Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-5237
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Suarez, Rhea (R.)
Sent: Wednesday, June 12, 2002 3:34 PM
To: Grimes, Jeff (J.R.)
Cc: Manickl, Mike (M.G.)
Subject: RE: Escape throttle body sticking: CQIS report 2FDCL008: West Herr Ford

Jeff,

Here is the CQIS report for this vehicle concern (below). If you need more information please contact Mike or myself.

Thanks!

Rhea M. Suarez

Rhea Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-798-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

Rpt#: 2FDCL008 NHL Rpt: 06/04/2002 Odom: 5,861 M
Rvwrd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04102KA51866 Bld: 09/28/2001
Engine: 3.0L DUR Calb: 0M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 00601 West-Herr Ford, Inc. Ph#: (716) 649-5701
State: New York City: Hamburg Orig/Callr: JOHN BEVILACQUA
Symptom: 6 19 1 93 DRVABL,FAST IDLE,ACCEL PDL BINDS,ALL ENG TEMPS
Addl Sym: ALLEGED STICKING THROTTLE St: CCRG/EPRC: S Rvwrd: A Dt: 06/04/2002
Fix: Caus. Comp: - Condition Code:
Hotliner: JOWENS28 Phone: 313 317-4276 Regn Cd: 44 Pittsburgh - 44
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR TECH STATES THE CUSTOMERS CONCERN IS A STICKING THROTTLE. TECH STATES
LAST TIME A DIFFERENT TECH REPLACED THE THROTTLE BODY AND CABLE. TECH
STATES HE CANT VERIFY THE CONCERN. TECH STATES THE CUSTOMER HAS
2 FLOOR MATS. SEEKING KNOWNS
RECOMM ADVISE TECH OF NO KNOWNS. ADVISE TECH TO VERIFY THE CONCERN PRIOR TO
ANY REPAIRS. ADVISE TECH TO CHECK THE THROTTLE BODY, CABLE,
FLOOR MATS, ETC. ADVISE TECH TO REMOVE THE SECOND FLOOR MAT AND CALL
BACK IF NEEDED.
REPAIR 06/12/2002 12:50PM CHRISTOPHE KUNST MSS - FCSD - TECH SVC HOTLINE
FSE SEEKING UPDATE FOR SSM 15800 FOR STICKING THROTTLE CONCERN.
VEHICLE IS BACK FOR THE THIRD REPAIR ATTEMPT AND IS FACING POSSIBLE
BUY BACK.
RECOMM CONSULT SME. ADVISED FSE THAT THERE IS A REVISED THROTTLE BODY THAT IS
DUE TO BE RELEASED IN A COUPLE OF WEEKS. ADVISED FSE THAT IT MAY BE
POSSIBLE TO OBTAIN A REVISED THROTTLE BODY PRIOR TO RELEASE THROUGH
THE PVT.

-----Original Message-----

From: Suarez, Rhea (R.)
Sent: Wednesday, June 12, 2002 2:28 PM
To: Manickl, Mike (M.G.)
Cc: Grimes, Jeff (J.R.); Durfee, Tom (T.P.)
Subject: RE: Escape throttle body sticking: CQIS report 2FDCL008: West Herr Ford

Mike,

The parts have not hit our depots yet. We are still working on the service release (Parts Request and SSM). Items should be going through very soon. We are targeting June 25th to close this QSF concern.

Jeff/Tom - do you have any parts that we can ship Mike for this HOT vehicle?

Thanks,

Rhac M. Suarez

Rhac Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-8242
Fax: 313-33-78357
Email: rsuarez8@ford.com

-----Original Message-----

From: Manick, Mike (M.G.)
Sent: Wednesday, June 12, 2002 2:19 PM
To: Suarez, Rhac (R.)
Cc: Watkins, Jake (J.); McClure, Randy (R.W.)
Subject: Escape throttle body sticking - CQIS report 2FDCL008: West Hill Ford

The hotline tells me a new throttle body will soon be available. Any chance we can get one now? This is the 4th repair attempt and the customer is afraid to drive it. We are in lemon law trouble and face the real possibility of having to buy the vehicle back. Thanks.

Mike Manick
Field Service Engineer
Pittsburgh Region
Phone 716-308-5526
Fax 716-937-1737
mmanick@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 24, 2000 8:28 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Sorry Frank...No, Our illustration does not have this drawing...It's a simple fix, but should be available somewhere, as I'm sure a sketch was required for CAB???

We can't edit the picture...Can you send me the source file...In word, double clicking brings up photo editor...I can search for a drawing editor that would read it...but will need some time.

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 694-7823 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Monday, May 22, 2000 10:32 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent. Meant to originally send to you.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Monday, May 22, 2000 10:30 AM
To: Wittbrodt, Frank (F.J.)
Cc: Purzer, Richard (R.G.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

Where do we stand on this? Did Frank Dudek update the sketches you sent him on May 8th?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 12:40 PM
To: Grimes, Jeff (J.R.)

E982-827 11574

Cc: Purzer, Richard (R.G.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

April 7. I'm already behind trying to catch up. Anything you can do to expedite would be appreciated.

In the back of your mind you might start thinking about other export markets as defined in the PDL like Europe or other Asian markets. No one's asking for the specs. yet but eventually I'll need to get these updated also.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwttbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, May 02, 2000 11:47 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Frank, for 2001 Japan will be getting ETA (Secondary air) on the V6 LS. This is an emission control device only found on California vehicles in 2000.

For 2001 all V6 LS's will have ETA. Who owns the sketch, they'll need to make changes. I can work them. I'll add the appropriate paragraph to the EAT system for the first page...

What is your deadline for updates?

Jeff Grimes

Engine Systems Engineer
DEWS V6 Engine Programs
Powertrain Operations
Ph: 313 382-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 8:56 AM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.); Torsky, Leonard (L.J.)
Subject: 2001 Homologation for 3.0L LS Japan

Jeff,

The attached pages represent the only documents not common between Korea and Japan. Would you please review these two pages representing the 2000 3.0L LS and advise me if they are carry over into 2001 for Japan? As far as I can tell, all other specs and sketches you supplied me for Korea also apply for Japan, right? If not, please let me know what the difference is. Thanks.

<< File: at01ls-j.doc >>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwttbro@ford.com 313-84(58658)

53G113 MD-5000

From: Grimes, Jeff (J.R.)
Sent: Monday, May 22, 2000 8:33 AM
To: Jabbour, Paul (P.)
Cc: Rose, Robert (R.A.)
Subject: RE: 2001MY Checkpoint #1 Powertrain Attributes Assessment Input needed.

Paul, the top three rows for the V6 are Good! See you tomorrow!

Jeff Grimes

Engine Systems Engineer
DEW60 V6 Engine Programs
Powertrain Operations
Ph: 313 323-5337 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Friday, May 18, 2000 4:10 PM
To: Rose, Robert (R.A.); Slater, Steve (S.); Baldin, Fred (F.); Stals, Jerry (J.); Cook, Mike (W.M.); Kovalsky, Mark (M.S.); Shih, George (T.)
Cc: Cibulas, Steve (S.M.); Nolan, Michael (M.J.); Grimes, Jeff (J.R.); Islam, Kazi (K.); Chen, Peter (P.Y.); Bertcher, Tereese (T.A.); Huntington, Dennis (D.C.)
Subject: 2001MY Checkpoint #1 Powertrain Attributes Assessment Input needed.
Importance: High

Your help is requested and appreciated to support next Thursday's checkpoint review.

Please review attached table (same as the attached excel file) and confirm values/assessments and update all TBDs listed below for 2001MY Checkpoint #1 for the LS. Your input is required by COB Tuesday May 23 to support the Thursday 2001MY Checkpoint #1 meeting.

SSlater/Rose1 please verify/update rows 1, 2, 3 of the table below.
FBaldin/JStals please verify/update rows 4, 5, 8, 9, 11 Of the table below.
MCCook please verify/update row 6 of the table below.
MKovalsky please verify/update row 7 of the table below.
TShih please verify/update row 10 of the table below.

<< OLE Object: Microsoft Excel Worksheet >>

<< File: panel4.xls >>

THANK YOU ALL and sorry for the short notice.

Paul Jabbour (313)-323-2546
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-796-0546

From: Grimes, Jeff (J.R.)
Sent: Monday, May 15, 2000 11:17 AM
To: Roulson, Nathan (N.)
Subject: RE: CD132 I4 FEAD MA's Ver.74/20 In Metaphase.

Remove me...thanks

Jeff Grimes

Engine Systems Engineer
DEW96 V6 Engine Programs
Powertrain Operations
Pit: 313 322-4237 Fax: 313 594-7223 e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>
Text Page: <http://sm7.dearborn.ford.com/cgi/textpage?PAGEID=jgrimes1>; External <mailto:8003800845@alphapage.almouch.com>

—Original Message—

From: Nathan Roulson [mailto:nroulson@ford.com]
Sent: Monday, May 15, 2000 11:15 AM
To: Marc Hussain (MHUSSAI3); Sean Harman (SHARMAN); Dennis Wilson (DWILSO21); Erwin Eiling; marc@mail.gates.com; tpubs@hawta.co.uk; okita.r@pt.mazda.co.jp; torobu.o@pt.mazda.co.jp; takasaki.n@pt.mazda.co.jp; Graham Gest (GGEST); Andrew Baker; Dirk Sickert (DSICKERT); Dan Berg (DBERG1); growe; Darrin Pollet (DPOLLET); Gunther Frank (GFRANK2); Horst Mamat (HMAMAT); Ansgar Straub; Kevin Wright (KWRIGHT2); Bodo Schure; tbernar1; Christian Wilmers (CWILMERS); Jeff Grimes (JGRIMES1); John Edward Rushmer (JRUSHMER); Jeffery Dozier (JDOZIER1); Stuart Cranmer (SCRANMER); Peter Kenkmann (PKENKMAN); pwinmill@rfe.co.uk; Bikram Singh (BSINGH); Harkenrath, J. B. (Joachim)
Cc: Nathan Roulson
Subject: CD132 I4 FEAD MA's Ver.74/20 In Metaphase.

All,

The two CD132 I4 FEAD Master Assemblies have been updated in Metaphase(PTO_DTN Vault). They are as follows:-

MA-1S7Q-030500-Q1 - FEAD 1.8/2.0 I4 CD132 MANUAL TRANS

MA-1S7Q-030500-Q5 - FEAD 1.8/2.0 I4 CD132 AUTO TRANS

Updates since Version 73 of MA-1S7Q-030500-Q1 include:-

• Updated Alternator Ducting Assy - part number discrepancies have been aligned with WERS.

A BOM for MA-1S7Q-030500-Q1 is shown below.

Regards, Nathan.

BOM for: MA-1S7Q-030500-Q1 Version (Revision): 74 ()

Name: FEAD 1.8/2.0 I4 CD132 MANUAL TRANS

Printed: 15 May 2000

Q Part Number

Ver(Rev) Name

| Q Part Number | Ver(Rev) | Name |
|---------------------|-----------|------------------------------------|
| 1 MA-1S7Q-030500-Q1 | 74 | FEAD 1.8/2.0 I4 CD132 MANUAL TRANS |
| 1 1S7C-3A696-A | 7 (C) | PUMP & PULLEY ASSY-P/S |
| 1 1S7C-3B588-C | 4 (B) | HOUSING-POWER STEERING PUMP |
| 1 1S7Q-3A733-A | 2 (A) | PULLEY-POWER STEERING |
| 1 F33C-3F656-B | 9 (A(A)) | CONN ASY-PWR STNG PRESS LN HOS |
| 1 388898-S_V1H1 | 1 | SEAL-13.08-ID |
| 1 F33C-3C751-B | 5 (A(C)) | CONNECTOR-P/S PRESSURE TUBE |
| 1 N804753-S_V1H1 | 1 | SEAL-9.25 X 1.78 O- RING |
| 1 N804754-B | 1 | RING-6.18mm RETAINING-EXTERNAL |
| 1 F33C-3F740-A | 12 (A(A)) | PLG ASY-PWR STNG VLV |

| | | | |
|---|----------------------------|-----------|-------------------------------------|
| 1 | F33C-3K627-A | 8 (A(A)) | PLUG-P/S VALVE- (BORE) |
| 1 | N808316-S_V111 | 2 | SEAL-15.08 I.D. |
| 1 | F33C-3F741-A | 11 (A(A)) | PLG ASY-PWR STNG PMP HSG |
| 1 | F33C-3F742-A | 6 (A(A)) | FLUG-P/S PUMP HOUSING |
| 1 | N806990-S_V111 | 1 | SEAL-17.08 X 1.27 O-RING |
| 1 | F3AC-3A698-A | 9 (A(A)) | CVR ASY-PWR STNG PMP HSG |
| 1 | F1VC-3E666-A_V111 | 2 (A(B)) | SE-PWR STNG PMP HSG CVR |
| 1 | F3AC-3N855-A | 4 (A(M)) | CVR ASY-PWR STNG PMP |
| 1 | F1VC-3B662-B | 3 (A(D)) | BSHG-PWR STNG PMP RTR SHFT |
| 1 | F3AC-3N855-A_PIA1 | 3 (A(M)) | CVR ASY-PWR STNG PMP |
| 1 | F3AC-3B559-A | 11 (A(C)) | SHAFT-POWER STNG PUMP ROTOR |
| 1 | F3LC-3B592-A | 4 (A) | SEAL ASY-P/S PUMP SHAFT- (CW) |
| 2 | F4AC-3K740-B | 7 (A(A)) | BUSHING-P/S PUMP MOUNTING |
| 1 | N806921-S | 4 ((A)) | RING-82.8 RETAINING RD. WIRE-INT |
| 1 | 1S7E-CNTL-ENG | 1 | REF FEATURES FOR RFB & C/L OF CRANK |
| 1 | 1S7H-19D629-C | 7 (C) | 980804-PROE_COMPR & CL ASY-A/C |
| 1 | 1S7Q-19A216-A | 4 (B) | IDLER ASSEMBLY |
| 1 | 1S7Q-19A216-A_PIA1 | 3 | BOLT |
| 1 | 1S7Q-19A216-A_PIA2 | 2 | IDLER PULLEY |
| 1 | 1S7Q-19A216-A_PIA3 | 2 | SPACER |
| 1 | 1S7Q-19A216-A_PIA5 | 2 | DUST SHIELD |
| 1 | 1S7Q-19A216-A_PIA6 | 3 | 6203 BEARING |
| 1 | 1S7Q-19A216-A_PIA7 | 2 | CLIP |
| 1 | 1S7Q-8A228-A | 13 (C) | TENS ASY-ACC DRV |
| 1 | 08181-04_PIA3 | 4 | TENSIONER ARM |
| 1 | 08181-05_PIA5 | 6 | TENSIONER CUP |
| 1 | 08181-11_PIA6 | 2 | PULLEY BOLT |
| 1 | 08181-12_PIA4 | 1 | PIVOT BUSHING |
| 1 | 08181_PIA2 | 1 | 6203 BEARING |
| 1 | 08182-32_PIA7 | 4 | PULLEY BEARING ASY |
| 1 | 08182-96_PIA1 | 6 | PLUG |
| 1 | 99992-13_PIA8 | 3 | DUST SHIELD |
| 1 | 1S7Q-8C301-A | 7 (A) | BEL-ACC DRV |
| 1 | 08181-BELT-MIN_PIA3 | 3 | BELT-MIN |
| 1 | 08181-BELT-NOMINAL_PIA2 | 3 | BELT-NOMINAL |
| 1 | 08181-BELT-REPLACEMENT_PIA | 3 | BELT-REPLACEMENT |
| 1 | 1S7Q-8509-A | 3 (B) | PULLEY-WATER PUMP |
| 1 | 1S7T-10300-C | 3 (B) | PROE_ALT ASY |
| 1 | MA-1S71-140102-D1 | 23 | DUCT ALT AIR |
| 1 | 1S7T-10C392-A | 16 (B) | DUCT ALTERNATOR AIR REAR |
| 1 | 1S7T-10C392-B | 18 (C) | DUCT ASY-ALTERNATOR AIR PIPE |
| 1 | 1S7T-10C392-B_PIA01 | 17 (C) | DUCT ALTERNATOR AIR PIPE |
| 1 | W701259-S | 3 | PDGS_FASTENER PUSH-IN 6.5 |
| 3 | W500127-S | 1 | BOLT M10x75 HEX FLNG PC 8.8 |
| 3 | W500221-S | 1 | SCREW M08x14 HEX FLNG PIL PC 8.8 |
| 2 | W500310-S | 1 | BOLT M08x35 HEX FLNG PIL PC 8.8 |

Nathan Roulson Tel: +44(0) 1268 40 5029
 Product Engineering Designer Fax: +44(0) 1268 40 5424
 Mazda I4/I5 FEAD e-mail: nroulson@ford.com
 Front End Accessory Drives Location: 15/2A-H13

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 03, 2000 5:43 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Frank, I'll be in Cleveland today, but will look into on Thursday.
The ETA info should be in your Korean Deck...just not the same format ... Take a look (I will too, on Thursday)

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 822-8227 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 12:40 PM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

April 7. I'm already behind trying to catch up. Anything you can do to expedite would be appreciated.

In the back of your mind you might start thinking about other export markets as defined in the PDL like Europe or other Asian markets. No one's asking for the specs. yet but eventually I'll need to get these updated also.

Regards,

Frank J. Wittbrodt

R&VT/EEEM/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, May 02, 2000 11:47 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Frank, for 2001 Japan will be getting ETA (Secondary air) on the V8 LS. This IS an emission control device only found on California vehicles in 2000.

For 2001 all V8 LS's will have ETA. Who owns the sketch, they'll need to make changes. I can work them. I'll add the appropriate paragraph to the EAT system for the first page...

What is your deadline for updates?

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 822-8227 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 8:56 AM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.); Torsky, Leonard (L.J.)
Subject: 2001 Homologation for 3.0L LS Japan

Jeff,

The attached pages represent the only documents not common between Korea and Japan. Would you please review these two pages representing the 2000 3.0L LS and advise me if they are carry over into 2001 for Japan? As far as I can tell, all other specs and sketches you supplied me for Korea also apply for Japan, right? If not, please let me know what the difference is. Thanks.

<< File: a101ls-j.doc >>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
59G113 MD-5000

From: Grimes, Jeff (J.F.)
Sent: Tuesday, May 02, 2000 11:47 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Frank, for 2001 Japan will be getting ETA (Secondary air) on the V6 LS. This IS an emission control device only found on California vehicles in 2000.

For 2001 all V6 LS's will have ETA. Who owns the sketch, they'll need to make changes. I can work them. I'll add the appropriate paragraph to the EAT system for the first page...

What is your deadline for updates?

Jeff Grimes

Engine Systems Engineer
DEW96 V6 Engine Programs
Powertrain Operations
Ph: 313 522-5237 Fax: 313 594-7223 e-mail: jgrimes1@ford.com
Text Page: Internal External

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 8:56 AM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.); Torsky, Leonard (L.J.)
Subject: 2001 Homologation for 3.0L LS Japan

Jeff,

The attached pages represent the only documents not common between Korea and Japan. Would you please review these two pages representing the 2000 3.0L LS and advise me if they are carry over into 2001 for Japan? As far as I can tell, all other specs and sketches you supplied me for Korea also apply for Japan, right? If not, please let me know what the difference is. Thanks.

<< File: at01ls-j.doc >>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

5902-827 11593

From: Grimes, Jeff (J.F.)
Sent: Wednesday, April 19, 2000 8:06 AM
To: Bovo, Frank (F.)
Subject: RE: Reminder : AW: Requirements: J71 Batch#2 Phase 2

Please remove me from the distribution...I'm no longer on the I4 program!

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-8287 Fax: 313 894-7223 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Bovo, Frank (F.)
Sent: Wednesday, April 19, 2000 5:45 AM
To: Bovo, Frank (F.); Aldrich, Daniel (D.C.); Bacon, Jim (J.D.); Brocius, Bob (B.); Buvalic, Jim (J.G.); Chapman, Ian (I.H.); Coeln, Volker (V.); Daehnke, Kay (K.); Eade, Derek (D.); Exley, Peter (P.W.); Falzon, Simon (S.J.); Festag, Georg (G.); Grimes, Jeff (J.F.); Heldkamp, Juergen (J.); Hewitt, Mick (M.); Huegen, Stefan (S.); Ichino, Tokio (T.); Johnston, Ian (I.G.); Kirrage, Steve (S.W.); Kraemer, Ulrich (U.K.); Lamb, Steve (S.R.); Lardizabal, Sergio (S.); Lehmann, Guido (G.); Lenz, Benedikt (B.); Lippe, Thomas (T.); Mitobe, Noriaki (N.); Monetha, Kay (K.); Montes, Javier (J.); Morales, Jorge (J.A.); Neatby, John (J.R.); Pauli, Rainer (R.); Peters, Mark (M.W.); Phillips, Mark (M.); Piringer, Hans Peter (H.); Pullen, Steve (S.); Rix, Mike (M.); Roulson, Nathan (N.); Saki, Masanobu (M.); Sausen, Peter (P.M.); Schmitz, Joerg (J.); Silk, Mark (M.R.); Smith, Hayley (H.); Stuch, Wolfgang (W.); Thomanek, Ralf (R.); Thomas, Juergen (J.); Tomkow, Chris (C.E.); Twigg, Anthony (A.); Ulrey, Joseph (J.N.); Underwood, Tim (T.E.); Yamashita, Kouji (K.)
Subject: Reminder : AW: Requirements: J71 Batch#2 Phase 2

Reminder to all of you who wants to order engines out of Batch#2 Phase 2. **Please fill out all columns in the attached file and send it back to me until the 26th of April. That will be last chance to get engines in time .**

For any questions please contact me.

Mit freundlichem Gruss / Best regards
Frank Bovo PPM
D-MD/FL-2P1
Phone : 903-5534 Fax : 903-3024

---Umsprangliche Nachricht---

Von: Bovo, Frank (F.)
Gesendet am: Freitag, 24. Marz 2000 14:21
An: Aldrich, Daniel; Bacon, Jim; Brocius, Bob; Buvalic, Jim; Chapman, Ian; Coeln, Volker; Daehnke, Kay; Eade, Derek; Exley, Peter; Falzon, Simon; Festag, Georg; Grimes, Jeff; Heldkamp, Juergen; Hewitt, Mick; Huegen, Stefan; Ichino, Tokio; Johnston, Ian; Kirrage, Steve; Kraemer, Ulrich; Lamb, Steve; Lardizabal, Sergio; Lehmann, Guido; Lenz, Benedikt; Lippe, Thomas; Mitobe, Noriaki; Monetha, Kay; Montes, Javier; Morales, Jorge; Neatby, John; Pauli, Rainer; Peters, Mark; Phillips, Mark; Piringer, Hans Peter; Pullen, Steve; Rix, Mike; Roulson, Nathan; Saki, Masanobu; Sausen, Peter; Schmitz, Joerg; Silk, Mark; Smith, Hayley; Stuch, Wolfgang; Thomanek, Ralf; Thomas, Juergen; Tomkow, Chris; Twigg, Anthony; Ulrey, Joseph; Underwood, Tim; Yamashita, Kouji
Betreff: Requirements: J71 Batch#2 Phase 2

Dear customers,

to support your requests for the above mentioned program J71 Batch#2 Phase 2 we need your input .MRD will be 11th Sep. 2000. First engine shipout will be the 25th Oct. 2000. Please fill out all columns in the attached file and send it back to me until the 14th of April.

For any questions please contact me.

<< Datei: 23L for J71-B#2ph2.xls >>

Mit freundlichem Gruss / Best regards
Frank Bovo PPM
D-MD/FL-2P1
Phone : 803-5534 Fax : 803-3024

From: Grimes, Jeff (J.R.)
Sent: Friday, March 31, 2000 11:17 AM
To: Carcone, Guy (G.)
Subject: RE: ES (6007) and Homologation requirements

It will be the 3.0L DAMB Jaguar ... not the DEW

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Carcone, Guy (G.)
Sent: Thursday, March 30, 2000 9:26 AM
To: Grimes, Jeff (J.R.)
Subject: RE: ES (6007) and Homologation requirements

I don't know.....i guess any engine sold to europe.....?
The list I have is:

2.49L
2.49H.O. (CEP2)
3.0L (LEP)
3.0L (CEP2)
4.6L (REP)

Guy Carcone, Lead Quality Auditor
V Engine Engineering, Ford Motor Company
POEE Bldg, MD34, Receiving A.
Dearborn, MI 48121-2053
Phone: 313-390-3888 Fax: 313-390-3884
*** ARE YOU READY FOR YOUR AUDIT? ***

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, March 30, 2000 9:24 AM
To: Carcone, Guy (G.)
Subject: RE: ES (6007) and Homologation requirements

I was under the impression that COP was for Jaguar only...???

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Carcone, Guy (G.)
Sent: Thursday, March 30, 2000 8:15 AM
To: Grimes, Jeff (J.R.)
Subject: RE: ES (6007) and Homologation requirements

Thanks, Jeff.....Basically, that's it...am just wondering if you're aware of the powertrain COP

(conformity of production) procedure that dictates the whole homologation issue. Also, while we're at it?...I've seen one ES6007 spec.....it showed power requirements as TBD....Where do you get the power requirements from? Will there be different line items for engines with different applications?

Guy Carcone, Lead Quality Auditor
V Engine Engineering, Ford Motor Company
POEE Bldg, MD34, Receiving A.
Dearborn, MI 48121-2053
Phone: 313-390-3686 Fax: 313-390-3684
*** ARE YOU READY FOR YOUR AUDIT? ***

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, March 30, 2000 9:11 AM
To: Carcone, Guy (G.)
Subject: ES (6007) and Homologation requirements

Guy, I understand you contacted Bill Ronzi regarding the DEW's 6007 as it pertains to Homologation. We are updating the 6007, for the 2001MY engine. Should be ready sometime May/June. Is this what your asking? Or is there something DEEPER I need to be aware of?

I have Current/Past thru 2002MY Programs, so let me know if I can help?

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8227 Fax: 313 394-7222 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Thursday, March 30, 2000 9:24 AM
To: Cercone, Guy (G.)
Subject: RE: ES (6007) and Homologation requirements

I was under the impression that COP was for Jaguar only...???

Jeff Grimes

Engine Systems Engineer
DEW66 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Cercone, Guy (G.)
Sent: Thursday, March 30, 2000 9:15 AM
To: Grimes, Jeff (J.R.)
Subject: RE: ES (6007) and Homologation requirements

Thanks, Jeff.....Basically, that's it...am just wondering if you're aware of the powertrain COP (conformity of production) procedure that dictates the whole homologation issue. Also, while we're at it?...I've seen one ES6007 spec.....It showed power requirements as TBD....Where do you get the power requirements from? Will there be different line items for engines with different applications?

Guy Cercone, Lead Quality Auditor
V Engine Engineering, Ford Motor Company
POEE Bldg, MD34, Receiving A.
Dearborn, MI 48121-2053

Phone: 313-390-3666 Fax: 313-390-3664
*** ARE YOU READY FOR YOUR AUDIT? ***

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, March 30, 2000 9:11 AM
To: Cercone, Guy (G.)
Subject: ES (6007) and Homologation requirements

Guy, I understand you contacted Bill Ronzi regarding the DEW's 6007 as it pertains to Homologation. We are updating the 6007, for the 2001MY engine. Should be ready sometime May/June. Is this what your asking? Or is there something DEEPER I need to be aware of?

I have Current/Past thru 2002MY Programs, so let me know if I can help?

Jeff Grimes

Engine Systems Engineer
DEW66 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 29, 2000 3:54 PM
To: Wittbrodt, Frank (F.J.)
Subject: RE: Korea Homologation

DEW is OK...but DEW98 was the original program code...The 3.0L 4V for the LS is a DAMB derivative ... your call on that one.

Yes, remove the U204 nomenclature...must have missed that...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 822-8237 Fax: 313 884-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, March 29, 2000 2:53 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Korea Homologation

Jeff,

Thanks. Can we remove the "Example Shown U204" label from Attachment 10? Also, do we want to refrain from using the DEW heading from now on?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
59G113 MD-5000

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 29, 2000 2:45 PM
To: Wittbrodt, Frank (F.J.)
Subject: Korea Homologation

Frank here is the attachment file...The spec page is pending fuel injector test info Will forward when I receive from supplier/component engineer

<< File: st01a-k.doc >>

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 822-8237 Fax: 313 884-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Thursday, March 23, 2000 7:31 AM
To: Rose, Robert (R.A.)
Subject: RE: Engine Specifications for 2001 Korean DEW98

I talked to Frank yesterday...all set!

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 382-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Wednesday, March 22, 2000 11:57 PM
To: Grimes, Jeff (J.R.)
Cc: Wittbrodt, Frank (F.J.)
Subject: FW: Engine Specifications for 2001 Korean DEW98

Jeff pls let Frank know on you response time...they need info fairly quickly. Thanks.

Bob Rose
DEW98 V6 Engine Programs
2.5/3.0L V6 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rose1@ford.com

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, March 22, 2000 7:27 AM
To: Beklin, Fred (F.); Rose, Robert (R.A.)
Cc: Closser, Jim (J.A.); Purzer, Richard (R.G.)
Subject: FW: Engine Specifications for 2001 Korean DEW98

Resent. I need to provide a status today. Could you advise us? Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Monday, March 20, 2000 12:26 PM
To: Beklin, Fred (F.); Rose, Robert (R.A.)
Cc: Purzer, Richard (R.G.); Samborski, Chris (C.E.)
Subject: FW: Engine Specifications for 2001 Korean DEW98

Please advise if you can support us within the time period mentioned in previous note?

Regards,

Frank J. Wittbrodt

R&VT/EEME/Reg Support Section
fwttbro@ford.com 313-84(58858)
53G113 MD-5000

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, March 08, 2000 7:42 AM
To: Baldin, Fred (F.); Rose, Robert (R.A.)
Cc: Purzer, Richard (R.G.); Torsky, Leonard (L.J.); Reid, Robert (R.A.); Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: Engine Specifications for 2001 Korean DEW98

Mr. Baldin & Mr. Rose,

Reference: L. Torsky note to you dated Jan. 20, 2000

We are gathering the subject engine specifications, system sketches and descriptions for the 2001 MY program on behalf of the CAPE responsibilities. Would you or the appropriate individual please review the web based files indicated below within your respective areas of responsibility for updating or new information as required and provide us with these updates. The Korean program for 2001 requires a variant approval along with some new document requirements as shown in the web files.

We are requesting that this information be provided to us by March 31, 2000. Sorry for the short notice since we only found out ourselves recently.

The new items are identified by TED or we included an example in some of the attachments for the required new type of information needed. Otherwise the balance of the specifications reflect the 2000 3.0L DEW98 specifications provided to Korea.

Please click on the below links to access the web based documents. Your cooperation is appreciated. Let me know if you have any questions.

Specifications:

<http://www.dearborn.ford.com/eeme/departments/regcert/cape/2001/st011s-k.doc>

Attachments:

<http://www.dearborn.ford.com/eeme/departments/regcert/cape/2001/at011s-k.doc>

If you are no longer responsible for this program please forward to the correct area and let us know of the redirection. Thank you.

Regards,

Frank J. Wittbrodt

R&VT/EEME/Reg Support Section
fwttbro@ford.com 313-84(58858)
53G113 MD-5000

From: Grimes, Jeff (J.R.)
Sent: Monday, March 20, 2000 4:29 PM
To: Baldin, Fred (F.)
Subject: RE: Engine Specifications for 2001 Korean DEW98

Fred, my computer crashes every time try to access the links provided...Can you forward me specific questions

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 684-7329 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Rose, Robert (R.A.)
Sent: Monday, March 20, 2000 4:20 PM
To: Baldin, Fred (F.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Engine Specifications for 2001 Korean DEW98

I have asked Jeff Grimes to review and respond.

Bob Rose
DEW98 V6 Engine Programs
2.5/3.0L V6 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rose1@ford.com

---Original Message---

From: Baldin, Fred (F.)
Sent: Friday, March 17, 2000 8:55 AM
To: Rose, Robert (R.A.)
Subject: FW: Engine Specifications for 2001 Korean DEW98

I read the document in a meeting yesterday and do not have that many questions. Are you having someone check all the part numbers?

Fred Baldin

D/DEW98 V6 Powertrain Development
Location: 1EK02/EVB
Mail: MD X1/EVB
Phone: (313)322-3105
Fax: (313)323-2413
Pager: (313)795-4548 (text capable)
E-mail: FBALDIN@FORD.COM

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, March 08, 2000 7:42 AM
To: Baldin, Fred (F.); Rose, Robert (R.A.)
Cc: Purzer, Richard (R.G.); Torsky, Leonard (L.J.); Reid, Robert (R.A.); Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: Engine Specifications for 2001 Korean DEW98

Mr. Baldin & Mr. Rose,

Reference: L. Torsky note to you dated Jan. 20, 2000

We are gathering the subject engine specifications, system sketches and descriptions for the 2001 MY program on behalf of the CAPE responsibilities. Would you or the appropriate individual please review the web based files indicated below within your respective areas of responsibility for updating or new information as required and provide us with these updates. The Korean program for 2001 requires a variant approval along with some new document requirements as shown in the web files.

We are requesting that this information be provided to us by March 31, 2000. Sorry for the short notice since we only found out ourselves recently.

The new items are identified by TBD or we included an example in some of the attachments for the required new type of information needed. Otherwise the balance of the specifications reflect the 2000 3.0L DEW98 specifications provided to Korea.

Please click on the below links to access the web based documents. Your cooperation is appreciated. Let me know if you have any questions.

Specifications:

<http://www.dearborn.ford.com/eeme/departments/regcert/cape/2001/st011s-k.doc>

Attachments:

<http://www.dearborn.ford.com/eeme/departments/regcert/cape/2001/at011s-k.doc>

If you are no longer responsible for this program please forward to the correct area and let us know of the redirection. Thank you.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwttbro@ford.com 313-84(58658)
53G113 MD-6000

From: Pepitone, Gil (J.)
Sent: Thursday, June 27, 2002 2:11 AM
To: Johnson, Jim (J.S.); Bilicki, John (J.R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Aynessazian, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fourneda, Gilbert (G.); Freeland, Mark (M.); Gilles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Matses, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Noteboom, Jim (J.E.); Ortnan, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahhi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhas (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakeneil, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.H.W.); Yeung, Lem (L.); Benintende, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhas (R.); Terzas, Laura (L.D.); Martin, Mike (M.S.); Waxler, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Terzas, Laura (L.D.); Benintende, Robert (R.F.); Waxler, Mark (M.A.); Amely, Felix (F.A.)
Cc: Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Barenter, Joel (J.R.); Surti, P. J. (P.J.); Noteboom, Jim (J.E.)
Subject: PFQS's Investigation Results of Virgin Islands Escape Driveability Concerns
Importance: High

Good evening everyone:

Here's my report on my trip.



Results of Virgin Island
Escap...

I will be calling in on the Conference all at 2pm today.

Call-in info: 1-877-870-3529 or Ford net 9-1-954-1144
International Participants: 1-630-693-1704
Passcode: 7673598, then hit #

I thank the Team for all their assistance.

Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 854-753-8989
Call Phone 954-242-2068
"With Warranty you are Paying for the Sins of the Past"

**Results of St. Croix/St. Thomas Virgin Island
Investigation of 3.0L Escape**

Executive Summary

A total of 22 Concern Units were Inspected by Powertrain Field Quality (PFQS) Gil Peptone from 6/15-6/25/02.

18% of Inspected vehicles with certain key Service Actions applied and containing uncontaminated fuel were fully resolved for the "Stalling during Deceleration" Concern, as reported by Owners.

The vehicle population which had prior repair attempts, {55%} did not have TSB/Oasis SSM Service repairs fully applied for various reasons, including test data mis-interpretation, component ordering wait time, WDS test equipment procedures/hardware issues, and "Repair Holds" for pending Engineering visitation.

However, 67% Units had **contaminated fuel and restricted fuel filters**, which may have been a **contributor** to the unverified Deceleration Stalling issue.

A second Driveability Concern (which included Units that contained the latest calibration level) of **Hesitation during moderate engine temp** was listed as a Concern for 32% of the Units. The Hesitation Concern was then verified and data /reviewed or recorded by PFQS. However, resolution was not determined. Local fuel volatility and/or PCM calibration may root cause, but this is speculation. Further investigation is in progress.

An omission of a Diagnostic procedure in TSB 02-8-6 was found, involving the requirement for a drive cycle in order to prompt the start of the Purge Cycle for proper EVAP System evaluation.

The surface blistering of multiple MAF sensor's plastic case was reported, with a sample captured. A second MAF related issue of tight MAF retaining nuts resulted in airbox lid breakage.

A third MAF sensor related issue of missing Part Number Imprint was found on two Units.

Idle Air Control (IAC) Duty Cycles were found in 27% Units to be on the high end of the spec. In some cases, IAC replacements did not reduce DC. Also, there is a need for multiple improved IAC diagnostic procedures for TSB 02-8-6.

PFQS recommendations are listed at the end of this report.

Background

PFQS was contacted in early June to inspect and resolve the reported Decell Stalling Concern on a minimum of 10 3.0L 2001/02 Escapes on the Islands of St. Croix and St. Thomas, U.S. Virgin Islands. Both dealerships use the same name of Metro Motors.



Figure 1 Metro Motors, St. Croix, VI



Figure 2 Burnete Matto, Service Manager



Figure 3 Isaac, Driveability Technician



Figure 4 Service area at Metro Motors



Figure 5 Service area, alternate view

A review of Service records and Oasis repair histories as compared to the actual PFQS Inspection of the 22 Units, indicated that corrective Service procedures were only partially performed on 55% of Units.

However, 18% of Units had been fully serviced per the existing Service Communications.

The remaining percentile involved Units which had not been to the Dealership for the Decell Stalls Concern prior to the inspection period.

Both Islands are small (St. Croix, the larger, is 28x7 miles). The terrain is very hilly, with some considerable grade angles. The

Concern of Decell Stall for 3.0L Escape is reported as most common in uneven topography as evidenced from a prior PFQS review of North American CQIS data.

Of the 22 Units inspected, 20 were at the St. Croix location, while two were done in St. Thomas. A total of four Units were originally scheduled for St. Thomas, but two were no-shows. The majority of this report's data stems from the St. Croix Dealership.

Investigation of Decell Stall

PFQS arrived on Saturday, 6/15. Basic inspection and VDR recorder Drive Testing began that day and throughout the weekend for the three high priority Units as designated by the Dealership.

PFQS's original plan was to first verify the Drive Concern, but soon realized that Concern replication was difficult.

None of the Units ever exhibited a Stall in any drive mode during PFQS use.

On 6/17, the inspection worksheet,



shortcut to St. Croix Escape Vehicle Inspection sheet.xls

, was started to be used.

Over the course of the investigation, some Units (18%) had arrived to the Dealership that had been "Owner Determined" as resolved because of prior service actions performed by the St. Croix Metro Motors.

Being a small island, word of the "Ford Rep" presence prompted some Owners to return to the Dealership for a "Health Check" on their prior resolved Units.

Only one Unit was found by PFQS with the known Concern of "spider web" EVAP line restriction.

As cited, some Units had only part of the necessary Service actions completed. Also, interpretation of some data was either misunderstood, or the existing TSB diagnostics required additional

description. On this last point, details are provided throughout Sections below.

Fuel Quality Issues

The first priority Unit investigated was described as having a different Drive Concern of "Hesitation after Cold Start".

Note that this Unit did **NOT** have the Concern of **Decell Stall** as part of the original listed complaint.

The heavy hesitation {lasting about 3 seconds} from a dead stop on a 30 degree upgrade acceleration, during a moderate engine temp range {approx 100F-160F} was replicated by PFQS. A fuel gauge had been installed along with a WDS VDR recorder. All parameters, including both fuel pressure and volume were confirmed as acceptable.

However, because this was a Returnless Fuel application, PFQS felt that his old method to check volume {filling 12oz bottle in 15 sec at Idle} may not be valid.

As a result, the fuel filter was removed and blew backwards into a glass bottle:



Figure 6 Contaminated fuel, after sitting overnight



Figure 7 Bottom view of the fuel sample-Nasty Stuff



Figure 8 This is the fuel sample after the bottle is shaken, not stirred. This is what it looks like after you blow out the fuel filter.

PFQE then realized that perhaps local fuel is a negative influence in the generation of Decell Stalls, as well as possibly contributing to the Hesitation Concern.

From that point on, every Unit was inspected for restricted fuel filter/dirty fuel. 67% of inspected Units had restricted fuel filters and dirty fuel.

However, 32% of the Units which had "Complete Service Actions" (see below), PLUS a new fuel filter, were STILL verified by PFQS for the Hesitation Concern.

Note that the latest PCM flash is included, and this includes some Units of which had the latest PCM Flash prior to PFQS visitation: the need for Adaptive Learning Strategy was NOT a factor for some of the repeatable Hesitation Concern Units.

It appears that the **replacement** of the restricted fuel filter did not resolve the Hesitation Concern.

However, **filter replacement** may be a **positive factor** in resolving the Decell Stalls Concern.

In defining "Complete Service Actions", PFQS includes a PCM Reflash to the latest available calibration level, the latest level EEC Relay, the latest level DPFE, a complete check of ALL grounds and connectors, proper evaluation of the EVAP Purge D.C. vs. FTP sensor voltage data and conformation of acceptable IAC D.C. values when observed during the PROPER conditions. Note that MAF replacement is not included unless the Owner cited a specific,

repetitive location during the Decell Stall event, implying local electrical "noise" generation (i.e. radio towers, etc).

New Concern of Moderate Engine Temp Hesitation discovered

PFQS then concluded: this repeatable Hesitation Concern could possibly be caused by one of two items, or perhaps both.

- a. Local Fuel Quality {suspect volatility, not just the "dirt factor"}
- b. PCM Calibration

Please note that PFQS has no proof to indict either suspected root cause. PFQS is in communications with the St. Croix Service Manager for feedback of alternate fuel brand usage as recommended in an attempt to resolve those Units with the unresolved Hesitation Concern.

PFQS welcomes Engineering feedback on possible calibration issues and is willing to assist further.

In addition, a VDR recording was captured in this Hesitation drive mode on 6/25 on one Unit, which had all "Complete Service Actions" and a clean fuel filter. This data will be shared with Engineering in the very near future.

Procedural Omission in TSB 02-8-6

The Repairing Tech described the following prior repair effort.

The Tech stated that while following Step #4 of the above TSB, the EVAPVM (VMV Duty Cycle) percentage was not seen to change from Zero % at idle (as specified by the TSB) after a one hour idle.

PFQS was able to replicate this scenario on the same Unit and also for a second Unit. The fuel tanks were above ¼ full.

During discussions with Engineering during his visitation, it was suggested that the vehicle be driven to prompt the Purge Process. As a result, the purge cycle started to increase.

While Step #4 described Purge Cycle function over 84%, it's diagnostic do not describe what must be done if the value does not change from Zero% while at prolonged idle.

The Tech's Interpretation of the lack of VMV Duty Cycle change from Zero % at Idle resulted in the ordering of a VMV. The Tech mentioned that if VMV replacement did not prompt a purge cycle DC Increase from Zero%, a PCM would have been considered for order. Potential TNI Warranty for both the VMV {9C915} and the PCM {12A650} exists.

MAF and Related Hardware Issues

Three different Issues were experienced during this inspection. Pls note that none Involved the actual FUNCTION of the MAF. DTCs were NOT set, nor were Inappropriate MAF voltage values witnessed.

However, Warranty, TNI and Real, have been generated as a result.

Item #1: The Tech described prior MAF replacements based upon the observation of the blistering of the MAF's Sensor's Surface:

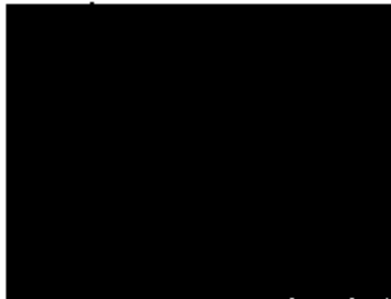


Figure 9 Blister on the MAF' sensor's Case

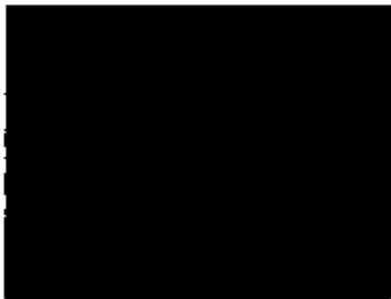


Figure 10 Close up of the Blister

The Tech cited two replacements. The Parts Dept search only produced the one Item photographed here. The Tech said the other one was "worst" with multiple blisters present.

Item #2: During PFQS inspection, one of the 3.0L Escapes MAF was found to be missing the imprinted part number on the sensor's plastic body:



Figure 11 MAF without a imprinted part number

A second Unit, a lone 2.0L Zetec Escape was presented for inspection. This Unit {which was not supposed to be part of the Study} was reviewed as a courtesy. It too did not have a PN imprinted on it. It was not replaced. However, the Tech felt it should be, because of the uncertainty of the level of the MAF component. This indicates that TNI Warranty may result for MAF due to the missing PN.

Item #3: During the removal of the MAF for one Unit for updates per the TSB {Owner reported Stalls in one particular location}, the retaining nuts were found very tight. Hand tools, not power tools were used.

During the attempted removal, the studs started to unscrew from the airbox lid. One of the plastic bosses of the airbox stud broke as a result:

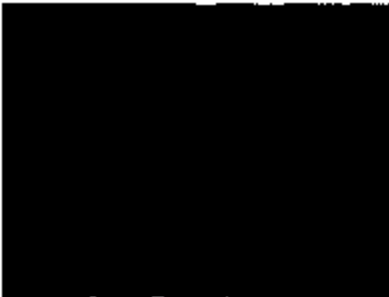


Figure 12 Airbox lid that contains MAF retaining studs



Figure 13 As stud walked out, it broke the case's boss



Figure 14 This is the rear view of the case's boss



Figure 15 A second stud walked out, but the case did not break. The witness marks are pliers on the threads.

At first PFQS suspected the nuts as over torque. A subsequent inspection found "Lock Tite" substance on the fine thread end of the studs. It is possible the adhesive is too strong.

As these MAFs are being replaced per the TSB, it is possible Warranty will be generated for the YLBU-9643-BC Airbox Lid.

Intake Airflow Control (IAC) Solenoid Duty Cycle Value Results

As part of requested Engineering data, IAC Duty Cycle values were monitored per Step #1 of TSB 02-8-6. Note that awareness of proper

conditions to determine acceptable IAC D.C. were not understood by all repair Techs interviewed. While IACs had been replaced on some Units, those were probably changed mainly as part of a general repair attempt, and not necessarily due to data acquisition.

As a result, some repeat Concern Units (46%) required IAC and in some Instances, Throttle Body (TB) replacement. Pls note, however, TBs were not available at the Dealership, and Engineering shipment did not arrive during PFQS visitation. The Engineering shipment of IACs did arrive and most were used.

Idle Air Control (IAC) Duty Cycles were found in 27% Units to be on the high end (greater than 40%) of the allowable spec.

30% of Units with IAC replacement did NOT realize a substantial change (less than 1%) for IAC D.C. value. Other Units (8%) realized a desired small decrease in D.C., but their final value was still above acceptable range of 40% per the TSB, which would then require a TB replacement.

The high airflow D.C. after IAC replacement indicates either initial throttle body airflow set and/or plate sludge build-up. Mileage range for unchanging D.C. values after IAC replacement were 2K-18K.

If the pending shipment of TBs arrive at Metro Motors St. Croix, PFQS is to be contacted. Concern Units will be requested for return and their TB will be replaced and then sent to PFQS, who in turn will return same to Engineering.

Additional IAC Diagnostic improvements are provided below in the Recommendations Section.

Recommendations

1. A Market directed "Info Only" Oasis Broadcast Message should be generated to emphasize fuel filter/fuel quality as part of routine inspection when diagnosing all Driveability Concerns. Locations could include the Caribbean Islands and other

Markets were local Service Facilities practices come into question.

2. A review of TSV 02-8-6, Step #4 should be conducted for consideration of the inclusion of a drive cycle prior to inspection of EVAP Purge VMV Duty Cycle values. This drive cycle would only be used for those Units which do not show an increase from 0% at Idle. A time factor should be provided to aid the Tech on when he should perform the drive cycle.
Also, if fuel tank level is an influencing factor for valid EVAP evaluation, an acceptable fill range should be included in any TSB revision.
3. The three issues cited which involve MAF should be investigated by Ford Engineering and Visteon. MAF Sensor blistering, missing MAF PN's, and tight MAF retaining nut on airbox studs are subject.
4. A review of TSB 02-8-6, step #1 should be conducted to clarify and emphasize the definition of "no purge flow". This subtle reference was overlooked by all Techs interviewed. Specific reference, similar to Step #4 wording, which involves a PID definition and values {i.e.: observe IAC D.C. while EVAPVM is Zero%} is necessary to enable ALL Techs to properly diagnose the true need for IAC replacement.
If there is confusion, the part will be replaced on an assumption, and not the result of data acquisition.

Also, the converse is true: some Units will quickly START the purge cycle, before IAC D.C. could be read under proper conditions. A work around can be done by shutting off ignition and immediately restarting, and then waiting for all other conditions {RPM to return to 750} to be proper before reading IAC D.C. This additional procedure should be considered for inclusion to any TSB revision.

A reference to the Catalyst Protection of a 50 RPM increase for a base idle of 800RPM should be included. Also, instructions to apply throttle briefly to reduce this RPM value to return to 750

RPM is necessary to allow the Techs to determine true IAC D.C. and is recommended for TSB revision inclusion.

5. A review for the need to spray Insect/spider removal agent should be conducted. It is conceivable that the above TSB's Step #5 will temporarily remove a spider from the EVAP fresh air line, but there is nothing to prevent the return of another spider. Should we use something to stop the potential cycle of web build up?

I will be calling into the "Escape Stalls Team" 2PM conference call on 6/27/02 to discuss my inspection.

Gil Pepitone
Powertrain Field Quality Engineer in

South Florida

gpepito@ford.com
Office 954-753-9989
Cell 954-242-2066

From: Suarez, Rhae (R.)
Sent: Thursday, November 14, 2002 7:46 AM
To: Grimes, Jeff (J.R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.)
Subject: RE: TSB's for non-affected vehicles

No, the common practice is that dealers will not work on a vehicle unless the concern can be duplicated. However, the exception has been this stall concern. Due to the very high exposure of this concern and the very intermittent condition we have asked dealers to go through the TSB as long as a customer comes in with a stall claim. We are under NHTSA investigation and we HAD to come out with all the fixes we were aware of.

Hope this helps.

Rhae

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Subject: TSB's for non-affected vehicles

Is FCSD Standard practice to apply ALL applicable TSB's to vehicles, even if they are NOT exhibiting the actual problem?

Case in point, it appears we have vehicles coming in, and going out without indication of having the Stalls TSB applied...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Noteboom, Jim (J.E.)
Sent: Tuesday, July 30, 2002 11:27 AM
To: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); 'Cary Powell'; Chick, John (J.); Chin, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); 'Dan Rothweller'; De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Duval, Allen (A.W.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Reruka (R.V.); Goodwin, William (W.R.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Iohikawa, Jyunohiro (J.); Jensen, Ted (T.E.); 'John McDonald'; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Le, Dzung (D.H.); Lintaco, Steven (S.); Lirde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); McGee, Brett (B.L.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); 'Morgan, Tom'; Morahima, Shigeki (S.); 'Naveed Khan'; Nematollahi, Sonya (S.); 'Nikolai, Bernie'; Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Shah, Kiran (K.C.); Shiralehi, Masaru (M.); Stiglenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Takesawa, Keith (K.O.); Takubo, Hiroichi (H.); Veestra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lam (.)
Subject: RE: U204 Stall Investigation, 7-28-02

VEH: '02 Escape VIN: 1FMCU04112KD11749 BUILT: 4-11-02 MILES: 1850
CUSTOMER: Carol Segety / 303-252-8278 (home) LOCATION: Northglenn, Colo.
COMPLAINT: Stalls in slow traffic. Note: the stall occurs in the same location (80th between Wadsworth and 96) as the previous vehicle; checked this out and there are high tension lines crossing the road there.

TSB and SSM results:

- IAC=34%
- EVAP system passed.
- DPFE and EEC relay are the latest.
- Keys do not have excessive weight.
- All related grounds were secure.

Based on the stall location and the possibility of RFI, the MAF was updated to a 1L2Z-BA.

Also on this vehicle the battery was leaking from the seam on the corner opposite the negative post (see photos). The customer stated that when the vehicle was purchased, the original batt. was dead and was replaced. This batt. was not a service piece but looked like original equipment so it's history is in question. A new service batt. was installed.



MVC-009F.JPG

Serial no.



MVC-009F.JPG

Acid drip from seam.

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.674.4015 FAX: 303.674.5730
Cell: 303.921.2076

From: Peplone, Gil (J.)
Sent: Monday, July 01, 2002 2:32 PM
To: Jensen, Ted (T.E.)
Cc: Johnson, Jim (J.S.); Bilicki, John (J.R.); Corbett, Sandra (S.M.); Altoonlan, Don (D.J.); Aynessazian, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Faumelle, Gilbert (G.); Freeland, Mark (M.); Gilles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Lintlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mendziuk, Roger (R.S.); Marck, Edmond (E.C.); Mataea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhousa, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahhi, Masaru (M.); Silgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakanell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lem (L.); Benintanda, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Martin, Mike (M.S.); Wexler, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Terzes, Laura (L.D.); Benintanda, Robert (R.F.); Wexler, Mark (M.A.); Amely, Felix (F.A.); Peplone, Gil (J.); DiAngelo, Renaldo (R.); Peplone, Gil (J.); DiAngelo, Renaldo (R.)
Subject: RE: PFQS's Investigation Results of Virgin Islands Escape Driveability Concerns

Hi Ted: I took the liberty of sharing my reply with all those previously cc'ed. This may influence the decision makers for the release for an Info Only Oasis Message, advising certain Markets {Caribbean, others??} to check for dirty fuel.

To answer your question : "During your visit did you visit any other OEM dealers?"

Answer; yes.

I took samples on two Islands, St. Thomas and St. Croix. The majority had dirty fuel.

As for your statement: "General fuel quality could be improved by a group effort through local governmental units and business groups."

I could not agree more. If the Dealerships receive an Oasis Message, this would lend weight to push for change, not to mention the happy customers and lower Warranty numbers.

Your other statement: "I would be very surprised if this were a Ford only issue."

Again, I agree. This is NOT a Ford Only Concern. since my samples were random.

Also note this quote from one Tech named "Yantis" at St. Thomas Metro Motors: "Gas is terrible on this Island".

Here's a proposed Oasis Message. Maybe you can assist me in getting some version of it generated??

Info Only Oasis Message XXX: All vehicle lines, engines. Driveability Concerns may be due to dirty fuel. Check for contamination by removing the fuel filter and blowing backwards to flow into a container, using shop air. Advise Owner to change fuel filling locations] as required. If filter is found restricted, replace. This is not a Warranty chargeable item, due to Owner choice of fuel usage.

This is just a framework. I am open to suggestions and improvements. Please advise. This includes those cc'ed.

Thank you,
Gil Peplone
Powertrain Field Quality Specialist-"PFQS" in

South Florida
Office/Answering Machine: 954-753-9888
Cell Phone 954-242-2068
"With Warranty you are Paying for the Sins of the Past"

6/30/02

-----Original Message-----

From: Jensen, Ted (T.E.)
Sent: Monday, July 01, 2002 9:50 AM
To: Peplone, Gil (J.)
Subject: RE: PFQS's Investigation Results of Virgin Islands Escape Driveability Concerns

Gil,

Fuel quality should be a common factor for all OEMs. During your visit did you visit any other OEM dealers? It would be very helpful to know the experience of others. General fuel quality could be improved by a group effort through local governmental units and business groups. I would be very surprised if this were a Ford only issue.

Ted

-----Original Message-----

From: Peplone, Gil (J.)
Sent: Thursday, June 27, 2002 2:11 AM
To: Johnson, Jim (J.S.); Bilicki, John (J.R.); Corbett, Sandra (S.M.); Altonian, Don (D.J.); Aynessazian, Ken (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothwiler, Daniel (D.); De Pana, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Faumelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lintacco, Steven (S.); Linda, Peter (P.A.); Liu, Jane (J.); Mandzuk, Roger (R.S.); Marck, Edmond (E.C.); Matassa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigaki (S.); Nematoishi, Sonya (S.); Notboom, Jim (J.E.); Orman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquelpau, Aiden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahishi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhea (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Venstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.H.W.); Yesung, Lem (L.); Benintende, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhea (R.); Terzes, Laura (L.D.); Martin, Mike (M.S.); Weder, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linda, Peter (P.A.); Goering, Kimberly (K.L.); Terzes, Laura (L.D.); Benintende, Robert (R.F.); Wester, Mark (M.A.); Amely, Felix (F.A.)
Cc: Peplone, Gil (J.); DiAngelo, Renato (R.); Berentier, Joel (J.R.)
Subject: PFQS's Investigation Results of Virgin Islands Escape Driveability Concerns
Importance: High

Good evening everyone:

Here's my report on my trip.

<< File: Results of Virgin Island Escape Decoff Stalls Investigation.doc >>

I will be calling in on the Conference call at 2pm today.

Call-In Info: 1-877-870-3529 or Ford net 9-1-954-1144
International Participants: 1-630-893-1704
Passcode: 7679536, then hit #

I thank the Team for all their assistance.

Gil Peplone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9888
Cell Phone 954-242-2068
"With Warranty you are Paying for the Sins of the Past"

From: Peppone, Gil (J.)
Sent: Thursday, June 27, 2002 9:38 AM
To: Johnson, Jim (J.S.); Bilicki, John (J.R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Aynessazian, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweller, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fasce, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunohiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limfaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Matea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Noteboom, Jim (J.E.); Orzman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kuran (K.C.); Shirahshi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhas (R.); Takasawa, Keith (K.D.); Takubo, Hiroshi (H.); Venatra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.H.W.); Yeung, Lem (L.); Benintende, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhas (R.); Terzas, Laura (L.D.); Martin, Mike (M.S.); Wexler, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Terzas, Laura (L.D.); Benintende, Robert (R.F.); Wexler, Mark (M.A.); Amely, Felix (F.A.)
Cc: Peppone, Gil (J.)
Subject: RE: Inspection Sheet for St. Croix Vehicle Inspection

Good Morning: Mr. Jim Johnson informed me that he was unable to review the Inspection Sheet listed within my Summary Report on Escape Drive Concerns in the Virgin Islands. It appears my use of a "shortcut" prevented the icon's data transfer.

I am providing it here as an aid. Pls review as you see fit.



St. Croix Escape
Vehicle Insp...

Gil Peppone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2088
"With Warranty you are Paying for the Sins of the Past"

—Original Message—

From: Peppone, Gil (J.)
Sent: Friday, June 14, 2002 6:50 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.); DiAngelo, Renaldo (R.); Peppone, Gil (J.)
Subject: RE: Inspection Sheet for St. Croix Vehicle Inspection
Importance: High

Hi Bob: ok, I will not.

Question: If I have high IAC DC, what should I do?
Clean the TB?

Turn the Throttle stop in to get o the desired 32% IAC DC?

If you want me to change the TB, I'm not prepared, since I d not have any, and I expect a long delay in getting

TB from the States.

However, it would be good for my tan as I wait for them.....heh, heh.....

If you do want low air flow throttle bodies, maybe a batch (5-8???) could be sent directly to the Dealership Metro Motors in St. Croix??

Please advise via voice mail since I will be disconnecting my laptop soon for packing. But send a note away since I HOPE to be able to use my laptop there. Help desk promised, but you know how that goes.....

You can leave voice mail on both my cell and office phone. I can check the office # from afar.

I will do whatever you wish: I want to get the data we need, and not just fix these Units.

Gil Pepitone

Powertrain Field Quality Specialist-"PFQS" In

South Florida

Office/Answering Machine: 954-753-9989

Cell Phone 954-242-2066

"With Warranty you are Paying for the Sins of the Past"

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Friday, June 14, 2002 5:29 PM
To: Pepitone, Gil (J.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Inspection Sheet for St. Croix Vehicle Inspection

Gil,

Please don't drill out any throttle plates. For one thing, it's not approved practice, and for another, we'd like to get back any you have problems with.

Bob Dalbo

3.0L Calibration Supervisor

Outfitters Calibration, NAT

Phone: (313) 24-84947 Fax: (313) 32-31788

Pager: (313) 795-2859 Email: rdalbo@ford.com

-----Original Message-----

From: Pepitone, Gil (J.)
Sent: Friday, June 14, 2002 3:23 PM
To: Johnson, Jim (J.S.); Bilicki, John (J.R.); Corbett, Sandra (S.M.); DiAngelo, Ronaldo (R.); Altoonian, Don (D.J.); Aymaszian, Kam (K.); Bauer, Scott (S.C.); Bhojwan, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chin, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Goldale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); Macdonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtaco, Steven (S.); Linds, Peter (P.A.); Liu, Jane (J.); Mandzuk, Roger (R.S.); Marck, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mconey, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematohtah, Sonya (S.); Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahishi, Masaru (M.); Sülgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veensaba, Tim (T.W.); Wakenell, Ray (R.A.); Wettsch, Bill (B.); Williams, Les (L.H.W.); Yeung, Lam (L.); Benimbanda, Robert (R.F.); Fernández, Ruben (R.); Bradley, Joe (J.C.); Goering, Kimberly (K.L.); Swartz, Rhae (R.); Terzes, Laura (L.D.); Martin, Mike (M.S.); Wesler, Mark (M.A.); Amaly, Falix (F.A.)
Cc: Pepitone, Gil (J.)
Subject: Inspection Sheet for St. Croix Vehicle Inspection

Good afternoon everyone: I have included all those that I have been in continuous communication, plus all who are part of the "Escape Stalls Team" Conference Call which I have attended.

The file below contains the form I will use. This information is a result of the feedback I have received from Mr. Altoonian, plus all existing Service Communications, both external and internal.

Please note that the items are ordered in such a way to allow me to leave the vehicle in it's original state until I can replicate the Stalls Concern, if ever.
I intend on extensively driving these Units until I deem it impossible for Concern replication.
At that point, I will perform any modifications to at least leave the Units at the latest repair level possible.

<< File: St. Croix Escape Vehicle Inspection Sheet.doc >>

FYI...

Gil Peplone

Powertrain Field Quality Specialist-"PFQS" in
South Florida

Office/Answering Machine: 954-753-9989

Cell Phone 954-242-2086

"With Warranty you are Paying for the Sins of the Past"

From: Johnson, Jim (J.S.)
Sent: Thursday, June 27, 2002 9:12 AM
To: Peppone, Gil (J.); Bllickl, John (J.R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Aynegazian, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Limlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Noteboom, Jim (J.E.); Orman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Sanders, Murali (M.S.); Shah, Kran (K.C.); Shiraiishi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veensira, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.H.W.); Yeung, Lam (L.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Martin, Mike (M.S.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Terzes, Laura (L.D.); Benintende, Robert (R.F.); Kaercher, Don (D.F.)
Cc: DiAngelo, Renaldo (R.); Berenter, Joel (J.R.); Surti, P. J. (P.J.); Noteboom, Jim (J.E.)
Subject: RE: PFQS's Investigation Results of Virgin Islands Escape Drivability Concerns

Gil, thanks for the report and supporting WDMO on the trip. It appears you identified a few items that will benefit the group.

I did research Air Box replacements for the 2.0 and 3.0 engines and found the following.

| | |
|-------------------------------|-------------------------------|
| 3.0L PN, YL8Z-9600-BA - SALES | 2.0L PN, YL8Z-9600-AE - SALES |
| 2002 - 629 | 2002 - 80 |
| 2001 - 642 | 2001 - 104 |
| 2000 - 103 | 2000 - 52 |

It appears that YL8Z-9600-BA is in the process of being replaced by 2L8Z-9600-BA.

---Original Message---

From: Peppone, Gil (J.)
Sent: Thursday, June 27, 2002 2:11 AM
Cc: Peppone, Gil (J.); DiAngelo, Renaldo (R.); Berenter, Joel (J.R.); Surti, P. J. (P.J.); Noteboom, Jim (J.E.)
Subject: PFQS's Investigation Results of Virgin Islands Escape Drivability Concerns
Importance: High

Good evening everyone:

Here's my report on my trip.

<< File: Results of Virgin Island Escape Decell Stalls Investigation.doc >>

I will be calling in on the Conference all at 2pm today.

Call-in info: 1-877-870-3529 or Ford net 9-1-954-1144
International Participants: 1-830-893-1704
Passcode: 7673538, then hit #

I thank the Team for all their assistance.

Gil Peppone
Powertrain Field Quality Specialist-"PFQS" in

South Florida

Office/Answering Machine: 954-753-9889

Cell Phone 954-242-2088

"With Warranty you are Paying for the Sins of the Past"

From: Pepitone, Gil (J.)
Sent: Friday, June 14, 2002 3:23 PM
To: Johnon, Jim (J.S.); Bilicki, John (J.R.); Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); Altoonian, Don (D.J.); Aynesszlan, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweller, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunohiro (J.); Jansen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lintiac, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marok, Edmond (E.C.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahshi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lem (L.); Benintende, Robert (R.F.); Fernandez, Ruben (R.); Bradley, Joe (J.C.); Goering, Kimberly (K.L.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Martin, Mike (M.S.); Wexler, Mark (M.A.); Amaly, Felix (F.A.)
Cc: Pepitone, Gil (J.)
Subject: Inspection Sheet for St. Croix Vehicle Inspection

Good afternoon everyone: I have included all those that I have been in continuous communication, plus all who are part of the "Escape Stalls Team" Conference Call which I have attended.

The file below contains the form I will use. This information is a result of the feedback I have received from Mr. Altoonian, plus all existing Service Communications, both external and internal.

Please note that the items are ordered in such a way to allow me to leave the vehicle in it's original state until I can replicate the Stalls Concern, if ever.

I intend on extensively driving these Units until I deem it impossible for Concern replication.

At that point, I will perform any modifications to at least leave the Units at the latest repair level possible.



St. Croix Escape
Vehicle Insp...

FYI...

Gil Pepitone

Powertrain Field Quality Specialist-"PFQS" in
South Florida

Office/Answering Machine: 954-753-9989

Cell Phone 954-242-2066

"With Warranty you are Paying for the Sins of the Past"

**Escape Stalls Concern Vehicle Inspection Data
In St. Croix by GII Peptone 6/15/-8/24/2002**

Date:

Owner:

VIN:

M.Y.:

Mileage:

**Conditions during Owner's experience, including heavy
keys/radio towers?**

Calibration level:

**DTCs? If P1000, check OBD monitor status/measure KAM Pin 55
If OBD is dumb:**

DPFE level {2A07 or later}

MAF level {BA?}

Relay PN level OK? {White letters NG} /Terminals go/no go?

PCM Hardware level/ "160" or "161"?:

Connectors/Grounds In order of inspection flow

C270b

G300

G104

G105

G101

C110

C133

G100

C270c

C270d

CPS plgtail contacting A/C pulley?

Rattle Ignition key/engine cuts out?

Stabilized RPM Value in Park, Fan off, A/C off, no Purge flow, not prolonged idle time:

Stabilized IAC Duty Cycle Percentage in P/N, A/C off:

TPS voltage {Bogle .9 \pm .05}:

Relationship of EVAP % value vs. FTP Voltage ok?

If no OK, what were values?

If relation not ok, did tapping on VMV make FTP voltage jump/engine's reaction?

Position of Flapper Valve ok?

PFQS drive results/Verified?

If verified, what were conditions?

Repairs/adjustments to vehicle:

H2O witness marks/Rust in Left Kickpanel?

Restricted EVAP line?/Blew out??

Replaced Flapper Vlv if web found?

Drilled out TB plate holes? If so, what size drill bit?/New IAC D.C.?

Tightened any Ground/stalled connectors?
Changed DPFE?
Changed IAC?
Changed MAF?

Additional Comments:

From: Buettner, Steve (S.B.)
Sent: Thursday, May 09, 2002 5:33 PM
To: Grimes, Jeff (J.R.)
Cc: Wettach, Bill (B.)
Subject: RE: Oil Contamination on U204 IAC's

I didn't see anything when I looked but I will keep my eyes open. I also forwarded the note to a few people in the plant to see if they see anything. I'll let you know if I find something. Right now, I only see the possibility of bad repair or wire harness change. The pallets are not clean, so if they drag the connector they can get some oil on them. There is some chance that an operator installing the harness getting the part dirty, but I haven't seen anything yet. How many of the returns have oil? Certainly the parts leaving this plant are a low percentage if anything.

I will see if I can assign a QOS person to do a more complete inspection, if you are correlating this to the field failures.

Sorry for the delayed response.

Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com
218-878-2802 external
823-2802 Ford Net
218-878-2850 Fax

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 09, 2002 4:35 PM
To: Buettner, Steve (S.B.)
Cc: Wettach, Bill (B.); Grimes, Jeff (J.R.)
Subject: Oil Contamination on U204 IAC's
Importance: High

Any luck???

Steve, several of the returned IAC's being looked at during the U204 Stalls investigation are coming back with what appears to be oil contamination and corrosion. INSIDE the electrical connector...

Can you please review the assembly/storage process for possible contamination opportunities...

This isn't a sealed connector...But I find it odd to find oil inside....

Bill any thoughts???

Jeff R. Grimes
Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323
email: jgrimes1@ford.com

From: Noteboom, Jim (J.E.)
Sent: Thursday, May 09, 2002 3:46 PM
To: Sanders, Muriel (M.S.); Altonian, Don (D.J.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); 'Cary Powell; Chlok, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); 'Dan Rothweiler'; De Pena, Juan (J.E.); Diez, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Iohikawa, Jiyunkhiro (J.); Jensen, Ted (T.E.); 'John McDonald'; 'Jones, Andy'; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klosternann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lintaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); 'Morgan, Tom'; Morishima, Shigeki (S.); 'Naveed Khan'; Namatollahi, Sonya (S.); 'Nikolai, Bernie'; Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Shah, Kiran (K.C.); Shralshi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhao (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.H.W.); Williamson, David (D.E.); Young, Lam (.)
Subject: RE: U204 Stall Meeting Agenda - 5/9/02

Inspection results of '02 Escape VIN: 1FMYU0414KC19482

LOCATION: John Elway West, Denver
OWNER: Mike Cochran (JEW Service Mgr.)
MILEAGE: 3342
BUILD DATE: 1-29-02

COMPLAINT: Stalled while driving approx. 50 mph. Noticed dash lights came on and steering became stiff; coasted to side of road, went to crank (did not turn key off) and the engine restarted. Occured at around 2500 miles and has not happened since.

DIAGNOSTICS: Went through the latest TSB/ISM draft; no concerns were found except for the following:

- There was battery acid in the batt. tray that had seeped down onto grounds G-104 and 105; some corrosion was evident.
- The customer's key chain contained several oz. of additional weight.

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.674.4015 FAX: 303.674.5730
Page: 1.888.375.1980

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 02, 2002 2:45 PM
To: Buettner, Steve (S.B.)
Cc: Wettach, Bill (B.); Grimes, Jeff (J.R.)
Subject: Oil Contamination on U204 IAC's

Steve, several of the returned IAC's being looked at during the U204 Stalls investigation are coming back with what appears to be oil contamination and corrosion. **INSIDE** the electrical connector...

Can you please review the assembly/storage process for possible contamination opportunities...

This isn't a sealed connector...But I find it odd to find oil inside....

Bill any thoughts???

Jeff R. Grimes

Duratec Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com

From: Yeung, Lam (.)
Sent: Thursday, May 02, 2002 8:22 AM
To: Dalbo, Bob (R.J.)
Cc: Grimee, Jeff (J.R.); Ortman, James (J.W.)
Subject: Update for Today's Stall Meeting

Backflow testing which was to begin last week was delayed due to cell and setup problems. Testing started this week. Early looks at data indicate the potential of poor performing rocker cover baffles. Further testing is ongoing to validate the data.

These early indications are however based on 6 hour runs continuous at 4000RPM WOT. This does not represent normal usage duty cycle. The vehicle at MPG to answer that question is to be completed by tomorrow. Percent of normal duty cycle at WOT is also being investigated to try and correlate the dyno results to in vehicle. Comparison to old baffle results is also being investigated. All data is still very early and needs further investigation. Investigation of bank to bank flow at DPG shows no appreciable difference in flow. Rocker cover baffling design revisions are in the works but pending further clarification of data received so far.

W. Lam Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 888-442-0321
Fax 313-594-7323

From: Sanders, Muriel (M.S.)
Sent: Wednesday, March 27, 2002 10:53 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 3.0L Escape/Tribute Stall Status - 3/25/02

Read note below.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31766
E-mail: msander6@ford.com

-----Original Message-----

From: DeLoe, Bob (R.J.)
Sent: Monday, March 25, 2002 4:34 PM
To: Bob Finetti
Cc: Sanders, Muriel (M.S.)
Subject: 3.0L Escape/Tribute Stall Status - 3/25/02

SSM/ISM/TSB Status:

- Final copy of TSB is being reviewed. This includes IACV/throttle body inspection/replacement (if duty cycle is out of spec), recalibration, evap system diagnostics, EEC power relay update and warning about heavy keychains. SSM with this info has been released.
- An ISM has been released containing the remaining items on our stalls checklist (grounds, water intrusion, CPS inspection, DPFE, MAFS, KAM, etc) to address stalls not fixed by the TSB/SSM.
- The long range plan is to have a TSB and ISM.

Airflow actions:

- Calibration robustness action that minimized an rpm dip when accompanied by a sticking IAC valve, or a minimum flow throttle body was released by the team on 11/29. Implementation at KCAP: 1/16/2002. So far, Ford LEV, Mazda LEV, and CAA have been cleared for use at the plant. These three calibrations are the largest production volume (have greatest effect on US). The remaining four (ROW, ROW Severs, Leaded, and EU), will be released in the coming weeks. The calibration robustness action was released to service: 12/14/2001.
- 13 vehicles experiencing stalls/idle dips in the field have been performing great since the calibration was updated in late December 2001, early January 2002. One of these vehicles, a Tribute, stalled twice within 150 miles (at same location, closed throttle decel). After vehicle was reflashed with updated calibration, the stalling ceased and the rpm dips vanished. The vehicle has 250+ miles on it currently since the reflash.
- 6 of 20 IAC valves from buybacks flowed low out of spec at hot idle duty cycle.
- Hitachi has started an 8D to address the out of spec IAC valves. 2 of 9 parts were scorched - backfire is suspected. Parts deliberately exposed to backfires have been returned to Hitachi for comparison purposes.
- 10 throttle bodies have been returned to Rawsonville for flow:
 - 2 were low out of spec.
 - 8 were low in spec.
 - 3 had their throttle plate setscrews readjusted (hence no accurate readings)
 - 6 were in spec
 - An additional 7 new throttle bodies were tested and they were all in spec

Electrical actions:

- EEC power relay pin insertion into the PDB has been dramatically improved at Lear.
- Omron EEC power relay has been replaced with Hella (not sensitive to vertical g-force).
- 4 of 4 ground eyelets proven to cause stalls have been made inverted delta items at KCAP.

EMC actions:

- Concern for improved EMC MAF sensor has been approved by Ford and, recently, Japan (1/18/02).
- Once drawing updates are completed the new part will be introduced at KCAP.
- DPFE from Kavilco has been reviewed and no issues were identified.
- Mark Freeland (Black Belt) has been studying DPFE latch-up issue and recommends DPFE replacement.

Evap system actions:

- Identified and fixed two Tributes in the field with restricted purge vent lines and open check valves by replacing the valve and clearing the restriction.
- One vent line was blocked by insect web.
- The check valves (normally open) appear to meet design intent according to Viateon.
- However, the air leak specification was not met.
- This check valve is not used on any other Ford vehicles.

4/2/02 is the implementation timing for the revised Evap system w/o the check valve.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2858 Email: rdalbo@ford.com

From: Sanders, Muriel (M.S.)
Sent: Wednesday, March 27, 2002 10:53 AM
To: Grimes, Jeff (J.R.)
Subject: Requested Information



SSM 1664 .doc

Subject: ISM 02-01-070/94-1606 Escape Stall after SSM 15589

INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP

ESCAPE STALL AFTER SSM 15589 UPDATED BY MPRICE28 2/8/02
SOME 2001-2002 ESCAPES MAY EXHIBIT AN INTERMITTENT STALL, VERIFY SSM 15589 HAS BEEN DONE AND PERFORM THE FOLLOWING CHECKS. FOR STALLING OVER BUMPS WIGGLE IGNITION KEY TO TRY TO DUPLICATE, IF CUTS OUT THEN MAKE SURE CUSTOMERS KEYRING WEIGHS LESS THAN 8OZ AND REPLACE IGNITION SWITCH IF NECESSARY. DISCONNECT AND INSPECT PCM HARNESS FOR BURNED OR BENT PINS. INSPECT VMV FOR STICKING, PERFORM WDS EVAP TEST OR SMOKE TEST. IF STALL IS RELATED TO RFI(IE: RADIO TOWER/2-WAY RADIO) REPLACE MAF W/1L2Z-12B579-BA. CHECK IAC%(<38% W/NO PURGE FLOW). INSPECT IAC AND THROTTLE BODY FOR CARBON OR SLUDGE, IF PRESENT REPLACE W/YF1Z-8F715-AA(IAC), YL8Z-8E928-DA(THROTTLE BODY). INSPECT C270B,C,D, C110, C133 FOR WATER INTRUSION/PIN PROBLEMS. INSPECT G300, G100, REMOVE BATTERY TRAY AND INSPECT G104/105, G101.
AUTHOR: MARTIN PRICE (MPRICE28) 79133

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

Current SSM:
Rhae Suarez (FCSD)

Next/Previous Article (N/P): _ Article #: SSM 15434 Date: 11/28/2001

Symptom: 6 07 DRVABL STALL/QUITS

Year Yr Fm Vl Mdl Trans Engine Calib Axle

Criteria: 2002 T MR

R&R EEC PWD RELAY W/ FOAZ-14N089-A, CK CONN PINS ALSO
SOME 2001/2002 3.0L ESCAPES MAY EXHIBIT AN INTERMITTENT ENGINE QUIT CONDITION.
THIS WILL BE TYPICALLY A 1 TIME EVENT, USUALLY DURING A DECEL, WITH NO DTCS AND
NO MIL. THE ENGINE WILL RESTART IMMEDIATELY. WHEN NORMAL DIAGNOSTICS DO NOT
PIN POINT ROOT CAUSE, REPLACE THE EEC POWER RELAY WITH FOAZ-14N089-A (FOR
LOCATION USE 2001 WIRING DIAGRAM SECTIONS 303-07B-00-1 CONNECTOR # C1016,
700-06-00-37 BATTERY JUNCTION BOX). CHECK RELAY CONNECTION FOR PIN PUSHOUT.
CHECK FOR LOOSE PCM GROUNDS G104 & G105 UNDERNEATH BATTERY TRAY (REMOVE TRAY TO
ACCESS GROUNDS), G101 ON TRANSMISSION UNDERNEATH BATTERY TRAY AND G100 ON
BULKHEAD. CHECK THE IAC VALVE - IF PART NUMBER IS NOT YF1E-9F715AB REPLACE WITH
YF1Z-9F715-AA. CHECK CONNECTORS C270B, C270C, C270D, & C270E FOR LOOSE
CONNECTION, CORROSION, WATER INTRUSION, OR TERMINAL/PIN DAMAGE.

Most Recent SSM
Les Williams LWILLI73

9:42 AM 11/23/2003

ERR2-827 11804

Subject: FW: Review LS V6 2000CY MCR and plan 2001CY MCR.
Location: POEE TBD or RRose1's office

Start: Wed 12/6/00 8:00 AM
End: Wed 12/6/00 9:00 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Jabbour, Paul (P.); Garcak, James (P.)

FYI...You'll need to be here for this...

Bring Finance too, with UPDATED MPC runs...

—Original Appointment—

From: Jabbour, Paul (P.)
Sent: Thursday, November 30, 2000 4:54 PM
To: Jabbour, Paul (P.); Grimes, Jeff (J.R.); Peterson, Craig (C.); Oubias, Steve (S.M.); Sanford, Mark (M.F.); Rose, Robert (R.A.)
Cc: Mohammadshah, Jizer (J.M.)
Subject: Review LS V6 2000CY MCR and plan 2001CY MCR
When: Wednesday, December 06, 2000 8:00 AM-9:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: POEE TBD or RRose1's office

This should be a very quick review and just wanted to follow up on the items we discussed earlier this week via our teleconferencing.

Review 2000CY V6 CRID status for implemented actions and verify that cost saves are in MPC's V6 BOM. Please feel free to invite others that I've missed.

Also, need to review items in CRID for 2001CY as we have to begin the focus on that to support Al Kammerer's direction to get the concern released asap if we are serious about those actions.

We will have this teleconferencing bridge available in case anyone needs to dial in: U.S. 1-800-447-7138, International 630-424-2077, local Ford 954-1128, passcode 6227310#. (PJ10001270330).

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 20, 2001 8:52 AM
To: Sventickas, Ed (E.); Rose, Robert (R.A.)
Subject: Visteon Management

I received a confirmation phone call that Bruce Beyer is the technical manager of ETB's for Visteon. His Manager is James Creehan: jcreehan@visteon.com <<mailto:jcreehan@visteon.com>>

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 18, 2001 10:41 AM
To: Lohr, John (J.C.)
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

Economies of scale are always important to us...and component changes for commonality can bite...as I'm sure your aware of...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Lohr, John (J.C.)
Sent: Tuesday, September 18, 2001 10:40 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

Since when is a systems guy interested in communizing a part across vehicle lines?

John Lohr
Ford Motor Company
"v" Engine Engineering
Intake Manifold Design
Phone: 313 248-4508
Fax: 313 248-4508

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 18, 2001 10:29 AM
To: Gates, Edward (E.); 'Cunningham, David (D.W.)'; 'Parkinson, Tim (T.M.)'; Styles, Dan (D.J.); Lohr, John (J.C.); Davis, Mary (M.A.)
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

It's a VERY good question why Systems guys aren't in these notes....

What gives...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com

Text Page: Internal External

-----Original Message-----

From: Gates, Edward (E.)
Sent: Tuesday, September 18, 2001 10:26 AM
To: 'Cunningham, David (D.N.)'; Parkinson, Tim (T.M.); Styles, Dan (D.J.); Lohr, John (J.C.); Davis, Mary (M.A.); Gates, Edward (E.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

Jeff Grimes signed the design logsheet and is aware that Bob can't pull up the file from Metaphase. He wrote and submitted his sheet just prior to my submission. He is aware of what is going on.

Just thought I'd scoop something out of the pot.

Thanks.

E. J. Gates
(313) 845-1292

-----Original Message-----

From: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Tuesday, September 18, 2001 9:47 AM
To: Parkinson, Tim (T.M.); 'Styles, Dan (D.J.)'; 'Lohr, John (J.C.)'; 'Davis, Mary (M.A.)'; 'Gates, Edward (E.)'
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

Just curious, why don't I see any systems folks names on these notes? I worry that the DEW guys are out in the cold. I know for a fact that Jeff Grimes is working with a prior proposal and it seems that every time we turn around someone wants a different size tube. Just thought I'd stir the pot!
DC

> -----Original Message-----

> From: Parkinson, Tim (T.M.)
> Sent: Tuesday, September 18, 2001 7:44 AM
> To: 'Styles, Dan (D.J.)'; Lohr, John (J.C.); Davis, Mary (M.A.); Gates, Edward (E.)
> Cc: Cunningham, David (D.N.)
> Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9/14/01
>
> John and I met yesterday and we have moved the 1/4" straight tube locations per item 1 below. This model is in metaphase under XG-9F991-909101_P1A1. John thought that the new tube positions may allow you to package this in the U152, so we've put the model with the 90 degree tube on hold. If this doesn't package, just let me know and I'll start the work on the version with a 90 degree tube.
>
> Tim Parkinson
> Visteon Air/Fuel Engineering
> tparkin1@visteon.com
> phone (313) 755-3831 fax (313) 755-1312
>

>
>
> -----Original Message-----
> From: Styles, Dan (D.J.) [mailto:dstyles@ford.com]
> Sent: Monday, September 17, 2001 3:59 PM
> To: Lohr, John (J.C.); Davis, Mary (M.A.); Gates, Edward (E.); Kosko,
> Jeff (J.R.); Liimatta, Gary (G.D.)
> Cc: Tim Parkinson (E-mail)
> Subject: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes -
> 9/14/01
>
> 1) Tim to adjust 2-sided heat proposal so 1/4" straight nipples are
> within flange edges
> 2) Tim to provide two XG models, one with outlet port 1/4" straight, one
> with outlet port 1/4" 90-deg
> 3) Ed and Mary to check package concerns for 4.6L-2V and 3.0L-4V
> applications
> 4) Preliminary letter attached stating direction for 2004+MY. Jeff and
> Gary, please review and comment.
> 5) John to schedule next team meeting based on CAD model availability to
> review
>
> << File: 2004MY_Heat_ETB.doc >>
>
> Daniel J. Styles
> Product Design Engineer
> Intake Manifold Systems
> 313-84-53771 dstyles@ford.com
>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 18, 2001 10:29 AM
To: Gates, Edward (E.); 'Cunningham, David (D.N.); 'Parkinson, Tim (T.M.); Styles, Dan (D.J.); Lohr, John (J.C.); Davis, Mary (M.A.)
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

It's a VERY good question why Systems guys aren't in these notes....

What gives...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

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Sent: Tuesday, September 18, 2001 10:26 AM
To: 'Cunningham, David (D.N.); Parkinson, Tim (T.M.); Styles, Dan (D.J.); Lohr, John (J.C.); Davis, Mary (M.A.); Gates, Edward (E.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

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E. J. Gates
(313) 845-1292

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To: Parkinson, Tim (T.M.); 'Styles, Dan (D.J.); 'Lohr, John (J.C.); 'Davis, Mary (M.A.); 'Gates, Edward (E.)'
Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes - 9 /14/01

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DC

> -----Original Message-----

> From: Parkinson, Tim (T.M.)
> Sent: Tuesday, September 18, 2001 7:44 AM
> To: 'Styles, Dan (D.J.)'; Lohr, John (J.C.); Davis, Mary (M.A.); Gates,
> Edward (E.)
> Cc: Cunningham, David (D.N.)
> Subject: RE: Visteon 65mm In-Line ETB Commonality Team Meeting
> Minutes - 9/14/01

>
> John and I met yesterday and we have moved the 1/4" straight tube
> locations per item 1 below. This model is in metaphase under
> XG-9F991-909101_PIA1. John thought that the new tube positions may allow
> you to package this in the U152, so we've put the model with the 90 degree
> tube on hold. If this doesn't package, just let me know and I'll start the
> work on the version with a 90 degree tube.

>
> Tim Parkinson
> Visteon Air/Fuel Engineering
> tparkin1@visteon.com
> phone (313) 755-3831 fax (313) 755-1312

> -----Original Message-----

> From: Styles, Dan (D.J.) [mailto:dstyles@ford.com]
> Sent: Monday, September 17, 2001 3:59 PM
> To: Lohr, John (J.C.); Davis, Mary (M.A.); Gates, Edward (E.); Kosko,
> Jeff (J.R.); Liimatta, Gary (G.D.)
> Cc: Tim Parkinson (E-mail)
> Subject: Visteon 65mm In-Line ETB Commonality Team Meeting Minutes -
> 9/14/01

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> applications
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> Gary, please review and comment.
> 5) John to schedule next team meeting based on CAD model availability to
> review

> << File: 2004MY_Heat_ETB.doc >>

>
> Daniel J. Styles
> Product Design Engineer
> Intake Manifold Systems
> 313-84-53771 dstyles@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 18, 2001 7:44 AM
To: 'dcunnin1@visteon.com'
Subject: Water Heated ETB for DEW03

Dave...I have seen, and am reviewing the package for the latest 'L' water heat proposal from Visteon.

To further study this alternative, what is available in the way of heat effectiveness data. Will this 'L' Channel effectively heat the bottom of the bore.. upstream of the throttle-plate?

Jeff Grimes

Engine Systems Engineer
DEW03 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 323-4237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 05, 2001 3:49 PM
To: Haven, Keith (K.)
Cc: Rose, Robert (R.A.); Dummer, Eric (E.)
Subject: RE: coarse sand 3.0L heads

Best course is to call a meeting with Bob, Fred Baldin, myself, and Jaguar team as required. Lets review the data that Jaguar used to make the call...It will be up to Fred...

I'll leave it to you to schedule the meeting.

Thanx Keith

Jeff Grimes

Engine Systems Engineer
DEW68 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Haven, Keith (K.)
Sent: Wednesday, September 05, 2001 1:24 PM
To: Grimes, Jeff (J.R.)
Subject: FW: coarse sand 3.0L heads

Jeff:

Is a calibration signoff needed before we could move to 50AFS core sand? If Jag systems signed off, would that be enough for DEW? I understand that everyone is busy, but I'd like to be able to answer Essex with something other than TBD for timing to evaluate.

Regards,

Keith Haven
Ford Motor Company
Cylinder Head Design
313-248-8496

-----Original Message-----

From: Baldin, Fred (F.)
Sent: Wednesday, September 05, 2001 1:16 PM
To: Grimes, Jeff (J.R.); Dummer, Eric (E.); Haven, Keith (K.)
Subject: RE: coarse sand 3.0L heads

I know you guys want to do this but we are totally snowed under. At this point I will not even venture to speculate when we will be able to run the study.

-----Original Message-----

From: Grimes, Jeff (J.R.)

Sent: Tuesday, September 04, 2001 2:26 PM
To: Dummer, Eric (E.); Haven, Keith (K.)
Cc: Baldin, Fred (F.)
Subject: RE: coarse sand 3.0L heads

I requested an update from Fred this morning

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Dummer, Eric (E.)
Sent: Tuesday, September 04, 2001 2:21 PM
To: Haven, Keith (K.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: coarse sand 3.0L heads

Keith,

The back-to-back performance runs were completed early this year. The rougher ports (50AFS) actually made better power, however, the increase is within test-to-test variability. The tested cylinder heads were volume checked and surface finished checked. The rougher heads had a 0.08:1 compression ratio increase, or about a 0.3% theoretical power improvement. Again, not within test-to-test variability. The surface finish data shows the same difference between 50 AFS and 58 AFS as the EAP bench measurements. Based on the firing engine and bench data, the core sand change is transparent with respect to engine performance.

I know there was another unanswered question that I'm not sure has been resolved yet. The coarser sand may cause the transient fuel calibration to be off. I'm not sure if Fred Baldin's calibration group has heads to do this, or if they do, I'm not sure if it has been done yet.

Eric T. Dummer

2.5/3.0L-4V Engine Performance Development
DAMB Engine Development
phone/fax: 313-84-55136, text pager: edummer

-----Original Message-----

From: Haven, Keith (K.)
Sent: September 04, 2001 10:04 AM
To: Dummer, Eric (E.)
Cc: Grimes, Jeff (J.R.)
Subject: coarse sand 3.0L heads

Eric:

Jeff said you were doing some work for evaluation of changing the intake port "core sand" on a 3.0L DAMB to a more coarse type? I think all that was needed was to run a back to back power run to evaluate. Have you had a chance to run this test, and if you have do you have any results (essex aluminum is pushing to implement...)? Let me know if you have anything - I can stop by. Thanks.

Regards,

Keith Haven
Ford Motor Company
Cylinder Head Design

313-248-8486

From: Grimes, Jeff (J.R.)
Sent: Wednesday, August 01, 2001 3:31 PM
To: Arnold-norris, Sonya (S.L.); Elkins, Donny (D.); Hruaka, Julia (J.L.); Mike Arnold; Peterson, Craig (C.); Rose, Robert (R.A.)
Cc: Anaya, Cynthia (C.B.); Rose, Robert (R.A.); Stroh, George (G.); Hammonds, Brandon (B.)
Subject: Picking up the Jeff Grimes Slack (there is enough to go around)

Mike

Please work with George Stroh (GSTROH, x47808) to verify instrumentation and deliver the blue LS to Brandon Hammonds (bhammon5, x23266) at the wind-tunnel. Brandon is conducting back to back tests on our new oil cooler with and without a bypass... Stuart Woodcock can help if you have procedure questions... But I have them written pretty thoroughly in the testnet request...DC7BPF.

I will handle the ETB issues (bolts, PIA, etc) when I return...

Craig

Please follow up with Ed gates to get a PolyNorm print for the RHS manifold bracket..and try to get it released... We have "verbals" so release should be straightforward.

Cynthia

Please cancel the vehicles for August 7...I will schedule the drive for a later date...I would like you to work on the survey while I'm out...and with Mike Arnold if you need to keep busy.

I will be available by Pager... Don't hesitate to call especially regarding the testing, Mike. That needs to happen next week. The only reason I'll not return a page is if the wife is actually in labor...☺

See ya next week !

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 12:09 PM
To: Gates, Edward (E.)
Subject: RE: ETB for DEW03

yes

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Gates, Edward (E.)
Sent: Tuesday, July 31, 2001 11:38 AM
To: Grimes, Jeff (J.R.)
Subject: RE: ETB for DEW03

So do I need to have this label on the drawing?

E. J. Gates
(313) 845-1292

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 11:02 AM
To: Gates, Edward (E.)
Subject: RE: ETB for DEW03

I now have the cap...PIA bolts will die today...and Visteon WANTS the label for service/history

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Gates, Edward (E.)
Sent: Tuesday, July 31, 2001 10:45 AM
To: David Cunningham (E-mail)
Cc: Grimes, Jeff (J.R.)
Subject: FW: ETB for DEW03

Can we get a shipping cap? Are you aware of the push for PIA ETB mounting bolts? Can you do this?

Is there a particular type of orientation label you'd like, do we use them elsewhere? Please let me know.
Thanks.

E. J. Gates
(313) 845-1292

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 8:49 AM
To: Gates, Edward (E.)
Subject: ETB for DEW03

Hello Ed. Please follow up on concern C11239285, regarding orientation label for the DEW03 ETB.

Also, I had requested a shipping cap for the ETB...any luck finding one? Can you get one from Visteon?

Also, have you been following getting the ETB bolts PIA from Visteon? Mike Arnold has a concern out there, but the number he gave me is incorrect...I will forward it to you when I receive it.

Thanx Buddy!

Jeff Grimes

Engine Systems Engineer
DEW03 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 11:02 AM
To: Gates, Edward (E.)
Subject: RE: ETB for DEW03

Great Job! ☺

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Gates, Edward (E.)
Sent: Tuesday, July 31, 2001 10:45 AM
To: David Cunningham (E-mail)
Cc: Grimes, Jeff (J.R.)
Subject: FW: ETB for DEW03

Can we get a shipping cap? Are you aware of the push for PIA ETB mounting bolts? Can you do this?

Is there a particular type of orientation label you'd like, do we use them elsewhere? Please let me know.
Thanks.

E. J. Gates
(313) 845-1282

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 8:49 AM
To: Gates, Edward (E.)
Subject: ETB for DEW03

Hello Ed. Please follow up on concern C11236286, regarding orientation label for the DEW03 ETB.

Also, I had requested a shipping cap for the ETB...any luck finding one? Can you get one from Visteon?

Also, have you been following getting the ETB bolts PIA from Visteon? Mike Arnold has a concern out there, but the number he gave me is incorrect...I will forward it to you when I receive it.

Thanx Buddy!

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 11:02 AM
To: Gates, Edward (E.)
Subject: RE: ETB for DEW03

I now have the cap...PIA bolts will die today...and Visteon WANTS the label for service/history

Jeff Grimes

Engine Systems Engineer
DEW03 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Gates, Edward (E.)
Sent: Tuesday, July 31, 2001 10:45 AM
To: David Cunningham (E-mail)
Cc: Grimes, Jeff (J.R.)
Subject: FW: ETB for DEW03

Can we get a shipping cap? Are you aware of the push for PIA ETB mounting bolts? Can you do this?

Is there a particular type of orientation label you'd like, do we use them elsewhere? Please let me know.
Thanks.

G. J. Gates
(313) 845-1292

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 8:49 AM
To: Gates, Edward (E.)
Subject: ETB for DEW03

Hello Ed. Please follow up on concern C11239286, regarding orientation label for the DEW03 ETB.

Also, I had requested a shipping cap for the ETB...any luck finding one? Can you get one from Visteon?

Also, have you been following getting the ETB bolts PIA from Visteon? Mike Arnold has a concern out there, but the number he gave me is incorrect...I will forward it to you when I receive it.

Therx Buddy!

Jeff Grimes

Engine Systems Engineer
DEW03 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 8:49 AM
To: Gates, Edward (E.)
Subject: ETB for DEW03

Hello Ed. Please follow up on concern C11238286, regarding orientation label for the DEW03 ETB.

Also, I had requested a shipping cap for the ETB...any luck finding one? Can you get one from Visteon?

Also, have you been following getting the ETB bolts PIA from Visteon? Mike Arnold has a concern out there, but the number he gave me is incorrect...I will forward it to you when I receive it.

Thank Buddy!

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 584-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 17, 2001 11:22 AM
To: '7349013037@airmessage.net'
Subject: Bracket for harness retention enar A/C plenum DEW03

Importance: High

Don, call Jeff Grimes regarding subject bracket. I need to know bracket thickness to develop identify the specific bolt required.

I'm assuming a single M5 will do...length is the TBD...

Let me know ASAP so I can get feasibility on the boss add this week!

Jeff Grimes

Engine Systems Engineer
DEW96 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Monday, July 16, 2001 9:38 AM
To: 'shamby@visteon.com'
Cc: 'dcunnin1@visteon.com'
Subject: FW: 3.0L & 4.0L throttle body to manifold

Dave has not received any feedback from 3.0L, 'cause we know nothing about this proposal...

I highly recommend a review of the issues at POEE at your earliest convenience...

3.0L is the lead program for this ETB...and calibrations are progressing...If this change will impact the calibration, we are going to have significant issues...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Monday, July 16, 2001 9:14 AM
To: Kropp, Robert (R.A.); Grimes, Jeff (J.R.)
Cc: Arnold, Michael (M.J.)
Subject: FW: 3.0L & 4.0L throttle body to manifold

Comments??

-----Original Message-----

From: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Monday, July 16, 2001 8:49 AM
To: 'rrosel@ford.com'; 'marnol16@ford.com'
Cc: Foley, Tom (T.M.); Parkinson, Tim (T.M.); Hamby, Steve (S.J.)
Subject: FW: 3.0L & 4.0L throttle body to manifold

Gentlemen,

See note from our design activity. My concern is that you have the A8 level ETB in your Master Assembly. Considering what we did to the current throttle, ie. straight through bore, I think the proposal is directionally correct. Let me know what you think. Thanks,
Dave C.

-----Original Message-----

From: Hamby, S. J. (Steve) [mailto:shamby@visteon.com]
Sent: Thursday, July 12, 2001 9:28 AM
To: Tim Parkinson (TPARKIN1); David Cunningham (DCUNNIN1); David Conley (DCONLEY4); Jim Bielicki (JBIELICK)
Cc: Steve Hamby (SHAMBY) Hamby; Ken Belford (KBELFORD) Belford
Subject: 3.0L & 4.0L throttle body to manifold

Gentlemen,

I have completed the stackups for the assembly of ETB 3L5U-9F991-AE onto the 4.0L intake manifold and would like to summarize my findings. I have found that changing the bore relief diameter on the 3.0L & 4.0L throttle body is necessary for this throttle to correctly fit the 4.0L manifold application, (this includes modification to the manifold geometry). I also feel that we have found a potential issue with the assembly of this throttle body onto the 3.0L manifold, and this program can also benefit from this change.

As some of you may already know, my recommendation is to change the throttle body bore relief diameter from 67.75-67.25 (currently in raws. cad for notice change) to my proposal of reducing the diameter to 66.5-66.0 and using the same true position callout that is shown on the marked-up dwg in the notice at rawsonville. I feel this will allow me to design the 4.0L manifold correctly for assembly and function, and improve these aspects on the 3.0L as well.

Tim, I need you to try to get rawsonville die casting approval for this change so we can incorporate this into the existing notice if possible.

Dave, have you heard any word from the 3.0L guys to see if they agree that there may be a potential issue with assy? (i.e. step into bore, especially when throttle is shifted).

Jim, the gasket centerline diameter I gave you yesterday (nominal dia. 76.5) is also based on this change even though your rover program uses a different throttle body. I believe that this proposal will make your sealing condition better, but you may need to check your manifold throat diameter, and surrounding wall thicknesses so that your stackups work out correctly.

If you have any questions, you can see me or we can schedule a meeting to discuss. I'd like to get this resolved ASAP. Thank you, Steve.

--

Regards,

Steve Hamby

Visteon-Energy Transformation Systems

Phone (313) 755-2977

From: Grimes, Jeff (J.R.)
Sent: Wednesday, June 27, 2001 9:05 AM
To: Galas, Dean (C.K.)
Cc: Ross, Robert (R.A.)
Subject: RE: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

Thank Pal

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Galas, Dean (C.K.)
Sent: Tuesday, June 26, 2001 4:23 PM
To: Grimes, Jeff (J.R.)
Cc: Campagnoli, Mark (M.P.)
Subject: RE: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

I had this file last week and showed it to plant personnel. No one is aware of anyone using hydrogen peroxide for cleaning the washers. Will let you know if I hear otherwise.

Live Long and Prosper

C. K. (Dean) Galas
Powertrain Resident Engineer
Wixom Assembly Plant
Outside:1-248-344-5005 Dialnet - 34-45005 Fax: x-45960 Pager 248-523-9974

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, June 26, 2001 3:15 PM
To: Galas, Dean (C.K.); Campagnoli, Mark (M.P.)
Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

A heads up...Can you guys verify if an issue at Wixom???

Sorry for the long trailed note...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company

Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Tuesday, June 26, 2001 3:08 PM
To: Arnold, Michael (M.J.); Arnold-norris, Sonya (S.L.); Elkins, Donly (D.);
Grimes, Jeff (J.R.); Hruska, Julia (J.L.); Kamat, Prasad (P.P.); Peterson, Craig
(C.)
Subject: FW: Hydrogen Embrittlement of Constant Tesnion Hose Clamps - Caused By
Final Water Test Treatment at VO

Info.

-----Original Message-----

From: McWilliams, Kendel (K.)
Sent: Tuesday, June 26, 2001 10:32 AM
To: Arnold, James (J.A.); Demers, Barry (B.P.); Kennedy, Vince (F.V.);
Mazzella, Brian (B.R.); Moore, Donald (D.R.); Rose, Robert (R.A.);
Rusek, Ron (R.J.); Wineland, Richard (R.J.)
Subject: FW: Hydrogen Embrittlement of Constant Tesnion Hose Clamps -
Caused By Final Water Test Treatment at VO

Kendel McWilliams
2.5/3.0L V6 Duratec
V-Eng Adm. to/E.Sventickas
Md# 48 (313)323-2979
fax: (313)594-7323
kmcwilli@ford.com

-----Original Message-----

From: Koszewnik, John (J.J.)
Sent: Sunday, June 24, 2001 6:09 PM
To: Dowding, Peter (P.J.); Fyie, Vincent (V.L.); Sventickas, Ed (E.);
Gray, Chuck (C.E.)
Cc: Fsadni, Frank (F.); Vrsek, Gary (G.A.); Hallauer, Julie (J.A.);
Koch, Otto (O.A.)
Subject: FW: Hydrogen Embrittlement of Constant Tesnion Hose Clamps -
Caused By Final Water Test Treatment at VO

Any other joints/clamps where we might be exposed?
John Koszewnik
Chief Engineer
V-Engine Engineering
Ph. 32-28973
Fx. 24-86067
jkoszewn@ford.com

-----Original Message-----

From: Hallauer, Julie (J.A.)
Sent: Friday, June 22, 2001 7:24 AM
To: Ward, Larry (L.J.); Koszewnik, John (J.J.); Schieding, Kurt (K.J.);
Berenter, Joel (J.R.)

Cc: Blair, Mark (M.A.)

Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps -
Caused By Final Water Test Treatment at VO

FYI - we should check warranty during that time for overheats issues and notate the clamp issue.

Julie A. Hallauer

Powertrain Engineering Quality Manager

Phone: 313-32-26870 Fax: 313-24-86400

Page: 734-651-0796 Cell: 734-657-0725

Admin: Niko Abramski (NAbramsk) 313-39-07383

-----Original Message-----

From: Sankovich, Perry (.)

Sent: Wednesday, June 20, 2001 11:19 AM

To: Abraham, John; Albrecht, Guenter; Anderson, Ed; Arnold, Kenneth; Barnhart, Jeffrey; Bednarek, Mark; Bertin, Bob; Bloom, David; Boctor, Remy; Bonilla, Jose; Borneman, Jim; Boyk, Greg; Brown, Barry; Brune, John; Bush, Duane; Caesar, Cynthia; Carnago, John; Carr, Richard; Christensen, Jeff; Coffey, Dan; Curtis, Bill; Cyburt, Barry; Davis, Craig; DiAngelo, Renaldo; Dona, Alan; Dowding, Peter; Duncan, Lloyd; Everett, Warren; Fillip, Ed; Fitz, Don; Galindo, John; Girdis, Jim; Glowacz, Gary; Gouwens, Tim; Gruettert, Stephan; Guarino, Bill; Guys, Philip; Harp, Ken; Heller, Michael; Hetter, Chuck; Hollister, Dave; Hozdish, Robert; Hu, Kevin; Hummel, Jeff; Johnson, Joseph; Kantebet, Kris; Kapp, Dan; Katinas, Dana; Khan, Abdur; Klarr, Jerry; Klawitter, Edward; Kleimola, Mark; Knobel, Robert; Kosko, Jeff; Kozykoski, Mike; Kraus, Robert; Langenderfer, Glen; Layden, Kevin; Lopez, Luis; Lopez, Miguel; Louzon, Moien; Lovelace, Maria; Matchars, Vic; McFarland, Lehman; McGregor, Brian; McIntyre, Brian; Minehart, Kenneth; Mondro, Jim; Moore, Robert; Moreau, Jeremy; Noteboom, Jim; Paredes, Rafael; Pepitone, Gil; Pogorzelski, John; Poon, Charles; Povirk, Jacob; Qin, Ken; Quick, Gary; Roberts, James; Robinson, Linda; Roxin, Chris; Rusek, Ron; Sankovich, Perry; Sarkisian, George; Schmidt, Gregory; Seizew, Alex; Simpson, Timothy; Snow, Christopher; Stirling, Kevin; Stoll, Bob; Suarez, Rhae; Sweppy, Michael; Taoufiki, Hicham; Traynor, Greg; Uvalle Camacho, Victor; Vaishnav, Dhaval; VanDyke, Dan; Vostal, Pat; Wagner, Richard; Wallace, Mel; Wang, Stanley; Wettach, Bill; Wilson, David; Yagley, Barb; Younkings, Matthew; Bishop, Leonard; Blomgren, Jim; Bohn, Jim; Bush, Mark; Bushman, Thomas; Callahan, Dan; Christianson, Kevin; Colunga, Jim; Conroy, Jerry; De Hagen, Julie; Dilaudo, Nick; Eller, Michael; Forster, Chad; Fullerton, Jim; Galindo, Ruben; Hagedorn, Vincent; Hall, Dustin; Hallauer, Julie; Hartmeyer, Hermann; Hafner, Rachel; Hevalow, Julie; Kaput, Barb; Kilgore, Roger; Krishnaswami, Ram; Kuhn, Gregory; Liu, Sean; Mahoney, Dennis; Marek, Stanley; McCarthy, Thomas; McClain, Shawn; Morales, Mario; Motia, Fuad; Mullins, John; Ouellette, Sandi; Pandolfi, Pete; Patel, Cawas; Patel, Jayesh; Perkins, Angie; Raney, Dennis; Raquepau, Alden; Ricci, Becky; Rundall, Lori; Schrader, Edward; Shipp, Terri; Snapp, Terry; Soegiharto, Melinda; Surti, P. J.; Tanner, Wayne; Tellez, Arturo; Tjong, Jimi; Torielli, Rose; Vargo, Sue; Waggoner, Steve; Woolson, Mark; Barragan, Eduardo; Betki, Randy; Brown, Reginald; Coopriider, Anthony; Faulkner Reaves, Edie; Galindo, Ricardo; Jablonski, Gary; Macek-Carver, Laurie; Riley, William; Royal, Michelle; Savoni, Tony; Schwarz, Paul; Setili, Frank; Suga, Robert; VanMackelberg, Jeff; Ahrns, Daniel; Akins, Mary; Anderson, Michael; Andriola, John; Bolger, John; Danes, Adam; Dave, Kathryn; Forintos, Darryl; Hansen, Thayne; Harper, Thomas; Hartwig, Tom;

Litvinchuk, Alex; Martin, Don; McDonagh, Scot; McKinnie, Mike; Merrell, Robert; Moizuk, Layne; Ogozaly, Jim; Ratledge, Keith; Ring, Larry; Singh, Kern; Tyler, Jim; Williamson, Richard; Zonneville, Michael
Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps -
Caused By Final Water Test Treatment at VO

Regards,
Perry Sankovich, PN/UN PTQRT
(313)317-2274 Fax 621-8443
PDC 1G-K06, psankovi@ford.com

-----Original Message-----

From: Bushman, Thomas (T.S.)
Sent: Wednesday, June 20, 2001 8:10 AM
To: Sankovich, Perry (.)
Cc: Schmidt, Gregory (G.A.); Conroy, Jerry (J.R.)
Subject: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused
By Final Water Test Treatment at VO

Perry - can you please forward this out to the PT QRT Distribution list and make it a 5 minute agenda item for 6/27/01. We need to be sure we have this info cascaded out to all PN/UN/VN plants. Thanks.

Regards,
Thomas S. Bushman
PN/UN PT QRT Supervisor
(313)621-4613 - PDC-1G-L12
TBUSHMAN@Ford.Com

-----Original Message-----

From: Lowman, Harold (H.R.)
Sent: Monday, June 18, 2001 7:10 PM
To: Bess, Raynard (R.); Bushman, Thomas (T.S.)
Subject: FW: Scanned document from pkanefsl

fyi
Harold R. Lowman
Powertrain Engineering Manager, Tough Trucks
Phone: 313 32-38715
Secure Fax: 313 24-83477

-----Original Message-----

From: Dakhilallah, Hassan (H.A.)
Sent: Monday, June 18, 2001 5:21 PM
To: Depa, Genevieve (G.R.); Luther, Jeff (J.P.); Kiselis, Michael (M.S.); Rose, Roger (R.M.); Zielinski, Jack (J.P.); Fogarty, William (W.W.); White, Melissa (M.M.); Brennan, Patrick (P.M.); Burkett, Doug (D.D.); Bushman, Thomas (T.S.); Campau, Lawrence (L.J.); Christensen, Jeff (J.S.); Conroy, Jerry (J.R.); Corbett, Sandra (S.M.); Dakhilallah, Hassan (H.A.); Daum, Pat (P.L.); Dave', Katie (K.); Galindo, John

(J.S.); Guys, Philip (P.R.); Harper, Thomas (T.W.); Hetter, Chuck (C.M.); Hoffman, Tom (T.W.); Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Layden, Kevin (K.E.); Lee, Jeong (J.M.); Lopez Sr., Miguel (M.A.); Lowman, Harold (H.R.); Luther, Jeff (J.P.); McCoy, Julie (J.); McKinnie, Mike (W.M.); Moorhouse, Scott (S.R.); Patel, Sam (S.N.); Schmidt, Gregory (G.A.); Schuetzler, Dennis (D.E.); Thompson, Greg (G.); Williams, Neil (N.N.); Yagley, Barb (B.A.)
Subject: FW: Scanned document from pkanefsl

Attached is the report on radiator hose clamp stress corrosion cracking due to use of hydrogen peroxide in the recirculated water supply in the KTP water test spray booth.

Regards,

Hassan A. Dakhilallah

Compact Utility PTQRT Supervisor

Ph: (313) 390-5922 / Fax: (313) 390-0579/pgr: (313) 851-4375

-----Original Message-----

From: Luther, Jeff (J.P.)

Sent: Monday, June 18, 2001 5:09 PM

To: Dakhilallah, Hassan (H.A.)

Subject: FW: Scanned document from pkanefsl

Hassan, attached is the scanned file you requested. Unfortunately, our scanner does not have color capability so it is in black and white. If you would like the color hard copy I have, just let me know.

> Regards,

> Jeff Luther

> SME/Global Core Engineering

> Phone: 313-24-81387

> Fax: 313-24-89807

> Email: jluther@ford.com

-----Original Message-----

From: Kanefsky, Peter (P.)

Sent: Monday, June 18, 2001 5:03 PM

To: Luther, Jeff (J.P.)

Subject: FW: Scanned document from pkanefsl

-----Original Message-----

From: pkanefsl [mailto:pkaneffsl@ford.com]

Sent: Monday, June 18, 2001 5:05 PM

To: pkanefsl@ford.com

Subject: Scanned document from pkanefsl

To view the attached document you need a (PDF) Portable Document Format viewer. If your E-mail software does not support PDF attachments or you do not have a viewer, you may download a viewer free of charge from the Adobe website at <http://www.adobe.com>.

HP Network ScanJet 5 Scanner ID: HPSJ0000245089C0
User ID: TASE\pkane\fs1

From: Grimes, Jeff (J.R.)
Sent: Tuesday, June 28, 2001 3:15 PM
To: Galas, Dean (C.K.); Campagnoli, Mark (M.P.)
Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

A heads up...Can you guys verify if an issue at Wixom???

Sorry for the long trailed note...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Tuesday, June 26, 2001 3:08 PM
To: Arnold, Michael (M.J.); Arnold-norris, Sonya (S.L.); Elkins, Donly (D.); Grimes, Jeff (J.R.); Hruska, Julia (J.L.); Kamat, Prasad (P.P.); Peterson, Craig (C.)
Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

Info.



Document.pdf

-----Origin 1 Message-----

From: McWilliams, Kendel (K.)
Sent: Tuesday, June 26, 2001 10:32 AM
To: Arnold, James (J.A.); Demers, Barry (B.P.); Kennedy, Vince (F.V.); Mazzella, Brian (B.R.); Moore, Donald (D.R.); Rose, Robert (R.A.); Rusek, Ron (R.J.); Wineland, Richard (R.J.)
Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

Kendel McWilliams
2.5/3.0L V6 Duratec
V-Eng Adm. to/E.Sventickas
Md# 48 (313)323-2979
fax: (313)594-7323
kmcwilli@ford.com

-----Original Message-----

From: Koszewnik, John (J.J.)
Sent: Sunday, June 24, 2001 6:09 PM
To: Dowding, Peter (P.J.); Fyie, Vincent (V.L.); Sventickas, Ed (E.); Gray, Chuck (C.E.)

Cc: Fsadni, Frank (F.); Vrsek, Gary (G.A.); Hallauer, Julie (J.A.); Koch, Otto (O.A.)
Subject: FW: Hydrogen Embrittlement of Constant Tesnion Hose Clamps - Caused By Final Water Test Treatment at VO

Any other joints/clamps where we might be exposed?

John Koszewnik
Chief Engineer
V-Engine Engineering
Ph. 32-28973
Fx. 24-86067
jkoszawn@ford.com

-----Original Message-----

From: Hallauer, Julie (J.A.)
Sent: Friday, June 22, 2001 7:24 AM
To: Ward, Larry (L.J.); Koszewnik, John (J.J.); Schieding, Kurt (K.J.); Berenter, Joel (J.R.)
Cc: Blair, Mark (M.A.)
Subject: FW: Hydrogen Embrittlement of Constant Tesnion Hose Clamps - Caused By Final Water Test Treatment at VO

FYI - we should check warranty during that time for overheats issues and notate the clamp issue.

Julie A. Hallauer
Powertrain Engineering Quality Manager
Phone: 313-32-26870 Fax: 313-24-86400
Page: 734-651-0796 Cell: 734-657-0725
Admin: Niko Abramski (NAbramsk) 313-39-07383

-----Original Message-----

From: Sankovich, Perry (.)
Sent: Wednesday, June 20, 2001 11:19 AM
To: Abraham, John; Albrecht, Guenter; Anderson, Ed; Arnold, Kenneth; Barnhart, Jeffrey; Bednarek, Mark; Bertin, Bob; Bloom, David; Boctor, Ramy; Bonilla, Jose; Borneman, Jim; Boyk, Greg; Brown, Barry; Brune, John; Bush, Duane; Caesar, Cynthia; Carnago, John; Carr, Richard; Christensen, Jeff; Coffey, Dan; Curtis, Bill; Cyburt, Barry; Davis, Craig; DiAngelo, Renaldo; Dona, Alan; Dowding, Peter; Duncan, Lloyd; Everett, Warren; Phillip, Ed; Fitz, Don; Galindo, John; Girdie, Jim; Glowacz, Gary; Gouwens, Tim; Gruettert, Stephan; Guarino, Bill; Guys, Philip; Harp, Ken; Heller, Michael; Hetter, Chuck; Hollister, Dave; Hozdish, Robert; Hu, Kevin; Hummel, Jeff; Johnson, Joseph; Kantebet, Kris; Kapp, Dan; Katinas, Dana; Khan, Abdur; Klarr, Jerry; Klawitter, Edward; Kleimola, Mark; Knobel, Robert; Kosko, Jeff; Kozykoski, Mike; Kraus, Robert; Langenderfer, Glen; Layden, Kevin; Lopez, Luis; Lopez, Miguel; Louzon, Moien; Lovelace, Maria; Matckars, Vic; McFarland, Lehman; McGregor, Brian; McIntyre, Brian; Minehart, Kenneth; Mondro, Jim; Moore, Robert; Moreau, Jeremy; Notsboom, Jim; Paredes, Rafael; Pepitone, Gil; Pogorzelski, John; Poon, Charles; Povirk, Jacob; Qin, Ken; Quick, Gary; Roberts, James; Robinson, Linda; Roxin, Chris; Rusek, Ron; Sankovich, Perry; Sarkisian, George; Schmidt, Gregory; Seizew, Alex; Simpson, Timothy; Snow, Christopher; Stirling, Kevin; Stoll, Bob; Suarez, Rhae; Sweppy, Michael; Tacufiki, Hicham; Traynor, Greg; Uvalle

Camacho, Victor; Vaishnav, Dhaval; VanDyke, Dan; Vostal, Pat; Wagner, Richard; Wallace, Mel; Wang, Stanley; Wettach, Bill; Wilson, David; Yagley, Barb; Younkens, Matthew; Bishop, Leonard; Blomgren, Jim; Bohn, Jim; Bush, Mark; Bushman, Thomas; Callahan, Dan; Christianson, Kevin; Colunga, Jim; Conroy, Jerry; De Hagen, Julie; Dilaudo, Nick; Eller, Michael; Forster, Chad; Fullerton, Jim; Galindo, Ruben; Hagedorn, Vincent; Hall, Dustin; Hallauer, Julie; Hartmeyer, Hermann; Hefner, Rachel; Hevalow, Julie; Kaput, Barb; Kilgore, Roger; Krishnaswami, Ram; Kuhn, Gregory; Liu, Sean; Mahoney, Dennis; Marek, Stanley; McCarthy, Thomas; McClain, Shawn; Morales, Mario; Motia, Fuad; Mullins, John; Ouellette, Sandi; Pandolfi, Pete; Patel, Cawas; Patel, Jayesh; Perkins, Angie; Raney, Dennis; Raquepau, Alden; Ricci, Becky; Rundall, Lori; Schrader, Edward; Shipp, Terri; Snapp, Terry; Soegiharto, Melinda; Surti, P. J.; Tanner, Wayne; Tellez, Arturo; Tjong, Jimi; Torielli, Rose; Vargo, Sue; Waggoner, Steve; Woolson, Mark; Barragan, Edward; Betki, Randy; Brown, Reginald; Coopriider, Anthony; Faulkner Reaves, Edie; Galindo, Ricardo; Jablonski, Gary; Macek-Carver, Laurie; Riley, William; Royal, Michelle; Savoni, Tony; Schwarz, Paul; Setili, Frank; Suga, Robert; VanMackelberg, Jeff; Ahrns, Daniel; Akins, Mary; Anderson, Michael; Andriola, John; Bolger, John; Danes, Adam; Dave, Kathryn; Forintos, Darryl; Hansen, Thayne; Harper, Thomas; Hartwig, Tom; Litvinchuk, Alex; Martin, Don; McDonagh, Scot; McKinnie, Mike; Merrell, Robert; Moizuk, Layne; Ogozaly, Jim; Ratledge, Keith; Ring, Larry; Singh, Kern; Tyler, Jim; Williamson, Richard; Zonneville, Michael
Subject: FW: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

Regards,
Perry Sankovich, PN/UN PTQRT
(313)317-2274 Fax 621-8443
PDC 1G-K06, psankovi@ford.com

-----Original Message-----

From: Bushman, Thomas (T.S.)
Sent: Wednesday, June 20, 2001 8:10 AM
To: Sankovich, Perry (.)
Cc: Schmidt, Gregory (G.A.); Conroy, Jerry (J.R.)
Subject: Hydrogen Embrittlement of Constant Tension Hose Clamps - Caused By Final Water Test Treatment at VO

Perry - can you please forward this out to the PT QRT Distribution list and make it a 5 minute agenda item for 6/27/01. We need to be sure we have this info cascaded out to all PN/UN/VN plants. Thanks.

Regards,
Thomas S. Bushman
PN/UN PT QRT Supervisor
(313)621-4613 - PDC-1G-L12
TBUSHMAN@Ford.Com

-----Original Message-----

From: Lowman, Harold (H.R.)
Sent: Monday, June 18, 2001 7:10 PM

To: Bess, Raynard (R.); Bushman, Thomas (T.S.)
Subject: FW: Scanned document from pkanefsl

fyi
Harold R. Lowman
Powertrain Engineering Manager, Tough Trucks
Phone: 313 32-38715
Secure Fax: 313 24-83477

-----Original Message-----

From: Dakhilallah, Hassan (H.A.)
Sent: Monday, June 18, 2001 5:21 PM
To: Depa, Genevieve (G.R.); Luther, Jeff (J.P.); Kiselis, Michael (M.B.); Rose, Roger (R.M.); Zielinski, Jack (J.P.); Fogarty, William (W.W.); White, Melissa (M.M.); Brennan, Patrick (P.M.); Burkett, Doug (D.D.); Bushman, Thomas (T.S.); Campau, Lawrence (L.J.); Christensen, Jeff (J.S.); Conroy, Jerry (J.R.); Corbett, Sandra (S.M.); Dakhilallah, Hassan (H.A.); Daum, Pat (P.L.); Dave', Katie (K.); Galindo, John (J.S.); Guys, Philip (P.R.); Harper, Thomas (T.W.); Hetter, Chuck (C.M.); Hoffman, Tom (T.W.); Hofman, Michael (M.V.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Layden, Kevin (K.E.); Lee, Jeong (J.M.); Lopez Sr., Miguel (M.A.); Lowman, Harold (H.R.); Luther, Jeff (J.P.); McCoy, Julie (J.); McKinnie, Mike (W.M.); Moorhouse, Scott (S.R.); Patel, Sam (S.N.); Schmidt, Gregory (G.A.); Schuetzler, Dennis (D.E.); Thompson, Greg (G.); Williams, Neil (N.N.); Yagley, Barb (B.A.)
Subject: FW: Scanned document from pkanefsl

Attached is the report on radiator hose clamp stress corrosion cracking due to use of hydrogen peroxide in the recirculated water supply in the KTP water test spray booth.

Regards,
Hassan A. Dakhilallah
Compact Utility PTOPT Supervisor
Ph: (313) 390-5922 / Fax: (313) 390-0579/pgr: (313) 851-4375

-----Original Message-----

From: Luther, Jeff (J.P.)
Sent: Monday, June 18, 2001 5:09 PM
To: Dakhilallah, Hassan (H.A.)
Subject: FW: Scanned document from pkanefsl

Hassan, attached is the scanned file you requested. Unfortunately, our scanner does not have color capability so it is in black and white. If you would like the color hard copy I have, just let me know.

> Regards,
> Jeff Luther
> SME/Global Core Engineering
> Phone: 313-24-81387
> Fax: 313-24-89807
> Email: jluther@ford.com

-----Original Message-----

From: Kanefsky, Peter (P.)
Sent: Monday, June 18, 2001 5:03 PM
To: Luther, Jeff (J.P.)
Subject: FW: Scanned document from pkanefsl

-----Original Message-----

From: pkanefsl [mailto:pkane1sl@ford.com]
Sent: Monday, June 18, 2001 5:05 PM
To: pkanefsl@ford.com
Subject: Scanned document from pkanefsl

To view the attached document you need a (PDF) Portable Document Format viewer. If your E-mail software does not support PDF attachments or you do not have a viewer, you may download a viewer free of charge from the Adobe website at <http://www.adobe.com>.

HP Network ScanJet 5 Scanner ID: HPSJ0000245089C0
User ID: TASE\pkanefsl

From: Grimes, Jeff (J.R.)
Sent: Tuesday, June 26, 2001 9:02 AM
To: Benson, Carl (C.L.)
Subject: FW: Pics of RH manifold bracket to leak test clearance

Carl, good question... Can Cleveland pierce the harness after leak test? Going outboard does come close the EGR tube..

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Kropp, Robert (R.A.)
Sent: Tuesday, June 26, 2001 8:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Pics of RH manifold bracket to leak test clearance

If you move out you're heading towards the EGR tube (HOT)can they wait on pushing in the fur tree till after the "test" is done.

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Tuesday, June 26, 2001 8:12 AM
To: Kropp, Robert (R.A.)
Subject: RE: Pics of RH manifold bracket to leak test clearance

Bob, the harness will interfere with the test equipment (CEP2 verified).

Any chance of running the harness outboard of the bracket??

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

---Original Message---

From: Kropp, Robert (R.A.)
Sent: Tuesday, June 26, 2001 8:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Pics of RH manifold bracket to leak test clearance

Already done....no news from Yazaki yet

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Monday, June 25, 2001 10:49 AM
To: Kropp, Robert (R.A.); Benson, Carl (C.L.)
Subject: Pics of RH manifold bracket to leak test clearance

Bob, please provide Carl with a jpg showing the clearance between the latest manifold bracket and his leak-test cylinder...

Thank

Also, have you seen anything from Yazaki, showing clearance (or lack thereof) of the harness to leak-test cylinder...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs

Powertrain Operations

Ford Motor Company

Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, June 26, 2001 8:12 AM
To: Kropp, Robert (R.A.)
Subject: RE: Pics of RH manifold bracket to leak test clearance

Bob, the harness will interfere with the test equipment (CEP2 verified).
Any chance of running the harness outboard of the bracket??

Jeff Grimes

Engine Systems Engineer
DEV08 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Kropp, Robert (R.A.)
Sent: Tuesday, June 26, 2001 5:59 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Pics of RH manifold bracket to leak test clearance

Already done....no news from Yazaki yet

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Monday, June 25, 2001 10:49 AM
To: Kropp, Robert (R.A.); Benson, Carl (C.L.)
Subject: Pics of RH manifold bracket to leak test clearance

Bob, please provide Carl with a jpg showing the clearance between the latest manifold bracket and his leak-test cylinder...

Thanx

Also, have you seen anything from Yazaki, showing clearance (or lack thereof) of the harness to leak-test cylinder...

Jeff Grimes

Engine Systems Engineer
DEV08 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, June 19, 2001 2:54 PM
To: Arnold, Michael (M.J.)
Cc: Kropp, Robert (R.A.)
Subject: RE: FW: trouble

That HAS been evaluated...Additionally I have a Rapid Prototype on my desk for Carl to try
Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Arnold, Michael (M.J.)
Sent: Tuesday, June 19, 2001 2:07 PM
To: Grimes, Jeff (J.R.)
Cc: Kropp, Robert (R.A.)
Subject: FW: FW: trouble

<< File: DEW03trouble.psd >> Jeff-

Don believes that the -CB bracket will interfere with the PCV closure for air test. Did you already check this?

Thanks,
Mike

-----Original Message-----

From: Donald Holmgren [mailto:dholmgre@yazaki-na.com]
Sent: Tuesday, June 19, 2001 1:14 PM
To: cbenson9@ford.com; marnoll6@ford.com
Cc: rkropp2@ford.com
Subject: Re: FW: trouble

Mike,

I will make sure that the takeout to the coil does not interfere with the PCV closure tube opening. The takeouts for coils #1 & #2 will not breakout at the same location but they will not interfere with the PCV.

However, after looking at the screen dump closer, it appears that the new bracket has been modeled but the hole on the new plateau is too far inboard. If the harness is centered over that hole then we will have the main bundle of the harness interfering with the PCV closure tube opening, not just the coil takeout.

We modeled the harness with the retainer (it is pink on the screen dump) in the best location and it is shown in this view. The plateau needs to be shortened

and the hole moved outboard.

Regards,

Don

>>> "Arnold, Michael (M.J.)" <marnoll16@ford.com> 06/19/01 07:20AM >>>
Carl, Don-

In our wiring harness issues meetings, we agreed to takeout for #2 and #3 coils at the same point to correct this issue. Don, can you ensure that the next revision to the wiring harness will not have this proximity to the PCV closure (air test interference).

Thanks,
Mike

> -----Original Message-----

> From: Benson, Carl (C.L.)
> Sent: Tuesday, June 19, 2001 6:58 AM
> To: Kropp, Robert (R.A.)
> Cc: Arnold, Michael (M.J.)
> Subject: FW: trouble

>
> Bob,
> What does this look like now after whatever changes have been made? Is the wire harness still in the way too?

>
> Thanks

>
> Carl Benson

> -----Original Message-----

> From: Kropp, Robert (R.A.)
> Sent: Friday, June 08, 2001 9:47 AM
> To: Benson, Carl (C.L.)
> Subject: trouble

>
> <<DEW03trouble.jpg>>

From: Grimes, Jeff (J.R.)
Sent: Monday, June 18, 2001 8:10 AM
To: Gates, Edward (E.)
Cc: Laurinec, David (D.A.); 'Marc Sotak (E-mail)'; 'Skip Emig (E-mail)'; 'John Lyons (E-mail) (E-mail)'; Arnold, Michael (M.J.); Dummer, Eric (E.)
Subject: RE: Comm Tube direction

This proposal has yet to be reviewed with Engine Programs. FSI, and Uniboring are directed to NOT pursue this change until given written direction from either Mike Arnold or myself.

Ed, please arrange a quick review with Eric Dummer, Mike and myself, and we will (as agreed to on Friday) make the decision as an informed team!

Jeff Grimes

Engine Systems Engineer
DEWBS V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 822-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Gates, Edward (E.)
Sent: Monday, June 18, 2001 7:52 AM
To: Laurinec, David (D.A.); Marc Sotak (E-mail); Grimes, Jeff (J.R.); Skip Emig (E-mail); John Lyons (E-mail) (E-mail)
Subject: Comm Tube direction

In writing I am changing direction to resort back to the communication tube design that does not require a slide. This makes the current mold tool production capable with few changes (current and future).

In addition, there needs to be an addition of two Christmas tree bosses such as the wire harness boss on the front side of the intake. The location of the new bosses is one at the top of the slide at the rear of the upper commtube to support the PCV tube. The other boss is still TBD but it is at the same location and is for the purpose of supporting a wire harness at the rear of the engine.

Thanks.

E. J. Gates
(313) 845-1282

From: Grimes, Jeff (J.R.)
Sent: Wednesday, June 06, 2001 10:01 AM
To: Mink, Jamie (J.R.)
Subject: RE: Uniboring 2003 DEW ETB Seals 3W4E-9E936-AA

Jamie, Ed gates has a print ready to go ...Signed and everything. Manifold release is NOT holding this up...A conservative component engineer was!.

Drafting has been told to release the gasket separately...ASAP...With your help...I can get the seal released TODAY!

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Mink, Jamie (J.R.)
Sent: Tuesday, June 05, 2001 8:06 PM
To: Arnold, Michael (M.J.); Grimes, Jeff (J.R.)
Cc: Padar, Frank (F.)
Subject: FW: Uniboring 2003 DEW ETB Seals 3W4E-9E936-AA

Jeff,

Wendell came and discussed this with me this afternoon. What can happen to make sure that we are not kicked off too late to PV MRD (11/12/01) due to this situation? Wendell is concerned, given their leadtime of ~ 16 weeks, that UniBoring will not kick them off in time.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Tuesday, June 05, 2001 4:03 PM
To: JVanwyk@parker.com; JPyle@parker.com; MMHutchinson@parker.com; jmink3@ford.com
Cc: TDurand@parker.com; DBooth@parker.com; ARickmon@parker.com; BVandermass@parker.com; DSinbeck@parker.com; wshurtli@ford.com; fpadar@ford.com
Subject: Uniboring 2003 DEW ETB Seals 3W4E-9E936-AA

Ford is copied on this message

FYI...

Ed Gates stopped by this afternoon and said Uniboring shipped 2003 DEW

intakes to EMDO with out the proper throttle body gaskets. I have David sending us 10 gaskets overnight to support the first couple of engines but Uniboring is scheduled to supply 81 upper intakes in the next few weeks. The 3W4E-9E936-AA gasket is not released in the Ford system as the intake is not released. Therefore, Uniboring has not been kicked off on tooling nor have we (PIA to Uniboring - Uniboring needs to kick us off).

Long story short, Jim, we need Uniboring to kick us off on production tooling for the 3W4E-9E936-AA in the next week or two as Ford wants production engines in the November time frame. This gives us about 19-20 weeks. Allen just received the hardware for the 3000 hour testing so we'll be in good shape for a completion date before Job 1. However, we need to support with the single cavity proto tool until the production tooling is complete.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 23, 2001 11:05 AM
To: Rose, Robert (R.A.)
Subject: RE: DEW03 Material handling.

No, unless they would like to lead the meeting ... We all know they are still working on '02

Jeff Grimes

Engine Systems Engineer
DEW03 VS Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Wednesday, May 23, 2001 6:13 AM
To: Grimes, Jeff (J.R.); Arnold, Michael (M.J.); Peterson, Craig (C.)
Subject: FW: DEW03 Material handling.

Print release was tossed at us by Manufacturing as part of the hold up for the plant! Should we meet daily to keep the focus?

-----Original Message-----

From: Benson, Carl (C.L.)
Sent: Tuesday, May 22, 2001 2:35 PM
To: Wilson, Marie (M.)
Cc: Skidmore, Erin (E.); Sion, Rafael (R.A.); Rosa, Robert (R.A.)
Subject: RE: DEW03 Material handling.

Marie, Erin,

Please give Bob Rose the list of parts that you cannot proceed on because they are not released, as soon as possible.

Thanks
Carl Benson

-----Original Message-----

From: Wilson, Marie (M.)
Sent: Tuesday, May 22, 2001 10:26 AM
To: Benson, Carl (C.L.)
Cc: Skidmore, Erin (E.); Sion, Rafael (R.A.)
Subject: RE: DEW03 Material handling.

We have the new parts list and are working on the pack specs for each part and contacting suppliers to begin pack designs.

Marie Wilson
Packaging Engineer - Engine
Ford Motor Company
313-390-0527
MWILSO18@FORD.COM

-----Original Message-----

From: Benson, Carl (C.L.)
Sent: Tuesday, May 22, 2001 9:27 AM

To: Wilson, Marie (M.); Siddmore, Erin (E.)
Cc: Slon, Rafael (R.A.)
Subject: RE: DEW03 Material handling.

Marie, Erin,

Can you give me an update on DEW03 progress? (See old note for reference)

Carl Benson
Manufacturing Engineer POEE/CEP2
DEW03 Program Focus
CEP2 phone 216-876-7149
POEE bld. phone 313-323-8292
Pager 313-798-9063, Email: cbenson9@ford.com

---Original Message---

From: Wilson, Marie (M.)
Sent: Friday, April 06, 2001 11:04 AM
To: Benson, Carl (C.L.)
Subject: RE: DEW03 Material handling.

It is too early for me to have a work plan for this program. I really cant get anything to you next week. I am sorry, but I am still trying to dig myself out of a hole for the 2002 programs.

I think the answer for your sheet is that the program is in process and timing on individual components is TBD.

Marie Wilson
Packaging Engineering - Engine
Ford Motor Company
313-390-0527 FAX 313-390-7702
MWILSO18@FORD.COM

---Original Message---

From: Benson, Carl (C.L.)
Sent: Friday, April 06, 2001 9:57 AM
To: Wilson, Marie (M.)
Subject: RE: DEW03 Material handling.

Ok,

I guess that makes it yellow on the PVM so we need some sort of workplan to submit for the report out. Can you get me something next week?

Thanks

Carl Benson

---Original Message---

From: Wilson, Marie (M.)
Sent: Friday, April 06, 2001 8:14 AM
To: Benson, Carl (C.L.)
Subject: RE: DEW03 Material handling.

#1 & 4ans not complete at this time.

Marie Wilson
Packaging Engineering - Engine
Ford Motor Company

313-390-0527 Fax 313-390-7701
MWILSO18@FORD.COM

---Original Message---

From: Benson, Carl (C.L.)
Sent: Thursday, April 05, 2001 5:21 PM
To: Sansotta, Carol (C.A.); Sansotta, Dino (D.D.); Wilson, Marie (M.)
Cc: Wilson, Ed (E.W.)
Subject: DEW03 Material handling.

Carol, Dino, Marie,

Please study the following list and provide questions and feedback to me by 4/11/01 if possible.

Here are the list of new parts for DEW03 Mike Arnold made this list and where he has "None" indicated in the Carry-over from column, I would like you to review that part.

Here are the questions I need your input to complete the PVM worksheet. Please provide me feedback by 4/11 if at all possible.

1. Update in process dunnage requirements
2. Update Internal and external material handling plan.
3. Finalize equipment requirements.
4. Develop Supplier packaging requirements.

<< File: DEW03-CP Parts List.xls >>

Just a couple notes

1. There is a new oil filter heat shield, in the list.
2. The LOL sensor is NO-GO this week.

Thanks,

Carl

Thanks

From: Grimes, Jeff (J.R.)
Sent: Friday, May 18, 2001 8:08 AM
To: Capoccia, David (D.C.)
Subject: RE: LS throttle body

Manifold XW4E-9424-BJ
Fasteners W701632 (2)

Heading back in August...Any discussions on future assignment?

Jeff Grimes

Engine Systems Engineer
DEW08 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Capoccia, David (D.C.)
Sent: Friday, May 18, 2001 1:21 AM
To: Grimes, Jeff (J.R.)
Subject: RE: LS throttle body

all is well. I'm looking forward to my return to V-Engine land in August of this year. Greg Montemurro's last day is next week. He is going back to Dearborn (Mustang PT PMT supvr). Also, you may remember Georg Festag. He is the supvr for Change control here in Merkenich now. He is moving to Dearborn also, taking a job outside the New I4 program. Otherwise, not much to report. Engine is doing well in production (not perfect, but issues are manageable).

One more request...can you also send the part numbers for the intake manifold and bolts used for this 2-bolt throttle body? that would complete the picture for Mazda to perform their study.

thanks again.

David Capoccia
Supervisor - New I4 PT Integration
Phone: 221-903-1879 Fax: 221-903-1809
dscapocci@ford.com

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Donnerstag, 17. Mai 2001 17:10
To: Capoccia, David (D.C.)
Cc: Ross, Robert (R.A.)
Subject: RE: LS throttle body

Hi Dave...We meet again. How are things in Cologne, going well I hope.

Our Current Throttle Body configuration is 2-bolt. It came in for J#1, and has been in production for 2 years now with no problems reported.

Throttle Body Part Number is: XW4U 9E926 DD
Gasket Part Number is: XW4E 9E936 AB

If I can be of further assistance, don't hesitate to contact me...

Jeff Grimes

Engine Systems Engineer
DEW08 V8 Engine Programme
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Ross, Robert (R.A.)
Sent: Thursday, May 17, 2001 10:15 AM
To: Grimes, Jeff (J.R.)
Subject: FW: LS throttle body

Pls respond to Dave's request. Thanks.

-----Original Message-----

From: Capoccia, David (D.C.)
Sent: Thursday, May 17, 2001 8:19 AM
To: Ross, Robert (R.A.)
Subject: FW: LS throttle body

Bob, one more thing...I would like to get the gasket part number also. Can you forward my request to the appropriate person to assist...thanks.

David Capoccia

Supervisor - New I4 PT Integration
Phone: 221-903-1879 Fax: 221-903-1809
dcapocci@ford.com

-----Original Message-----

From: Capoccia, David (D.C.)
Sent: Donnerstag, 17. Mai 2001 14:15
To: Ross, Robert (R.A.)
Subject: LS throttle body

Bob,

Can you tell me if you still have the 2-Bolt throttle body on the LS V6? I recall that we were going this way before I left and I'm not sure if it made it to production. Are there any problems with this design that you would caution against using it in another (New I4) application?
I would appreciate a response along with the TB part number.

Thank you.

David Capoccia

Supervisor - New I4 PT Integration
Phone: 221-903-1879 Fax: 221-903-1809
dcapocci@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 17, 2001 11:10 AM
To: Capoccia, David (D.C.)
Cc: Rose, Robert (R.A.)
Subject: RE: LS throttle body

Hi Dave... We meet again. How are things in Cologne, going well I hope.

Our Current Throttle Body configuration is 2-bolt. It came in for J#1, and has been in production for 2 years now with no problems reported.

Throttle Body Part Number is: **XW4U 9E026 DD**
Gasket Part Number is: **XW4E 9E938 AB**

If I can be of further assistance, don't hesitate to contact me...

Jeff Grimes

Engine Systems Engineer
DEW08 V8 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 894-7333 e-mail: jgrimes1@ford.com
Text Page: Internal External

—Original Message—

From: Rose, Robert (R.A.)
Sent: Thursday, May 17, 2001 10:16 AM
To: Grimes, Jeff (J.R.)
Subject: FW: LS throttle body

Pls respond to Dave's request. Thanks.

—Original Message—

From: Capoccia, David (D.C.)
Sent: Thursday, May 17, 2001 8:19 AM
To: Rose, Robert (R.A.)
Subject: FW: LS throttle body

Bob, one more thing... I would like to get the gasket part number also. Can you forward my request to the appropriate person to assist...thanks.

David Capoccia

Supervisor - New I4 PT Integration
Phone: 221-903-1879 Fax: 221-903-1809
dcapocci@ford.com

—Original Message—

From: Capoccia, David (D.C.)
Sent: Donnerstag, 17. Mai 2001 14:15
To: Rose, Robert (R.A.)
Subject: LS throttle body

Bob,

Can you tell me if you still have the 2-Bolt throttle body on the LS V8? I recall that we were going this way before I left and I'm not sure if it made it to production. Are there any problems with this design that you would caution against using it in another (New I4) application?

I would appreciate a response along with the TB part number.

Thank you.

David Capoccia

Supervisor - New I4 PT Integration

Phone: 221-903-1879 Fax: 221-903-1809

dcapocci@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, May 04, 2001 8:34 AM
To: Mink, Jamie (J.R.)
Subject: RE: DVP&R and FMEA's

Thank

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Mink, Jamie (J.R.)
Sent: Friday, May 04, 2001 8:18 AM
To: Grimes, Jeff (J.R.)
Subject: RE: DVP&R and FMEA's

Yes, in my time of involvement they've been pretty good to go right to systems and request the items they require (and also keep me in the loop). I believe we might be delinquent in getting them what the need.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPNT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, May 04, 2001 7:03 AM
To: Mink, Jamie (J.R.)
Subject: RE: DVP&R and FMEA's

Just a process question...Had Winn's ever requested hardware from us System folk? Are we delinquent in providing?

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Mink, Jamie (J.R.)
Sent: Thursday, May 03, 2001 3:15 PM
To: 'WAPeterson@parker.com'
Cc: Elkins, Donly (D.); Grimes, Jeff (J.R.); Mink, Jamie (J.R.); Shurtliff, Will (W.V.); Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

Wendell,

You submitted checkpoint #4 deliverables to me on 3/8. Parker's comments along with the .pex file were that you were waiting on parts to test the new TB gasket for the 2003 program. You stated that you could do this on test plates if there is an issue getting the ETB from Visteon and an upper intake from Uniboring.

What does the FMEA tell you regarding the diameter change relating to failure modes? Does it tell you that the testing is required?

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Thursday, May 03, 2001 3:00 PM
To: Gates, Edward (E.)
Cc: Elkins, Donly (D.); Grimes, Jeff (J.R.); jmink3@ford.com;
wshurtli@ford.com
Subject: RE: DVP&R and FMEA's

Ed:

The required test from sealing is 125 days long. I haven't been asked to do a PTPRP check point on this engine but we usually need to have our bench testing done by checkpoint 5 or 4. Jamie, any thoughts? This is a carry over cross section in blue silicone. The only difference is the diameter and the absence of a dog house for the IABV. However, the ETB and manifold are new parts.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

"Gates,
Edward (E.)" To: "Grimes, Jeff (J.R.)" <jgrimes1
&ford.com>, "Elkins, Donly (D.)" <delkins1@ford.com>,
<egates1@ford.com> <delkins1@ford.com>,"WAPeterson@parker.com" <WAPeterson@parker.com>
<delkins1@ford.com> cc:
Subject: RE: DVP&R and FMEA's
05/03/01

02:54 PM

The request has been made. The attached file is not the first request but as you can see I have no parts and no real response. Do we absolutely have to have parts this year?

Thanks.

E. J. Gates
(313) 845-1292

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 03, 2001 2:45 PM
To: Elkins, Donly (D.); 'WAPeterson@parker.com'
Cc: Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

Wendell, Donly can have them at his desk...have Will bring them to you....

Ed, anything on TB's???????

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

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From: Elkins, Donly (D.)
Sent: Thursday, May 03, 2001 2:43 PM
To: 'WAPeterson@parker.com'; Grimes, Jeff (J.R.)
Cc: Elkins, Donly (D.); Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

I am pretty sure I have (3) older level intakes at EMDO. Where and when do you want them??? I can ship them to your place of choice also. Intakes are pretty heavy.

I know I don't have enough ETC's, I only have enough for my Dyno DV engines. They are in short supply.

Donly Elkins
32-38236
Lincoln LS V6 Engine Technologist
Powertrain Operations
313-851-2536
delkins1@ford.com <mailto:delkins1@ford.com>

Phone: 313
Fax: 313 59-47323
Pager:

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Thursday, May 03, 2001 2:31 PM
To: Grimes, Jeff (J.R.)
Cc: Elkins, Donly (D.); Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

Jeff:

The older stuff is okay with me. Thanks.

Regards,

Wendell Peterson
Application Engineering Manager
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Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

"Grimes, Jeff
(J.R.)"
<WAPeterson@parker.com>, "Elkins, Donly
<jgrimes1@for
d.com>
<egates1@ford.com>
To: "'WAPeterson@parker.com'"
(D.)" <delkins1@ford.com>
cc: "Gates, Edward (E.)"
Subject: RE: DVP&R and FMEA's

05/03/01

11:53 AM

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Donly...Do we have 3 older (pre -CB) or 3 CB level intakes we no longer need ???

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Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com

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From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Thursday, May 03, 2001 11:23 AM
To: Grimes, Jeff (J.R.)
Cc: Gates, Edward (E.); wshurtli@ford.com; TDurand@parker.com;
jmink3@ford.com
Subject: RE: DVP&R and FMEA's

Jeff:

As long as the throttle body joint is the same, we are okay with bench testing. The bench testing is supposed to be with "make like production parts". If there is something radical, like removing a bolt on the ETB flange, then we'll have to discuss. Thanks.

Regards,

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"Grimes, Jeff
(J.R.)"
<WAPeterson@parker.com>, "Gates, Edward
<jgrimes1@ford.com>
<jgrimes1@ford.com>
To: "'WAPeterson@parker.com'"
(E.)" <egates1@ford.com>
cc: "Grimes, Jeff (J.R.)"
Subject: RE: DVP&R and FMEA's

05/03/01

11:14 AM

Ed is checking on availability of the throttle bodies...I can get you three manifolds...Do they ABSOLUTELY have to be the latest design...Or is the ETB interface the critical characteristics here...

Jeff Grimes
Engine Systems Engineer

DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
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Sent: Thursday, May 03, 2001 11:09 AM
To: Gates, Edward (E.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: DVP&R and FMEA's

Ed:

I don't know... Jeff, do you have three 2003 DEW intakes assemblies and throttle bodies for the required 3000 hour bench testing we can use?

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

"Gates,
Edward (E.)"
<WAPeterson@parker.com>
<jgrimes1@ford.com>
.com>
To: "WAPeterson@parker.com"
cc: "Grimes, Jeff (J.R.)"
Subject: RE: DVP&R and FMEA's

05/02/01

10:34 AM

Don't systems guys supply these intakes? I have none for this purpose.

E. J. Gates
(313) 845-1292

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]

Sent: Tuesday, May 01, 2001 2:56 PM
To: egates1@ford.com
Cc: whurtli@ford.com
Subject: RE: DVP&R and FMEA's

Ed:

Do you have any idea on when we can get 3 upper intakes and 3 throttle bodies for the required 3000 hour shake & bake test for the sealing guys on the 2003 DEW? We need to rough in some dates for the systems people.
Thanks.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

----- Forwarded by Wendell Peterson/SPG/PARKER on 05/01/01 02:53 PM -----

"Mink, Jamie

(J.R.)"
<WAPeterson@parker.com> To: "WAPeterson@parker.com"
<jmink3@ford.com> cc: "Shurtliff, Will (W.V.)"
<whurtli@ford.com> Subject: RE: DVP&R and FMEA's

05/01/01

02:44 PM

It is for the 2003MY program. Please get me a couple copies of the updated DVP&R, and I'll get it to Systems. Thanks for the heads-up.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Tuesday, May 01, 2001 2:39 PM
To: jmink3@ford.com

Cc: wshurtli@ford.com
Subject: FW: DVP&R and FMEA's

Jamie:

What MY DEW program is this? I assume it is 2002 but you never know. If it is 2003, Parker would have to update the throttle body gasket DVP&R. Thanks.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248) 538-5606
Fax: (248) 538-3381
wapeterson@parker.com

----- Forwarded by Wendell Peterson/SPG/PARKER on 05/01/01 02:36 PM -----

"Peterson,

Wendell To: wapeterson@parker.com
(W.A.)" cc:
<wpeter12@for Subject: FW: DVP&R and FMEA's
d.com>

05/01/01

02:10 PM

> -----
> From: Mink, Jamie (J.R.)
> Sent: Tuesday, May 01, 2001 2:10:13 PM
> To: Campoya, Luis (C.); Clark, Scott (S.A.); Graves, Scott
> (S.); Kucinski, Edward (E.M.); Mancini, Jon Carlo (J.C.); Peterson, Wendell
> (W.A.); Robinson, Joe (J.C.); Sargeant, Scott (S.J.); Schwessinger, William
> (W.T.); Shurtliff, Will (W.V.); Spiegel, Joseph (J.A.); Wilkins, John (J.);
> Wray, Darryl (D.)
> Subject: FW: DVP&R and FMEA's
> Auto forwarded by a Rule
>

In the words of Queen, WE ARE THE CHAMPIONS. Check out the note below...
I've taken the liberty to enlarge the font and change it's color for our

benefit.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

> -----Original Message-----

> From: Hruska, Julia (J.L.)
> Sent: Tuesday, May 01, 2001 10:50 AM
> To: Arnold, Michael (M.J.); Baker, Kelly (K.A.); Crowley, Pat
(P.J.); Dennis Zitny; Garipey, Arthur (A.P.); Gates, Edward (E.); Hanshaw,
Jamie (J.C.); Johnson, David (D.M.); Joseph Grandas; Lirette, David (D.F.);
Mink, Jamie (J.R.); Morss, Cindy (E.P.); Ohara, Donna (D.M.); Oravetz,
Peter (P.M.); Peterson, Craig (C.); Rakowicz, Joy (J.E.); Roberts, Janet
(J.); Rose, Robert (R.A.); Solaki, Michael (M.E.); Somsel, Jim (J.P.);
Thompson, Richard (R.T.); Venkateswaran, Padmagirish (P.); Yerramalli,
Bharani (B.S.)
> Cc: Peterson, Craig (C.)
> Subject: DVP&R and FMEA's

> I need to get FMEA's and completed DVP&R's from everyone. The FMEA
should have a Quality Evaluation Sheet signed by the appropriate persons.
The following is a list of what I have received so far:

> Induction/Air Intake/throttle Body Gasket FMEA, DVP&R
needs dates

> EGR

DVP&R, still need FMEA

> Sealing has turned in everything: Thank You!!!

> The rest of you need to submit both the FMEA and DVP&R as soon as
possible.

> Regards,

> Julia Hruska

> Lincoln V6 Engine Programs

> Powertrain Operations

> jhruskal@ford.com <mailto:jmcarthu@ford.com>

> Phone: 313-206-2244 Fax: 313-594-7323

----- Message from on -----

Gentlemen,

Ed Gates who is responsible for the 2003 DEW intake manifold has requested 2-3 ETB's to mount to his manifolds for shake and bake testing. The question is would it be to our benefit to supply new parts for the tests which we would receive back at the completion for analysis, or "used" ETB's so that he would at least have the correct weight component, CG etc.? Or is there another alternative? Please let me know. Thanks,

Dave C.

From: Grimes, Jeff (J.R.)
Sent: Friday, May 04, 2001 7:03 AM
To: Mink, Jamie (J.R.)
Subject: RE: DVP&R and FMEA's

Just a process question...Had Winn's ever requested hardware from us System folk?
Are we delinquent in providing?

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
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Sent: Thursday, May 03, 2001 3:15 PM
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Cc: Elkins, Donly (D.); Grimes, Jeff (J.R.); Mink, Jamie (J.R.); Shurtliff, Will (W.V.); Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

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What does the FMEA tell you regarding the diameter change relating to failure modes? Does it tell you that the testing is required?

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Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

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Cc: Elkins, Donly (D.); Grimes, Jeff (J.R.); jmink3@ford.com; wshurtli@ford.com
Subject: RE: DVP&R and FMEA's

Ed:

The required test from sealing is 125 days long. I haven't been asked to do a PTPRP check point on this engine but we usually need to have our bench testing done by checkpoint 5 or 4. Jamie, any thoughts? This is a carry

over cross section in blue silicone. The only difference is the diameter and the absence of a dog house for the IABV. However, the ETB and manifold are new parts.

Regards,

Wendell Peterson
Application Engineering Manager
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Farmington Hills, MI 48334 USA
Office: (248) 538-5606
Fax: (248) 538-3381
wapeterson@parker.com

"Gates,
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.ccm> cc:
Subject: RE: DVP&R and FMEA's
05/03/01
02:54 PM

The request has been made. The attached file is not the first request but as you can see I have no parts and no real response. Do we absolutely have to have parts this year?

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E. J. Gates
(313) 845-1292

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Cc: Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

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Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
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32-38236
Lincoln LS V6 Engine Technologist Fax: 313 59-47323
Powertrain Operations Pager:
313-851-2536
delkins1@ford.com <mailto:delkins1@ford.com>

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Subject: RE: DVP&R and FMEA's

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Office: (248) 538-5606
Fax: (248) 538-3381
wapeterson@parker.com

"Grimes, Jeff

(J.R.)"

<WAPeterson@parker.com>, "Elkins, Donly
<jgrimes1@for

To: "'WAPeterson@parker.com'"
(D.)" <delkins1@ford.com>

<egates1@ford.com>

d.com>

cc: "Gates, Edward (E.)"

Subject: RE: DVP&R and FMEA's

05/03/01

11:53 AM

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"Grimes, Jeff

(J.R.)"
<WAPeterson@parker.com>, "Gates, Edward
<jgrimes1@ford.com>
<jgrimes1@ford.com>
To: "'WAPeterson@parker.com'
(E.)" <egates1@ford.com>
cc: "Grimes, Jeff (J.R.)"
Subject: RE: DVP&R and FMEA's

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11:14 AM

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Powertrain Operations
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Cc: Grimes, Jeff (J.R.)
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Regards,

Wendell Peterson
Application Engineering Manager
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wapeterson@parker.com

"Gates,

Edward (E.)"
<WAPeterson@parker.com>
<egates1@ford.com>
<jgrimes1@ford.com>
.com>

To: "'WAPeterson@parker.com'"
cc: "Grimes, Jeff (J.R.)"
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05/02/01

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Fax: (248) 538-3381
wapeterson@parker.com

----- Forwarded by Wendell Peterson/SPG/PARKER on 05/01/01 02:53 PM -----

"Mink, Jamie
(J.R.)"
<WAPeterson@parker.com>
<jmink3@ford.com>
<wshurtli@ford.com>

To: "'WAPeterson@parker.com'"
cc: "Shurtliff, Will (W.V.)"
Subject: RE: DVP&R and FMEA's

05/01/01

02:44 PM

It is for the 2003MY program. Please get me a couple copies of the updated DVP&R, and I'll get it to Systems. Thanks for the heads-up.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Tuesday, May 01, 2001 2:39 PM
To: jmink3@ford.com
Cc: wshurtli@ford.com
Subject: FW: DVP&R and FMEA's

Jamie:

What MY DEW program is this? I assume it is 2002 but you never know. If it is 2003, Parker would have to update the throttle body gasket DVP&R. Thanks.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

----- Forwarded by Wendell Peterson/SPG/PARKER on 05/01/01 02:36 PM -----

"Peterson,

Wendell

(W.A.)"

<wpeter12@for
d.com>

To: wapeterson@parker.com

cc:

Subject: FW: DVP&R and FMEA's

05/01/01

02:10 PM

> -----
> From: Mink, Jamie (J.R.)
> Sent: Tuesday, May 01, 2001 2:10:13 PM
> To: Campoya, Luis (C.); Clark, Scott (S.A.); Graves, Scott (S.); Kucinski, Edward (E.M.); Mancini, Jon Carlo (J.C.); Peterson, Wendell (W.A.); Robinson, Joe (J.C.); Sargeant, Scott (S.J.); Schwessinger, William (W.T.); Shurtliff, Will (W.V.); Spiegel, Joseph (J.A.); Wilkins, John (J.); Wray, Darryl (D.)
> Subject: FW: DVP&R and FMEA's
> Auto forwarded by a Rule
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In the words of Queen, WE ARE THE CHAMPIONS. Check out the note below... I've taken the liberty to enlarge the font and change it's color for our benefit.

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Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

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> Sent: Tuesday, May 01, 2001 10:50 AM
> To: Arnold, Michael (M.J.); Baker, Kelly (K.A.); Crowley, Pat (P.J.); Dennis Zitny; Gariepy, Arthur (A.P.); Gates, Edward (E.); Hanshaw, Jamie (J.C.); Johnson, David (D.M.); Joseph Grandas; Lirette, David (D.F.); Mink, Jamie (J.R.); Morss, Cindy (E.P.); Ohara, Donna (D.M.); Oravetz, Peter (P.M.); Peterson, Craig (C.); Rakowicz, Joy (J.E.); Roberts, Janet (J.); Rose, Robert (R.A.); Solaki, Michael (M.E.); Somsel, Jim (J.P.); Thompson, Richard (R.T.); Venkateswaran, Padmagirish (P.); Yerramalli, Bharani (B.S.)
> Cc: Peterson, Craig (C.)
> Subject: DVP&R and FMEA's
>

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> Induction/Air Intake/throttle Body Gasket FMEA, DVP&R
needs dates
> EGR
DVP&R, still need FMEA
> Sealing has turned in everything: Thank You!!!
>
>

> The rest of you need to submit both the FMEA and DVP&R as soon as possible.
>
> Regards,
> Julia Hruska
> Lincoln V6 Engine Programs
> Powertrain Operations
> jhruskal@ford.com <mailto:jmcarthu@ford.com>
> Phone: 313-206-2244 Fax: 313-594-7323
>
>

----- Message from on -----

Gentlemen,
Ed Gates who is responsible for the 2003 DEW intake manifold has requested 2-3 ETB's to mount to his manifolds for shake and bake testing. The question is would it be to our benefit to supply new parts for the tests which we would receive back at the completion for analysis, or "used" ETB's so that he would at least have the correct weight component, CG etc.? Or is there another alternative? Please let me know. Thanks,

Dave C.

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 03, 2001 3:01 PM
To: 'WAPeterson@parker.com'; Gates, Edward (E.)
Cc: Elkins, Donly (D.); Grimes, Jeff (J.R.); Mink, Jamie (J.R.); Shurdiff, Will (W.V.)
Subject: RE: DVP&R and FMEA's

Surprise, Team. The '03 program passed through CP#4 last week with 13 Yellows...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

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Sent: Thursday, May 03, 2001 3:00 PM
To: Gates, Edward (E.)
Cc: Elkins, Donly (D.); Grimes, Jeff (J.R.); jmink3@ford.com; wshurtli@ford.com
Subject: RE: DVP&R and FMEA's

Ed:

The required test from sealing is 125 days long. I haven't been asked to do a PTPRP check point on this engine but we usually need to have our bench testing done by checkpoint 5 or 4. Jamie, any thoughts? This is a carry over cross section in blue silicone. The only difference is the diameter and the absence of a dog house for the IABV. However, the ETB and manifold are new parts.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

"Gates,
Edward (E.)" To: "Grimes, Jeff (J.R.)" <jgrimes1@ford.com>, "Elkins, Donly (D.)" <delkins1@ford.com>, "WAPeterson@parker.com" <WAPeterson@parker.com>
.com> cc:
Subject: RE: DVP&R and FMEA's

05/03/01

02:54 PM

The request has been made. The attached file is not the first request but as you can see I have no parts and no real response. Do we absolutely have to have parts this year?

Thanks.

E. J. Gates
(313) 845-1292

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From: Grimes, Jeff (J.R.)
Sent: Thursday, May 03, 2001 2:45 PM
To: Elkins, Donly (D.); 'WAPeterson@parker.com'
Cc: Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

Wendell, Donly can have them at his desk...have Will bring them to you....

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Subject: RE: DVP&R and FMEA's

I am pretty sure I have (3) older level intakes at EMDO. Where and when do you want them??? I can ship them to your place of choice also. Intakes are pretty heavy.

I know I don't have enough ETC's, I only have enough for my Dyno DV engines. They are in short supply.

Donly Elkins
32-38236
Lincoln LS V6 Engine Technologist
Powertrain Operations
313-851-2536
delkins1@ford.com <mailto:delkins1@ford.com>

Phone: 313
Fax: 313 59-47323
Pager:

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Regards,

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<egates1@ford.com>
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05/03/01

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<jgrimes1@ford.com>
.com>

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05/02/01

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E. J. Gates
(313) 845-1292

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Sent: Tuesday, May 01, 2001 2:56 PM
To: egates1@ford.com
Cc: wshurtli@ford.com
Subject: RE: DVP&R and FMEA's

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> Regards,

> Julia Hruska

> Lincoln V6 Engine Programs

> Powertrain Operations

> jhruskal@ford.com <mailto:jmcarthu@ford.com>

> Phone: 313-206-2244 Fax: 313-594-7323

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> jhruskal@ford.com <<mailto:jmcarthu@ford.com>>
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>

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 03, 2001 11:54 AM
To: 'WAPeterson@parker.com'; Elkins, Donly (D.)
Cc: Gates, Edward (E.)
Subject: RE: DVP&R and FMEA's

No, the throttle-body interface is identical...but PCV/EGR fittings change...as do some minor runner stuff...If your test is for the seal on the ETB I can get you older level manifolds quickly...

Donly...Do we have 3 older (pre -CB) or 3 CB level intakes we no longer need ???

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Thursday, May 03, 2001 11:23 AM
To: Grimes, Jeff (J.R.)
Cc: Gates, Edward (E.); wshurtli@ford.com; TDurand@parker.com; jmink3@ford.com
Subject: RE: DVP&R and FMEA's

Jeff:

As long as the throttle body joint is the same, we are okay with bench testing. The bench testing is supposed to be with "make like production parts". If there is something radical, like removing a bolt on the ETB flange, then we'll have to discuss. Thanks.

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

"Grimes, Jeff (J.R.)"
<WAPeterson@parker.com>, "Gates, Edward (E.)" <jgrimes1@ford.com>
<jgrimes1@ford.com>
To: "'WAPeterson@parker.com'"
(E.)" <egates1@ford.com>
cc: "Grimes, Jeff (J.R.)" <jgrimes1@ford.com>
Subject: RE: DVP&R and FMEA's

05/03/01
11:14 AM

Ed is checking on availability of the throttle bodies...I can get you three manifolds...Do they ABSOLUTELY have to be the latest design...Or is the ETB interface the critical characteristics here...

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-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Thursday, May 03, 2001 11:09 AM
To: Gates, Edward (E.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: DVP&R and FMEA's

Ed:

I don't know... Jeff, do you have three 2003 DEW intakes assemblies and throttle bodies for the required 3000 hour bench testing we can use?

Regards,

Wendell Peterson
Application Engineering Manager
Parker Hannifin Seal Group
30665 Northwestern Highway Suite 201
Farmington Hills, MI 48334 USA
Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

"Gates,
Edward (E.)"
<WAPeterson@parker.com>
<jgrimes1@ford.com>
.com>

To: "'WAPeterson@parker.com'"
cc: "Grimes, Jeff (J.R.)"
Subject: RE: DVP&R and FMEA's

05/02/01

10:34 AM

Don't systems guys supply these intakes? I have none for this purpose.

E. J. Gates
(313) 845-1292

-----Original Message-----

From: WAPeterson@parker.com [mailto:WAPeterson@parker.com]
Sent: Tuesday, May 01, 2001 2:56 PM
To: egates1@ford.com
Cc: wshurtli@ford.com
Subject: RE: DVP&R and FMEA's

Ed:

Do you have any idea on when we can get 3 upper intakes and 3 throttle bodies for the required 3000 hour shake & bake test for the sealing guys on the 2003 DEW? We need to rough in some dates for the systems people.
Thanks.

Regards,

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Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

----- Forwarded by Wendell Peterson/SPG/PARKER on 05/01/01 02:53 PM -----

"Mink, Jamie

(J.R.)"

<WAPeterson@parker.com>

<jmink3@ford.

<wshurtli@ford.com>

com>

To: "'WAPeterson@parker.com'"

cc: "Shurtliff, Will (W.V.)"

Subject: RE: DVP&R and FMEA's

05/01/01

02:44 PM

It is for the 2003MY program. Please get me a couple copies of the updated DVP&R, and I'll get it to Systems. Thanks for the heads-up.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

-----Original Message-----

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Sent: Tuesday, May 01, 2001 2:39 PM
To: jmink3@ford.com
Cc: wshurtli@ford.com
Subject: FW: DVP&R and FMEA's

Jamie:

What MY DEW program is this? I assume it is 2002 but you never know. If it is 2003, Parker would have to update the throttle body gasket DVP&R. Thanks.

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Office: (248)538-5606
Fax: (248)538-3381
wapeterson@parker.com

----- Forwarded by Wendell Peterson/SPG/PARKER on 05/01/01 02:36 PM -----

"Peterson,

Wendell

To: wapeterson@parker.com

[W.A.]"

cc:

<wpeter12@for

Subject: FW: DVP&R and FMEA's

d.com>

05/01/01

02:10 PM

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> From: Mink, Jamie (J.R.)
> Sent: Tuesday, May 01, 2001 2:10:13 PM
> To: Campoya, Luis (C.); Clark, Scott (S.A.); Graves, Scott (S.); Kucinski, Edward (E.M.); Mancini, Jon Carlo (J.C.); Peterson, Wendell (W.A.); Robinson, Joe (J.C.); Sargeant, Scott (S.J.); Schwessinger, William (W.T.); Shurtliff, Will (W.V.); Spiegel, Joseph (J.A.); Wilkins, John (J.); Wray, Darryl (D.)
> Subject: FW: DVP&R and FMEA's
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V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

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> Sent: Tuesday, May 01, 2001 10:50 AM
> To: Arnold, Michael (M.J.); Baker, Kelly (K.A.); Crowley, Pat (P.J.); Dennis Zitny; Garipey, Arthur (A.P.); Gates, Edward (E.); Hanshaw, Jamie (J.C.); Johnson, David (D.M.); Joseph Grandas; Lirette, David (D.F.); Mink, Jamie (J.R.); Morss, Cindy (E.P.); Ohara, Donna (D.M.); Oravetz, Peter (P.M.); Peterson, Craig (C.); Rakowicz, Joy (J.E.); Roberts, Janet (J.); Rose, Robert (R.A.); Solski, Michael (M.E.); Somsel, Jim (J.P.); Thompson, Richard (R.T.); Venkateswaran, Padmagirish (P.); Yerramalli, Bharani (B.S.)
> Cc: Peterson, Craig (C.)
> Subject: DVP&R and FMEA's
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> I need to get FMEA's and completed DVP&R's from everyone. The FMEA should have a Quality Evaluation Sheet signed by the appropriate persons. The following is a list of what I have received so far:

>
> Induction/Air Intake/throttle Body Gasket FMEA, DVP&R
> needs dates
> EGR
> DVP&R, still need FMEA
> Sealing has turned in everything: Thank You!!!
>

> The rest of you need to submit both the FMEA and DVP&R as soon as possible.

>
> Regards,
> Julia Hruska
> Lincoln V6 Engine Programs
> Powertrain Operations
> jhruskal@ford.com <<mailto:jmcarthu@ford.com>>
> Phone: 313-206-2244 Fax: 313-594-7323
>
>

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Sent: Thursday, May 03, 2001 11:14 AM
To: 'WAPeterson@parker.com'; Gates, Edward (E.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: DVP&R and FMEA's

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<WAPeterson@parker.com>

<wshurtli@ford.com>

<jmink3@ford.com>

To: "'WAPeterson@parker.com'"

cc: "Shurtliff, Will (W.V.)"

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Wendell

To: wapeterson@parker.com

(W.A.)"

cc:

<wpeter12@for

Subject: FW: DVP&R and FMEA's

d.com>

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> Sent: Tuesday, May 01, 2001 2:10:13 PM
> To: Campoya, Luis (C.); Clark, Scott (S.A.); Graves, Scott (S.); Kucinski, Edward (E.M.); Mancini, Jon Carlo (J.C.); Peterson, Wendell (W.A.); Robinson, Joe (J.C.); Sargeant, Scott (S.J.); Schwessinger, William (W.T.); Shurtliff, Will (W.V.); Spiegel, Joseph (J.A.); Wilkins, John (J.); Wray, Darryl (D.)
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> Cc: Peterson, Craig (C.)
> Subject: DVP&R and FMEA's
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> EGR

DVP&R, still need FMEA

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> The rest of you need to submit both the FMEA and DVP&R as soon as possible.

> Regards,

> Julia Hruska

> Lincoln V6 Engine Programs

> Powertrain Operations

> jhruskal@ford.com <<mailto:jmcarthu@ford.com>>

> Phone: 313-206-2244 Fax: 313-594-7323
>
>

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 03, 2001 7:45 AM
To: 'phillib@uniboring.com'
Subject: RE: 75 Intakes

Only yesterday did Ford get the required signatures required to update the releases...Give the system a few days to work and you should see the changes

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Steve Phillips [mailto:phillib@uniboring.com]
Sent: Wednesday, May 02, 2001 4:04 PM
To: Becky Burkholder; Christian Muzo; Dave Naboychik; Ed Bennett; Garza Carlos; John Cornell; Laura Hoffman; Laura Reutter; Luis Cattani; Olson Karla; Ron Wittbrodt; Shawn Smith; Skip Emig; Gary Christoson; Glenn Weier; John Jenkins
Cc: Angie Allen; Bob Flowers; Peterson, Craig (C.); Dave Naboychik (Office); Grimes, Jeff (J.R.); Jeff Kosko; Jorge Acosta; Ron Kurowski; Z Tucker; Ken Cox; Teri Diehlman
Subject: RE: 75 Intakes
Importance: High

Team,

I just pulled a copy of the launch notes for HMC from the UB Web, 5/02/01. They have not been updated since 4/26/01 (per date in header). Item #'s 9579.12 and 9579.13 - need to be added and updated per Skip Emigs Email as follows... If you have questions or concerns prior to the launch meeting 5/03/01 at HMC, please reply ASAP.

Glen who is your responsible party for updating this document?

Steve Phillips
MP & L Analyst
Uni Boring Inc.,
Tel: 517-552-5851
Fax: 517-548-1336

-----Original Message-----

From: Skip Emig [mailto:emigs@uniboring.com]
Sent: Monday, April 30, 2001 11:21 AM
To: Steve Phillips; John Lyons; Loichinger, Nancy (N.G.)
Cc: Zajac, Patrick (P.); Maria Moron; Angie Allen; Bob Flowers; Carlos Garza; Peterson, Craig (C.); Dave Naboychik (Office); Henry, Ed (E.); Gates, Edward (E.); Glen Weier; Grimes, Jeff (J.R.); Jeff Kosko; Jorge Acosta; Ron Kurowski; Z Tucker
Subject: RE: 75 Intakes

good to go ... I will advise Steve Phillips our MP&L Coordinator for Prototypes! Please ad Steve to your distribution list!

-----Original Message-----

From: Loichinger, Nancy (N.G.) [mailto:nloichin@ford.com]
Sent: Monday, April 30, 2001 8:14 AM
To: 'emigs@uniboring.com'; John Lyons
Cc: Z Tucker; Ron Kurowski; Loichinger, Nancy (N.G.); Jorge Acosta; Jeff Kosko; Grimes, Jeff (J.R.); Glen Weiler; Gates, Edward (E.); Henry, Ed (E.); Dave Naboychik (Office); Peterson, Craig (C.); Carlos Garza; Bob Flowers; Angie Allen; Maria Moron; Zajac, Patrick (P.)
Subject: RE: 75 Intakes

Skip, There is an order in the system for 41 pcs of the 3W4E 9424 CB. If the part number is to be changed to CB1 then we will need a containment form from engineering to make that change. If engineering wants more than the 41 pcs that are on order, then they will need to write an RPS for the additional pcs. Attached is a copy of the order that is in the system. Please call me with questions.

CMMSAIA SUPPLIER RELEASE - 1 04/30/01
08:41:53
==> PLT EF16A

EMDO
PART: 3W4E- 9424-CB SUPP: U022C 830/862 (P/S):
P
PROG START DATE: 04/23/01 PROG NO. 652-1 Send (F,R): Process Status:
S

| Date | % Adj | Quantity | Cum Pend Amnd: | Amnd Type: | Strik Prot: |
|--------|-------|----------|----------------|--------------------------------|-----------------|
| ----- | - | ----- | ----- | Ship Freq: 411 | Final Rlse: |
| PRIOR | | 0 | 44 | Part Desc: INTAKE MANIFOLD ASY | |
| 042301 | | 14 | 44 | Supplier: UNI BORING CO INC | |
| 043001 | | 19 | 63 | Issue Dte: 04/24/01 | Thcknes: |
| 0.0000 | | | | | |
| 050701 | | 0 | 63 | Pct Bus: 100 | Width: |
| 0.000 | | | | | |
| 051401 | | 0 | 63 | Part Stat: F | Length: |
| 0.00 | | | | | |
| 052101 | | 0 | 63 | R/F/G: 30D 30D | T&G: |
| 052801 | | 0 | 63 | Ship/Del: S | Stl Comm: |
| 060401 | | 8 | 71 | Trn Dy/Sr: 0.7 | Thck Dsc: |
| 061101 | | 0 | 71 | 862 Code: D | S/B: |
| 061801 | | 0 | 71 | Last No: 066639 | PO. No.: 111111 |
| 062501 | | 0 | 71 | Last Date: 04/05/01 | Rel Type: A |
| 070201 | | 0 | 71 | Last Qty: 1 | Buyer |

Name/Phone #
073001 0 71 Cum Rec+IT 30 N NOT ASSIGNED
090301 0 71 313 3376956
100101 0 71 Ship To: Bill To: EF16A
F1=Help F4=Rls 2 F5=Rls Comp Dtl F6=Rls Rmks F9=Non-Usg F10=Rls Hist
Index
F11=Pt Rqmt F13=Chg Hist F14=Key & B/O F15=Recon by F/U Anal
F15=Pre-Rlse Q
INQUIRY SUCCESSFUL - NOTE: DATA IS FROZEN AT TIME RELEASE IS GENERATED
EF5888L

Nancy Loichinger

Ford Motor Company
Material Control, FPN
Phone: 313-39-09924
Fax: 313-59-41337
Email: nloichin@ford.com

-----Original Message-----

From: Skip Emig [mailto:emigs@uniboring.com]
Sent: Monday, April 30, 2001 7:44 AM
To: John Lyons
Cc: Z Tucker; Ron Kurowski; Nancy Loichinger (N.G.); Jorge Acosta; Jeff Kosko; Jeff Grimes (J.R.); Glen Weler; Edward Gates; Ed-Ford Henry; Dave Naboychik (Office); Craig Peterson (C.); Carlos Garza; Bob Flowers; Angie Allen; Maria Moron
Subject: RE: 75 Intakes

Team,

UBCI has not recieved a PO and therefore has not issued a PO to FSI or its component suppliers ... please advise as to when we may expect it.

W.F. Skip Emig

V Engines Group Program Manager for:

The Uni Boring Companies
Argentina-RAR * Brighton-UB Prototype Facility
Canton * HMC-Detroit * Howell * Tecumseh
Cell 517-230-3491 Fax 517-548-1336
Pocket Mail: semig@imcingular.com

-----Original Message-----

From: John Lyons [mailto:JLyons@fsigroup.com]
Sent: Friday, April 27, 2001 1:26 PM
To: 'emigs@uniboring.com'
Subject: FW: 75 Intakes

-----Original Message-----

From: Gates, Edward (E.)
To: 'jlyons@fsigroup.com'; Henry, Ed (E.)
Cc: Grimes, Jeff (J.R.); Elkins, Donly (D.)
Sent: 4/12/01 12:02 PM
Subject: 75 Intakes

For your information, the white paint dot is out, can you mark your parts
3W4E-9424-CB1?

I also wanted to let you know that Systems engineering is going to increase
volume on the CB1 intake to approximately 75. Please look for an

increase in
the ordered amounts. Deliveries in the beginning will not change but can
you
predict when you can support the increases with regards to timing of the
deliveries after the 10 units required on May 10th?

Thank you very much.

E. J. Gates
(313) 845-1292

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 02, 2001 1:51 PM
To: Gates, Edward (E.); Elkins, Donly (D.)
Cc: Shurtliff, Will (W.V.)
Subject: RE: DVP&R and FMEA's

Donly, please make sure we get 3 CP level manifolds and ETB's to Wendell to support his testing...

Ed, need to look t5o you to find out when ETB's will be available...If now, Donly will order accordingly.

Donly, once you have orders and approximate timing please let Wendell, Ed and I know.

Thankx

Wendell, have these parts been requested prior to today?

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
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> Auto forwarded by a Rule
>

In the words of Queen, WE ARE THE CHAMPIONS. Check out the note below...
I've taken the liberty to enlarge the font and change it's color for our
benefit.

Jamie R. Mink
Jaguar/DEW98 V6 Sealing CPMT Leader
V-Engine Engineering - Sealing Section
Tel: 313.322.5783, Pager: 313.796.3745, e-mail: jmink3@ford.com

> -----Original Message-----
> From: Hruska, Julia (J.L.)
> Sent: Tuesday, May 01, 2001 10:50 AM
> To: Arnold, Michael (M.J.); Baker, Kelly (K.A.); Crowley, Pat
(P.J.); Dennis Zitny; Garlepy, Arthur (A.P.); Gates, Edward (E.); Hanshaw,
Jamie (J.C.); Johnson, David (D.M.); Joseph Grandas; Lirette, David (D.F.);
Mink, Jamie (J.R.); Morss, Cindy (E.P.); Ohara, Donna (D.M.); Oravetz,
Peter (P.M.); Peterson, Craig (C.); Rakowicz, Joy (J.E.); Roberts, Janet
(J.); Rose, Robert (R.A.); Solski, Michael (M.E.); Somsel, Jim (J.P.);
Thompson, Richard (R.T.); Venkateswaran, Padmagirish (P.); Yerramalli,

Bharani (B.S.)

> Cc: Peterson, Craig (C.)
> Subject: DVP&R and FMEA's

>
> I need to get FMEA's and completed DVP&R's from everyone. The FMEA should have a Quality Evaluation Sheet signed by the appropriate persons. The following is a list of what I have received so far:

>
> Induction/Air Intake/throttle Body Gasket FMEA, DVP&R
needs dates

> EGR

DVP&R, still need FMEA

> Sealing has turned in everything: Thank You!!!

>
>
> The rest of you need to submit both the FMEA and DVP&R as soon as possible.

> Regards,

> Julia Hruska

> Lincoln V6 Engine Programs

> Powertrain Operations

> jhruskal@ford.com <<mailto:jmcarthu@ford.com>>

> Phone: 313-206-2244 Fax: 313-594-7323

>
>

From: Shinji Kanai [kanai.sh@sv.mazda.co.jp]
Sent: Wednesday, June 19, 2002 10:05 AM
To: 'Sanders, Muriel (M.S.);' 'Altoonlan, Don (D.J.);' 'Aynessazian, Kam (K.);' 'Badgley, Joel (J.K.);' 'Bauer, Scott (S.C.);' 'Bhojwani, Kamal (K.);' 'Blackburn, Thomas (T.J.);' 'Bogema, John (P.);' 'Cary Powell;' 'Chick, John (J.);' 'Chih, Ming-Niu (M.N.);' 'Chin, Daniel (D.);' 'Corbett, Sandra (S.M.);' 'Dalbo, Bob (R.J.);' 'Dan Rothweiler;' 'De Pana, Juan (J.E.);' 'Diez, Timothy (T.P.);' 'Fascetti, Bob (R.J.);' 'Fournelle, Gilbert (G.);' 'Freeland, Mark (M.);' 'Giles, Stuart (S.);' 'Gokhale, Renuka (R.V.);' 'Grewal, Bill (B.S.);' 'Grimes, Jeff (J.R.);' 'Hansen, George (G.C.);' 'Herr, George (G.J.);' 'Hofman, Michael (M.V.);' 'Holmes, Jeffrey (J.R.);' 'Ichikawa, Jiyunichiro (J.);' 'Jensen, Ted (T.E.);' 'John McDonald;' 'Jones, Andy;' 'Jordan, Donald (D.E.);' 'Kanai, Shinji (S.);' 'King, Robert (R.F.);' 'Kosko, Jeff (J.R.);' 'Kwon, Soon (S.K.);' 'Limiaco, Steven (S.);' 'Linde, Peter (P.A.);' 'Liu, Jane (J.);' 'Mandzluk, Roger (R.S.);' 'Marck, Edmond (E.C.);' 'Mateas, John (J.);' 'Maurer, James (J.B.);' 'Mazzella, Gary (G.R.);' 'Mooney, Larry (L.);' 'Moorhouse, Scott (S.R.);' 'Morgan, Tom;' 'Morishima, Shigeki (S.);' 'Naveed Khan;' 'Namatollahi, Sonya (S.);' 'Nikolai, Bernie;' 'Notaboorn, Jim (J.E.);' 'Ortman, James (J.W.);' 'Powers, Ken (K.W.);' 'Price, Martin (M.);' 'Raquespau, Alden (A.P.);' 'Shah, Kran (K.C.);' 'Shirakshi, Masaru (M.);' 'Stilgenbauer, Jeffrey (J.R.);' 'Suarez, Rhae (R.);' 'Takasawa, Keith (K.D.);' 'Takubo, Hirochi (H.);' 'Veenstra, Tim (T.W.);' 'Wakenell, Ray (R.A.);' 'Wettach, Bill (B.);' 'Williams, Les (LHW.);' 'Yeung, Lem (.)'

Subject: One example of Engine quit

My lease vehicle 2002MY Tribute experienced engine quit last night.

4F2YU08172KM28336 Build 12/11/2001, Retail 1/11/2002
Mileage: 7360 miles Event: 6/18/2002

After 25 minutes Freeway driving, I exited and stopped traffic signal.
About 30 sec. later I started moving to left turn and stopped at traffic signal again about 50m later.
About 30 sec. later I started moving 20m and right turn.
Then I gave throttle accelerating vehicle up to 35 MPH - 40MPH at slight up hill about 200m.
Then road switched down hill, I released throttle. Usually vehicle slight increase speed up to 45MPH about 200m.
I applied throttle gently after changing road up hill. Few seconds later I realized that vehicle kept down speed and three warning lamp illuminated about 40MPH.
I did not calm enough.
I turned key to start position, but engine did not start because shifter was stayed D range.
I cycled key OFF and ON again, all warning lamp illuminated about 25MPH.
I applied brake to reduce speed and turned vehicle to left.
I shifted N range and cranked. Small gear noise (starter engagement ?) was heard but Engine started normally about 10 MPH.

I remember engine rpm dropped twice on this vehicle during last 6 month.
Possibly engine rpm drop might happen more than two, but I recognized twice.
One is same location same direction, another one was opposite direction almost same location.
No ECM like building or equipment near there, as far as I know.
This is my first V6-4WD model. Previous Tribute was I4-4WD.
I will bring this vehicle to dealer for usual scheduled (7,500 miles) maintenance this week.
I will ask dealer to reflash PCM calibration and continue to monitor.

If you have any question or comment, please feel free to contact to me.

Shinji Kanai
Manager, Tribute Plant QA
Mazda North American Operations

Ford Kansas City Assembly Plant
Plant Vehicle Team
8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp
Local Text Pager: 9135677156@alphapage.airtouch.com

From: Grimes, Jeff (J.R.)
Sent: Monday, April 09, 2001 9:02 AM
To: Curry, Gene (G.E.)
Subject: FW: HITACHI IAC – NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Gene, sorry, I should have included you on this response.

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 822-8237 Fax: 313 894-7322 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Monday, April 09, 2001 9:01 AM
To: Rose, Robert (R.A.); Juricic, James (J.F.)
Cc: Peterson, Craig (C.)
Subject: RE: HITACHI IAC – NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Yes, the SR level we NOW have in production IS the 4-fin pintile design.

Jim please include the 3.0L DEW98 V8 engine (Duratec, DAMB) as implementing the SR (4-fin pintile) design in February of 2001.

Any questions, please contact me...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 822-8237 Fax: 313 894-7322 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Rose, Robert (R.A.)
Sent: Sunday, April 08, 2001 6:34 AM
To: Grimes, Jeff (J.R.); Peterson, Craig (C.)
Subject: FW: HITACHI IAC – NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Jeff are these the same features released on the hi flow valve?

—Original Message—

From: Curry, Gene (G.E.)
Sent: Thursday, April 05, 2001 10:46 AM
To: Moore, Donald (D.R.); Wineland, Richard (R.J.); Demers, Barry (B.P.); Rose, Robert (R.A.); Mazzella, Brian (B.R.); Arnold, James (J.A.)
Subject: FW: HITACHI IAC – NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Gentlemen,

Is this item to be used in Duratec engine systems? If so, can you tell us the implementation dates?
Hitachi New/Improved 4 Fin Pintile IAC/ISC Valve.

Thanks,

Gene E. Curry
Reliability Implementation Engineer
V-engine Development
313 249-2014 **GCURRY**
gcurry@ford.com <<mailto:gcurry@ford.com>>

---Original Message---

From: Thursday, April 05, 2001 8:52 AM
Sent: Thursday, April 05, 2001 8:52 AM
To: Khelaf, Payal (F.); Googasan, Mark (M.A.); Fullerton, Lisa (L.M.); Ravilock, Theodore (T.J.); Curry, Gene (G.E.)
Cc: Jurick, James (J.F.)
Subject: HITACHI IAC -- NEW PINTLE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

I am trying to determine what the production implementation dates are for the Hitachi New/Improved 4 Fin Pintle IAC/ISC Valve .

I have the following so far:

1. 4.0L 2V, V-8 SOHC (Cologne) - 11/2000
2. 5.4L 2V/4V, V-8 "TRITON" (Windsor) - Scheduled for KTP for Job 1 2002 P131-U137 applications and is also applicable/transparent for 2000-2001 MY P-131 and U-137.
3. 6.8L 2V, V-10 "TRITON" (Windsor) - Same as for 5.4L

Any help you could give me would be appreciated. Many thanks.

Jim J.

From: Grimes, Jeff (J.R.)
Sent: Monday, April 08, 2001 8:01 AM
To: Rose, Robert (R.A.); Juricic, James (J.F.)
Cc: Peterson, Craig (C.)
Subject: RE: HITACHI IAC – NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

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Any questions, please contact me...

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

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From: Rose, Robert (R.A.)
Sent: Sunday, April 08, 2001 6:34 AM
To: Grimes, Jeff (J.R.); Peterson, Craig (C.)
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From: Curry, Gene (G.E.)
Sent: Thursday, April 05, 2001 10:46 AM
To: Moore, Donald (D.R.); Wineford, Richard (R.J.); Damers, Barry (B.P.); Rose, Robert (R.A.); Mazzella, Brian (B.R.); Arnold, James (J.A.)
Subject: FW: HITACHI IAC -- NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Gentlemen,

Is this item to be used in Duratec engine systems? If so, can you tell us the Implementation dates?
Hitachi New/Improved 4 Fin Pintile IAC/ISC Valve .

Thanks,

Gene E. Curry
Reliability Implementation Engineer
V-engine Development
313 248-2029 *GCURRY*
jcurry@ford.com

-----Original Message-----

From:
Sent: Thursday, April 05, 2001 8:52 AM
To: Khalil, Fayal (F.); Goozarian, Mark (M.A.); Pullerton, Lisa (L.M.); Revlock, Theodore (T.J.); Curry, Gene (G.E.)
Cc: Juricic, James (J.F.)
Subject: HITACHI IAC -- NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

I am trying to determine what the production implementation dates are for the Hitachi New/Improved 4 Fin Pintle IAC/ISC Valve .

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3. 6.8L 2V, V-10 "TRITON" (Windsor) -- Same as for 5.4L

Any help you could give me would be appreciated. Many thanks,

Jim J.

From: Grimes, Jeff (J.R.)
Sent: Monday, April 09, 2001 8:31 AM
To: Wettach, Bill (B.)
Subject: FW: HITACHI IAC - NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Importance: High

I believe you mentioned at our last discussion that the 3.0L DEW valve IS the 4-fin pintile design...correct??

Jeff Grimes

Engine Systems Engineer
DEV96 V8 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Ross, Robert (R.A.)
Sent: Sunday, April 08, 2001 6:34 AM
To: Grimes, Jeff (J.R.); Peterson, Craig (C.)
Subject: FW: HITACHI IAC - NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Jeff are these the same features released on the hi flow valve?

—Original Message—

From: Curry, Gene (G.E.)
Sent: Thursday, April 05, 2001 10:46 AM
To: Moore, Donald (D.R.); Wineford, Richard (R.L.); Demers, Barry (B.P.); Rose, Robert (R.A.); Mazzella, Brian (B.R.); Arnold, James (J.A.)
Subject: FW: HITACHI IAC - NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

Gentlemen,

Is this item to be used in Duratec engine systems? If so, can you tell us the implementation dates?
Hitachi New/Improved 4 Fin Pintile IAC/ISC Valve.

Thanks,

Gene E. Curry

Reliability Implementation Engineer

V-engine Development

313 299-2024

GCURRY

GCURRY@Ford.com smaltec:GCURRY@Ford.com

—Original Message—

From: Jurick, James (J.F.)
Sent: Thursday, April 05, 2001 8:52 AM
To: Khalef, Faysal (F.); Goggesen, Mark (M.A.); Fullerton, Lisa (L.M.); Revflock, Theodore (T.J.); Curry, Gene (G.E.)
Cc: Jurick, James (J.F.)
Subject: HITACHI IAC - NEW PINTILE DESIGN VEHICLE PRODUCTION IMPLEMENTATION DATES

I am trying to determine what the production implementation dates are for the Hitachi New/Improved 4 Fin Pintile IAC/ISC Valve.

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1. 4.0L 2V, V-6 SOHC (Cologne) -- 11/2000

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3. 6.8L 2V, V-10 "TRITON" (Windsor) -- Same as for 5.4L

Any help you could give me would be appreciated. Many thanks,

Jim J.

From: Grimes, Jeff (J.R.)
Sent: Thursday, March 29, 2001 8:16 AM
To: Wallace, Jim (J.J.)
Cc: Elkins, Donly (D.); Rose, Robert (R.A.); Gates, Edward (E.)
Subject: RE: Intake Manifolds

Ed Gates has 4 manifolds available to provide with a production representative dem. Ed and Donly will be taking the manifolds to the machining source (Can't recall the name, not Cobra) today...We'll know more on the turn around time when they return.

Jeff Grimes

Engine Systems Engineer
 DEW06 V6 Engine Programs
 Powertrain Operations
 Ph: 313 323-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
 Text Page: Internal External

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Thursday, March 29, 2001 7:29 AM
To: Gates, Edward (E.)
Cc: Wallace, Jim (J.J.); Grimes, Jeff (J.R.)
Subject: RE: Intake Manifolds

Status?

-----Original Message-----

From: Wallace, Jim (J.J.)
Sent: Wednesday, March 28, 2001 10:51 AM
To: Rose, Robert (R.A.); Gates, Edward (E.)
Subject: Intake Manifolds

Bob/Ed:

Can you give me a quick update on the manifold situation? So far, it looks like all of Eric's results with the "mini dam" design are positive. Is there a rough estimate for timing to provide a total of 3 "production intent" manifolds to Eric and to my two cells, followed by a TBD number to update calibration vehicles? Thanks.

Jim Wallace

Lincoln LS V6 Powertrain Development
 Mill drop X1 / Cube 1EL08
 Experimental Vehicles Building

phone: 313 208 4161
fax: 313 323 2413
pager: 313 768 3873
email: jwallac7@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 4:58 PM
To: Rose, Robert (R.A.)
Cc: Sventickas, Ed (E.)
Subject: FW: Oil Pan Procedure

Bob, can you shed some light here...DVP&R's are only to be performed using Corporate Engineering Test Procedures...Cef's position is politely stated below...

Also note, the DVT Knowledge base homepage was last updated on February 28, 2001..So the "termination" statement should be valid...

Another point: If you search the DVT site for Oil Pan Performance...You get "No results found" The same search at CETP provides a test number.

Please advise...We're running the DVT at Romeo for our '03 program. I have reviewed the procedure, and prefer it over the CETP. However, there is a significant "System" issue here that needs to be worked out.

Jeff Grimes

Engine Systems Engineer
DEW68 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 4:35 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

This is not correct and not up for debate.

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 4:05 PM
To: Brower, Calvin (C.L.)
Cc: Rose, Robert (R.A.)
Subject: RE: Oil Pan Procedure

Design Verification Tests (DVT's)
Main Menu

[EKB Home](#) => [Design Verification Tests \(DVT's\) Home](#)

Note: We are experiencing problems with documents checked out using the Microsoft IE 5.0 browser. Please use Netscape for document checkout.

"WARNING"

These documents are strictly for developmental & reference purposes only! DVTs are officially recognized & released as CETPs. Click here to link to CETP Book Home Page.
This site is being considered for TERMINATION. Please contact Kay Hartman-Kueh (khartma1), x-06968 for more information.

Welcome to the Design Verification Tests (DVT's) book home page!

Forms to be filled out during tests.

A service of the EKB
Mon, 26-Feb-2001

Please send any questions / comments as feedback

or Report a Problem.

Calvin, you only recognize DVT numbers, however, DVPR's are required to use CETP numbers... The text above is an excerpt of the DVT Knowledge base home page...

Is there a miscommunication or obsolescence here?

Please advise.

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 3:58 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

The CETP that is released is not used. If the new CETP ever gets released it will be used. All of our DVPR's require the DVT test and only the DVT test. It doesn't matter to me if the old CETP test gets deactivated or not.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 3:16 PM
To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

Great Thank... I still see the CETP on the Web... should we deactivate it or remove it???

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 3:10 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

The only test that currently is run is the DVT test, and until the CETP test is released the DVT test is the only one we will use. The DVT test is run at Romeo.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 1:46 PM
To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

Where do you intend for the test to be run? The current CETP cannot be run at DPG or MPG according to GTO personnel...

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations

Ph: 313 322-8237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

—Original Message—

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 1:20 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

Jeff, there is a CETP procedure that has been under development. If you want to review that come and see me, but I will tell you that we in the lubrication section control the applicability of the test.

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 10:58 AM
To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

Sorry, OK...That's why Tim gave me your name...

There seems to be some question as to the applicability of the Oil Pan Performance test...and uncertainty over which facilities can run it...Would I work with you to maybe revise the procedure??

Jeff Grimes

Engine Systems Engineer
DEV98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

—Original Message—

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 10:09 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

Jeff, we control the procedure not the testing. The system guys usually arrange to get a vehicle and write the test request. The vehicle is run at Romeo and they use our test procedure. If you need further info please give me a call.

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 9:07 AM
To: Brower, Calvin (C.L.)
Subject: FW: Oil Pan Procedure

Calvin, do you have estimated timing on running the Oil Pan Performance Test on the LS?

Jeff Grimes

Engine Systems Engineer
DEV98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

—Original Message—

From: Bickas, Timothy (T.C.)
Sent: Monday, March 05, 2001 11:07 AM
To: Grimes, Jeff (J.R.)
Subject: Oil Pan Procedure

Jeff, the person that you want to talk to about the Oil Pan Procedure is Calvin Brower. He last stated that the only procedure to run for Oil Pan testing is the DVT. Perhaps he can update you on the progress.

Tim Bickas (TBICKES)

Michigan Proving Ground

(810) 752-8715

Fax: (810) 752-8701

EMAIL: TBICKES@FORD.COM <mailto:TBICKES@FORD.COM> <<mailto:TBICKES@FORD.COM>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 4:06 PM
To: Brower, Calvin (C.L.)
Cc: Ross, Robert (R.A.)
Subject: RE: Oil Pan Procedure

Design Verification Tests (DVT s)
Main Menu

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Tests (DVT s) book home page!

Welcome to the Design Verification

during tests.

Forms to be filled out

as feedback

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Mon, 26-Feb-2001
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Powertrain Operations
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Sent: Tuesday, March 06, 2001 10:58 AM

To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

Sorry, OK..That's why Tim gave me your name..

There seems to be some question as to the applicability of the Oil Pan Performance test...and uncertainty over which facilities can run it..Would I work with you to maybe revise the procedure??

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

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Sent: Tuesday, March 06, 2001 10:09 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

Jeff, we control the procedure not the testing. The system guys usually arrange to get a vehicle and write the test request. The vehicle is run at Romeo and they use our test procedure. If you need further info please give me a call.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 9:07 AM
To: Brower, Calvin (C.L.)
Subject: FW: Oil Pan Procedure

Calvin, do you have estimated timing on running the Oil Pan Performance Test on the LS?

Jeff Grimes
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Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
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-----Original Message-----

From: Bickes, Timothy (T.C.)
Sent: Monday, March 05, 2001 11:07 AM
To: Grimes, Jeff (J.R.)
Subject: Oil Pan Procedure

Jeff, the person that you want to talk to about the Oil Pan Procedure is Calvin Brower. He last stated that the only procedure to run for Oil Pan testing is the DVT. Perhaps he can update you on the progress.

Tim Bickes (TBICKES)
Michigan Proving Ground
(810) 752-8715
Fax: (810) 752-8701
EMAIL: TBICKES@FORD.COM <mailto:TBICKES@FORD.COM>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 4:00 PM
To: Arnold, Michael (M.J.)
Subject: FW: Oil Pan Procedure

Mike, do you have a DVT or CETP # in your DVPR

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5257 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 3:58 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

The CETP that is released is not used. If the new CETP ever gets released it will be used. All of our DVPR's require the DVT test and only the DVT test. It doesn't matter to me if the old CETP test gets deactivated or not.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 3:16 PM
To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

Great Thanx...I still see the CETP on the Web...should we deactivate it or remove it???

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5257 Fax: 313 594-7323 e-mail: jgrimes1@ford.com smallto:jgrimes1@ford.com
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-----Original Message-----

From: Brower, Calvin (C.L.)
Sent: Tuesday, March 06, 2001 3:10 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Oil Pan Procedure

The only test that currently is run is the DVT test, and until the CETP test is released the DVT test is the only one we will use. The DVT test is run at Romeo.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 1:46 PM
To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

Where do you intend for the test to be run? The current CETP cannot be run at DPG or MPG according to GTO personnel...

Jeff Grimes

Engine Systems Engineer
DEV98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
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Subject: FW: Oil Pan Procedure

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Jeff Grimes

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Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
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—Original Message—

From: Black, Timothy (T.G.)
Sent: Monday, March 05, 2001 11:07 AM
To: Grimes, Jeff (J.R.)
Subject: Oil Pan Procedure

Jeff, the person that you want to talk to about the Oil Pan Procedure is Calvin Brower. He last stated that the only procedure to run for Oil Pan testing is the DVT. Perhaps he can update you on the progress.

Tim Bickes (TBICKES)

Michigan Proving Ground

(810) 752-8715

Fax: (810) 752-8701

EMAIL: TBICKES@FORD.COM <mailto:TBICKES@FORD.COM> <<mailto:TBICKES@FORD.COM>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 06, 2001 3:16 PM
To: Brower, Calvin (C.L.)
Subject: RE: Oil Pan Procedure

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Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
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Jeff Grimes

Engine Systems Engineer
DEW96 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
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DEW68 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
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Fax: (810) 752-9701
EMAIL: TBICKES@FORD.COM <<mailto:TBICKES@FORD.COM>>

From: Grimes, Jeff (J.R.)
Sent: Monday, February 19, 2001 3:46 PM
To: Zltny, Dennis (D.R.); Jung, Chris (C.)
Subject: FW: Post Durability Sign-Off for 2002 Taurus - DD230046

Hi Dennis...Can you confirm that DEW has a common IPS with Taurus...And have we seen anything like this ?

Jeff Grimes

Engine Systems Engineer
DEW/88 V8 Engine Programs
Powertrain Operations
Ph: 313 222-6237 Fax: 313 884-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Moore, Donald (D.R.)
Sent: Saturday, February 17, 2001 2:02 PM
To: Grimes, Jeff (J.R.); Rosa, Robert (R.A.)
Subject: FW: Post Durability Sign-Off for 2002 Taurus - DD230045

-----Original Message-----

From: Moore, Donald (D.R.)
Sent: Saturday, February 17, 2001 1:50 PM
To: Sventickas, Ed (E.); Smaldone, Ronald (R.P.)
Cc: Manning, Mark (M.A.); Dixon, Matthew (M.H.); Lemm, Pamela (P.J.); Less, Mark (M.G.); Pan, Kathleen (K.R.); Patterson, Chad (C.S.); Phalen, Matt (M.); Wright, Anne (A.S.)
Subject: RE: Post Durability Sign-Off for 2002 Taurus - DD230045

Ed, Mark and I discussed this on Friday...I just spoke with Jeff Grimes regarding DEW experience with the sensor (same sensor) and he is not aware of any field concerns.

Ron, I assume that your team will work with Motorola to sort out this issue....please confirm your needs from us.

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Friday, February 16, 2001 5:04 PM
To: Less, Mark (M.G.); Pan, Kathleen (K.R.); Wright, Anne (A.S.); Moore, Donald (D.R.); Dixon, Matthew (M.H.); Patterson, Chad (C.S.)
Subject: RE: Post Durability Sign-Off for 2002 Taurus -- DD230045

Pls take the fuel smell/weep issues as significant events ...what do we need to do?

Ed Sventickas

Manager of 2.5/3.0L V8
Duratec Engines
V-Engine Engineering
Phone - 313 846 5080
Fax - 313 884 7323
esventic@ford.com <<mailto:esventic@ford.com>>
Text Pager:313-851-0828

-----Original Message-----

From: Less, Mark (M.G.)

Sent: Friday, February 16, 2001 10:54 AM
To: Pan, Kathleen (K.R.); Wright, Anne (A.S.); Moore, Donald (D.R.); Dixon, Matthew (M.H.); Patterson, Chad (C.S.)
Cc: Sventickas, Ed (E.)
Subject: FW: Post Durability Sign-Off for 2002 Taurus - DD230045

Kathleen and I looked at this vehicle this morning and every thing looked OK for 33,367 miles except for the oil pan is weeping on the LH side and there is a awful odor of fuel around the IPS and fuel line connection. The IPS has signs of a weep to the fuel rail attaching point. There is also signs of fuel weeping around the fuel line connector on the fuel rail.
The shorter R310 test now called R357 Durability, that is why the low miles (the old R310 miles were 75K).

I have asked for the engine when removed, for teardown.

Please have the sealing people look at this vehicle today for the weeps
Thanks

With best regards
Mark Less

3.0L 4V engine systems
P-845-4498 Cube # A1031 POEE
mless@ford.com <<mailto:mless@ford.com>>

-----Original Message-----

From: Popyk, Edward (E.A.)
Sent: Tuesday, February 13, 2001 6:45 AM
To: Abrams, Myron (M.); Anasovich, Steve (S.M.); Ambruster, Richard (R.F.); Belloli, Jim (J.); Benz, Greg (G.H.); Bonnie Fagerson; Borneo, Joseph (J.A.); Bresuit, Thomas (T.A.); bshidele@visteon.com <<mailto:bshidele@visteon.com>>; Casser, Chuck (C.S.); Cho, Kenneth (K.H.C.); Choudhury, Resul (R.K.); dndnd@visteon.com <<mailto:dndnd@visteon.com>>; Crisp, Sharon (S.); Cudo, Frank (F.J.); Deeb, Joe (J.S.); Debler, Melanis (M.); DeMarols, Paul (P.H.); Dempsey, Robert (R.J.); DeVito, Daniel (D.A.); Dixon, Matthew (M.H.); Dukes Jr., Arthur (A.); Eckert, Kenneth (K.H.); Edwards, Percy (P.); Edwards, Shaleisa (S.A.); egrazize@visteon.com <<mailto:egrazize@visteon.com>>; Flynn, Timothy (T.R.); Ford, Roy (R.A.); Frank.Padellik@ArvinMeritor.com <<mailto:Frank.Padellik@ArvinMeritor.com>>; Fredericks, Edward (E.W.); gary hawik; glhad@lear.com <<mailto:glhad@lear.com>>; Godswald, Ed (E.V.); Golan, Gary (G.R.); Groves Jr., Tom (T.); Gryzelius, Bryant (B.); Gutterberger, John (J.B.); Hamilton, Tyrone (T.D.); Hammer, Richard (R.M.); Havener, Kerry (K.T.); Hetzenhouse, Matt (M.); Hill, Joenne (J.L.); Hoar, Tim (T.M.); Holle, Perry (P.D.); Jackson, Tina (T.R.); Johnson, Ryan (R.); Kaph III, John (J.G.); Karanth, Dinkara (.); Kenney, Jeb (J.S.); Knapp, Greg (G.W.); Kobernik, Larry (L.C.); Kolb, David (D.S.); ksonan@visteon.com <<mailto:ksonan@visteon.com>>; Kuvdzil, Len (L.J.); Larin, Rex (R.M.); Leap-Apolloni, Laurine (L.J.); Less, Mark (M.G.); Levi, Richard (R.B.); Lockett, Graham (G.S.); Louzon, Mike (M.L.); Lubaski, Jeffrey (J.O.); Luther, Jeannette (J.M.); Macpherson, Barb (B.M.); Martel, Mark (M.J.); Marzonia, Ted (T.J.); Mastrogiacomo, Patrick (P.); Mastrogiacomo, Vincent (V.M.); Maude, Cynthia (C.); McMillin, Andrew (A.); mknorman@visteon.com <<mailto:mknorman@visteon.com>>; Moore, Donald (D.R.); mroose@visteon.com <<mailto:mroose@visteon.com>>; Mu, Pauline (P.S.); muccio@visteon.com <<mailto:muccio@visteon.com>>; Neckel, Jeffrey (J.J.); Newell, Sean (S.M.); Newsome III, William (W.H.); Osborne, Erin (E.C.); Ostrosky, James (J.P.); Pan, Kathleen (K.R.); Pandya, Arun (A.); Parkinson, C (C.E.); Patel, David (D.B.); Patterson, Chad (C.S.); Pinta, Thomas (T.J.); Popyk, Edward (E.A.); Powers, James (J.E.); Radebaugh, Marlene (M.A.); Ramseyer, Clay (C.F.); Rebandt, Henry (H.A.); Reddy, Kothe (K.S.); Reason, John (J.); Satava, Tom (T.J.); Schauder, Steven (S.J.); Scholer, Mark (M.T.); Seetharaman, Vinod (V.); Sethi, Subhash (S.C.); Shiffard, Kathy (K.); Shooks, Douglas (D.J.); Shuler, Katherine (K.); Spaulding, Todd (T.C.); Stawara, Mike (M.); Stryk, Jane (J.J.); Swenson, Dustin (D.J.); Teske, Chuck (C.E.); Thoman, Hunter (H.G.); Tripl, John (J.J.); trpoch@visteon.com <<mailto:trpoch@visteon.com>>; Yashi, Anil (A.M.); Walega, Kam (K.G.); Williams, Kevin (K.); Williams, Ray (R.B.); Woytowich, Dan (D.J.); Wozniak, Carolyn (C.J.); Wroten, Mary (M.A.); Zajac, Patrick (P.); Zimmerman, John (J.A.)
Subject: FW: Post Durability Sign-Off for 2002 Taurus - DD230045

2002 D188 Powertrain PMT,
The last regular durability vehicle for the 2002 program is available for post-durability review at EVB Thursday and Friday this week. It is a Duratec.

Edward A. Popyk
D188 Powertrain Project Management
epopyk@ford.com <<mailto:epopyk@ford.com>>
Phone (313) 32-39321
Fax (313) 39-03067

-----Original Message-----

From: Gramza, Maria (M.E.)
Sent: Monday, February 12, 2001 4:22 PM

Subject FW: Post Durability Sign-Off for 2002 Taurus - DD230045

To: D186 PST

*Marie Gramza, Vehicle Fleet Coordinator,
Administrative Assistant to Chuck Teske
Bldg2, MD1229, 24G25, [mgramza1@ford.com]
PH: 39-78353, FAX: 62-16971*

-----Original Message-----

From: Parkinson, C (C.E.)
Sent: Monday, February 12, 2001 3:06 PM
To: Gramza, Marie (M.E.)

Marie, please send this out to the 'PST'

-----Original Message-----

From: Williams, Pat (P.H.)
Sent: Monday, February 12, 2001 2:44 PM
To: Abinoja, Eddie (E.O.); Altama, John (J.); Barman, Steve (S.M.); Calderon, Jose (J.E.); Craig, Dan; Deva, Amit B.; Desai, Nitin (N.B.); Dixon, Matthew (M.H.); Eichhoff, Jeff (J.); El Ala, Rachid (R.E.); Golem, Gary (G.R.); Groves Jr., Tom (T.); Gryzbekus, Bryant; Havener, Kerry (K.T.); Kasmann, Sudak (S.); Keto, Jason; Landis, Leonard (L.A.); Lavina, Jerry (J.L.); Less, Mark; Lounds, Daniel (D.W.); Mardouaz, John; Martin, Michele (M.); Mazzella, Michael (M.C.); McGuidin, John (J.M.); Moore, Donald (D.R.); Nammalwar, Gih (G.); Newsome III, William (W.H.); Newton, Robert (R.G.); Nichols, Jim; O'Dell, Terry (T.B.); Ostrosky, James (J.P.); Padalk, Frank; Parkinson, C. (C.E.); Pfaffar, John (J.J.); Philip, Abraham; Radabaugh, Mariena; Romano, Ron (R.); Serber, Susan (S.); Sethi, Subhash (S.C.); Smaidone, Ronald (R.P.); Smith, Dwight (D.R.); Sonen, Kurt (K.); Watson, Tom; White, Douglas (D.B.); Williams, Kevin; Wycoff, Jon (J.M.); Yaldin, Morey (M.R.); Zink, Dave
Subject: Post Durability Sign-Off for 2002 Taurus - DD230045

There will be a post durability sign-off for vehicle DD230045 (318W571), a 2002 CP Taurus. The vehicle completed durability tests R367, R368, R359 and R315. The vehicle will be available for review and sign-off on Thursday (2/15/01) and Friday (2/16/01) between the hours of 8:00 a.m. and 3:00 p.m.. The vehicle will be located in the EVB (X-Garage) near the FWD desk. There will be a sign-off book near the vehicle so you can indicate what parts you want removed.

If you are unable to attend the review, please e-mail me a list of the parts you want removed.

Regards,
Pat Williams
Durability
Phone 39-03220
MD X-13 EVB

From: Grimes, Jeff (J.R.)
Sent: Saturday, February 17, 2001 6:09 AM
To: Gates, Edward (E.)
Cc: Gefos, Theodore (T.T.); Casedy, Michael (M.); Wilson, Ed (E.W.); Davis, Ian (I.R.); Arnold, Mike (M.S.); Atkinson, Mark (M.H.)
Subject: RE: JAG to DEW intake boss location

Ed I agree this needs to be considered. However, we need to kickoff the appropriate testing to determine impact of the bracket stiffness due to the offset bosses. This evaluation needs to be done prior to any tooling changes.

Jeff Grimes

Engine Systems Engineer
DEW03 V8 Engine Programs
Powertrain Operations
Ph: 313 323-4237 Fax: 313 394-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Atkinson, Mark (M.H.)
Sent: Friday, February 16, 2001 4:59 PM
To: Gates, Edward (E.)
Cc: Gefos, Theodore (T.T.); Grimes, Jeff (J.R.); Casedy, Michael (M.); Wilson, Ed (E.W.); Davis, Ian (I.R.); Arnold, Mike (M.S.)
Subject: FW: JAG to DEW intake boss location

Ed,

Please would you work towards commonising the throttle support boss location on the DEW03 manifold with the X202 manifold - without a common boss location for these two parts, any plans that we have to reduce Cleveland throttle support bracket complexity at the introduction of DEW03 will be meaningless.

Thanks.

Mark Atkinson
Systems Engineer, Jaguar JV8 Engine Design
Phone: +1 313-323-7721 Fax +1 313-390-9148
Email: matkins5@ford.com

—Original Message—

From: Kropp, Robert (R.A.)
Sent: Thursday, February 15, 2001 8:01 AM
To: Atkinson, Mark (M.H.); Grimes, Jeff (J.R.)
Cc: Kropp, Robert (R.A.)
Subject: JAG to DEW intake boss location

The JAG intake boss is forward of the DEW03 by 11.74879 mm and outboard by 9.038642 mm. << File: JAGfrint.jpg >> << File: JAGbotint.jpg >>

From: Grimes, Jeff (J.R.)
Sent: Thursday, February 08, 2001 4:48 PM
To: 'Skip Emig'
Subject: RE: Updated: Value Added Supplier Deep Dive at Uni Boring HMC

Skip, please use the AGENDA I forwarded...Its close to yours...but more in line with who I've lined up for the visit.

The agenda IS flexible

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 604-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Appointment—

From: Skip Emig [<mailto:emigs@uniboring.com>]
Sent: Thursday, February 08, 2001 3:30 PM
To: Wynns Precision; Roger Ollie; Pat Meredith; NaFab Steve Clausen; Mark Atkinson; Lisa N. Prevatts; Lisa Ashman; John Cornell; Jim_Bohlen@hayes-lemmerz.com; Jim_Bohlen@hayes-lemmerz.com; Jeffery Peters; Jeff Grimes (J.R.); Jan Marynowski (J.M.); Gus Moreno; Gregory Beaver; Glen Weiler; Edward Gates; Ed-Ford Henry; Craig Peterson (C.); Chad_Bullock; Bruce M. Hatton
Cc: Z Tucker; William Petek; Tom Anderson; Terry Lobsinger; Ted Gelfos; Ron Kurowski; Robert Rose (R.A.); Mike Mobley; Mark Atkinson; Mark Atkinson; Marcelo Pont; Kennyma@Uniboring.Com; Jorge Acosta; John Lohr; John N. Wegnitz; John Lyons; Jim Gardner; Jeff Kosko; Glen W. Steiger; Eduardo Varela; Don Watkins; Danna Russ; David Lindbauer; Dave Naboychik (Office); Casey Drenner; Carlo Muzo; Bravo Facundo; Bob Flowers; Angie Allen
Subject: Updated: Value Added Supplier Deep Dive at Uni Boring HMC
When: Tuesday, February 13, 2001 8:00 AM to Thursday, February 15, 2001 5:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Hispanic Manufacturing Facility (HMC-UniBoring) Clark St. Detroit

The following agenda will be maintained for the Value Added Ford Motor Company meeting:

Manifolds: DEW 2003 - Jaguar X201 - X-400 ...Customer: CEPII

Team of Suppliers: Bull off, Eaton Actuators, HLI Bristol & Wabash, FSI Foundries, NaFab, Tenet, Textron and Wynns

**Feb. 13th. Beginning,
8:00 AM Introductions
8:15 Review and concur on scope of Value Added review
8:45 Determine Customer Wants (Quality, Durability, Performance, Reliability, Low Cost etc.)
9:00 Discussion of Parts/Costs/Functions-Begin Brainstorming for Quality and Costs improvements immediately when discussing parts and functions.**

10:30 Discuss Quality Problems - review team leaders
list of quality concerns
11:30 Review of Supplier / Ford Quality Initiatives -
(8'D's) Work on closing out all open 8D's
Lunch- Off Site Buffet Mexican
12:30 Review of Supplies Manufacturing Process
1:00 Plant walk through
2:00 Discussion of plant walk - Idea generation
4:00 Review Manufacturing Processes for Tier 2 Suppliers
5:00 Session Ends

Feb. 14th. Day 2

8:00 AM Continue of Manufacturing Processes of tier 2
Suppliers
12:30 Lunch (Catered from AM menu selection)
1:00 Plant Floor Walk
2:00 Discussion of Plant Floor Walk - Idea Generation
4:00 Review Manufacturing Processes for Tier 2 suppliers
5:00 Session

Feb. 15th.

8:00 T-Chart Ideas- Do one or two as a team ... then split
up to maximize Charts. (Directional Charts must be used
for ideas. TBD's will not be accepted. Have cost
estimators Develop Action Plans and Next Steps).
12:00 PM Lunch (Box)
12:30 Resume T-Charting
2:00 Measure the value of each idea against the present
idea ...Value = Function/Cost
4:00 Management Report Out
5:00 Session Ends!

being held in conference room A (first building) at the

**Hispanic Manufacturing Center on Clark St. in Detroit
between Michigan Avenue and Vernor Hwy.**

From: Grimes, Jeff (J.R.)
Sent: Friday, February 02, 2001 12:07 PM
To: Arnold, Michael (M.J.); Alikhan, Saadi (S.)
Cc: Cesarz, Thomas (T.J.); Hanshaw, Jamie (J.C.); Peterson, Craig (C.)
Subject: RE: VAVE Implementation

Mike is correct. >Tom, Saadi...the intent was to commonize VCT and non-VCT fasteners...this wasn't an '03 issue.

Sopunds like it is released...why is it NOT in production? (or is it?)

Jeff Grimes

Engine Systems Engineer
DEW03 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: jgrimes1 or 8003600845@alphapage.airtouch.com

—Original Message—

From: Arnold, Michael (M.J.)
Sent: Wednesday, January 31, 2001 10:49 AM
To: Alikhan, Saadi (S.)
Cc: Grimes, Jeff (J.R.); Cesarz, Thomas (T.J.); Hanshaw, Jamie (J.C.); Peterson, Craig (C.)
Subject: RE: VAVE Implementation

Saadi, Tom-

We (DEW03) are carryover X400/X202 on all the VCT issues (except the actuator, where we are common with the 2.1L). I haven't done anything with the bolts, but I can't understand any reason that we aren't. On the list I sent you Tom, we listed the spider fasteners as carryover from X400/X202. I have no reason to be different from my Jag colleagues. I don't believe that there is a plan or an issue to develop a plan to correct. Am I missing something?

Jamie, is there any reason for DEW03 to have different spider fasteners than X400 and X202?

Jeff, is this really an issue to commonize the spider fasteners with the non-spider valve guide fasteners that you and Craig use on DEW01 and DEW02? If so, good luck and godspeed, but I am not the man you are looking for.

Thanks,
Mike Arnold
2003 3.0L DEW Engine Systems

—Original Message—

From: Alikhan, Saadi (S.)
Sent: Wednesday, January 31, 2001 10:15 AM
To: Arnold, Michael (M.J.)
Cc: Grimes, Jeff (J.R.); Cesarz, Thomas (T.J.)
Subject: RE: VAVE Implementation

We need Mike Arnold to inform us about the estimated schedule and plan.

Saadi Alikhan

Manufacturing Engineer

D.A.M.B. V6 Engine Assembly

Powertrain Operations

Ph: 216 676-7860 Fax: 216 676-7656 e-mail: salikhan@ford.com <mailto:salikhan@ford.com>

-----Original Message-----

From: Cesarz, Thomas (T.J.)
Sent: Wednesday, January 31, 2001 8:31 AM
To: Alikhan, Saadi (S.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: VAVE Implementation

X202 is set up to use same fastener pattern...I am suggesting to Mike Arnold that this same pattern be used for DEW03, this is still TBD as I have not seen diagrams.

-----Original Message-----

From: Alikhan, Saadi (S.)
Sent: Wednesday, January 31, 2001 6:02 AM
To: Cesarz, Thomas (T.J.)
Subject: FW: VAVE Implementation

Tom: Do you know if this is done?

Saadi Alikhan

Manufacturing Engineer

D.A.M.B. V6 Engine Assembly

Powertrain Operations

Ph: 216 676-7860 Fax: 216 676-7656 e-mail: salikhan@ford.com <mailto:salikhan@ford.com>

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, December 01, 2000 9:03 AM
To: Heck, Kevin (K.C.); Panis, Kamlesh (K.K.); Alikhan, Saadi (S.)
Cc: Cesarz, Thomas (T.J.)
Subject: VAVE Implementation

Gentlemen, one of the VAVE opportunities was to commonise spider fasteners between X400/DEW/X200.

A concern C11141068 was authorized, and noticed released to implement on September 9. Has this change shown up in production???

Jeff Grimes

Engine Systems Engineer
DEW00 V6 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 894-7823 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Friday, January 26, 2001 7:53 AM
To: Gates, Edward (E.)
Subject: FW: FW: IABV change February 2001.

Jeff Grimes
Engine Systems Engineer
DEN98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Wettach, Bill (B.)
Sent: Thursday, January 25, 2001 11:19 AM
To: Grimes, Jeff (J.R.)
Subject: FW: FW: IABV change February 2001.

Supplier supports the opinion -no problem

Regards,

Bill Wettach

Design Release - IACV, CMCV, IMTV, & IMRC

Components B - Intakes II

V-Engine Engineering

Phone 313.322.1695

Fax 313.322.9265

POSE AK114

WWETTACH@FORD.com

-----Original Message-----

From: Carl.Slindee@hap.com [mailto:Carl.Slindee@hap.com]
Sent: Thursday, January 25, 2001 9:20 AM
To: Wettach Bill (B.)
Subject: Re: FW: IABV change February 2001.

Bill,

No problem.

Thank you, Carl

"Wettach,

Bill (B.)"
<wwettach@for
d.com>

To: "Carl Slindee (E-mail)"
<carl.slindee@hap.com>

CC:

Subject:FW: IABV change February 2001.

01/24/2001
12:56 PM

Carl,

I assume no issues????

Regards,

Bill Wettach

Design Release - IACV, CMCV, INTV, & IMRC

Components B - Intakes II

V-Engine Engineering

Phone 313.322.1695

Fax 313.322.9265

POEE AX114

WWETTACH@FORD.com

> -----Original Message-----

> From: Grimes, Jeff (J.R.)

> Sent: Wednesday, January 24, 2001 12:04 PM

> To: Wettach, Bill (B.); Gates, Edward (E.)

> Cc: Peterson, Craig (C.); Parker, Kirk (K.M.); Cesarz, Thomas
(T.J.)

> Subject: IABV change February 2001.

> Importance: High

>
> Bill, Ed, please confirm with Hitachi that they are ready to support the
> new Trapezoidal IABV for PRODUCTION at CEP2 on February 24.

>
> They will not have releases from Cleveland...but should be well aware of
> the changeover timing. I know the part is already in production...so its
> just a volume confirmation.

>
> The part number is: 1F2E 9F715 AA

>
> Volumes will be less than ~300 weak, initially...

>
> Please confirm with an e-mail.

> Jeff Grimes

> Engine Systems Engineer

> DEW98 V6 Engine Programs

> Powertrain Operations

> Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com

> Text Page: Internal External

>

From: Grimes, Jeff (J.R.)
Sent: Monday, January 22, 2001 11:00 AM
To: 'Dholmgren@ezak-na.com'
Cc: Baldin, Fred (F.)
Subject: FW: "SERVICE FIXES" FOR 3.0L-V8 AND 3.0L-V6 LINCOLN LS FOR "long crank" ISSUE!!!

Don, Fred, How feasible is it to change over the new "Long crank fixed hardware from a vehicle/calibration side.

I would require A new upper Intake/IABV (unless Fred releases the Long Crank Fix with the IABV/Altitude idle flow fix)...

We need to capture/agree on all attributes/hardware impacted to determine if Mark's recommendation is feasible/justifiable.

Jeff Grimes

Engine Systems Engineer
DEW86 V6 Engine Programs
Powertrain Operations
Ph: 313 323-6237 Fax: 313 694-7393 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Campagnoli, Mark (M.P.)
Sent: Monday, January 22, 2001 10:44 AM
To: Brouwer, Larry (G.); Koche, Bill (B.J.)
Cc: Grimes, Jeff (J.R.); Islam, Kazi (K.); Baldin, Fred (F.); Cass, Joseph (J.E.); Gilewski, David (D.); Jorgensen, John (J.D.); Slater, Steve (S.); Ross, Robert (R.A.); Stals, Jerry (J.); Arning, Ralph (R.); Randle, Paul (P.R.); Gales, Dean (C.K.)
Subject: "SERVICE FIXES" FOR 3.0L-V8 AND 3.0L-V6 LINCOLN LS FOR "long crank" ISSUE!!!

I don't want to be instigator but I think we should strongly consider Issuing "Service Fixes" for the respective powerplants for the Lincoln LS for those vehicles exhibiting the annoyance prior to 9/29/00 for the V8 and upcoming prior to 2/28/01 for the V6.

We have warranty and GQRS and CQIS and ICCD that would be nice to tell people that if it really bugs you, take it back to your dealer and let them put in the fix for you.

The V8 ain't that bad...just a PCM and a jumper and an illustration and set of instructions on how to jump in the jumper wire for the IACV.

The V6, yea a little more involved, needs some hardware to go along with the PCM and jumper wire so we should kit up the V6 fix...but I think we should do it too.

What do you say gang?

We should instruct the Engine Service Engineering Group to start drafting the TSL. Then when it is ready to go, send it to Ralph Arning so he can get it into the system. I know initially, the warranty spike will hit, as it always does when you release a TSB, but after the initial shock, CUSTOMER SAT AND CUSTOMER LOYALTY will benefit.

Best Regards: Mark (wearing his QRT hat) Campagnoli :)

Now if the decision has been made to go forth with the service fixes, then ignore my note and consider this E-Mail, mail box clutter.

PS: If we are proceeding, timing?????????

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 18, 2001 9:11 AM
To: Elwell, Fred (F.)
Subject: FW: 2001MY Lincoln LS, 3.0L - Spark Plug

Fred, can you respond to ME with a brief technical description of whats changed on the plug to provide lower EMI. I believe its resistance issue??

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Honert, Gail (G.D.)
Sent: Thursday, January 18, 2001 7:25 AM
To: Grimes, Jeff (J.R.)
Cc: Torsky, Leonard (L.J.); Wittbrodt, Frank (F.J.); Rose, Robert (R.A.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff, in our certification information to Japan we used the part number, AWSF-32F. I will need a description of the difference between AWSF-32F and AGSF-32-FS.

Best Regards, Gail Honert
Vehicle Homologation: Engine Power, RFI/Electromagnetic Compatibility, Noise
Fairlane Plaza South, Suite 400, Phone: (313) 24-87011

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, January 17, 2001 10:16 AM
To: Honert, Gail (G.D.)
Cc: Torsky, Leonard (L.J.)
Subject: FW: 2001MY Lincoln LS, 3.0L - Spark Plug

FYI

Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000
"Only a virtuous people can be truly free"

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 17, 2001 10:05 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Frank, I have confirmed the following with Fred Elwell, spark Plug supplier on-site..

The following is accurate ONLY for the V6 3.0L Modular Engine as used in the Lincoln LS (230, 231, and 232 engine codes)

Current Production Spark Plug Specification

AGSF-32-FS

NEW Spark Plug Specification

AGSF-32-FSM

This planned as R/C for 2001. Once all vehicle teams authorize the concern (next week or two) Supplier requires 8-12 weeks to tool up, PPAP, and ship into CEP2. I fully expect the new plug to be in production ahead of 2002MY J1.

Jeff Grimes

Engine Systems Engineer

DEW98 V6 Engine Programs

Powertrain Operations

Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com

Text Page: Internal External

-----Original Message-----

From: Wittbrodt, Frank (F.J.)

Sent: Wednesday, January 17, 2001 9:17 AM

To: Grimes, Jeff (J.R.)

Cc: Torsky, Leonard (L.J.); Purzer, Richard (R.G.); Honert, Gail (G.D.)

Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff,

OK thanks. Please keep me in the loop when these specs change. Right now I will revise our AWSF-32F plug spec. to AWSF-32FSM for the 2002 program. Is this correct?

Also, since we handle other vehicle programs, what other models are included in "ALL CEP2"?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section

fwittbro@ford.com 313-84(58658)

53G113 MD-5000

"Only a virtuous people can be truly free"

-----Original Message-----

From: Grimes, Jeff (J.R.)

Sent: Wednesday, January 17, 2001 9:02 AM

To: Wittbrodt, Frank (F.J.)

Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Yes, if you ask Gail...she found out about this from me...I had initiated a request to Brian Jahn...

We are planning on taking the new Spark Plug...and yes, when it IS incorporated, it will be across ALL CEP2

Jeff Grimes

Engine Systems Engineer

DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, January 17, 2001 8:19 AM
To: Grimes, Jeff (J.R.)
Cc: Honert, Gail (G.D.); Torsky, Leonard (L.J.); Purzer, Richard (R.G.)
Subject: FW: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff,

Based on previous notes and the WERS concern, do you (if you are still following this program) know if our 2001 program will be affected by a new nickel plated spark plug spec. or will this be revised in the future? Can you advise us when?

Regards,

Frank J Wittbrodt
R&VT/EEEM/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000
"Only a virtuous people can be truly free"

-----Original Message-----

From: Honert, Gail (G.D.)
Sent: Wednesday, January 17, 2001 7:21 AM
To: Wittbrodt, Frank (F.J.)
Cc: Torsky, Leonard (L.J.)
Subject: 2001MY Lincoln LS, 3.0L - Spark Plug

Frank, could you recheck the spark plug part number for the 2001MY Lincoln LS, 3.0L? Our documentation shows the part number as AWSF-32F.

This request is in reference to WERS Concern C11132263. The program plans to go to a nickel plated plug, same performance. They will be adding an "M" onto the end of the part numbers to indicate this change. I was unable to find the Lincoln LS, 3.0L, spark plug in the listing in this Concern.

Best Regards, Gail Honert
Vehicle Homologation: Engine Power, RFI/Electromagnetic Compatibility, Noise
Fairlane Plaza South, Suite 400, Phone: (313) 24-87011

Previous note sent out by Len on Jan. 2, 2001 for reference

Gail; I took a look at concern C11132263 which relates to replacing current spark plugs with new ones containing nickel plated shells and it appears that the concern addresses only modular engines (2.5L and 3.0L) so it would be restricted to those products containing only those engines (Cougar/Taurus/DEW/Tribute). Also note that the concern is still in "investigate" status so there has been no approval yet by management to this concern.

Frank, please note if this goes thru it would affect any Taurus/DEW packages you are handling that contain spark plug numbers. It would change the spark plug

coding by adding an "M" to the number (AGSF-32FM; AGSF-32WM; ANSF-22FSM; AGSF-32FSM).

Regards,
Len Torsky
EEME - Regulatory Engineering Support
Bldg 5/Cube 3G111 (MD5000)
Ph:3371523; fax:3236277; ltorsky@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 17, 2001 10:05 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Frank, I have confirmed the following with Fred Etwell, spark Plug supplier on-site...

The following is accurate ONLY for the V6 3.0L Modular Engine as used in the Lincoln LS (230, 231, and 232 engine codes)

Current Production Spark Plug Specification
AGSF-32-F8
NEW Spark Plug Specification
AGSF-32-FSM

This planned as R/C for 2001. Once all vehicle teams authorize the concern (next week or two) Supplier requires 8-12 weeks to tool up, PPAP, and ship into CEP2.
I fully expect the new plug to be in production ahead of 2002MY J1.

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 884-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, January 17, 2001 9:17 AM
To: Grimes, Jeff (J.R.)
Cc: Torasky, Leonard (L.J.); Purzer, Richard (R.G.); Honert, Gail (G.D.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff,

OK thanks. Please keep me in the loop when these specs change. Right now I will revise our AWSF-32F plug spec. to AWSF-32FSM for the 2002 program. Is this correct?

Also, since we handle other vehicle programs, what other models are included in "ALL CEP2"?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-8000
"Only a virtuous people can be truly free"

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 17, 2001 9:02 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Yes, if you ask Gail...she found out about this from me...I had initiated a request to Brian Jahn...

We are planning on taking the new Spark Plug...and yes, when it IS incorporated, it will be across ALL CEP2

Jeff Grimes

Engine Systems Engineer
DEV98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----LHL

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, January 17, 2001 8:19 AM
To: Grimes, Jeff (J.R.)
Cc: Honert, Gail (G.D.); Torasky, Leonard (L.J.); Purzer, Richard (R.G.)
Subject: FW: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff,

Based on previous notes and the WERS concern, do you (if you are still following this program) know if our 2001 program will be affected by a new nickel plated spark plug spec. or will this be revised in the future? Can you advise us when?

Regards,

Frank J. Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000
"Only a virtuous people can be truly free"

-----Original Message-----

From: Honert, Gail (G.D.)
Sent: Wednesday, January 17, 2001 7:21 AM
To: Wittbrodt, Frank (F.J.)
Cc: Torasky, Leonard (L.J.)
Subject: 2001MY Lincoln LS, 3.0L - Spark Plug

Frank, could you recheck the spark plug part number for the 2001MY Lincoln LS, 3.0L? Our documentation shows the part number as AWSF-32F.

This request is in reference to WERS Concern C11132263. The program plans to go to a nickel plated plug, same performance. They will be adding an "M" onto the end of the part numbers to indicate this change. I was unable to find the Lincoln LS,3.0L, spark plug in the listing in this Concern.

Best Regards, Gail Honert

Vehicle Homologation: Engine Power, RFI/Electromagnetic Compatibility, Noise
Fairlane Plaza South, Suite 400, Phone: (313) 24-87011

Previous note sent out by Len on Jan. 2, 2001 for reference

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concern.

Frank, please note if this goes thru it would affect any Taurus/DEW packages you are handling that contain spark plug numbers. It would change the spark plug coding by adding an "M" to the number (AGSF-32FM; AGSF-32WM; AWSF-22FSM; AGSF-32FSM).

Regards,
Len Torsky
EEME - Regulatory Engineering Support
Bldg 5/Cube 3G111 (MD5000)
Ph:3371523; fax:3236277; ltorsky@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 17, 2001 9:18 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

CEP2 makes all 2.6 and 3.0L Duratec's...I can't be positive of ALL impacted programs, I only handle DEW
Keep in mind, the functional Specs of the plug do not change..The nickel plating is ONLY for appearance.

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, January 17, 2001 9:17 AM
To: Grimes, Jeff (J.R.)
Cc: Torsky, Leonard (L.J.); Purzer, Richard (R.G.); Honert, Gail (G.D.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

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Also, since we handle other vehicle programs, what other models are included in "ALL CEP2"?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000
"Only a virtuous people can be truly free"

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 17, 2001 9:02 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

Yes, if you ask Gail...she found out about this from me...I had initiated a request to Brian Jahn...

We are planning on taking the new Spark Plug...and yes, when it IS incorporated, it will be across ALL CEP2

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)

ER02-027 12152

Sent: Wednesday, January 17, 2001 8:19 AM
To: Grimes, Jeff (J.R.)
Cc: Honert, Gail (G.D.); Torsky, Leonard (L.J.); Purzer, Richard (R.G.)
Subject: FW: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff,

Based on previous notes and the WERS concern, do you (if you are still following this program) know if our 2001 program will be affected by a new nickel plated spark plug spec. or will this be revised in the future? Can you advise us when?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58656)
53G113 MD-5000

"Only a virtuous people can be truly free"

-----Original Message-----

From: Honert, Gail (G.D.)
Sent: Wednesday, January 17, 2001 7:21 AM
To: Wittbrodt, Frank (F.J.)
Cc: Torsky, Leonard (L.J.)
Subject: 2001MY Lincoln LS, 3.0L - Spark Plug

Frank, could you recheck the spark plug part number for the 2001MY Lincoln LS, 3.0L? Our documentation shows the part number as AWSF-32F.

This request is in reference to WERS Concern C11132283. The program plans to go to a nickel plated plug, same performance. They will be adding an "M" onto the end of the part numbers to indicate this change. I was unable to find the Lincoln LS,3.0L, spark plug in the listing in this Concern.

Best Regards, Gail Honert

Vehicle Homologation: Engine Power, RFI/Electromagnetic Compatibility, Noise
Fairlane Plaza South, Suite 400, Phone: (313) 24-87011

Previous note sent out by Len on Jan. 2, 2001 for reference

Gail; I took a look at concern C11132263 which relates to replacing current spark plugs with new ones containing nickel plated shells and it appears that the concern addresses only modular engines (2.5L and 3.0L) so it would be restricted to those products containing only those engines (Cougar/Taurus/DEW/Tribute). Also note that the concern is still in "investigate" status so there has been no approval yet by management to this concern.

Frank, please note if this goes thru it would affect any Taurus/DEW packages you are handling that contain spark plug numbers. It would change the spark plug coding by adding an "M" to the number (AGSF-32FM; AGSF-32WM; AWSF-22FSM; AGSF-32FSM).

Regards,
Len Torsky

EEME - Regulatory Engineering Support
Bldg 5/Cube 3G111 (MD5000)
Ph:3371523; fax:3236277; ltorsky@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 17, 2001 8:02 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001MY Lincoln LS, 3.0L - Spark Plug

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Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Pit: 313 323-5237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, January 17, 2001 8:19 AM
To: Grimes, Jeff (J.R.)
Cc: Honert, Gail (G.D.); Torsky, Leonard (L.J.); Purzer, Richard (R.G.)
Subject: FW: 2001MY Lincoln LS, 3.0L - Spark Plug

Jeff,

Based on previous notes and the WERS concern, do you (if you are still following this program) know if our 2001 program will be affected by a new nickel plated spark plug spec. or will this be revised in the future? Can you advise us when?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

"Only a virtuous people can be truly free"

-----Original Message-----

From: Honert, Gail (G.D.)
Sent: Wednesday, January 17, 2001 7:21 AM
To: Wittbrodt, Frank (F.J.)
Cc: Torsky, Leonard (L.J.)
Subject: 2001MY Lincoln LS, 3.0L - Spark Plug

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Best Regards, Gail Honert

Vehicle Homologation: Engine Power, RFI/Electromagnetic Compatibility, Noise
Fairlane Plaza South, Suite 400, Phone: (313) 24-87011

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Regards,
Len Torsky
EEME - Regulatory Engineering Support
Bldg 5/Cube 3G111 (MD5000)
Ph:3371523; fax:3236277; ltorsky@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 09, 2001 9:00 AM
To: Dummer, Eric (E.)
Subject: FW: Evaluation of 50 AFS Heads

I hope our ready...

Actually, it's a request. Have you completed all the runs... If so, I'll set up a meeting. If not, I need to know when, and what the hold up is, in case I can help to expedite

Jeff Grimes

Engine Systems Engineer
DEW08 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Rose, Robert (R.A.)
Sent: Tuesday, January 09, 2001 8:36 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Evaluation of 50 AFS Heads

Please set up a meeting Thurs or Fri this week to review dyna data and any other data that we want to discuss. We will also need Eric Dummer as well. Thanks.

Bob Rose
DEW08 V8 Engine Programs
2.5/3.0L V8 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rose1@ford.com <<mailto:rose1@ford.com>>

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, October 27, 2000 11:01 AM
To: Crowley, Pat (P.J.); Clark, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Miett, Alastair (A.); Whyman, Andrew (A.R.); Saldin, Fred (F.)
CC: Putnam, Craig (C.A.); McPherson, Jim (J.C.); Dummer, Eric (E.)
Subject: RE: Evaluation of 50 AFS Heads

Initially, DEW is planning the following Dyno evaluation...

3 Power tests utilizing current AFS58 heads
5 Power tests utilizing the 50AFS heads
3 power tests utilizing current AFS68 heads

This will give us a comfortable feeling regarding impact on engine power...

Emissions/calibration impact tests are TBD...

Jeff Grimes

Engine Systems Engineer
DEW08 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

—Original Message—

From: Crowley, Pat (P.J.)
Sent: Friday, October 27, 2000 10:43 AM
To: Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Malt, Alastair (A.); Grimes, Jeff (J.R.); Whyman, Andrew (A.R.); Baldwin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.)
Subject: Evaluation of 50 AFS Heads

This note is to keep everyone informed of what has been discussed on this subject. I'd like to keep the evaluation moving and avoid making decisions that aren't driven by data.

In order to evaluate the potential effect on air flow, 10 heads (5 LH and 5 RH) will be tested by Jim McPherson at SRL. We anticipate results similar to what was previously found on 3.9L, a 1.8% reduction in max air flow.

The real question, however, is what impact that will have on engine performance. I have initiated a study to take an analytical look using MANDY. While that will provide insight, some running engine work is unavoidable. In addition to running a performance check, we should also evaluate the effect on other calibration parameters and emissions. A set of heads each has been given to DEW and Jag systems. I believe they were machined as X-400, so they can't be adapted to a 2-step VCT application.

A final evaluation, should we pass all of the above, would be to run a limited pilot through CEP# 2 (quantities TBD) and the various assembly plants. We would switch the casting process back to 58AFS core sand until the engines can be thoroughly tested.

Patrick J. Crowley
Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-300-2672 / FAX 313-322-9266
pcrowie1@ford.com <<mailto:pcrowie1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 06, 2000 10:31 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: China Taurus/Sable - European Witness Testing

Frank, sorry I don't have responsibility for the Taurus/Sable... Please contact Don Moore (Supervisor) for his rep.

I only have the 3.0L 4V for Lincoln LS

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 822-6137 Fax: 313 884-7233 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, December 05, 2000 8:31 AM
To: Grimes, Jeff (J.R.)
Cc: Torsky, Leonard (L.J.); Samborski, Chris (C.E.); Purzer, Richard (R.G.)
Subject: FW: China Taurus/Sable - European Witness Testing

Jeff,

Could you get us the ignition coil part number? Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(68668)
63G113 MD-5000

"Only a virtuous people can be truly free"

—Original Message—

From: Samborski, Chris (C.E.)
Sent: Monday, December 04, 2000 4:32 PM
To: Torsky, Leonard (L.J.)
Cc: Wittbrodt, Frank (F.J.); Shah, Jindas (J.R.); Purzer, Richard (R.G.); Crosser, Jim (J.A.)
Subject: RE: China Taurus/Sable - European Witness Testing

Len -

- I am not sure what the future for China is at this time.
- Yes it is a 3.0 - 4V (Same as Korea).
- At first, I thought we needed more but, all we need (as a sample document) is just the parts list used for European Certification. The only part no.s that I don't have are what I have listed in the e-mail I sent below. I have found all the rest. I simply present a parts list (with part no.s) to the European Authority.
- At this time, we only have to supply part no.s and get the European authority to Witness and sign off that the test was conducted correctly. At this time, that is the direction. A full European Document is not required. However, as you know, that can change.

Thanks for your help. You have already answered some of my questions.

Please note: Most of this week I am Witness Testing with the Koreans... Have mercy upon me!

Chris

---Original Message---

From: Torsky, Leonard (L.J.)
Sent: Monday, December 04, 2000 2:34 PM
To: Samborski, Chris (C.E.)
Cc: Wittbrodt, Frank (F.J.); Shah, Jindas (J.R.); Purzer, Richard (R.G.); Closser, Jim (J.A.)
Subject: FW: China Taurus/Sable - European Witness Testing
Importance: High

Chris; Im going to respond to your note more from a generic CAPE standpoint but responding to your specific query (Frank will follow up with any Taurus specific action reqd).

First; we have not previously had been requested to support China homologation so we are not sure why you are requesting this info; will this be info that you will now require for all future China programs or is this a one shot request for some reason for this Taurus program? Below you indicated you had a "sample document" of what the authorities now require. Could we see what you are talking about? Is it a full blown euro application or something else?

Second; we do not really know what exactly you are trying to homologate. Re your info request, can you confirm model year and engine displacement? I can assume 2001 3.0L-4V but thats only a guess. Also, we have no idea at this time if China product is common with US variant or contains a unique emission system (again note that to date we had not been involved in China homologation). Assuming you want same as US info, I can address your requested items as follows:

Air Cleaner/Air Filter Element: Not CAPE responsibility
Crank Timing Sensor/Cyl Head Temp Sensor/Engine Calibration: Info Available in EPA documentation
Ignition Coil: We can request part number from engineering if you can confirm which engine (~2V or ~4V)
Regulator Assy/Fuel Pump: Not CAPE Responsibility
Spark Plug/Plug Gap: Info Available in EPA documentation

Please confirm if this is a one shot request or are you setting a precedent for all future China programs?

---Original Message---

From: Samborski, Chris (C.E.)
Sent: Friday, December 01, 2000 2:36 PM
To: Wittbrodt, Frank (F.J.); Shah, Jindas (J.R.)
Subject: FW: China Taurus/Sable - European Witness Testing
Importance: High

Frank -

This is a bit short notice. Sorry.

On December 12, We are testing Taurus's for China. I need a few part numbers. These part numbers are not contain with the CAPE Website. However, many part numbers were contained within the Korean Taurus information, so I already have many that I needed.

Can you get the part numbers list below for me by COB 12/8/00??? Maybe most of these part numbers may be contained within the EPA documents.

- Air Cleaner Assy
- Air Filter Element
- Crankshaft Timing Sensor
- Cylinder Head Temperature Sensor
- Engine Calibration Identifier
- Ignition Coil

- Regulator Assy - Fuel Pump
- Spark Plugs
- Spark plug gap (this is what the Europeans require)

Please respond as soon as you can with what you think you can do, so that if I need to go to other people I will have time to do it.

Jin -

I have worked through all this and have found that this is all we should need for the Witness Test. Is it possible that you could get these numbers if Frank is unable to help?

Thanks again for your help.

Chris

From: Grimes, Jeff (J.R.)
Sent: Friday, December 01, 2000 9:06 AM
To: Boeder, James (J.H.)
Cc: Lee, Pamela (P.F.)
Subject: RE: Anodize fitting on XW4E-8G442-AG

Jim, my thoughts are...we are fixing a problem that's been plaguing CEP2 for a couple of years...The sooner we get these implemented the better.

However, I don't think it warrants extreme measures to rework if production support is at risk. Lets bring the change in as expeditiously as we can, with risking quality or production. Let's be heroes :) for fixing the problem...not shutting down the line for lack of parts..

Thank for your efforts on this...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Boeder, James (J.H.)
Sent: Friday, December 01, 2000 8:56 AM
To: Grimes, Jeff (J.R.)
Cc: Lee, Pamela (P.F.)
Subject: FW: Anodize fitting on XW4E-9G442-AG

fyi, BW action to implement anodized fitting to support CEP's request to better Jan 2, 2001.

Jim Boeder (JBOEDER1) or jboeder1@ford.com
'02 3.0L-4V DEW98 ETA/ETA Champion
(313) 32-25588, Fax 32-29265, M/D 53, POEE Bldg
Components B, V Engine Engrg., Ford Motor Co.
Text Pager (313) 795-5225, Cube B0042 near E5

-----Original Message-----

From: Alikhan, Saadi (S.)
Sent: Friday, December 01, 2000 6:00 AM
To: 'Bliefnick, Todd (AFS-Dixon)'; Alikhan, Saadi (S.); Boeder, James (J.H.)
Cc: Rich, Tom (AFS-Dixon); Kallenbach, James (AFS-Dixon); Liska, Kevin R. (AFS-Warren); Holtham, Luke (AFS-Warren); Eisenberg, Lil (AFS-Dixon); Montanez, Rick (AFS-Dixon); Heck, Kevin (K.C.)
Subject: RE: Anodize fitting on XW4E-9G442-AG

If this is the best you can do, please proceed. Thanks.

Saadi Alikhan
Manufacturing Engineer

D.A.M.B. V6 Engine Assembly
Powertrain Operations
Ph: 216 676-7860 Fax: 216 676-7656 e-mail: salikhan@ford.com
<mailto:salikhan@ford.com>

-----Original Message-----

From: Bliefnick, Todd (AFS-Dixon) [mailto:TBliefnick@afs.bwauto.com]
Sent: Thursday, November 30, 2000 5:16 PM
To: 'salikhan@ford.com'; 'jboeder1@ford.com'
Cc: Rich, Tom (AFS-Dixon); Kallembach, James (AFS-Dixon); Liske, Kevin R. (AFS-Warren); Holtham, Luke (AFS-Warren); Eisenberg, Lil (AFS-Dixon); Montanez, Rick (AFS-Dixon)
Subject: Anodize fitting on XW4E-9G442-AG

Good Afternoon Saadi,

I have not consulted with anyone to calculate the cost to rework parts in-stock but I would like to propose a plan which would help you receive new stock as soon as possible.

Our schedule currently shows 480 pcs. due to ship 12/6 - these are in stock without anodized fittings - the DDL system shows that CEP will be short 47 pieces 12/11 if no shipment is made. The earliest we can retrofit anodized fittings on existing valves would be 12/8.

Would you consider a partial shipment non-anodized (1 skid, 240 pieces) to be shipped regularly on 12/6 and the balance sent with anodized fittings either 12/8 or 12/11?

Please let us know what your recommendations are before 12/6. Thank you in advance for your cooperation.

Regards,

Todd Bliefnick
Manufacturing and Quality Engineer

From: Grimes, Jeff (J.R.)
Sent: Monday, November 27, 2000 2:14 PM
To: Fabien, Phil (P.A.); Dummer, Eric (E.)
Subject: FW: Evaluation of 50 AFS Heads

Status of testing?

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Rose, Robert (R.A.)
Sent: Wednesday, November 22, 2000 9:57 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Evaluation of 50 AFS Heads

Where do we stand on engine testing....what is time line?

Bob Rose
DEW98 V8 Engine Programs
2.5/3.0L V8 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rose1@ford.com <<mailto:rose1@ford.com>>

-----Original Message-----

From: McPherson, Jim (J.C.)
Sent: Wednesday, November 22, 2000 7:00 AM
To: Crowley, Pat (P.J.)
Cc: Whyman, Andrew (A.R.); Sands, Duncan (D.); Davis, Ian (I.R.); Clarke, Richard (R.B.); Rose, Robert (R.A.); Page, Robert (R.W.); Malcolm, Lloyd (L.L.); Miatt, Alistair (A.)
Subject: RE: Evaluation of 50 AFS Heads

FRL has a total of 10 heads ea of the 50 and 58 AFS sand heads (equal numbers of LH and RH). I will check on the status this AM but they thought that getting them done by Christmas was an aggressive plan. How are the engine power curves going? I stopped by to talk with Alistair Miatt yesterday and told him I would get with the plant on timing for 2.5L heads. That request won't be quick to fulfill. As a point of interest, I've contacted Salvador Valtierra, NEMAK, to get information on the sand being used for the 2.0L. I've asked for grain fineness as well as surface roughness measurements (Rz). If NEMAK doesn't have the roughness measurements, EAP will get the data if NEMAK will provide heads.

Bob Page, Bob Rose

On this overall subject, The Essex Plant is going to be on the agenda on 11/28?? at CEP to talk about quality improvement roadmaps. This core material change will be one of the major topics of discussion at that meeting. I will need some estimated timing on DEW engine testing, and FRL flow test completion.

I will also need to provide the plant with requirements from the Jaguar side of the discussion. Given the testing that will be complete on the DEW engines. Any input from Jaguar would be greatly appreciated and would be worked into the timing plan for discussion at the CEP review.

-----Original Message-----

From: Crowley, Pat (P.J.)
Sent: Tuesday, November 21, 2000 10:00 AM
To: Miat, Alastair (A.); McPherson, Jim (J.C.)
Cc: Whyman, Andrew (A.R.); Sands, Duncan (D.); Davis, Ian (I.R.); Clarke, Richard (R.B.)
Subject: RE: Evaluation of 50 AFS Heads

We don't have 2.5L heads, can we get a few sets made (Jim)? It will be a bit time consuming getting them through CEP, but the alternatives also take a good four weeks for machining.

On another matter, Steve Parks will be conducting a MANDY study on the 2003 DEW baseline with flow coefficient reduced by 1.8%. It should be relatively quick, so hopefully we'll have something to mull over fairly soon.

Jim- how is the flow study progressing on the dozen or so 3.0L heads that were sent back to EAP?

Patrick J. Crowley
Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-390-2672 / FAX 313-322-6265
pcrowle1@ford.com <<mailto:pcrowle1@ford.com>>

—Original Message—
From: Miat, Alastair (A.)
Sent: Tuesday, November 21, 2000 9:55 AM
To: Crowley, Pat (P.J.); McPherson, Jim (J.C.)
Cc: Whyman, Andrew (A.R.); Sands, Duncan (D.); Davis, Ian (I.R.); Clarke, Richard (R.B.)
Subject: FW: Evaluation of 50 AFS Heads

PAT/JIM - I will be sending the one set of 3.0L heads which I have at my desk to Whitley for dyno testing which I believe Duncan is lining up. Do you have any 2.5L heads with the 50AFS cores? From what I've heard the 3.0L port is oversize for what it flows and so may not see a degradation in performance, but the 2.5L port was sized correctly when designed and so may be more sensitive to a drop in performance as the flow drops off. Hence I'm keen to test both 3.0L and 2.5L.

Alastair Miat, Jaguar V6 Engine Systems
Ford dial 8-24-86744; Tel +1 313-248-8744
Textpager <<mailto:3137855868@alphaspace.airtouch.com>>

—Original Message—
From: Grimes, Jeff (J.R.)
Sent: Friday, October 27, 2000 11:01 AM
To: Crowley, Pat (P.J.); Clarke, Richard (R.B.); Davis, Ian (I.R.); Ross, Robert (R.A.); Miat, Alastair (A.); Whyman, Andrew (A.R.); Baldwin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.); Dunner, Eric (E.)
Subject: RE: Evaluation of 50 AFS Heads

Initially, DEW is planning the following Dyno evaluation...

- 3 Power tests utilizing current AFS58 heads
- 5 Power tests utilizing the 50AFS heads
- 3 power tests utilizing current AFS58 heads

This will give us a comfortable feeling regarding impact on engine power...

Emissions/calibration impact tests are TBD...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs

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Sent: Friday, October 27, 2000 10:43 AM
To: Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Miett, Alastair (A.); Grimes, Jeff (J.R.); Whyman, Andrew (A.R.); Baklin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.)
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A final evaluation, should we pass all of the above, would be to run a limited pilot through CEP# 2 (quantities TBD) and the various assembly plants. We would switch the casting process back to 58AFS core sand until the engines can be thoroughly tested.

Patrick J. Crowley

Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-390-2672 / FAX 313-322-8265
pcrowe1@ford.com <<mailto:pcrowe1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 22, 2000 10:01 AM
To: Dummer, Eric (E.); Fabien, Phil (P.A.)
Subject: FW: Evaluation of 50 AFS Heads

Guys, I need timing on running the 50 AFS heads?

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6337 Fax: 313 884-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) | [External](#)

—Original Message—

From: Rose, Robert (R.A.)
Sent: Wednesday, November 22, 2000 9:57 AM
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2.5/3.0L V8 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rose1@ford.com <<mailto:rose1@ford.com>>

—Original Message—

From: McPherson, Jim (J.C.)
Sent: Wednesday, November 22, 2000 7:00 AM
To: Crowley, Pat (P.J.)
CC: Whyman, Andrew (A.R.); Sands, Duncan (D.); Davis, Ian (I.A.); Clarke, Richard (R.B.); Rose, Robert (R.A.); Page, Robert (R.W.);
Masonville, Lloyd (L.L.); Miatt, Alastair (A.)
Subject: RE: Evaluation of 50 AFS Heads

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Bob Page, Bob Rose

On this overall subject, The Essex Plant is going to be on the agenda on 11/28?? at CEP to talk about quality improvement roadmaps. This core material change will be one of the major topics of discussion at that meeting. I will need some estimated timing on DEW engine testing, and FRL flow test completion.

I will also need to provide the plant with requirements from the Jaguar side of the discussion. Given the testing that will be complete on the DEW engines. Any input from Jaguar would be greatly appreciated and would be worked into the timing plan for discussion at the CEP review.

—Original Message—

From: Crowley, Pat (P.J.)
Sent: Tuesday, November 21, 2000 10:00 AM
To: Mlatt, Alastair (A.); McPherson, Jim (J.C.)
Cc: Whyman, Andrew (A.R.); Sands, Duncan (D.); Davis, Ian (I.R.); Clarke, Richard (R.B.)
Subject: RE: Evaluation of 50 AFS Heads

We don't have 2.5L heads, can we get a few sets made (Jim)? It will be a bit time consuming getting them through CEP, but the alternatives also take a good four weeks for machining.

On another matter, Steve Parks will be conducting a MANDY study on the 2003 DEW baseline with flow coefficient reduced by 1.8%. It should be relatively quick, so hopefully we'll have something to mull over fairly soon.

Jim- how is the flow study progressing on the dozen or so 3.0L heads that were sent back to EAP?

Patrick J. Crowley
Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-380-2672 / FAX 313-322-8265
pcrowle1@ford.com <<mailto:pcrowle1@ford.com>>

-----Original Message-----

From: Mlatt, Alastair (A.)
Sent: Tuesday, November 21, 2000 9:55 AM
To: Crowley, Pat (P.J.); McPherson, Jim (J.C.)
Cc: Whyman, Andrew (A.R.); Sands, Duncan (D.); Davis, Ian (I.R.); Clarke, Richard (R.B.)
Subject: FW: Evaluation of 50 AFS Heads

PAT/JIM - I will be sending the one set of 3.0L heads which I have at my desk to Whiteley for dyno testing which I believe Duncan is lining up. Do you have any 2.5L heads with the 80AFS cores? From what I've heard the 3.0L port is oversize for what it flows and so may not see a degradation in performance, but the 2.5L port was sized correctly when designed and so may be more sensitive to a drop in performance as the flow drops off. Hence I'm keen to test both 3.0L and 2.5L.

Alastair Mlatt, Jaguar V6 Engine Systems
Ford dial 8-24-88744; Tel +1 313-248-8744
Textpager <<mailto:3137955668@alohapage.alfatouch.com>>

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 27, 2000 11:01 AM
To: Crowley, Pat (P.J.); Clarke, Richard (R.B.); Davis, Ian (I.R.); Romo, Robert (R.A.); Mlatt, Alastair (A.); Whyman, Andrew (A.R.); Beldin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.); Dummer, Eric (E.)
Subject: RE: Evaluation of 50 AFS Heads

Initially, DEW is planning the following Dyno evaluation...

3 Power tests utilizing current AFS68 heads
5 Power tests utilizing the 50AFS heads
3 power tests utilizing current AFS56 heads

This will give us a comfortable feeling regarding Impact on engine power...

Emissions/calibration Impact tests are TBD...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs

—Original Message—

From: Crowley, Pat (P.J.)
Sent: Friday, October 27, 2000 10:43 AM
To: Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Miatt, Alastair (A.); Grimes, Jeff (J.R.); Whyman, Andrew (A.R.); Baldin, Fred (F.)
Co: Putnam, Craig (C.A.); McPherson, Jim (J.C.)
Subject: Evaluation of 50 AFS Heads

This note is to keep everyone informed of what has been discussed on this subject. I'd like to keep the evaluation moving and avoid making decisions that aren't driven by data.

In order to evaluate the potential effect on air flow, 10 heads (5 LH and 5 RH) will be tested by Jim McPherson at SRL. We anticipate results similar to what was previously found on 3.9L, a 1.8% reduction in max air flow.

The real question, however, is what impact that will have on engine performance. I have initiated a study to take an analytical look using MANDY. While that will provide insight, some running engine work is unavoidable. In addition to running a performance check, we should also evaluate the effect on other calibration parameters and emissions. A set of heads each has been given to DEW and Jag systems. I believe they were machined as X-400, so they can't be adapted to a 2-step VCT application.

A final evaluation, should we pass all of the above, would be to run a limited pilot through CEP# 2 (quantities TBD) and the various assembly plants. We would switch the casting process back to 58AFS core sand until the engines can be thoroughly tested.

Patrick J. Crowley

Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-390-2672 / FAX 313-322-8265
pcrowle1@ford.com <<mailto:pcrowle1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 31, 2000 8:08 AM
To: Cearz, Thomas (T.J.)
Subject: RE: DF00E11119122000

Good Catch. I never even saw this concern, and didn't know it was happening.

Your right. The BM level TB is released to an auto (correctly) and a bunch of antique codes.
The DE level should ONLY be released to the 231 code.

I'm chasing it...and will let you know when its resolved.

Thanx!

Jeff Grimes

Engine Systems Engineer
DEW99 V6 Engine Programs
Powertrain Operations
Ph: 313 522-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Cearz, Thomas (T.J.)
Sent: Saturday, October 28, 2000 3:10 PM
To: Grimes, Jeff (J.R.)
Subject: DF00E11119122000

Jeff, this notice concerns DEW throttle bodies..usages look to be confused. Should be manual vs auto. Please look at this and advise. Tom

From: Grimes, Jeff (J.R.)
Sent: Friday, October 27, 2000 11:04 AM
To: McPherson, Jim (J.C.)
Subject: RE: Evaluation of 50 AFS Heads

The Dyno scheduling meeting is this afternoon...I'll have feedback on Monday.

Each of the tests should be less than a day, once we get into a cell.

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: McPherson, Jim (J.C.)
Sent: Friday, October 27, 2000 11:03 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Evaluation of 50 AFS Heads

Any idea of the timing on the tests? How long do each of the power tests take? Thanks for your help.

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, October 27, 2000 11:01 AM
To: Crowley, Pat (P.J.); Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Matt, Alastair (A.); Whyman, Andrew (A.R.);
Baldin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.); Dummer, Eric (E.)
Subject: RE: Evaluation of 50 AFS Heads

Initially, DEW is planning the following Dyno evaluation...

3 Power tests utilizing current AFS58 heads
5 Power tests utilizing the 50AFS heads
3 power tests utilizing current AFS58 heads

This will give us a comfortable feeling regarding impact on engine power...

Emissions/calibration impact tests are TBD...

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Crowley, Pat (P.J.)
Sent: Friday, October 27, 2000 10:43 AM
To: Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Matt, Alastair (A.); Grimes, Jeff (J.R.); Whyman, Andrew (A.R.); Baldin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.)
Subject: Evaluation of 50 AFS Heads

This note is to keep everyone informed of what has been discussed on this subject. I'd like to keep the evaluation moving and avoid making decisions that aren't driven by data.

In order to evaluate the potential effect on air flow, 10 heads (5 LH and 5 RH) will be tested by Jim McPherson at SRL. We anticipate results similar to what was previously found on 3.9L, a 1.8% reduction in max air flow.

The real question, however, is what impact that will have on engine performance. I have initiated a study to take an analytical look using MANDY. While that will provide insight, some running engine work is unavoidable. In addition to running a performance check, we should also evaluate the effect on other calibration parameters and emissions. A set of heads each has been given to DEW and Jag systems. I believe they were machined as X-400, so they can't be adapted to a 2-step VCT application.

A final evaluation, should we pass all of the above, would be to run a limited pilot through CEP# 2 (quantities TBD) and the various assembly plants. We would switch the casting process back to 58AFS core sand until the engines can be thoroughly tested.

Patrick J. Crowley
Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-390-2872 / FAX 313-322-9285
pcrowle1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 27, 2000 11:01 AM
To: Crowley, Pat (P.J.); Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Mlatt, Alastair (A.); Whyman, Andrew (A.R.); Baldin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.); Dummer, Eric (E.)
Subject: RE: Evaluation of 50 AFS Heads

Initially, DEW is planning the following Dyno evaluation...

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5 Power tests utilizing the 50AFS heads
3 power tests utilizing current AFS58 heads

This will give us a comfortable feeling regarding impact on engine power...

Emissions/calibration impact tests are TBD...

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 522-5237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Crowley, Pat (P.J.)
Sent: Friday, October 27, 2000 10:43 AM
To: Clarke, Richard (R.B.); Davis, Ian (I.R.); Rose, Robert (R.A.); Mlatt, Alastair (A.); Grimes, Jeff (J.R.); Whyman, Andrew (A.R.); Baldin, Fred (F.)
Cc: Putnam, Craig (C.A.); McPherson, Jim (J.C.)
Subject: Evaluation of 50 AFS Heads

This note is to keep everyone informed of what has been discussed on this subject. I'd like to keep the evaluation moving and avoid making decisions that aren't driven by data.

In order to evaluate the potential effect on air flow, 10 heads (5 LH and 5 RH) will be tested by Jim McPherson at SRL. We anticipate results similar to what was previously found on 3.9L, a 1.8% reduction in max air flow.

The real question, however, is what impact that will have on engine performance. I have initiated a study to take an analytical look using MANDY. While that will provide insight, some running engine work is unavoidable. In addition to running a performance check, we should also evaluate the effect on other calibration parameters and emissions. A set of heads each has been given to DEW and Jag systems. I believe they were machined as X-400, so they can't be adapted to a 2-step VCT application.

A final evaluation, should we pass all of the above, would be to run a limited pilot through CEP#2 (quantities TBD) and the various assembly plants. We would switch the casting process back to 58AFS core sand until the engines can be thoroughly tested.

Patrick J. Crowley

Cylinder Head Component Engineer
Component Engineering B
V-Engine Engineering
Ph 313-390-2672 / FAX 313-322-9265
pcrowie1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 20, 2000 9:22 AM
To: Jabbour, Paul (P.)
Subject: RE: Exhaust Valve timing for revised ramp.

Dava Pos

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 323-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Jabbour, Paul (P.)
Sent: Friday, October 20, 2000 8:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Exhaust Valve timing for revised ramp.

who is the launch manager at CEP...that's the person that Larry wants...thanks.

Paul Jabbour (313)-323-2546
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-795-0546
<http://vm4.dearborn.ford.com/cgi/torpage?>
http://webmsg.aitouch.com/textmsg_body.html
Home email: pjabbour@peoplepc.com

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, October 20, 2000 8:16 AM
To: Wittbrodt, Frank (F.J.)
Cc: Oravetz, Peter (P.M.); Dummer, Eric (E.); Rosa, Robert (R.A.); Jabbour, Paul (P.)
Subject: FW: Exhaust Valve timing for revised ramp.

Frank, this note confirms that the Korea/Japan Specification Table remains accurate when we introduce the revised exhaust ramp on -AC engines. No changes required!

If you have any questions, please let me know.!

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 323-6237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Oravetz, Peter (P.M.)
Sent: Friday, October 20, 2000 7:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Exhaust Valve timing for revised ramp.

AGREE

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 20, 2000 7:36 AM
To: Cravetz, Peter (P.M.)
Cc: Dummer, Eric (E.)
Subject: Exhaust Valve timing for revised ramp.

Pete, according to currently certified paperwork our exhaust valve timing is:

Open: 67.6 BBDC
Close: 11.5 ATDC
Lift: 0.48mm

Please respond agree or disagree (with corrections) to the following statement:

The revised exhaust camshaft ramp does not change valve-open or valve-close timing.

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6287 Fax: 313 894-7323 e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Friday, October 20, 2000 8:16 AM
To: Wittbrodt, Frank (F.J.)
Cc: Oravetz, Peter (P.M.); Dummer, Eric (E.); Rose, Robert (R.A.); Jabbour, Paul (P.)
Subject: FW: Exhaust Valve timing for revised ramp.

Frank, this note confirms that the Korea/Japan Specification Table remains accurate when we introduce the revised exhaust ramp on -AC engines. No changes required!

If you have any questions, please let me know.!

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Oravetz, Peter (P.M.)
Sent: Friday, October 20, 2000 7:56 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Exhaust Valve timing for revised ramp.

AGREE

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, October 20, 2000 7:38 AM
To: Oravetz, Peter (P.M.)
Cc: Dummer, Eric (E.)
Subject: Exhaust Valve timing for revised ramp.

Pete, according to currently certified paperwork our exhaust valve timing is:

Open: 57.5 BBDC
Close: 11.5 ATDC
Lift: 9.48mm

Please respond agree or disagree (with corrections) to the following statement:

The revised exhaust camshaft ramp does not change valve-open or valve-close timing.

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com [smallto:jgrimes1@ford.com](mailto:jgrimes1@ford.com)
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 11:10 AM
To: Jabbour, Paul (P.)
Subject: RE: 2002 Europe Market LS???

We are ALL SET...No updates to 2002 vehicles required.

Jeff Grimes

Engine Systems Engineer
DEV98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 11:09 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2002 Europe Market LS???

Jeff, the words came from Rick Galli and he told me to ask Donly since he knows what's going on! From Donly's note, it sounds like no updates are to take place and that we are all set?

Paul Jabbour (313)-323-2548
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-795-0548
<http://Am4.dearborn.ford.com/cgi/tadpage?>
http://webmsg.aitouch.com/tadmsg_body.html
Home email: pjabbour@peoplepc.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 11:05 AM
To: Jabbour, Paul (P.)
Subject: FW: 2002 Europe Market LS???

Paul, who is telling you that cert vehicles require updating?

Jeff Grimes

Engine Systems Engineer
DEV98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Elkins, Donly (D.)
Sent: Monday, October 16, 2000 11:03 AM
To: Grimes, Jeff (J.R.)
Cc: Peterson, Craig (C.); Ross, Robert (R.A.); Jabbour, Paul (P.); Oravetz, Peter (P.M.)
Subject: RE: 2002 Europe Market LS???

Jeff,

You are absolutely right, all of the 2002 CP builds were built with the revised ramp cast exhaust

cams. The part numbers are: 1X4E-6A268-CA RH Exh
1X4E-6A269-BB LH Exh

Not sure where all the confusion is coming from.

Donly Elkins

Phone: 313 32-38236

Lincoln LS V8 Engine Technologist

Fax: 313 59-47323

Powertrain Operations

Pager: 313-861-2636

delkins1@ford.com <<mailto:delkins1@ford.com>> <<<mailto:delkins1@ford.com>>>

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:47 AM
To: Jabbour, Paul (P.)
Cc: Peterson, Craig (C.); Elkins, Donly (D.); Rose, Robert (R.A.)
Subject: RE: 2002 Europe Market LS???

Paul, I too understood that ALL 2002 CP builds DID have the revised exhaust camshaft...

DONLY: Please confirm...

Paul, Bob and I will be in Cleveland on Wednesday, supplier visit...Craig Peterson can support, however...and will have an update on cert vehicles for '02.

Jeff Grimes

Engine Systems Engineer
DEV08 V8 Engine Programs
Powertrain Operations

Ph: 313 323-8237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com smelko:jgrimes1@ford.com

Text Page: [Internal](#) [External](#)

---Original Message---

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:39 AM
To: Grimes, Jeff (J.R.)
Cc: Elkins, Donly (D.); Cibulas, Steve (S.M.)
Subject: RE: 2002 Europe Market LS???

Jeff,

I was at today's prototype PAT and they mentioned that all the 2002 V6 cert vehicles will have to be reworked to install new exhaust cams. I thought we already had that in the builds.

What's going on? How come we or at least I was not aware of this item...this should have been highlighted or mentioned at our P/T PMT. Do you know what's going on? Do we need to have it as a walk-in for our Wednesday PMT to discuss and inform the whole team?

Thanks.

Paul Jabbour (313)-323-2546

Lincoln LS Powertrain PMT OPD 2001-02

Text Pager (313)-795-0546

<http://m4.dearborn.ford.com/cgi/textpage?>

http://webmsg.alltouch.com/textmsg_body.html

Home email: pjabbour@peoplepc.com <<mailto:pjabbour@peoplepc.com>>

From: Grimes, Jeff (J.R.)
Sent: Monday, October 18, 2000 11:05 AM
To: Jabbour, Paul (P.)
Subject: FW: 2002 Europe Market LS???

Paul, who is telling you that cert vehicles require updating?

Jeff Grimes

Engine Systems Engineer
DEW60 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Elkins, Donly (D.)
Sent: Monday, October 16, 2000 11:03 AM
To: Grimes, Jeff (J.R.)
Cc: Peterson, Craig (C.); Ross, Robert (R.A.); Jabbour, Paul (P.); Oravetz, Peter (P.M.)
Subject: RE: 2002 Europe Market LS???

Jeff,

You are absolutely right, all of the 2002 CP builds were built with the revised ramp cast exhaust cams.
The part numbers are: 1X4E-6A266-CA RH Exh
1X4E-6A269-BB LH Exh

Not sure where all the confusion is coming from.

Donly Elkins

Lincoln L9 V8 Engine Technologist
Powertrain Operations
delkins1@ford.com <<mailto:delkins1@ford.com>> <<<mailto:delkins1@ford.com>>>
Phone: 313 32-36238
Fax: 313 59-47323
Pager: 313-851-2538

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:47 AM
To: Jabbour, Paul (P.)
Cc: Peterson, Craig (C.); Elkins, Donly (D.); Ross, Robert (R.A.)
Subject: RE: 2002 Europe Market LS???

Paul, I too understood that ALL 2002 CP builds DID have the revised exhaust camshaft...

DONLY: Please confirm...

Paul, Bob and I will be in Cleveland on Wednesday, supplier visit... Craig Peterson can support, however... and will have an update on cert vehicles for '02.

Jeff Grimes

Engine Systems Engineer
DEW60 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

—Original Message—
From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:39 AM
To: Grimes, Jeff (J.R.)
Cc: Elkins, Donly (D.); Cibulas, Steve (S.M.)
Subject: RE: 2002 Europe Market LS???

Jeff,

I was at today's prototype PAT and they mentioned that all the 2002 V8 cert vehicles will have to be reworked to install new exhaust cams. I thought we already had that in the builds.

What's going on? How come we or at least I was not aware of this item...this should have been highlighted or mentioned at our P/T PMT. Do you know what's going on? Do we need to have it as a walk-in for our Wednesday PMT to discuss and inform the whole team?

Thanks.

Paul Jabbour (313)-323-2546
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-795-0546
<mailto:psjabbour@psopplinc.com>?
http://webmail.airtouch.com/textmsg_body.html
Home email: psjabbour@psopplinc.com <<mailto:psjabbour@psopplinc.com>>

—Original Message—
From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:04 AM
To: Jabbour, Paul (P.); Emke, Susan (S.M.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.)
Subject: 2002 Europe Market LS???

Paul, Susan, are we planning on selling the LS in Europe? Frank Wittbrodt (homologation) is under the impression that we begin selling the LS in Europe beginning 2002. They have a homologation filing date of November 2000...

Please advise...

Jeff Grimes

Engine Systems Engineer
DEV08 V8 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 884-7323 e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:54 AM
To: Jabbour, Paul (P.)
Subject: RE: 2002 Europe Market LS???

Paul, please DO ask Mr. Jahn if he feels this change impacts Korea homologation....

Jeff Grimes

Engine Systems Engineer
DEW90 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:40 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2002 Europe Market LS???

Jeff, they are using US calibration...there was work done to provide a European body/fog lamps/etc and us calibration. I am not sure about the certification...that might have changed to us? Brian Jahn will be able to tell us. Do you want me to contact him?

Paul Jabbour (313)-323-2546
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-795-0546
<http://m4.dearborn.ford.com/cgi/txtpage?>
http://webmag.e1touch.com/txtmag_body.html
Home email: pjabbour@peoplepc.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:36 AM
To: Jabbour, Paul (P.)
Cc: Wittbrodt, Frank (F.J.); Peterson, Craig (C.); Asee, Robert (R.A.)
Subject: RE: 2002 Europe Market LS???

Thanx Paul...Frank/Craig...Israel is considered a European build-from ...therefore requiring European certification...Documentation requested by Frank for the 2002 is VALID...

Craig, please support...

Jeff Grimes

Engine Systems Engineer
DEW90 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:30 AM
To: Grimes, Jeff (J.R.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.); Jahn, Brian (B.C.); Emka, Susan (S.M.)
Subject: RE: 2002 Europe Market LS???

The LS will not be going to Europe in 2002 or 2003. There are European build from ie Israel.
The latest PDL does highlight the markets we are going to: North
America/GCC/Japan/Korea/Israel.

The latest PDL # for 2002 is CLQ-0125 and the older CLQ-0111 (contains all the P/T content).

Thanks.

Paul Jabbour (313)-323-2546
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-795-0546
<http://vm4.dearbom.ford.com/cgi/textpage?>
http://webmsg.airtouch.com/webmsg_body.html
Home email: pjabbour@peoplepc.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:04 AM
To: Jabbour, Paul (P.); Emke, Susan (S.M.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.)
Subject: 2002 Europe Market LS??

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Please advise...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:47 AM
To: Jabbour, Paul (P.)
Subject: RE: 2002 Europe Market LS???

I think Brian and Frank work together...

Jeff Grimes

Engine Systems Engineer
DEW04 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:40 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2002 Europe Market LS???

Jeff, they are using US calibration...there was work done to provide a European body/fog lamps/etc and us calibration. I am not sure about the certification...that might have changed to us? Brian Jahn will be able to tell us. Do you want me to contact him?

Paul Jabbour (313)-323-2646
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-796-0546
<http://vm4.detroit.ford.com/cgi/txopage?>
http://webmsg.sitouch.com/txmsg_body.html
Home email: pjabbour@peoplepc.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:36 AM
To: Jabbour, Paul (P.)
Cc: Wittbrodt, Frank (F.J.); Peterson, Craig (C.); Rose, Robert (R.A.)
Subject: RE: 2002 Europe Market LS???

Thanx Paul...Frank/Craig...Israel is considered a European build-from ...therefore requiring European certification...Documentation requested by Frank for the 2002 is VALID...

Craig, please support...

Jeff Grimes

Engine Systems Engineer
DEW04 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:30 AM
To: Grimes, Jeff (J.R.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.); Jahn, Brian (B.C.); Emke, Susan (S.M.)
Subject: RE: 2002 Europe Market LS???

The LS will not be going to Europe in 2002 or 2003. There are European build from ie Israel. The latest PDL does highlight the markets we are going to: North America/GCC/Japan/Korea/Israel.

The latest PDL # for 2002 is CLQ-0125 and the older CLQ-0111 (contains all the P/I content).

Thanks.

Paul Jabbour (313)-323-2548
Lincoln LB Powertrain PMT OPD 2001-02
Text Pager (313)-795-0548
<http://vm4.detroit.ford.com/cgi/textpage?>
http://webmsg.slnouch.com/textmag_body.html
Home email: pjabbour@peoplespc.com

—Original Message—
From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:04 AM
To: Jabbour, Paul (P.); Emke, Susan (S.M.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.)
Subject: 2002 Europe Market LS??

Paul, Susan, are we planning on selling the LS in Europe? Frank Wittbrodt (homologation) is under the impression that we begin selling the LS in Europe beginning 2002. They have a homologation filing date of November 2000...

Please advise...

Jeff Grimes
Engine Systems Engineer
DEV08 V8 Engine Programs
Powertrain Operations
Ph: 313 323-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal] [External]

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:47 AM
To: Jabbour, Paul (P.)
Cc: Peterson, Craig (C.); Elkins, Donny (D.); Rose, Robert (R.A.)
Subject: RE: 2002 Europe Market LS???

Paul, I too understood that ALL 2002 CP builds DID have the revised exhaust camshaft...

DONLY: Please confirm...

Paul, Bob and I will be in Cleveland on Wednesday, supplier visit... Craig Peterson can support, however...and will have an update on cert vehicles for '02.

Jeff Grimes

Engine Systems Engineer
DEW06 V6 Engine Programs
Powertrain Operations
Ph: 313 323-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:38 AM
To: Grimes, Jeff (J.R.)
Cc: Elkins, Donny (D.); Cibulas, Steve (S.M.)
Subject: RE: 2002 Europe Market LS???

Jeff,

I was at today's prototype PAT and they mentioned that all the 2002 V6 cert vehicles will have to be reworked to install new exhaust cams. I thought we already had that in the builds.

What's going on? How come we or at least I was not aware of this item...this should have been highlighted or mentioned at our P/T PMT. Do you know what's going on? Do we need to have it as a walk-in for our Wednesday PMT to discuss and inform the whole team?

Thanks.

Paul Jabbour (313)-323-2548
Lincoln LS Powertrain PMT OPD 2001-02
Text Page: (313)-795-0548
<http://m4.dewbom.ford.com/cgi/textpage?>
http://webmag.airtouch.com/textmag_body.html
Home email: pjabbour@peoplepc.com

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:04 AM
To: Jabbour, Paul (P.); Erike, Susan (S.M.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.)
Subject: 2002 Europe Market LS???

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Please advise...

Jeff Grimes

Engine Systems Engineer
DEW94 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:38 AM
To: Jabbour, Paul (P.)
Cc: Wittbrodt, Frank (F.J.); Peterson, Craig (C.); Ross, Robert (R.A.)
Subject: RE: 2002 Europe Market LS???

Thanx Paul... Frank/Craig... Israel is considered a European build-from ...therefore requiring European certification... Documentation requested by Frank for the 2002 is VALID...

Craig, please support...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Monday, October 16, 2000 10:30 AM
To: Grimes, Jeff (J.R.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.); Jahn, Brian (B.C.); Emke, Susan (S.M.)
Subject: RE: 2002 Europe Market LS???

The LS will not be going to Europe in 2002 or 2003. There are European build from ie Israel. The latest PDL does highlight the markets we are going to: North America/GCC/Japan/Korea/Israel.

The latest PDL # for 2002 is CLQ-0125 and the older CLQ-0111 (contains all the P/T content).

Thanks.

Paul Jabbour (313)-323-2548
Lincoln LS Powertrain PMT OPD 2001-02
Text Pager (313)-795-0548
<http://vm4.dearborn.ford.com/cgi/textpage?>
http://webmsg.airtouch.com/webmsg_body.html
Home email: pjabbour@peoplepc.com

-----Original Message-----

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Sent: Monday, October 16, 2000 10:04 AM
To: Jabbour, Paul (P.); Emke, Susan (S.M.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.)
Subject: 2002 Europe Market LS???

Paul, Susan, are we planning on selling the LS in Europe? Frank Wittbrodt (homologation) is under the impression that we begin selling the LS in Europe beginning 2002. They have a homologation filing date of November 2000...

Please advise...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs

Powertrain Operations
Ph: 313 323-5237 Fax: 313 694-7323 e-mail: primes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:33 AM
To: Wittbrodt, Frank (F.J.)
Cc: Peterson, Craig (C.)
Subject: DEW cam change

Frank, this is to confirm that the Dec 1, 2000 camshaft change to the 3.0L DAMB engine does not impact the 3.0L RFF engine used in Taurus. The valve-actuation systems are unique, and camshafts are NOT common.

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Monday, October 18, 2000 10:04 AM
To: Jabbour, Paul (P.); Emke, Susan (S.M.)
Cc: Peterson, Craig (C.); Wittbrodt, Frank (F.J.)
Subject: 2002 Europe Market LS???

Paul, Susan, are we planning on selling the LS in Europe? Frank Wittbrodt (homologation) is under the impression that we begin selling the LS in Europe beginning 2002. They have a homologation filing date of November 2000...

Please advise...

Jeff Grimes

Engine Systems Engineer
DEW88 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 394-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 9:31 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Sorry...8mm chain went into production last March!

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, October 10, 2000 10:09 AM
To: Grimes, Jeff (J.R.)
Cc: Samborski, Chris (C.E.); Closser, Jim (J.A.); Purzer, Richard (R.G.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

I have reviewed Product Letter CDD-0094 (link below) and the latest version identifies an 8mm chain drive system for the camshaft (under 03.09.00 VALVE TRAIN of Attachment 1, page 6 of 10). If this is the anticipated change, could you advise us what specs will need to be revised for homologation specs effect? Thanks.

<http://www.dearborn.ford.com/gpreader/cgi-bin/getPDL?pdlnumber=CDD-0094>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
63G113 MD-5000
"Only a virtuous people can be truly free"

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 21, 2000 9:52 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Fred IS doing a white paper...presenting on Monday!

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Thursday, September 21, 2000 9:34 AM
To: Grimes, Jeff (J.R.)

Cc: Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Any word on the white paper yet?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Thursday, September 21, 2000 9:26 AM
To: Samborski, Chris (C.E.)
Cc: Purzer, Richard (R.G.); Closser, Jim (J.A.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Chris,

Below is my last memo on this subject and I have not heard any more. However, I'm now working on 2002 DEW for Europe and if I get anything that crosses with this, I will forward to you or Jim or both.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, September 05, 2000 5:48 AM
To: Closser, Jim (J.A.)
Cc: Purzer, Richard (R.G.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jim, FYI

We will follow up and post any new specs.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, September 01, 2000 8:44 AM
To: Wittbrodt, Frank (F.J.)
Cc: Baldwin, Fred (F.); Ross, Robert (R.A.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

According to Fred Baldin, Calibration Supervisor... There are changes to the calibration required for the cam change... This change gets incorporated Dec 1, 2000 at the engine plant.

Fred is preparing a white-paper soon, which will explain the details... Sounds like homologation is impacted, and re-certification may be necessary.

Jeff Grimes

Engine Systems Engineer
DEW06 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6227 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Pager: Internal External

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, August 29, 2000 11:09 AM
To: Grimes, Jeff (J.R.)
Cc: Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Please review attached note and minutes from recent meeting and advise any change in specs due to new cam. Thanks.

Regards,

Frank J. Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(68868)
53G113 MD-5000

—Original Message—

From: Closser, Jim (J.A.)
Sent: Monday, August 28, 2000 9:15 AM
To: Wittbrodt, Frank (F.J.)
Cc: Jablonski, Michael (M.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Please see the attached D/EW PAT minutes re: a change to the LS V6's cam shaft. Would you please do a little research and let me know if cam timing is affected? Engine RPM at max power or max torque? If either case is true, we will need to recertify the vehicle.

Jim Closser

Homologation Engineer for
Korea and China Markets

P: 24-88924 F: 33-72931

—Original Message—

From: Jablonski, Mike (M.T.)
Sent: Friday, August 25, 2000 3:33 PM
To: Aldo Dekovich; Allan Briggs; Allen Schumaker; Amanda DeMourthe; Brian Coates; Brian Jahn; Brian Lake; Carole Reed; Cate Nissen; Chris Samborski; Christie Burcar; Curt Pillsbury; Delenda Dialo; Daniel Sanchez; Dave Kizmas; Dave Levin; David Hamed; David Jaworski; David Patrick; Dick Tuttle; Doug Ballink; Ed Boyer; Fred Baldin; Gail Honert; Gary Berlin; Gary Eisenhauer; George Anderson; Gerald Crawford; Graham Tarver; Gregory Genna; James Anderson; James Campbell; James German; James Swingle; Jeff Balala; Jennifer Hocking; Jerry Brown; Jerry Stafe; Jim Carbar; Jim Closser; Joe McCarthy; Joellin Wojtczak; John Ban Jr.; Jonathan Crocker; Jose Luis Herrera; Julie

D'Annunzio; Karen Scott-Warren; Kenneth Trosien; Larry House; Lisa Antolec; Mark Brooks; Mark Kovalsky; Markus Bimbrich; Matthew Hanselman; Michael Brennan; Michael Cardoso; Michael Chang; Michael Shepherd; Mike Cook; Mike Jablonski; Mikhail Malkin; Noy Kesavachana; Omer Kurtuldu; Patti Warren; Paul Jabbour; Randy Pearce; Richard Anderson; Richard Dalkin; Richard Pajor; Richard Purzer; Rick Ragone; Robert Haberstroh; Royston Purcell; Shekar Brasala; Sherryl Dmytro; Susan Emke; Teresa Bertcher; Tim Soules; Tom Barnes; Tom Gwozdek; Vahan Aglanishian; Venkatesha Hollabi; Vince Bell; William Eckenrode Jr.

Subject: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

The attached file contains the minutes of the DEW Regulatory and Homologation PAT meeting of Tuesday, August 15, 2000. If there are any questions or comments, please contact David Hamed or me. Thanks.

<< File: HPATmin081500.doc >>

Best wishes,

Michael T. Jablonski

Lincoln LS - Homologation
Phone: 313-322-1831 Fax: 313-846-0781
Cube: 2D072, Building #3 - Mail Drop 3030
mjablons@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 9:31 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

This change is a slight ramp change to the exhaust camshaft. Please contact Fred Baldin for details of impact on his calibration...

Jeff Grimes

Engine Systems Engineer
DEW68 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, October 10, 2000 10:09 AM
To: Grimes, Jeff (J.R.)
Cc: Samborski, Chris (C.E.); Closser, Jim (J.A.); Purzer, Richard (R.G.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

I have reviewed Product Letter CDD-0094 (link below) and the latest version identifies an 8mm chain drive system for the camshaft (under 03.09.00 VALVE TRAIN of Attachment 1, page 6 of 10). If this is the anticipated change, could you advise us what specs will need to be revised for homologation specs effect? Thanks.

<http://www.dearborn.ford.com/qpreader/cgi-bin/getPDL?pdlnumber=CDD-0094>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000
"Only a virtuous people can be truly free"

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 21, 2000 9:52 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Fred IS doing a white paper...presenting on Monday!

Jeff Grimes

Engine Systems Engineer
DEW68 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Thursday, September 21, 2000 9:34 AM

To: Grimes, Jeff (J.R.)
Cc: Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Any word on the white paper yet?

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Thursday, September 21, 2000 9:26 AM
To: Samborski, Chris (C.E.)
Cc: Purzer, Richard (R.G.); Closser, Jim (J.A.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Chris,

Below is my last memo on this subject and I have not heard any more. However, I'm now working on 2002 DEW for Europe and if I get anything that crosses with this, I will forward to you or Jim or both.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, September 05, 2000 5:48 AM
To: Closser, Jim (J.A.)
Cc: Purzer, Richard (R.G.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jim, FYI

We will follow up and post any new specs.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, September 01, 2000 8:44 AM
To: Wittbrodt, Frank (F.J.)
Cc: Baldin, Fred (F.); Ross, Robert (R.A.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

According to Fred Baldin, Calibration Supervisor... There are changes to the calibration required for the cam change... This change gets incorporated Dec 1, 2000 at the engine plant.

Fred is preparing a white-paper soon, which will explain the details... Sounds like homologation is impacted, and re-certification may be necessary.

Jeff Grimes

Engine Systems Engineer
DEW96 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, August 29, 2000 11:09 AM
To: Grimes, Jeff (J.R.)
Cc: Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Please review attached note and minutes from recent meeting and advise any change in specs due to new cam. Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

—Original Message—

From: Closser, Jim (J.A.)
Sent: Monday, August 28, 2000 9:15 AM
To: Wittbrodt, Frank (F.J.)
Cc: Jablonski, Michael (M.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Please see the attached D/EW PAT minutes re: a change to the LS V6's cam shaft. Would you please do a little research and let me know if cam timing is affected? Engine RPM at max power or max torque? If either case is true, we will need to recertify the vehicle.

Jim Closser

Homologation Engineer for
Korea and China Markets

P: 24-88924 F: 33-72931

—Original Message—

From: Jablonski, Mike (M.T.)
Sent: Friday, August 25, 2000 3:33 PM
To: Aldo Dekovitch; Allan Briggs; Allan Schumaker; Amanda DeMouthes; Brian Coates; Brian Jehn; Brian Lake; Carole Reed; Catie Nissen; Chris Samborski; Christie Burcar; Curt Pillsbury; Dalenda Diello; Daniel Sanchez; Dave Kizyna; Dave Levin; David Hamed; David Jaworski; David Patrick; Dick Tuttle; Doug Ballink; Ed Boyer; Fred Baldin; Gail Honart; Gary Berlin; Gary Eisenhauer; George Anderson; Gerald Crawford; Graham Tarver; Gregory Genza; James Anderson; James Campbell; James German; James Swingle; Jeff Balis; Jennifer Hocking; Jerry Brown; Jerry Stals; Jim Cartier; Jim

Cosser; Joe McCarthy; Joellin Wojcik; John Ben Jr.; Jonathan Crocker; Jose Luis Herrera; Julie D'Annunzio; Karen Scott-Warren; Kenneth Trosten; Larry House; Lisa Antolec; Mark Brooks; Mark Kovalsky; Markus Birnbroich; Matthew Hanselman; Michael Brennan; Michael Cardost; Michael Chang; Michael Shepherd; Mike Cook; Mike Jablonski; Mikhail Malkin; Noy Kesavadhana; Omer Kurtuldu; Paul Warren; Paul Jabbour; Randy Pearce; Richard Anderson; Richard Delfin; Richard Pajor; Richard Purzer; Rick Ragone; Robert Habersroh; Royston Purcell; Shekar Brasala; Sherryl Dmytro; Susan Enke; Terese Barcher; Tim Soules; Tom Barnes; Tom Gwozdek; Vahan Agjiamishian; Venkatesha Holabbi; Vince Bell; William Eckenrode Jr.

Subject: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

The attached file contains the minutes of the DEW Regulatory and Homologation PAT meeting of Tuesday, August 15, 2000. If there are any questions or comments, please contact David Hamed or me. Thanks.

<< File: HPATmin081600.doc >>

Best wishes,

Michael T. Jablonski

Lincoln LS - Homologation
Phone: 313-322-1531 Fax: 313-845-0781
Cube: 2D072, Building #3 - Mail Drop 3030
mjablone@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, September 01, 2000 4:32 PM
To: Baldin, Fred (F.)
Subject: RE: Minutes of the August 16, 2000 DEW Regulatory and Homologation PAT

I know...They asked me what the impact was...and I had to respond...officially...

We'll need to review your white paper...and get with them.

I'm gone next week...on vacation...Have a good one!

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Baldin, Fred (F.)
Sent: Friday, September 01, 2000 4:16 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

That is pretty much what I have been telling them at the last two homologation meetings.

Fred Baldin

D/EW98 V8 Powertrain Development
Location: 1EK02/EVB
Mail: MD X1/EVB
Phone: (313)322-3105
Fax: (313)323-2413
Pager: (313)795-4548 (text capable)
E-mail: FBALDIN@FORD.COM

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, September 01, 2000 8:44 AM
To: Wittbrodt, Frank (F.J.)
Cc: Baldin, Fred (F.); Rose, Robert (R.A.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

According to Fred Baldin, Calibration Supervisor...There are changes to the calibration required for the cam change...This change gets incorporated Dec 1, 2000 at the engine plant.

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Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, August 29, 2000 11:09 AM

To: Grimes, Jeff (J.R.)
Cc: Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

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Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Closser, Jim (J.A.)
Sent: Monday, August 28, 2000 9:15 AM
To: Wittbrodt, Frank (F.J.)
Cc: Jablonski, Michael (M.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Please see the attached D/EW PAT minutes re: a change to the LS V6's cam shaft. Would you please do a little research and let me know if cam timing is affected? Engine RPM at max power or max torque? If either case is true, we will need to recertify the vehicle.

Jim Closser

Homologation Engineer for
Korea and China Markets

P: 24-88924 F: 33-72931

-----Original Message-----

From: Jablonski, Mike (M.T.)
Sent: Friday, August 25, 2000 3:33 PM
To: Aldo Dekovich; Allan Briggs; Allen Schumaker; Amanda Demouth; Brian Coates; Brian John; Brian Lake; Carol Read; Celia Hissan; Chris Samborski; Christa Surcar; Curt Pillsbury; Daniela Diello; Daniel Sanchez; Dave Kzyrna; Dave Lavitt; David Hornet; David Jaworski; David Patrick; Dick Tuttle; Doug Balink; Ed Boyer; Fred Beldin; Gail Honert; Gary Berlin; Gary Eisenhauer; George Anderson; Gerald Crawford; Graham Tarver; Gregory Genna; James Anderson; James Campbell; James Gloman; James Swingle; Jeff Belski; Jennifer Hocking; Jerry Brown; Jerry Stala; Jim Carter; Jim Closser; Joe McCarthy; Joellin Wojtczak; John Ban Jr.; Jonathan Crocker; Jose Luis Herrera; Julia D'Arinundo; Karen Scott-Warren; Kenneth Trostler; Larry Houss; Lisa Antolec; Mark Brooks; Mark Kovalsky; Markus Bimbrich; Matthew Henselman; Michael Brennan; Michael Cardosi; Michael Chang; Michael Shepard; Mike Cook; Mike Jablonski; Mitchell Mallin; Noy Kesavadhara; Orner Kurtuldu; Patti Warren; Paul Jabbour; Randy Pearce; Richard Anderson; Richard Dallen; Richard Pajor; Richard Purzer; Rick Ragone; Robert Haberstroh; Royston Purcell; Shekar Braasla; Sherry Dmytro; Susan Erika; Teresa Bercher; Tim Soules; Tom Barnes; Tom Gwozdek; Vahan Aghamshian; Venkatesha Hotabbi; Vince Bell; William Eckenrode Jr.
Subject: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

The attached file contains the minutes of the DEW Regulatory and Homologation PAT meeting of Tuesday, August 15, 2000. If there are any questions or comments, please contact David Hamed or me. Thanks.

<< File: HPATmin081500.doc >>

Best wishes,

Michael T. Jablonski

Lincoln LS - Homologation

Phone: 313-322-1531 Fax: 313-845-0781
Cube: 2D072, Building #3 - Mail Drop 3030
mjablons@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, September 01, 2000 8:44 AM
To: Wittbrodt, Frank (F.J.)
Cc: Baldin, Fred (F.); Rose, Robert (R.A.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

According to Fred Baldin, Calibration Supervisor... There are changes to the calibration required for the cam change... This change gets incorporated Dec 1, 2000 at the engine plant.

Fred is preparing a white-paper soon, which will explain the details... Sounds like homologation is impacted, and re-certification may be necessary.

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 884-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, August 29, 2000 11:09 AM
To: Grimes, Jeff (J.R.)
Cc: Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Please review attached note and minutes from recent meeting and advise any change in specs due to new cam. Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
63G113 MD-5000

—Original Message—

From: Closser, Jim (J.A.)
Sent: Monday, August 28, 2000 9:15 AM
To: Wittbrodt, Frank (F.J.)
Cc: Jablonski, Michael (M.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Please see the attached D/EW PAT minutes re: a change to the LS V6's cam shaft. Would you please do a little research and let me know if cam timing is affected? Engine RPM at max power or max torque? If either case is true, we will need to recertify the vehicle.

Jim Closser

Homologation Engineer for
Korea and China Markets

P: 24-88924 F: 33-72931

-----Original Message-----

From: Jablonski, Mike (M.T.)

Sent: Friday, August 25, 2000 3:33 PM

To: Aldo Dekovich; Allan Briggs; Alton Schumaker; Amanda DeMourhe; Brian Coobas; Brian Jahn; Brian Lake; Carol Reed; Celia Nissen; Chris Samborski; Christie Burcar; Curt Pillsbury; Delinda DiMillo; Daniel Sanchez; Dave Kaymas; Dave Levin; David Hamed; David Javorski; David Patrick; Dick Tuttle; Doug Balnik; Ed Boyer; Fred Baldin; GMI Horert; Gary Berlin; Gary Eisenhauer; George Anderson; Gerald Crawford; Graham Tarver; Gregory Genna; James Anderson; James Campbell; James Gieman; James Swingle; Jeff Belsis; Jennifer Hodging; Jerry Brown; Jerry Stals; Jim Carter; Jim Clossar; Joe McCarthy; Joelln Wojtczak; John Ben Jr.; Jonathan Crocker; Jose Luis Herrera; Julie D'Annunzio; Karen Scott-Warren; Kenneth Trosten; Larry House; Lisa Antolec; Mark Brooks; Mark Kovalsky; Markus Birnrich; Matthew Henseiman; Michael Brennan; Michael Cardosi; Michael Cheng; Michael Shepherd; Mike Cook; Mike Jablonski; Mikhail Malkin; Noy Kesavadhana; Omer Kurtuldu; Patti Warren; Paul Jabbour; Randy Pearce; Richard Anderson; Richard Dellin; Richard Pajor; Richard Purzer; Rick Ragone; Robert Haberstroh; Royston Purcell; Shekar Brasala; Sherry Dmytro; Susan Emke; Teresa Bercher; Tim Soulet; Tom Barnes; Tom Gawdzak; Vahan Aglamshian; Venkatesha Hollebbi; Vince Bell; William Eckenrode Jr.

Subject: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

The attached file contains the minutes of the DEW Regulatory and Homologation PAT meeting of Tuesday, August 15, 2000. If there are any questions or comments, please contact David Hamed or me. Thanks.

<< File: HPATmin081500.doc >>

Best wishes,

Michael T. Jablonski

Lincoln LS - Homologation

Phone: 313-322-1831 Fax: 313-845-0781

Cuba: 2D072, Building #3 - Mail Drop 3030

mjablons@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 31, 2000 3:20 PM
To: Baldin, Fred (F.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Are the changes related to the exhaust ramp change??? Or are other changes planned in harmony with it...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Baldin, Fred (F.)
Sent: Thursday, August 31, 2000 2:26 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

We are turning out new calibrations for the new camshaft with nly minor revisions. If X200 feel they do not need to make any adjustments, that is their choice. We are not planning to do any cert testing. The plan is to have a white paper approved.

Fred Baldin

D/EW98 V8 Powertrain Development
Location: 1EK02/EVB
Mail: MD X1/EVB
Phone: (313)322-3105
Fax: (313)323-2413
Pager: (313)796-4648 (text capable)
E-mail: FBALDIN@FORD.COM

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 31, 2000 12:58 PM
To: Baldin, Fred (F.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Does the revised exhaust ramp require a new calibration?

Our dyno says no...Jaguar says no...I need to make sure you concur before telling Frank that the cam change is transparent.

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, August 29, 2000 11:09 AM
To: Grimes, Jeff (J.R.)
Cc: Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Please review attached note and minutes from recent meeting and advise any change in specs due to new cam. Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section

fwittbro@ford.com <<mailto:fwittbro@ford.com>> 313-84(58858)

63G113 MD-5000

-----Original Message-----

From: Closser, Jim (J.A.)
Sent: Monday, August 28, 2000 9:15 AM
To: Wittbrodt, Frank (F.J.)
Cc: Jablonski, Michael (M.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Please see the attached D/EW PAT minutes re: a change to the LS V6's cam shaft. Would you please do a little research and let me know if cam timing is affected? Engine RPM at max power or max torque? If either case is true, we will need to recertify the vehicle.

Jim Closser

Homologation Engineer for
Korea and China Markets

P: 24-88924 F: 33-72931

-----Original Message-----

From: Jablonski, Mike (M.T.)
Sent: Friday, August 25, 2000 3:33 PM
To: Aldo Delovich; Alan Briggs; Allen Schumaker; Amanda DeMouthie; Brian Coates; Brian Jahn; Brian Lakes; Carole Read; Cattie Nissen; Chris Samborski; Christie Burcar; Curt Pillsbury; Delenda Diallo; Daniel Sanchez; Dave Kizyma; Dave Levin; David Hamed; David Jaworski; David Patrick; Dick Tuttle; Doug Balnik; Ed Boyer; Fred Baldin; Gal Horvart; Gary Berlin; Gary Eisenhauer; George Anderson; Gerald Crawford; Graham Tarver; Gregory Ganne; James Anderson; James Campbell; James Glerman; James Swingle; Jeff Bakis; Jennifer Hocking; Jerry Brown; Jerry Stals; Jim Carter; Jim Closser; Joe McCarthy; Joellin Wojcik; John Ben Jr.; Jonathan Crocker; Jose Luis Herrera; Julie D'Annunzio; Karen Scott-Warren; Kenneth Trollen; Larry House; Lisa Antolec; Mark Brooks; Mark Kovalsky; Markus Blimbrich; Matthew Henselman; Michael Brennan; Michael Cardosi; Michael Chang; Michael Shepherd; Mike Cook; Mike Jablonski; Mitchell Malkin; Noy Kesavachana; Omar Kurtuldu; Patti Warren; Paul Jabbour; Randy Pearce; Richard Anderson; Richard Dalkin; Richard Pajor; Richard Purzar; Rick Ragone; Robert Haberstroh; Royston Purzell; Shekar Erasala; Sheryl Dmytro; Susan Eriska; Teresa Bartscher; Tim Soules; Tom Barnes; Tom Gwuzdek; Valen Aglamishieri; Venkatesha Holabbi; Vince Bell; William Eckenrode Jr.
Subject: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

The attached file contains the minutes of the DEW Regulatory and Homologation PAT meeting of Tuesday, August 15, 2000. If there are any questions or comments, please contact David Hamed or me. Thanks.

<< File: HPATmin081500.doc >>

Best wishes,

Michael T. Jablonski

Lincoln LS - Homologation

Phone: 313-322-1631 Fax: 313-845-0781

Cuba: 2D072, Building #3 - Mail Drop 303D

mjablons@ford.com <<mailto:mjablons@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Thursday, August 31, 2000 12:58 PM
To: Baldin, Fred (F.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Does the revised exhaust ramp require a new calibration.?

Our dyno says no...Jaguar says no..I need to make sure you concur before telling Frank that the cam change is transparent.

Jeff Grimes

Engine Systems Engineer
DEW86 V6 Engine Programs
Powertrain Operations
Ph: 313 828-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, August 29, 2000 11:08 AM
To: Grimes, Jeff (J.R.)
Cc: Closser, Jim (J.A.); Samborski, Chris (C.E.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Jeff,

Please review attached note and minutes from recent meeting and advise any change in specs due to new cam. Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com <<mailto:fwittbro@ford.com>> 313-84(68658)
53G113 MD-5000

-----Original Message-----

From: Closser, Jim (J.A.)
Sent: Monday, August 28, 2000 9:15 AM
To: Wittbrodt, Frank (F.J.)
Cc: Jablonski, Michael (M.)
Subject: FW: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

Please see the attached D/EW PAT minutes re: a change to the LS V6's cam shaft. Would you please do a little research and let me know if cam timing is affected? Engine RPM at max power or max torque? If either case is true, we will need to recertify the vehicle.

Jim Closser

Homologation Engineer for
Korea and China Markets

P: 24-88924 F: 33-72931

-----Original Message-----

From: Jablonski, Mike (M.T.)

EP82-827 12258

From: Friday, August 25, 2000 3:33 PM

To: Aldo Delovich; Alan Briggs; Allen Schumaker; Amanda DeMouthes; Brian Costes; Brian Jehn; Brian Lake; Carole Keesler; Chris Nissen; Chris Samborick; Christie Burcar; Curt Pillsbury; Delenda Diallo; Daniel Sanchez; Dave Klyzma; Dave Levin; David Hamed; David Jaworski; David Patrick; Dick Tuttle; Doug Belinfic; Ed Boyer; Fred Baldwin; Gail Honert; Gary Berlin; Gary Elshauer; George Anderson; Gerald Crawford; Graham Tarver; Gregory Genna; James Anderson; James Campbell; James Gleeman; James Swingle; Jeff Bates; Jennifer Hodong; Jerry Brown; Jerry Stals; Jim Carter; Jim Closser; Joe McCarthy; Joellin Wojczak; John Ban Jr.; Jonathan Crocker; Jose Luis Herrera; Julie D'Annunzio; Karen Scott-Warren; Kenneth Thosler; Larry House; Les Antolec; Mark Brooks; Mark Kovalsky; Marius Birnrich; Matthew Henseiman; Michael Brennan; Michael Cardol; Michael Chang; Michael Shepherd; Mike Cook; Mike Jablonski; Mikhail Malin; Noy Kesavadhana; Omer Kurtuldu; Patti Warren; Paul Jabbour; Randy Pearce; Richard Anderson; Richard Dalkin; Richard Pajor; Richard Purzer; Rick Ragone; Robert Habarstroh; Royston Purcell; Shekar Erasala; Sherryl Dmytro; Susan Emke; Terese Bertscher; Tim Soules; Tom Barnes; Tom Gwozdek; Vahan Aghajanian; Venkatesha Holebbi; Vince Ball; William Eckenrode Jr.

Subject: Minutes of the August 15, 2000 DEW Regulatory and Homologation PAT

The attached file contains the minutes of the DEW Regulatory and Homologation PAT meeting of Tuesday, August 15, 2000. If there are any questions or comments, please contact David Hamed or me. Thanks.



HPATmin081600.doc

Best wishes,

Michael T. Jablonski

Lincoln LS - Homologation
Phone: 313-322-1631 Fax: 313-846-0781
Cube: 2D072, Building #3 - Mail Drop 3030
mjablons@ford.com <<mailto:mjablons@ford.com>>

issue" and "supporting data" information. In our meeting last week to review this, I believe it was mentioned that we have some of this data but we need to get it in this file. Also, we are requesting Steve and Bob to represent engine at the meeting tomorrow to help prioritize the funding within the vehicle.

Bill -- Paul and I are planning to attend but think it would be helpful for you to be there too, if possible.

Thanks!

<<FinalPMTSort_1.xls>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 15, 2000 9:29 AM
To: Rosa, Robert (R.A.)
Subject: FW: MANDATORY OPD Funding Meeting

Importance: High

Bob, ARE you in Cleveland on Wednesday??? If so, I will cover this meeting...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Tuesday, August 15, 2000 9:24 AM
To: Grimes, Jeff (J.R.); Peterson, Craig (C.); Reynolds, Mike (M.L.)
Subject: RE: MANDATORY OPD Funding Meeting
Importance: High

RRose is in CEP tomorrow and we need support for this mtg as they will be asking technical questions and backup data to support requests for F&T funding. Plz confirm that we will have support from V6...I am in training until tomorrow...thanks so much.

From: Price, Jeanne (J.M.)
To: Jabbour, Paul (P.); Kochs, Bill (B.J.); Slater, Steve (S.); Rose, Robert (R.A.)
Cc: Brumo, Eric (E.J.); Crowe, Sean (S.); McCarthy, Joe (J.E.)
Sent: 8/15/00 8:43 AM
Subject: MANDATORY OPD Funding Meeting

When: Wednesday, August 16, 2000 3:00 PM-5:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: TBD

~~*~*~*~*~*~*~*~*

Dick Cupka's group is scheduling a meeting to review the total vehicle funding request tomorrow from 3-5 (notice has not been sent-please use this as a placeholder).

Please review the attached file which is due to the vehicle team today for consolidation in preparation for the 3:00 tomorrow. If you see any changes which should be made (ie. part number or added "beef" on the supporting data) please let me know by 5:00 today.

I think we're solid on PTSE and fuel as most of the concerns have already been approved. We do need support from the Engines to complete the worksheet by COB today-we need more solid "specific customer issue" and "supporting data" information. In our meeting last week to review this, I believe it was mentioned that we have some of this data but we need to get it in this file. Also, we are requesting Steve and Bob to represent engine at the meeting tomorrow to help prioritize the funding within the vehicle.

Bill-Paul and I are planning to attend but think it would be helpful for you to be there too, if possible.

Thanks!

<<FinalPMTSort_1.xls>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 15, 2000 9:28 AM
To: Jabbour, Paul (P.)
Subject: RE: MANDATORY OPD Funding Meeting

Paul, send me the file...SO I make sure of what to talk too....

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Jabbour, Paul (P.)
Sent: Tuesday, August 15, 2000 9:24 AM
To: Grimes, Jeff (J.R.); Peterson, Craig (C.); Reynolds, Mike (M.L.)
Subject: RE: MANDATORY OPD Funding Meeting
Importance: High

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To: Jabbour, Paul (P.); Koche, Bill (B.J.); Slater, Steve (S.); Rose, Robert (R.A.)
Cc: Brumo, Eric (E.J.); Crowe, Sean (S.); McCarthy, Joe (J.E.)
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but we need to get it in this file. Also, we are requesting Steve and Bob to represent engine at the meeting tomorrow to help prioritize the funding within the vehicle.

Bill -- Paul and I are planning to attend but think it would be helpful for you to be there too, if possible.

Thanks!

<<FinalPMTSort_1.xls>>

From: Grimes, Jeff (J.R.)
Sent: Thursday, July 27, 2000 2:20 PM
To: Ramsby, Chad (C.R.)
Cc: Peterson, Craig (C.); Elkins, Donly (D.); Reynolds, Mike (M.L.); Gaslor, David (D.M.)
Subject: RE: G-05 Testing

Chad, how late can you wait for the 2003 test? If necessary for timing, we can use 2 2002's.

If you can wait, I would prefer to use the '03 engine.

Jeff Grimes

Engine Systems Engineer
DEV08 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Reynolds, Mike (M.L.)
Sent: Thursday, July 27, 2000 1:47 PM
To: Grimes, Jeff (J.R.); Ramsby, Chad (C.R.); Gaslor, David (D.M.)
Cc: Peterson, Craig (C.); Elkins, Donly (D.)
Subject: RE: G-05 Testing

FYI, we have a delay in our 2003 engine builds (oil pump availability). Delivery date is TBD, but will be approximately 3 weeks late to schedule.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: July 27, 2000 1:05 PM
To: Ramsby, Chad (C.R.); Gaslor, David (D.M.)
Cc: Peterson, Craig (C.); Reynolds, Mike (M.L.); Elkins, Donly (D.)
Subject: RE: G-05 Testing

Chad, I have a 2002 engine available. We will be using 1 2003 engine (August) and 1 2002 engine. Dave, we will need to schedule these as early as convenient...

Meeting for Monday is NOT necessary...Dave will schedule the tests...Please coordinate with Donly on the availability of engines...

Thank

Jeff Grimes

Engine Systems Engineer
DEV08 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Ramsby, Chad (C.R.)
Sent: Thursday, July 27, 2000 9:45 AM
To: Grimes, Jeff (J.R.)
Subject: G-05 Testing

Jeff,

I just attended the DPMT meeting and spoke w/ Eric Dummer and Mike Reynolds. Yesterday I spoke w/ Dave Gasior and there still seems to be confusion as to what engines are going to be used for 6-05 testing. I have called a meeting for next Monday which will resolve the issue unless we can somehow take care of it prior. Mike says that he will have a 2003 engine near the end of Aug. that will take care of one of the 2 - 180 hr. durabilities that are required. Issue still remains as to what will cover the second test. I stopped by your desk and your schedule looks full for today, but if you want to discuss this prior to Monday please give me a call. Please bring the test schedule to the Monday meeting if you would. Thanks.

Chad Ramsby

FCG Product Engineer
V-Engine Cooling
Ph:734-276-1824
cramsby@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, July 24, 2000 9:04 PM
To: Peterson, Craig (C.)
Cc: Rose, Robert (R.A.)
Subject: FW: Lower Idle Speed

Craig, one you'll need to follow...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----

From: Baldin, Fred (F.)
To: Grimes, Jeff (J.R.)
Cc: Peterson, Craig (C.); Rose, Robert (R.A.)
Sent: 7/21/00 12:41 PM
Subject: RE: Lower Idle Speed

The plans currently are to go to 550 rpm in 2002 but we are questioning the validity since it is only supposed to worth 0.07 mpg.

Fred Baldin
D/DEW98 V6 Powertrain Development
Location: 1EK02/EVB
Mail: MD X1/EVB
Phone: (313)322-3105
Fax: (313)323-2413
Pager: (313)795-4548 (text capable)
E-mail: FBALDIN@FORD.Com

> -----Original Message-----

> **From:** Grimes, Jeff (J.R.)
> **Sent:** Friday, July 21, 2000 8:58 AM
> **To:** Baldin, Fred (F.)
> **Cc:** Peterson, Craig (C.); Rose, Robert (R.A.)
> **Subject:** Lower Idle Speed

>
> Fred, with lower idle speeds postponed from '01 due to transmission
> concerns etc. are plans being developed to incorporate in '02? '03?
> TBD?

>
> Please advise...thank

>
> Jeff Grimes
> Engine Systems Engineer
> DEW98 V6 Engine Programs
> Powertrain Operations
> Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
> Text Page: Internal External
>

From: Grimes, Jeff (J.R.)
Sent: Friday, June 18, 2000 3:24 PM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

No, its pretty simple...The lines from the valve go to the exhaust manifold...Hope that was clear..

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-4237 Fax: 313 584-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 18, 2000 2:24 PM
To: Grimes, Jeff (J.R.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

Thanks. I can rework sketch based on what you faxed me. Do you want to see before posting?

Regards,

Frank J Wittbrodt

R&VT/EEME/Rag Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, June 18, 2000 1:51 PM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Faxed...minutes ago! Let me know if its ok or not

Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-4237 Fax: 313 584-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 18, 2000 10:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

I took care of the Korean Diagram, but these Japanese pages are different. They must be addressed separately. I can make changes if someone marks them up and sends back via fax.

Regards,

PAGE

Frank J Wittbrodt << *File: atDts-f.doc* >>
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Friday, June 16, 2000 10:20 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Frank, you had sent me a note stating that you have canned ETA words, and know the sketch mods required...I figured you were OK on this...What else is required...

Jeff Grimes

Engine Systems Engineer
DEW96 V6 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal] [External]

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 16, 2000 10:08 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent

Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Monday, June 05, 2000 7:30 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent.

Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, May 24, 2000 7:43 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

If you are unable to edit files electronically, please markup a hard copy and fax changes to me at 36277. Thanks.

<< File: a01ls-j.doc >>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 24, 2000 6:26 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

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Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 844-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

-----Original Message-----

From: Wittbrodt, Frank (F.J.)
Sent: Monday, May 22, 2000 10:32 AM
To: Grimes, Jeff (J.R.)
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Resent. Meant to originally send to you.

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From: Wittbrodt, Frank (F.J.)
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To: Wittbrodt, Frank (F.J.)
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Subject: RE: 2001 Homologation for 3.0L LS Japan

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R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 12:40 PM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

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April 7. I'm already behind trying to catch up. Anything you can do to expedite would be appreciated.

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What is your deadline for updates?

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 323-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 8:56 AM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.); Torsky, Leonard (L.J.)
Subject: 2001 Homologation for 3.0L LS Japan

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<< File: at01a-j.doc >>

Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000

From: Grimes, Jeff (J.R.)
Sent: Friday, June 16, 2000 1:51 PM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Faxed...minutes ago! Let me know if its ok or not

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 16, 2000 10:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

I took care of the Korean Diagram, but these Japanese pages are different. They must be addressed separately. I can make changes if someone marks them up and sends back via fax.

Regards,

Frank J Wittbrodt << Fdo: atNls-f.doc >>
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(56658)
53G113 MD-5000

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, June 16, 2000 10:20 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

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Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 16, 2000 10:08 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

---Original Message---

From: Wittbrodt, Frank (F.J.)
Sent: Monday, June 05, 2000 7:30 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, May 24, 2000 7:43 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

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<< File: at011e-.doc >>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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Sent: Wednesday, May 24, 2000 6:26 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

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Jeff Grimes

Engine Systems Engineer
DEW88 V6 Engine Programs
Powertrain Operations
Ph: 313 322-8237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

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From: Wittbrodt, Frank (F.J.)

Sent: Monday, May 22, 2000 10:32 AM
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Resent. Meant to originally send to you.

Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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From: Wittbrodt, Frank (F.J.)
Sent: Monday, May 22, 2000 10:30 AM
To: Wittbrodt, Frank (F.J.)
Cc: Purzer, Richard (R.G.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

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Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 12:40 PM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

April 7. I'm already behind trying to catch up. Anything you can do to expedite would be appreciated.

In the back of your mind you might start thinking about other export markets as defined in the PDL like Europe or other Asian markets. No one's asking for the specs. yet but eventually I'll need to get these updated also.

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R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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Sent: Tuesday, May 02, 2000 11:47 AM
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Subject: RE: 2001 Homologation for 3.0L LS Japan

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For 2001 all V8 LS's will have ETA. Who owns the sketch, they'll need to make changes. I can work them. I'll add the appropriate paragraph to the EAT system for the first page...

What is your deadline for updates?

Jeff Grimes

Engine Systems Engineer
DEW58 V8 Engine Programs
Powertrain Operations
Ph: 313 322-4237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Tuesday, May 02, 2000 8:56 AM
To: Grimes, Jeff (J.R.)
Cc: Purzer, Richard (R.G.); Torasky, Leonard (L.J.)
Subject: 2001 Homologation for 3.0L LS Japan

Jeff,

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<< File: at01ls-j.doc >>

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58668)
53G113 MD-5000

From: Grimes, Jeff (J.R.)
Sent: Friday, June 16, 2000 11:20 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Frank, they are the same...Add ETA for Japan as well...Same sketch upgrades and wording

Jeff Grimes

Engine Systems Engineer
DEW68 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 16, 2000 10:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

Jeff,

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Regards,

Frank J Wittbrodt << File: at01a-f.doc >>
R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-6000

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Friday, June 16, 2000 10:20 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: 2001 Homologation for 3.0L LS Japan

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Engine Systems Engineer
DEW68 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Friday, June 16, 2000 10:08 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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From: Wittbrodt, Frank (F.J.)
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To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent.

Regards,

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fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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Subject: RE: 2001 Homologation for 3.0L LS Japan

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<< File: st01ls-j.doc >>

Regards,

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R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

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DEW88 V6 Engine Programme
Powertrain Operations
Ph: 313 322-6237 Fax: 313 694-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)

EA82-827 12288

Sent: Monday, May 22, 2000 10:32 AM
To: Grimes, Jeff (J.R.)
Subject: FW: 2001 Homologation for 3.0L LS Japan

Resent. Meant to originally send to you.

Regards,

Frank J. Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000

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From: Wittbrodt, Frank (F.J.)
Sent: Monday, May 22, 2000 10:30 AM
To: Wittbrodt, Frank (F.J.)
Cc: Purzer, Richard (R.G.)
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R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58858)
53G113 MD-5000

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Sent: Tuesday, May 02, 2000 12:40 PM
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Cc: Purzer, Richard (R.G.)
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Ph: 313 322-8237 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
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Powertrain Operations
Ph: 313 322-8237 Fax: 313 894-7325 e-mail: jgrimes1@ford.com
Text Page: [jgrame1](#) [Edema1](#)

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DEVA8 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 684-7323 e-mail: jgrimes1@ford.com
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Cc: Purzer, Richard (R.G.); Toraky, Leonard (L.J.)
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<< File: at01ts-j.doc >>

Regards,

Frank J. Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
53G113 MD-5000

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 25, 2000 11:08 AM
To: Wittbrodt, Frank (F.J.)
Subject: RE: Additional Korean 3.0L LS Information

That's what it is... Your right!

Thank

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5337 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Thursday, May 25, 2000 9:44 AM
To: Grimes, Jeff (J.R.)
Cc: Torsky, Leonard (L.J.)
Subject: RE: Additional Korean 3.0L LS Information

Jeff,

Based on the information and sketches you already supplied, I believe the emissions system contains an electric air pump which injects the air in the exhaust manifolds. Please confirm and I will automatically add our "generic" AIR injection system description and sketch into the Korean specification package for the LS which we have posted on the web. Thanks.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com 313-84(58658)
63G113 MD-5000

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 25, 2000 9:05 AM
To: Baldin, Fred (F.)
Cc: Wittbrodt, Frank (F.J.)
Subject: FW: Additional Korean 3.0L LS Information

Fred, you'll be able to answer this better than I... as you have access to all PTSE sensors too!

Thank

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5337 Fax: 313 894-7323 e-mail: jgrimes1@ford.com
Text Page: [Internal](#) [External](#)

—Original Message—

From: Wittbrodt, Frank (F.J.)
Sent: Thursday, May 25, 2000 9:01 AM
To: Grimes, Jeff (J.R.)
Cc: Torsky, Leonard (L.J.)
Subject: Additional Korean 3.0L LS Information

Jeff,

We have been asked to get some additional information which I have attached. Please review attached file and put an "X" in all the boxes that apply and return to me by the end of the month.

If the EGR system type is DPFE, you might "X" the "Other EGR" box. Its you're call. Thanks.

Let me know if you have any questions.

Regards,

Frank J Wittbrodt

R&VT/EEME/Reg Support Section
fwittbro@ford.com <<mailto:fwittbro@ford.com>> 313-84(58658)
53G113 MD-5000
<< File: korloc.doc >>

From: Sventickas, Ed (E.)
Sent: Tuesday, September 17, 2002 5:45 AM
To: Young, Lem (L.); Arnold, James (J.A.); Grimes, Jeff (J.R.)
Subject: FW: Production Throttle Body U204 and J16

Importance: High

Well done

Ed Sventickas

Manager of 2.5/3.0L V8
Duratec Engines
V-Engine Engineering
Phone - 313 845 5090
Fax - 313 684 7323
esventic@ford.com
Text Pager:313-851-0826

-----Original Message-----

From: Pos, Dave (D.F.)
Sent: Friday, September 13, 2002 9:28 AM
To: Sventickas, Ed (E.)
Subject: FW: Production Throttle Body U204 and J16
Importance: High

Thank you!

-----Original Message-----

From: Bicking, Kevin (K.L.)
Sent: Friday, September 13, 2002 6:23 AM
To: Pos, Dave (D.F.); Heidinger, Craig (C.W.); Regas, Mike (M.P.); Monroe, Pat (P.A.)
Subject: FW: Production Throttle Body U204 and J16
Importance: High

Info !!!

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 12, 2002 11:17 AM
To: Sventickas, Ed (E.); Bicking, Kevin (K.L.); Hofman, Michael (M.V.)
CC: Caruso, Rick (Rick J.); Jones III, James (J.E.); Moorhouse, Scott (S.R.); Miller, Brian (B.J.); Buetner, Steve (S.B.)
Subject: Production Throttle Body U204 and J16
Importance: High

This morning, Mazda agreed to transparency of the new TB for J16L and U204. No complexity management will be required at Cleveland, and we are cleared for immediate incorporation.

The concern has been held for Mazda approval, so I'll be pushing it to release this week...beginning with next week's orders to Vecton, Cap2 will be seeing the new TB (finally).

Thank You to all.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

From: Marynowski, Jan (J.M.)
Sent: Tuesday, July 23, 2002 8:58 AM
To: Shono, Yuji (Y.)
Co: Arnold, James (J.A.); Grimes, Jeff (J.R.); Singh, Bikram (B.); Wanjarl, Deowrat (D.); Schuman, Howard (H.G.); Yamashita, Shigeki (S.); 'asaoka.r@guest.mazda.co.jp'; Ohga, Muneyuki (M.); Okada, Itsuaki (I.); Yamaguchi, Takusou (T.)
Subject: J16L New Throttle Body - STICKINESS ISSUE FOR U204 PROGRAM
Importance: High

Shono san,

On July 7 Ford made a design proposal to address the "Stickiness" issue in our U204 product. Ford requested from Mazda to evaluate new T/B parts and Mazda agreed to complete their evaluation by the end of August if the test parts will be provided by Ford to Mazda by July 15, 2002.

Since then Ford revised the T/B design actions to increase T/B robustness on U204/J14 and J16 engines. Action will remove 1 of 2 holes in plate and add 0.7 CFM post set. Resulting air flows within current spec. to address Escape T/B warranty for High initial pedal effort (off idle ONLY). The Visteon and V-engine investigation team recommends that the current-production T/B be replaced.

I am shipping 4 parts running close to 3.0 CFM (upper spec) to you for Mazda evaluation, please let me know as soon as possible of your testing completion date. Your immediate response will be appreciated.

Regards,

Jan M. Marynowski

MPV Systems Engineer
2.5L/3.0L V6 Duratec Engine
Mazda Duratec Engine Programs
lmarvnow@ford.com
313-323-8460

ERG2-027 12387

From: King, Robert (R.F.)
Sent: Friday, May 17, 2002 11:20 AM
To: Sauer, Robert (R.M.); Chilcott, Michael (M.D.); Powers, Ken (K.W.); Moorhouse, Scott (S.F.); Miller, Brian (B.J.)
Cc: Suarez, Rhea (R.); Terzes, Laura (L.D.); Jaeter, Daniel (D.C.); Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Subject: T-Body Sales 3.0L QSF 063-2002-0004
Importance: High

FYI....We are selling about 400 + a month...for Duratec 3.0L

SMMPGIMA Global Inventory Status 05/17/02 11:00:19
 SERVICE PART: YL8Z- 9E926-DA___ BODY ASY - CARBURETTOR THROTTLE
 ENGINEERING PART: YL8U 9E926 DE_____ ORIGIN: WERS
 SUPPLIER LOC: FINIS: 4180263
 Motorcraft Part: Prime Suplr: EE01A
 Role: M

-----Inventory-----	-----Stocking Demand-----	Backoast:	
FCSD Available: 1177	Current Month: 455	Max Ord Qty:	0
Pkgr Available: 0	Prior Month: 437	Volume Group: B	
In-Trans Pkgr: 0	Prior Month 2: 493	Last Release: 685-3	
In-Trans FCSD: 0	Prior Month 3: 648	Lead Time: 30	
Transfers: 182	Curr Forecast: 570	Procure Cd: 1	
Back Ord Pos: 0	6-Mo Forecast: 3653	Sales Restr: N	
Tot Inventory: 1369	Out of Tolerance: N	Last ASN Qty: 181	

Ford "The Most Wanted Car on the American Road" circa 1952

Robert King
 LHD Escape/Maverick FCSD Program Manager
 PVT & Field Support, Vehicle Service & Programs
 Kansas City Assembly Plant (816) 459-1872, fax 459-1726

From: O'Hara, Skip (J.J.) [johara@visteon.com]
Sent: Tuesday, January 14, 2003 10:20 AM
To: jgrimes1@ford.com
Subject: FW: August TB's



TB2615.snp

> -----Original Message-----

> From: O'Hara, Skip (J.J.)
> Sent: Tuesday, January 14, 2003 7:53 AM
> To: McKee, Mike (M.T.); Michalski, Dianna (D.J.)
> Cc: Welding, Chad (C.R.)
> Subject: RE: August TB's

> Report TB2615, attached.

> <<TB2615.snp>>

> Regards,

Skip O'Hara
Visteon Corp.
Rawsonville Plant
Returned Sales Warranty Lab
johara@visteon.com
734-484-8641

> -----Original Message-----

> From: McKee, Mike (M.T.)
> Sent: Tuesday, January 14, 2003 7:33 AM
> To: O'Hara, Skip (J.J.); Michalski, Dianna (D.J.)
> Cc: Welding, Chad (C.R.)
> Subject: RE: August TB's

> Skip, you sent the TB 2569 file twice. Please forward the TB 2615 file.
> Thanks.

> Michael T. McKee
> Visteon Rawsonville Plant
> Air Fuel Products Manufacturing Eng Manager
> Phone: (734) 484-8821
> Fax: (734) 487-6096
> Pager: (734) 797-6334
> mmckee@visteon.com

> -----Original Message-----

> From: O'Hara, Skip (J.J.)
> Sent: Monday, January 13, 2003 1:24 PM
> To: Michalski, Dianna (D.J.); 'Smaldone, Ronald (R.P.)'; McKee, Mike
> (M.T.)
> Cc: Welding, Chad (C.R.); 'Chancey III, John (J.E.)'; 'Grimes, Jeff

> (J.R.)'
> Subject: RE: August TB's
>
> All concerned:
> Please see analysis reports for three Escape throttle bodies.
>
> << File: TB2569.snp >> << File: TB2569.snp >> << File: TB2669.snp >>
>
>
>

> Regards,
>
> Skip O'Hara
> Visteon Corp.
> Rawsonville Plant
> Returned Sales Warranty Lab
> johara@visteon.com
> 734-484-8641
>
>
>

> -----Original Message-----
> From: Michalski, Dianna (D.J.)
> Sent: Monday, January 13, 2003 9:25 AM
> To: 'Smaldone, Ronald (R.P.)'; McKee, Mike (M.T.)
> Cc: Michalski, Dianna (D.J.); Welding, Chad (C.R.); Chancey III, John
> (J.E.); Grimes, Jeff (J.R.); O'Hara, Skip (J.J.)
> Subject: RE: August TB's
>
>

> They have been flowed and checked for SBG, as soon as Skip comes back from
> the Lab, I will have him e-mail you the files from the data base with all
> relevant information and test results.
>

> -----Original Message-----
> From: Smaldone, Ronald (R.P.) [mailto:rsmaldon@ford.com]
> Sent: Monday, January 13, 2003 9:17 AM
> To: 'McKee, Mike (M.T.)'
> Cc: Michalski, Dianna (D.J.); Welding, Chad (C.R.); Chancey III, John
> (J.E.); Grimes, Jeff (J.R.)
> Subject: RE: August TB's
>
>

> Mike, please tell me the VIN number for these returns.
>
> Also, please flow them. SBG is not necessary, they certainly will stick
> if the set screw was backed off.
>

> Thanks.

> Ron Smaldone
>
>

> Relentless in the Pursuit of Quality
>
>

> Ronald P. Smaldone
> Six Sigma Black Belt Candidate, FMEI
> V-Engine Engineering - Ford Motor Company
> Phone/FAX: 313-24-82294

ERG2-#27 12326

> Email: RSMALDON@FORD.COM <mailto:RSMALDON@FORD.COM>
> Text Pager: 3137958424@alphapage.airtouch.com
> <mailto:3137958424@alphapage.airtouch.com>

> -----Original Message-----

> From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
> Sent: Monday, January 13, 2003 7:30 AM
> To: Grimes, Jeff (J.R.); 'rsmaldon@ford.com'
> Cc: McKee, Mike (M.T.); Michalaki, Dianna (D.J.); Welding, Chad (C.R.);
> 'Chancey III, John (J.E.)'
> Subject: RE: August TB's

> From looking at the three returns, the plates are in the bore and the
> screws
> are not touching the lever. There is however a brinell mark on the levers
> indicating that the screws were contacting at one time. I have to say the
> screws were turned, who knows where.

> Michael T. McKee
> Visteon Rawsonville Plant
> Air Fuel Products Manufacturing Eng Manager
> Phone: (734) 484-8821
> Fax: (734) 487-6096
> Pager: (734) 797-6334
> mmckee@visteon.com

> -----Original Message-----

> From: Chancey III, John (J.E.) [mailto:jchancey@ford.com]
> Sent: Monday, January 13, 2003 6:56 AM
> To: Grimes, Jeff (J.R.)
> Cc: 'McKee, Mike'; 'Michalaki, Dianna (D.J.)'; 'Welding, Chad'
> Subject: FW: August TB's

> To me, it looks like somebody backed the screw off. You can see witness
> marks on the cam.

> John E. Chancey III
> Powertrain - Supplier Technical Assistance
> Primary Phone: 734-487-6319
> Phone: 313-337-9872 Fax: 313-337-2804
> Pager: 313-814-6580

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> Ford is expressly prohibited"

> -----Original Message-----

> From: Michalaki, Dianna (D.J.) [mailto:dmichal2@visteon.com]
> Sent: Wednesday, January 08, 2003 2:45 PM

> To: 'Chancey III, John (J.E.)'
> Subject: RE: August TB's

CONFIDENTIAL

> I have three (3) which are on there way to the lab, now.

> -----Original Message-----

> From: Chancey III, John (J.E.) [mailto:jchancey@ford.com]
> Sent: Wednesday, January 08, 2003 12:43 PM
> To: 'Michalski, Dianna (D.J.)'
> Subject: RE: August TB's

> Duratec Engine - U204, which I think is a 3.0L.

> John E. Chancey III
> Powertrain - Supplier Technical Assistance
> Primary Phone: 734-487-6319
> Phone: 313-337-9872 Fax: 313-337-2804
> Pager: 313-814-5580

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> may
> include FORD CONFIDENTIAL information as defined in Ford's Global
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> Ford is expressly prohibited*

> -----Original Message-----

> From: Michalski, Dianna (D.J.) [mailto:dmichal2@visteon.com]
> Sent: Wednesday, January 08, 2003 10:38 AM
> To: 'Chancey III, John (J.E.)'
> Subject: RE: August TB's

> Which model?

> -----Original Message-----

> From: Chancey III, John (J.E.) [mailto:jchancey@ford.com]
> Sent: Wednesday, January 08, 2003 10:23 AM
> To: 'Michalski, Dianna (D.J.)'; 'Mckee, Mike'
> Subject: FW: August TB's
> Importance: High

> Did we get these T/B's back?

> John E. Chancey III
> Powertrain - Supplier Technical Assistance
> Primary Phone: 734-487-6319
> Phone: 313-337-9872 Fax: 313-337-2804
> Pager: 313-814-6580

> > *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: Grimes, Jeff (J.R.)
> > Sent: Wednesday, January 08, 2003 9:17 AM
> > To: Chancey III, John (J.E.); Pettit, Chuck (C.W.); 'mmckee@visteon.com'
> > Subject: August TB's
> > Importance: High
> >
> > U204 is seeing a significant spike in warranty from August Builds> ...>
> > As
> > discussed yesterday> ...>
> >
> > Visteon's normal quality process does include the return and teardown of
> > warranty replacements> ...>
> >
> > Can we confirm, yet, that any August Builds have been returned.
> >
> > Happy New Year
> > Jeff Grimes
> > OPD & Value Engineering
> > Duratec Engine Programs, U204
> > Ford Motor Company
> > ph: (313) 322-5237 fax: (313) 594-7323
> > e-mail: jgrimes1@ford.com
> >

Rawsonville Throttle Body Report

Throttle Body #: TB-2615

Part Number: YL8U-9E926-DE

S/N

Build Date: 08/05/2002

Return Date: 12/12/2002

Idle Air Flow: 2.14

TPS Idle: .826

TPS WOT: 4.512

Stick Bind Grab: $0.84 - 0.71 = 0.13$

Analysis Complete Date:

Customer Complaint:

Sticks-binds-grabs

QR Number:

Customer ID: 013309885-0

Return From: Warranty

Vehicle: Escape 4x4

Mileage: 1645

Vin Number: 1FMCU94193KA03458

Engine Size: 3.0 L

Analysis:



Rawsonville Throttle Body Report

Throttle Body #: TB-2569

Part Number: YL8U-9E926-DE

S/N

Build Date: 07/24/2002

Return Date: 12/06/2002

Idle Air Flow: 2.59

TPS Idle: .981

TPS WOT: 4.504

Stick Bind Grab: $0.83 - 0.66 = 0.17$

QR Number:

Customer ID: 013340698-2

Return From: Warranty

Vehicle: Escape 4x4

Mileage: 5424

Vin Number: 1FMYU93143KA11703

Engine Size: 3.0 L

Analysis Complete Date:

Customer Complaint:

Does not operate properly.

Analysis:



Rawsonville Throttle Body Report

Throttle Body #: TB-2569

Part Number: YLBU-9E926-DE

S/N

Build Date: 07/24/2002

Return Date: 12/06/2002

Idle Air Flow: 2.59

TPS Idle: .961

TPS WOT: 4.504

Stick Blind Grab: $0.83 - 0.66 = 0.17$

QA Number:

Customer ID: 013340898-2

Return From: Warranty

Vehicle: Escape 4x4

Mileage: 5424

Vin Number: 1FMYU99143KA11703

Engine Size: 3.0 L

Analysis Complete Date:

Customer Complaint:

Does not operate properly.

Analysis:



Rawsonville Throttle Body Report

Throttle Body #: TB-2669

Part Number: YL8U-9E926-DE

S/N

Build Date: 08/09/2002

Return Date: 01/06/2002

Idle Air Flow: 2.77

TPS Idle: .922

TPS WOT: 5.568

Stick Blnd Grab: 0.84 - 0.69 = 0.15

QR Number:

Customer ID: 013477185-0

Return From: Warranty

Vehicle: Escape 4x2

Mileage: 3770

Vin Number: 1FMYU02183KA31594

Engine Size: 3.0 L

Analysis Complete Date:

Customer Complaint:

Frozen-seized-binding

Analysis:



From: Bogema, John (P.)
Sent: Monday, December 02, 2002 5:16 PM
To: Grimes, Jeff (J.R.)
Subject: RE: PerkinElmer EGR Problem.

Jeff,

Without going into too much detail, it looks like you are crossing a load / minimum egr mass line. That would result in the observations seen.

John P. Bogema
3.0L Escape Calibration Engineering
Phone:313.33.75133
Location:TEE 1AE22
Email:JBOGEMAS@FORD.COM

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 27, 2002 12:46 PM
To: Bogema, John (P.)
Subject: FW: PerkinElmer EGR Problem.

Can you comment on the notes below...This is an engine we shipped for "sludge" testing...

Thank

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Lopez, Al [mailto:al.lopez@perkinelmer.com]
Sent: Wednesday, November 27, 2002 12:04 PM
To: 'Grimes, Jeff (J.R.)'
Subject: RE: PerkinElmer EGR Problem.

It was generated with the new sensor. The original sensor never worked at all.

-----Original Message-----

From: Grimes, Jeff (J.R.) [SMTP:jgrimes1@ford.com]
Sent: Wednesday, November 27, 2002 10:47 AM
To: 'Lopez, Al'
Subject: RE: PerkinElmer EGR Problem.

OK, thank.

Was the data below generated with the old or new sensor?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Lopez, Al [mailto:al.lopez@perkinelmer.com]
Sent: Wednesday, November 27, 2002 10:02 AM
To: 'Grimes, Jeff (J.R.)'
Subject: RE: PerkinElmer EGR Problem.

Jeff,

The original sensor that came with the engine and was no good has the

following part numbers stamped on it:

YFIE-9J460-AB

PBT-GF30

The sensor that was purchased from the local dealer:

2FIE-9J460-AB

PBT-GF30

-----Original Message-----

From: Grimes, Jeff (J.R.) [SMTP:jgrimes1@ford.com]
Sent: Wednesday, November 27, 2002 07:55 AM
To: 'Lopez, Al'
Subject: RE: PerkinElmer EGR Problem.

Al, can you get me the Delta PF sensor part number...

Thank

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Lopez, Al [mailto:al.lopez@perkinelmer.com]
Sent: Tuesday, November 26, 2002 1:16 PM
To: 'spenkevi@ford.com'; 'Fedeson, Ken (K.S.)'; 'Daniel,

Paul

(P.A.)'; 'Kosko, Jeff (J.R.)'; 'Wadley, Jeffrey (J.G.)'; 'Walsh, Tim (T.)';
'Smaldone, Ronald (R.F.)'; 'Grimes, Jeff (J.R.)'

Cc: Schoppe, Dean; Bond, Stacy

Subject: PerkinElmer EGR Problem.

Steve, below is the EGR data for the 3 stages. I noticed that in

second

stage the EGR actual is correct but then it cuts out to zero. Not

sure what

is happening first - a loss of DELPR signal or a loss of flow. Our

recent

experience with the bad DELPR sensor may indicate a faulty signal.

Or, the

calibration is on a borderline and is toggling between off and on.

Stage	Speed	REC	Load	EGR_DES	EGR_ACT	DELPR
1	750	0.17	0	0	0	
2	1850	0.29	2.8	3.0	3.1	2.0
3	2600	0.37	4.0	4.2	4.2	8.8

- 9.2

Thanks
Al

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 7:28 AM
To: Radke, Allen (A.E.); Nailos, Patrick (P.J.)
Subject: RE: Throttle Body Assembly

That's fine.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Radke, Allen (A.E.)
Sent: Monday, October 28, 2002 5:22 PM
To: Nailos, Patrick (P.J.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Throttle Body Assembly

Pat,

Why can't we just close out the request with the information that we have currently? I especially would like to do this, if it is going to take a month or so before we get parts back from Visteon. By the sounds of it, we really don't know when we will get the parts back. When Visteon is done, we can then issue another lab request, and perform the remaining testing at that time if it is still applicable.

Let me know how you plan to proceed.

Thanks.

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 8:22 AM
To: Radke, Allen (A.E.)
Subject: RE: Throttle Body Assembly

Allen, just a quick note to clarify the delay in closing the TB investigation that Patrick is doing for us.

Program related issues (ETB, WH TB) at Visteon are pushing OPD investigations down a little (lot) on the priority list...Over the last year, getting Visteon to turn anything around testing wise has been tiresome at best.

When reviewing Patrick's performance on this project, use the date he provided the TB's to me as the "turn around date". The report was much later, but I believe he was hoping to write one large report, and some delay incurred waiting for Visteon...

As indicated below, I had sent another note to the Visteon management chain this morning, hoping to get these parts tested...and then returned for continued analysis...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Nallos, Patrick (P.J.)
Sent: Monday, October 28, 2002 8:18 AM
To: Grimes, Jeff (J.R.); Radke, Allen (A.E.)
Subject: FW: Throttle Body Assembly

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 8:13 AM
To: Nallos, Patrick (P.J.)
Subject: RE: Throttle Body Assembly

I just sent a scathing note to the Viateon team...We are still waiting for the parts to be tested.

As I indicated earlier...your "turn around" time should not suffer here...If it's measurable your tracked against, lets clean it up...I can appropriately inform anyone you require as to what's going on...

I cannot close the request until my investigation is done.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8257 fax: (313) 694-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

-----Original Message-----

From: Nallos, Patrick (P.J.)
Sent: Monday, October 28, 2002 8:03 AM
To: Grimes, Jeff (J.R.)
Subject: Throttle Body Assembly

Jeff,

I want to close out this report, since I haven't had the part since late August. My turn-around time has suffered quite a bit because of this and another job where the customer took the parts back. What do you want to do?

Patrick J. Nallos (pnallos)

Laboratory Development Analyst
(313) 33-75358 (313) 32-21614 FAX

Ford Internal, visit the Central Lab website at <http://www.dearbom3.ford.com/mc/northamer/central.htm>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 7:31 AM
To: 'craig.clute@tesma.com'
Subject: RE: FW: Metaphase Update

As I indicated in another note, I expect a paper copy to be provided to move this along...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: craig.clute@tesma.com [mailto:craig.clute@tesma.com]
Sent: Monday, October 28, 2002 6:23 PM
To: Ericson, Bruce (B.D.)
Cc: Ericson, Bruce (B.D.); Grimes, Jeff (J.R.); Mackool, Mark (M.B.); Bloxson, Thomas (T.J.); gabriel.santa@tesma.com; laza.lazarevic@tesma.com
Subject: Re: FW: Metaphase Update

Bruce:

Jan is fully supporting Blau on solving the Metaphase conflict issues related to this part. The delay in transferring this file has been increased as we have run into several different Metaphase conflicts during our data transfer attempts. Blau has attempted to submit this file on at least three different occasions, all of which being rejected with a different error message. Each time the file is rejected Jan contacts Blau to discuss the issue.

If there is any additional information you would like please feel free to contact me directly.

Regards,

Craig Clute
Project Manager
Blau Autotec
T: (905) 264-2200 x232
F: (905) 264-2205
E: craig.clute@tesma.com

"Ericson, Bruce
(B.D.)" To:
'craig.clute@tesma.com' <craig.clute@tesma.com>
<bericson@ford.co cc: "Ericson, Bruce (B.D.)"
<bericson@ford.com>, "Mackool, Mark (M.B.)"
M> <mackool@ford.com>, "Bloxson,

Thomas (T.J.)" <tbloxscm@ford.com>, "Grimes, Jeff
(J.R.)" <jgrimes1@ford.com>
10/28/2002 05:46 Subject: FW: Metaphase Update
PM

Please advise more specifically why it is taking so long to resolve this.
Would it help to have someone place this higher in Jan Hubner's priorities
or is it simply that the technical issues are taking a long time to
resolve?

-----Original Message-----

From: craig.clute@tesma.com [mailto:craig.clute@tesma.com]
Sent: Monday, October 28, 2002 4:09 PM
To: Otrompke, Nicole (N.T.)
Cc: Ericson, Bruce (B.D.); Mackool, Mark (M.B.)
Subject: RE: Metaphase Update

Nikki:

We are encountering several errors when we attempt to check the
YL8E-8A586-CD into Metaphase. We are working with Jan Hubner to correct
these issues. Once we do you will be the first to know.

Thanks for your help with the other files.

Regards,

Craig Clute
Project Manager
Blau Autotec
T: (905) 264-2200 x232
F: (905) 264-2205
E: craig.clute@tesma.com

"Otrompke, Nicole

(N.T.)"
(M.B.)" <mmackool@ford.com>
<notrompk@ford.co
(E-mail)" <Craig.Clute@tesma.com>, "Ericson, Bruce (B.D.)"
<bericson@ford.com>
To: "Mackool, Mark
cc: "Craig Clute
Subject: RE: Metaphase

Update

10/28/2002 04:06
PM

Is the YL8E-8A586-CD among those that you were checking in?
That's the last one that I'm looking for to finish up this notice.

Nikki Otrompke
Data Coordinator
Duratec V-Engine Design
(313) 323-8728

-----Original Message-----

From: Mackool, Mark (M.B.)
Sent: Monday, October 28, 2002 4:01 PM
To: Otrompke, Nicole (N.T.)
Cc: Craig Clute (E-mail); Ericson, Bruce (B.D.)
Subject: FW: Metaphase Update

Hi Nicole,

I have just received confirmation that the following drawings were received in Metaphase:

1S7E-8548-CH
3M4E-8A586-AC
3M4E-8A586-AD

Regards
Mark Mackool
Tesma
313-323-7426ph
313-610-0939cell

-----Original Message-----

From: craig.clute@tesma.com (mailto:craig.clute@tesma.com)
Sent: Monday, October 28, 2002 2:22 PM
To: bericson@ford.com; rmackool@ford.com
Subject: Metaphase Update

Sorry for the multiple updates in such a short time period, but more good news. The SW164 has been successfully submitted into Metaphase.

Regards,

Craig Clute
Project Manager
Blau Autotec
F: (905) 264-2200 x232
F: (905) 264-2205
E: craig.clute@tesma.com

(See attached file: Ford Prints.xls)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 7:38 AM
To: Kamat, Prasad (P.P.)
Subject: FW: AIM 2502041 - throttle body icing

I expect you'll have to followup on this.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Davenport, Marty (M.F.)
Sent: Tuesday, October 29, 2002 7:31 AM
To: Grimes, Jeff (J.R.); Rose, Robert (R.A.); Limmata, Gary (G.D.); Childress, Terry (T.W.)
Subject: FW: AIM 2502041 - throttle body icing

I asked Terry Shipp what she remembered concerning this issue. See her comments.

-----Original Message-----

From: Shipp, Terri (T.L.)
Sent: Monday, October 28, 2002 4:07 PM
To: Davenport, Marty (M.F.); Seifert, Thomas (T.S.); Doering, Jeff (J.A.)
CC: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Marty,

There are three updates listed in the AIMS deck (see below):

- Moving issue to Pending. If further testing is favorable, I will close issue. If further testing is not favorable, I will move back to Open. Pending Fix FP Phase: 1PP FP Date: 08-Apr-2002 08-Apr-2002 Hamel, Kenny (KHAMEL)
- The failed test was using non representative hardware (breather system was "cobbled" together with brass pipes. Last week Bob Kreft ran a throttle icing test with PV hardware and the vehicle passed with no issues. The test is being repeated again this week with some revised parameters. I will update this AIMS when we get more news. 02-Apr-2002 Lucas, Marc (MLUCAS4)
- I checked with Judy Jagaln. Vehicle LQ330055 was a CP level V8. 28-Mar-2002 Hamel, Kenny (KHAMEL)
- System changed from "4C Drivetrain" to "4A Petrol Engines". 28-Mar-2002 Hamel, Kenny (KHAMEL)
- Open 27-Mar-2002 Bartolucci, Sean (SBARTOLU)

I would have Marc Lucas update the deck as he noted above. Based on his information, I would make the determination on if the issue should be closed.

Terri Shipp
Ford Motor Company
P/T Subsystems Engineering Technology
GCE Campaign Prevention Specialist
(Phone) 313-93-79831 / (Fax) 313-82-16020
(Pager) 313-795-1878

Cube 1AF12, MD #3, FPC-A
tshipp@ford.com <<mailto:tshipp@ford.com>> <<mailto:tshipp@ford.com>>
www.ford.com <<http://www.ford.com>> <<<http://www.ford.com>>>

---Original Message---

From: Davenport, Marty (M.F.)
Sent: Monday, October 28, 2002 3:19 PM
To: Selfert, Thomas (T.S.); Shipp, Terri (T.L.); Doering, Jeff (J.A.)
Cc: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Scott,

It appears to me they are the same issue.

Terri, Jeff, Do you agree that that we can close this AIMS or was there some other reason this issue is still open?

Thanks,

Marty Davenport

Powertrain Electronic Applications
Phone/FAX: 313-248-4498
email: mjdavens1@ford.com <<mailto:mjdavens1@ford.com>>
Pager: 313-3857243

Inter-Company: POEE Cube AW-057 / MD 75
Outside: Ford Motor Company,
POEE Bldg., Cube AW-057 / MD 75
21500 Oakwood Blvd., Dearborn, MI 48121

---Original Message---

From: Selfert, Thomas (T.S.)
Sent: Monday, October 28, 2002 3:15 PM
To: Davenport, Marty (M.F.)
Cc: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Subject: FW: AIM 2502041 - throttle body icing

Marty,

The AIM's issue described (2502041) below is still pending. We would like to close it. Does this fall under the same explanation as AIM's # 2514838. If so, let me know so I can recommend closure.

Thanks.

Regards,

7. Scott Selfert

Application Engineer - Lincoln LS (DEW88) / Thunderbird (M206)
R&VT - RESEARCH & VEHICLE TECHNOLOGY
PVT ELECTRONICS APPLICATIONS DEPT. (PEAD)
POEE Cube AM058 (MD 75)
Phone: (313) 38-01665 Fax: (313) 38-03830
E-Mail address TSEIFERT@Ford.com <<mailto:TSEIFERT@Ford.com>>
Page at (313) 798-7602 or Text page at:
<<http://www.pcse.pcee.ford.com/page/othera.htm>>

---Original Message---

From: Garza, Laura (L.A.)
Sent: Monday, October 28, 2002 2:58 PM
To: Selfert, Thomas (T.S.)
Subject: FW: AIM 2502041 - throttle body icing

fyi...

Laura A. Garza

2003 Lincoln LS Powertrain Launch Leader
Dearborn Phone: (313) 845-1044
Wixom Phone: (248) 596-2592
Wixom Fax: (248) 596-2609
Pager: (313) 796-7026 (text)
E-mail: lgarza4@ford.com <mailto:lgarza4@ford.com>

-----Original Message-----

From: Davenport, Marty (M.F.)
Sent: Monday, October 28, 2002 2:47 PM
To: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Cc: Childress, Terry (T.W.); McCormick, Lynn (L.T.)
Subject: RE: AIM 2502041 - throttle body icing

Ref: ETC Fault Issue 58

Sean,
Laura,

After reviewing the database, this was assigned to the ETB activity. Specifically we mentioned that they would need to successfully pass their DV.

We implemented improved stuck throttle actions in Version 9.015.000, however since the throttle was stuck and we detected an issue, this was not considered an ETC Fault detection issue and was closed.

Regards,

Marty Davenport
Powertrain Electronic Applications
Phone/FAX: 313-848-4408
email: mdavenport1@ford.com <mailto:mdavenport1@ford.com>
Pager: 813-8267249

Inter-Company: POEE Cube AW-067 / MD 75
Outside: Ford Motor Company,
POEE Bldg., Cube AW-067 / MD 75
21500 Oakwood 21500 Oakwood

-----Original Message-----

From: Bartolucci, Sean (S.E.)
Sent: Monday, October 28, 2002 1:29 PM
To: Davenport, Marty (M.F.)
Cc: Childress, Terry (T.W.); McCormick, Lynn (L.T.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Marty,

What is your take on this. Can we close this out?

-----Original Message-----

From: Garza, Laura (L.A.)
Sent: Monday, October 28, 2002 1:27 PM
To: Bartolucci, Sean (S.E.)
Cc: Childress, Terry (T.W.); Davenport, Marty (M.F.); McCormick, Lynn (L.T.)
Subject: AIM 2502041 - throttle body icing
Importance: High

Sean,

We have an IB Management Meeting that we are preparing for and need to close out our Pending AIM issues in the system. Do you consider the issue you wrote below Closed? Did LS pass the required testing? Please advise ASAP.

Issue Title:

Throttle Body Icing

Issue Description:

During ETC cold weather development it was discovered that on the D219 program that large chunks of ice would form against the

ETB plates. This ice prevented the throttle body from ratcheting. This caused the the Electronic Throttle system to trip a fault and light the ETC warning light in the cluster.

This issue did manifest itself on vehicle #LQ330056, a 2003 DEW98. With the hood up in a refrigerator, the throttle body froze and

would not move. After enough key-on/key off cycles, throttle started to work. The fault eventually cleared itself.

Initiator: Bartolucci, Sean (SBARTOLU)

Laura A. Garza

2003 Lincoln LS Powertrain Launch Leader

Dearborn Phone: (313) 845-1044

Wixom Phone: (248) 596-2592

Wixom Fax: (248) 596-2609

Pager: (313) 796-7026 (text)

E-mail: lgarza4@ford.com <<mailto:lgarza4@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 7:52 AM
To: Childress, Terry (T.W.)
Subject: RE: AIM 2502041 - throttle body icing

Jeff and Robert work the V8...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Childress, Terry (T.W.)
Sent: Monday, October 28, 2002 4:54 PM
To: Grimes, Jeff (J.R.); Rosa, Robert (R.A.)
Cc: Limatta, Gary (G.D.); Devenport, Marty (M.F.); Childress, Terry (T.W.); Garza, Laura (L.A.); McCormick, Lynn (L.T.); Bartolucci, Sean (S.E.)
Subject: FW: AIM 2502041 - throttle body icing

Jeff and Robert,

I remember this issue being addressed on the V8 DEW for 2003MY. This came into the ETC Fault reporting team as an iced throttle. Sean Bartolucci wrote the AIMS (# 2502041) against this occurrence since it was noted as an iced throttle plate on the ETB.

Can you response to the request; was this closed out for the 2003MY DEW? Stated another way, does the 2003MY DEW ETB pass the throttle icing procedure?

Regards,

Terry W. Childress

NAE - CAPE - PCSE - ADE&PT
Supervisor, Engine Torque Subsystems
email: TCHILDRE@Ford.com <<mailto:TCHILDRE@Ford.com>>
MD-76, POEE Bldg - Cube BE-167
P: 313-33-72771 F: 313-24-81234

-----Original Message-----

From: Devenport, Marty (M.F.)
Sent: Monday, October 28, 2002 2:47 PM
To: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Cc: Childress, Terry (T.W.); McCormick, Lynn (L.T.)
Subject: RE: AIM 2502041 - throttle body icing

Ref: ETC Fault Issue 59

Sean,
Laura,

After reviewing the database, this was assigned to the ETB activity. Specifically we mentioned that they would

need to successfully pass their DV.

We implemented improved stuck throttle actions in Version 9.015.000, however since the throttle was stuck and we detected an issue, this was not considered an ETC Fault detection issue and was closed.

Regards,

Marty Davenport
Powertrain Electronic Applications
Phone/FAX: 313-248-4488
email: mdavenport1@ford.com
Pager: 313-3257243

Inter-Company: POEE Cube AW-057 / MD 78
Outside: Ford Motor Company,
POEE Bldg., Cube AW-057 / MD 78
21500 Oakwood 21500 Oakwood

-----Original Message-----

From: Bartolucci, Sean (S.E.)
Sent: Monday, October 28, 2002 1:29 PM
To: Davenport, Marty (M.F.)
Cc: Childress, Terry (T.W.); McCormick, Lynn (L.T.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Marty,

What is your take on this. Can we close this out?

-----Original Message-----

From: Garza, Laura (L.A.)
Sent: Monday, October 28, 2002 1:27 PM
To: Bartolucci, Sean (S.E.)
Cc: Childress, Terry (T.W.); Davenport, Marty (M.F.); McCormick, Lynn (L.T.)
Subject: AIM 2502041 - throttle body icing
Importance: High

Sean,

We have an IB Management Meeting that we are preparing for and need to close out our Pending AIM issues in the system. Do you consider the issue you wrote below Closed? Did LS pass the required testing? Please advise ASAP.

Issue Title:

Throttle Body Icing

Issue Description:

During ETC cold weather development it was discovered that on the D219 program that large chunks of ice would form against the

ETB plates. This ice prevented the throttle body from ratcheting. This caused the the Electronic Throttle system to trip a fault and light the ETC warning light in the cluster.

This issue did manifest itself on vehicle #LQ330055, a 2003 DEW98. With the hood up in a refrigerator, the throttle body froze and would not move. After enough key-on/key off cycles; throttle started to work. The fault eventually cleared itself.

Initiator: Bartolucci, Sean (SBARTOLU)

Laura A. Garza

2003 Lincoln LS Powertrain Launch Leader

Dearborn Phone: (313) 845-1044

Wixom Phone: (248) 596-2592

Wixom Fax: (248) 596-2609

Pager: (313) 796-7026 (text)

E-mail: lgarza4@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 30, 2002 8:55 AM
To: Kamat, Prasad (P.P.)
Subject: RE: AIM 2502041 - throttle body icing

Sorry...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimeat@ford.com

-----Original Message-----

From: Kamat, Prasad (P.P.)
Sent: Tuesday, October 29, 2002 7:50 AM
To: Grimes, Jeff (J.R.)
Cc: Rose, Robert (R.A.)
Subject: RE: AIM 2502041 - throttle body icing

Jeff

I checked AIMS.
This is a V8 vehicle issue and not a V6 issue.

Thanks for alerting though.

Prasad Kamat
mailto:pkamat@ford.com
2004 DEW Duratec engine/L-Inline LS programs
V-Engine Engineering
POEE - AH036 (B-4 Pillar)
Mail Drop 48
Tel :- 313-390-4509
Fax :- 313-594-7323
Pager: 313-796-3960

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 7:39 AM
To: Kamat, Prasad (P.P.)
Subject: FW: AIM 2502041 - throttle body icing

I expect you'll have to follow up on this.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Davenport, Marty (M.F.)
Sent: Tuesday, October 29, 2002 7:31 AM
To: Grimes, Jeff (J.F.); Rose, Robert (R.A.); Lilmatta, Gary (G.D.); Childress, Terry (T.W.)
Subject: FW: AIM 2502041 - throttle body icing

I asked Terry Shipp what she remembered concerning this issue. See her comments.

-----Original Message-----

From: Shipp, Terr (T.L.)
Sent: Monday, October 28, 2002 4:07 PM
To: Davenport, Marty (M.F.); Salfert, Thomas (T.S.); Doering, Jeff (J.A.)
Cc: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Marty,

There are three updates listed in the AIMS deck (see below):

- Moving issue to Pending. If further testing is favorable, I will close issue. If further testing is not favorable, I will move back to Open. Pending Fix FP Phase: 1PP FP Date: 08-Apr-2002 08-Apr-2002 Hamel, Kenny (KHAMEL)
- The failed test was using non representative hardware (breather system was "cobbled" together with brass pipes. Last week Bob Kreft ran a throttle icing test with PV hardware and the vehicle passed with no issues. The test is being repeated again this week with some revised parameters. I will update this AIMS when we get more news. 02-Apr-2002 Lucas, Marc (MLUCAS4)
- I checked with Judy Jagain. Vehicle LQS30055 was a CP level V8. 28-Mar-2002 Hamel, Kenny (KHAMEL)
- System changed from "4C Drivetrain" to "4A Petrol Engines". 28-Mar-2002 Hamel, Kenny (KHAMEL)
- Open 27-Mar-2002 Bartolucci, Sean (SBARTOLU)

I would have Marc Lucas update the deck as he noted above. Based on his information, I would make the determination on if the issue should be closed.

Terri Shipp

Ford Motor Company
P/T Subsystems Engineering Technology
GCE Campaign Prevention Specialist
(Phone) 313-33-73831 / (Fax) 313-62-16020
(Pager) 313-795-1878
Cube 1AF12, MD #3, FPC-A
ts hipp@ford.com <[smallto:ts hipp@ford.com](mailto:ts hipp@ford.com)> <[smallto:ts hipp@ford.com](mailto:ts hipp@ford.com)>
www.ford.com <<http://www.ford.com>> <<http://www.ford.com>>

-----Original Message-----

From: Davenport, Marty (M.F.)
Sent: Monday, October 28, 2002 3:19 PM
To: Salfert, Thomas (T.S.); Shipp, Terr (T.L.); Doering, Jeff (J.A.)
Cc: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Scott,

It appears to me they are the same issue.

Terri, Jeff, Do you agree that that we can close this AIMS or was there some other reason this issue is still open?

Thanks,

Marty Davenport

Powertrain Electronic Applications
Phone/FAX: 313-248-4488
email: mdavenport1@ford.com <<mailto:mdavenport1@ford.com>>
Pager: 313-3857243

Inter-Company: POEB Cube AW-057 / MD 75
Outside: Ford Motor Company,
POEB Bldg., Cube AW-057 / MD 75
21500 Oakwood Blvd., Dearborn, MI 48121

-----Original Message-----

From: Selfert, Thomas (T.S.)
Sent: Monday, October 28, 2002 3:15 PM
To: Davenport, Marty (M.F.)
Cc: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Subject: FW: AIM 2502041 - throttle body icing

Marty,

The AIM's issue described (2502041) below is still pending. We would like to close it. Does this fall under the same explanation as AIM's # 2514838. If so, let me know so I can recommend closure.

Thanks.

Regards,

T. Scott Selfert

Application Engineer - Lincoln LS (DEW08) / Thunderbird (M205)
RAVT - RESEARCH & VEHICLE TECHNOLOGY
P/T ELECTRONICS APPLICATIONS DEPT. (PEAD)
POEB Cube AM058 (MD 76)
Phone: (313) 39-01886 Fax: (313) 39-03890
E-Mail address TSE|FERT@Ford.com <<mailto:TSE|FERT@Ford.com>>
Page at (313) 796-7502 or Text page at:
<http://www.poss.poss.ford.com/pacer/others.htm>

-----Original Message-----

From: Garza, Laura (L.A.)
Sent: Monday, October 28, 2002 2:58 PM
To: Selfert, Thomas (T.S.)
Subject: FW: AIM 2502041 - throttle body icing

fyi...

Laura A. Garza

2003 Lincoln LS Powertrain Launch Leader
Dearborn Phone: (313) 845-1044
Wixom Phone: (248) 596-2592
Wixom Fax: (248) 596-2609
Pager: (313) 796-7026 (text)
E-mail: lgarza4@ford.com <<mailto:lgarza4@ford.com>>

-----Original Message-----

From: Davenport, Marty (M.F.)
Sent: Monday, October 28, 2002 2:47 PM
To: Bartolucci, Sean (S.E.); Garza, Laura (L.A.)
Cc: Childress, Terry (T.W.); McCormick, Lynn (L.T.)

Subject: RE: AIM 2502041 - throttle body icing

Ref: ETC Fault Issue 59

Sean,
Laura,

After reviewing the database, this was assigned to the ETB activity. Specifically we mentioned that they would need to successfully pass their DV.

We implemented improved stuck throttle actions in Version 9.015.000, however since the throttle was stuck and we detected an issue, this was not considered an ETC Fault detection issue and was closed.

Regards,

Marty Davenport
Powertrain Electronic Applications
Phone/FAX: 313-246-4499
email: mldavenport1@ford.com_email:mldavenport1@ford.com
Pager: 313-3267243

Inter-Company: POEE Cube AW-057 / MD 75
Outside: Ford Motor Company,
POEE Bldg., Cube AW-057 / MD 75
21500 Oakwood 21500 Oakwood

-----Original Message-----

From: Bartolucci, Sean (S.E.)
Sent: Monday, October 28, 2002 1:29 PM
To: Davenport, Marty (M.F.)
Cc: Childress, Terry (T.W.); McCormick, Lynn (L.T.); Garza, Laura (L.A.)
Subject: RE: AIM 2502041 - throttle body icing

Marty,

What is your take on this. Can we close this out?

-----Original Message-----

From: Garza, Laura (L.A.)
Sent: Monday, October 28, 2002 1:27 PM
To: Bartolucci, Sean (S.E.)
Cc: Childress, Terry (T.W.); Davenport, Marty (M.F.); McCormick, Lynn (L.T.)
Subject: AIM 2502041 - throttle body icing
Importance: High

Sean,

We have an IB Management Meeting that we are preparing for and need to close out our Pending AIM issues in the system. Do you consider the issue you wrote below Closed? Did LS pass the required testing? Please advise ASAP.

Issue Title:

Throttle Body Icing

Issue Description:

During ETC cold weather development it was discovered that on the D219 program that large chunks of ice would form against the

ETB plates. This ice prevented the throttle body from ratcheting. This caused the the Electronic Throttle system to trip a fault and light

the ETC warning light in the cluster.

This issue did manifest itself on vehicle #LQ330055, a 2003 DEW98. With the hood up in a refrigerator, the throttle body froze and would not move. After enough key-on/key off cycles, throttle started to work. The fault eventually cleared itself.

Initiator: Bartolucci, Sean (SBARTOLU)

Laura A. Garza

2003 Lincoln LS Powertrain Launch Leader

Dearborn Phone: (313) 845-1044

Wixom Phone: (248) 596-2592

Wixom Fax: (248) 596-2609

Pager: (313) 796-7026 (text)

E-mail: lgarza4@ford.com <<mailto:lgarza4@ford.com>>

From: Grimes, Jeff (J.F.)
Sent: Tuesday, October 29, 2002 8:58 AM
To: Fournelle, Gilbert (G.)
Subject: Proposed TSB

Importance: High

Gilbert, Rhae, can you please forward me the latest TSB, the one pending availability of the IAC...I haven't had the chance to review it, and should do so prior to release...

Also, (V-Engine) are considering removing the IAC and DPFE from the TSB (As both have significant quality actions now in place...And having them in the TSB is going to (already appears to be) creating number of false claims...)

We may simply need to reword it a little, changing the diagnostics order...Not sure until I read it.

If I can get a copy today, we'll make a recommendation on Thursday.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 10:35 AM
To: Smaldone, Ronald (R.P.)
Subject: RE: Escape TBody's for Testing in Texas.

I thought that's what you asked for???...We needed known stickers to qualify PE's equipment.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Smaldone, Ronald (R.P.)
Sent: Monday, October 28, 2002 10:30 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Escape TBody's for Testing in Texas.

Didn't ask for them.

Ron Smaldone
<http://www.w3o.ford.com/arts/Animated/animatedgifs/ovalanm.gif> <outbind://8/ronald1
files/image001.jpg>

Relentless in the Pursuit of Quality

Ronald P. Smaldone
Six Sigma Black Belt Candidate, FMEI
V-Engine Engineering - Ford Motor Company
Phone/FAX: 313-24-82294
Email: RSMALDON@FORD.COM <mailto:RSMALDON@FORD.COM>
Text Pager: 3137958424@alphapage.airtouch.com <mailto:3137958424@alphapage.airtouch.com>

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 10:30 AM
To: Smaldone, Ronald (R.P.)
Subject: RE: Escape TBody's for Testing in Texas.
What about the warranty returns?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Smaldone, Ronald (R.P.)
Sent: Monday, October 28, 2002 10:07 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Escape TBody's for Testing in Texas.

See below. This was the request.

Ron Smaldone

<http://www.w3o.ford.com/arts/Animated/animated.gifs/ovalanm.gif> <outbind://5/ronsig1
files/image001.jpg>

Relentless in the Pursuit of Quality

Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

V-Engine Engineering - Ford Motor Company

Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM <mailto:RSMALDON@FORD.COM>

Text Pager: 3137958424@alphapage.airtouch.com <mailto:3137958424@alphapage.airtouch.com>

-----Original Message-----

From: Smaldone, Ronald (R.P.)
Sent: Thursday, October 24, 2002 11:43 AM
To: 'ellcoy@vistean.com'
Subject: FW: Escape TBody's for Testing in Texas.
Ed, this didn't get to you the first time.

Ron Smaldone

<http://www.w3o.ford.com/arts/Animated/animated.gifs/ovalanm.gif> <outbind://6/ronsig1
files/image001.jpg>

Relentless in the Pursuit of Quality

Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

V-Engine Engineering - Ford Motor Company

Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM <mailto:RSMALDON@FORD.COM>

Text Pager: 3137958424@alphapage.airtouch.com <mailto:3137958424@alphapage.airtouch.com>

-----Original Message-----

From: Smaldone, Ronald (R.P.)
Sent: Thursday, October 24, 2002 11:07 AM
To: 'ellcoy@vistean.com'

Cc: 'johara@visteon.com'

Subject: Escape TBodys for Testing In Texas.

Ed, this is the address we need to send (3) 3.0L Escape Throttle bodies(part numbers are YL8U-DD or DE) with SBG charts/data. If you don't have any with SBG data already taken please let me know. I will call Mike Mckee to get some priority to get them run today.

Perkin Elmer (attention: Al Lopez)

5404 Bandera Rd

San Antonio, TX. 78238

Thanks again for your assistance.

Ron Smaldone

<http://www.w3o.ford.com/arts/Animated/animated.gifs/ovalanm.gif>

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Text Pager: 3137958424@alphapage.airtouch.com <<mailto:3137958424@alphapage.airtouch.com>>

From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 10:30 AM
To: Smaldone, Ronald (R.P.)
Subject: RE: Escape TBody's for Testing in Texas.

What about the warranty returns?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Smaldone, Ronald (R.P.)
Sent: Monday, October 28, 2002 10:07 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Escape TBody's for Testing in Texas.

See below. This was the request.

Ron Smaldone
<http://www.w3o.ford.com/arts/Animated/animatedgifs/ovalanm.gif> <outbind://5/ronsig1
files/image001.jpg>

Relentless in the Pursuit of Quality

Ronald P. Smaldone
Six Sigma Black Belt Candidate, FMEI
V-Engine Engineering - Ford Motor Company
Phone/FAX: 313-24-82294
Email: RSMALDON@FORD.COM <<mailto:RSMALDON@FORD.COM>>
Text Pager: 3137958424@alphapage.airtouch.com <<mailto:3137958424@alphapage.airtouch.com>>

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From: Smaldone, Ronald (R.P.)
Sent: Thursday, October 24, 2002 11:43 AM
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Text Pager: 3137958424@alphapage.airtouch.com <<mailto:3137958424@alphapage.airtouch.com>>

---Original Message---

From: Smaldone, Ronald (R.P.)

Sent: Thursday, October 24, 2002 11:07 AM

To: 'elcey@visteon.com'

Cc: 'johara@visteon.com'

Subject: Escape TBodys for Testing In Texas.

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Perkin Elmer (attention: Al Lopez)

5404 Bandera Rd

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Thanks again for your assistance.

Ron Smaldone

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Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

V-Engine Engineering - Ford Motor Company

Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM <<mailto:RSMALDON@FORD.COM>>

Text Pager: 3137958424@alphapage.airtouch.com <<mailto:3137958424@alphapage.airtouch.com>>

From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 8:22 AM
To: Radke, Allen (A.E.)
Subject: FW: Throttle Body Assembly

Allen, just a quick not to clarify the delay in closing the TB investigation that Patrick is doing for us.

Program related issues (ETB, WH TB) at Visteon are pushing OPD investigations down a little (lot) on the priority list...Over the last year, getting Visteon to turn anything around testing wise has been tiresome at best.

When reviewing Patrick's performance on this project, use the date he provided the TB's to me as the "turn around date". The report was much later, but I believe he was hoping to write one large report, and some delay incurred waiting for Visteon...

As indicated below, I had sent another note to the Visteon management chain this morning, hoping to get these parts tested...and then returned for continued analysis...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—
From: Nallos, Patrick (P.J.)
Sent: Monday, October 28, 2002 8:18 AM
To: Grimes, Jeff (J.R.); Radke, Allen (A.E.)
Subject: FW: Throttle Body Assembly

—Original Message—
From: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 8:13 AM
To: Nallos, Patrick (P.J.)
Subject: RE: Throttle Body Assembly

I just sent a scathing note to the Visteon team...We are still waiting for the parts to be tested.

As I indicated earlier...your "turn around" time should not suffer here...if it's a measurable your tracked against, lets clean it up...I can appropriately inform anyone you require as to what's going on...

I cannot close the request until my investigation is done.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

—Original Message—
From: Nallos, Patrick (P.J.)
Sent: Monday, October 28, 2002 8:03 AM
To: Grimes, Jeff (J.R.)
Subject: Throttle Body Assembly

Jeff,

I want to close out this report, since I haven't had the part since late August. My turn-around time has suffered quite a bit because of this and another job where the customer took the parts back. What do you want to do?

Patrick J. Nallos (pnallos)

Laboratory Development Analyst

(313) 33-75358 (313) 32-21614 FAX

Ford Internal, visit the Central Lab website at <http://www.detroit3.ford.com/mst/northamer/central.htm>

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 24, 2002 7:53 AM
To: Ericson, Bruce (B.D.); Wright, Anne (A.S.); Yeung, Lem (.); Moore, Donald (D.R.); Buettner, Steve (S.B.); Blossom, Thomas (T.J.)
Cc: Higgins, Chad (C.R.)
Subject: RE: Water Pump & Wiring Harness

When did this effort STOP working towards December 2???

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Ericson, Bruce (B.D.)
Sent: Wednesday, October 23, 2002 3:59 PM
To: Ericson, Bruce (B.D.); Grimes, Jeff (J.R.); Wright, Anne (A.S.); Yeung, Lem (.); Moore, Donald (D.R.); Buettner, Steve (S.B.); Blossom, Thomas (T.J.)
Cc: Higgins, Chad (C.R.)
Subject: RE: Water Pump & Wiring Harness

Correction: Only the prints and feasibility for the 3M4E-8501-BJ J56 high flow pump are not completed yet with the print scheduled to be received tomorrow morning. Both the 2S7E-8501-BH and the 3M4E-8501-BJ are set up to be released on the same notice.

We will look at ways to pull the timing ahead, but engine cooling is not willing to commit to timing less than the 14 weeks at this time. These are only estimates now, and more refined timing will be available later when we are farther along in the process.

-----Original Message-----

From: Ericson, Bruce (B.D.)
Sent: Wednesday, October 23, 2002 3:29 PM
To: Grimes, Jeff (J.R.); Wright, Anne (A.S.); Yeung, Lem (.); Moore, Donald (D.R.); Buettner, Steve (S.B.); Blossom, Thomas (T.J.)
Cc: Ericson, Bruce (B.D.); Higgins, Chad (C.R.)
Subject: FW: Water Pump & Wiring Harness

The prints for the 2S7E-8501-BH level pump with the new routing for the water pump outlet hose should be submitted by Airtex in the morning tomorrow 10/24/02 now that the prior notice release has occurred. Once the prints are received then the feasibility request can be submitted to CEP#2. Airtex is estimating that the BH level pumps will be available on February 1, 2003. This timing is based upon 2 weeks for notice approval and feasibility approval, 2 weeks for purchasing to process and kick off Airtex, 7 weeks for tooling for the hoses to be complete and hoses to be available, and 1 week for Airtex to complete PPAP for a total of 14 weeks. It is possible that the feasibility and purchasing approvals could go faster resulting in pumps being available earlier. It is also possible that these approvals could take 4 weeks or longer.

-----Original Message-----

From: Ericson, Bruce (B.D.)
Sent: Wednesday, October 23, 2002 11:16 AM
To: Grimes, Jeff (J.R.)
Cc: Ericson, Bruce (B.D.); Higgins, Chad (C.R.)
Subject: RE: Water Pump & Wiring Harness

Airtex can supply the BG level pump to support U204 anytime now as long as they have sufficient notice through the electronic build system. Alternately, Airtex can first supply the BH level pump to support U204 at

a later time. I have asked Airtex to provide the specific timing now that the release of BH is no longer tied up in the approval process. Airtex still has not been kicked off by purchasing on the tooling for the BH.

As far as I know the feasibility just looked at the feasibility of each pump separately. I believe the "complexity" issue was raised by CEP#2 in meetings. Please remember that the high flow pump is a running change for these programs and engine cooling is not controlling the implementation dates of the running change but attempting to support the plant and vehicle offices with the implementation dates that are desired. Also please understand that no matter what happens Cleveland will end up using both the BG and BH as BG level is used for ST220 which is in production with the high flow pump already. Waiting for the BH for U204 makes it less likely that a BG level pump could end up on D186 because the volumes on ST220 are relatively low and the volume of BG level pumps used at Cleveland will be lower.

We can support either option for implementation of the U204 high flow pump.

Please let me know if this did not answer your questions.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 23, 2002 8:46 AM
To: Ericson, Bruce (B.D.)
Cc:
Subject: RE: Water Pump & Wiring Harness

Bruce, what was your containment plan, for U204 getting the BG level pump in December, and Taurus waiting on the -BH.

Was this included, or even mentioned, in your feasibility?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Buettnr, Steve (S.B.)
Sent: Tuesday, October 22, 2002 5:07 PM
To: Grimes, Jeff (J.R.); Ericson, Bruce (B.D.)
Cc: Wright, Anne (A.S.); Yeung, Lem (.); Moore, Donald (D.R.)
Subject: FW: Water Pump & Wiring Harness

Jeff,

FYI. This adds complexity to CEP2 if we still bring the -BG pump in. Does U204 want to wait for the -BH? I presume the answer is yes. If you have any record of CEP2 concurring I would appreciate a copy? Some people at the plant claim to not have knowledge of the pending -BH release and the incompatibility of the -BG with Taurus, and I was not aware.

Bruce,

Do you have timing for the -BH? It is not released in WERS.

Thanks.

Steve Buettnr
CEPII Resident Engineer
sbuettnr@ford.com
216-676-2902 external
823-2902 Ford Net
216-676-2950 Fax

-----Original Message-----

From: Wright, Anne (A.S.)
Sent: Tuesday, October 22, 2002 4:12 PM
To: Buetner, Steve (S.B.)
Subject: RE: Water Pump & Wiring Harness

Yes, that's true. We will not use the -BG pump at all. We will begin using the -BH pump as a running change for 2003MY, sometime in early 2003CY. The -EB wiring harness can be used with any level pump, including the low flow (if it meets all other requirements).

Anne S. Wright
Ford Motor Company
Duratec Engine Systems Engineering
PO65 AB034 (A4 pillar)
Ph: 313-337-8582 Fax: 313-554-7323
email: awright@ford.com

-----Original Message-----

From: Buetner, Steve (S.B.)
Sent: Tuesday, October 22, 2002 3:32 PM
To: Wright, Anne (A.S.)
Subject: RE: Water Pump & Wiring Harness

Per our conversation earlier, can you confirm that the following is a true statement:

The 03 -850- code cannot use the 2S7E-8501-BG pump, and must have the 2S7E-8501-BH pump even with the -EB wiring harness.

Thanks.

Steve Buetner
CEPII Resident Engineer
sbuetne@ford.com
218-676-2902 external
823-2902 Ford Net
218-676-2950 Fax

-----Original Message-----

From: Wright, Anne (A.S.)
Sent: Tuesday, October 22, 2002 10:56 AM
To: Buetner, Steve (S.B.)
Subject: Water Pump & Wiring Harness

Steve, dry version of the wiring harness can be used with the low-flow water pump - there are no interference issues there. The new wiring harness must be used with the high-flow water pump. 3F1T-12B637-EB is the earliest version that can be used with the high flow w/p, which is a 2003MY running change. This harness incorporates the new trough and avoids interference with the larger diameter hoses. 4F1T-12B637-TBD will be the 2004MY harness and will be used with the high-flow w/p.

I hope this clarified the issue for you. If not, call me again.

Anne S. Wright
Ford Motor Company
Duratec Engine Systems Engineering
PO65 AB034 (A4 pillar)

Ph: 313-337-2582 Fax: 313-594-7323
email: awright@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 23, 2002 9:50 AM
To: Nehasil, Linda (L.F.)
Subject: RE: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING

I expect Sandy will agree, we have discussed this before...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Nehasil, Linda (L.F.)
Sent: Wednesday, October 23, 2002 9:44 AM
To: Grimes, Jeff (J.R.)
Subject: RE: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING

I got it all right.....not sure about the agenda, I see your point though, makes sense to me....

Quality comes first....
Linda F. Nehasil
Escape Powertrain PMT
32-38671

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 23, 2002 9:40 AM
To: Nehasil, Linda (L.F.)
Subject: RE: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING

I believe you'll get my response to the team on IAC valves...

We do not need to discuss it further. I'll presume its off the agenda, unless I hear otherwise.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Nehasil, Linda (L.F.)
Sent: Wednesday, October 23, 2002 7:12 AM
To: Roberts, Janet (J.); Benedict, Kim (K.A.); Grimes, Jeff (J.R.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

FYI on meeting with Mazda tomorrow morning at 7 am. Janet and Kim your names are on the agenda for item #2 see below. Please call in at:

Domestic:877-877-7127
Ford Net: ? (Shiraishi-san know...)
International: 630-424-2071
Pass code: 6643917 #

Jeff, we probably need someone from engine to discuss the IAC valve, please advise if I need to invite someone else.

Thanks!

Quality comes first....
Linda F. Nehasil
Escaps Powertrain PMT
32-3B671

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Wednesday, October 23, 2002 4:20 AM
To: scorbett@ford.com; lyeung@ford.com; ahale7@ford.com;
jgrimes1@ford.com; toda2@ford.com; kszczepa@ford.com;
shiraishi.m@pt.mazda.co.jp; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp;
yamashita.shig@mazda.co.jp; ohga.m@mazda.co.jp; jrober20@ford.com;
kbenedic@ford.com; lnehasil@ford.com; mfoley8@ford.com;
kawasaki.sh@mazda.co.jp; shimomuki.m@mazda.co.jp; asazuki.h@mazda.co.jp;
yahiro.t@mazda.co.jp
Cc: hasebe.t@mazda.co.jp
Subject: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,
I send the agenda for PT OPD Audio Meeting on 10/24 below.

Mazda would like to focus only two urgent issues in this meeting.

Thank you.

[Agenda]

1. Duratec IAC valve change

--- Kawasaki-CPE, Shimomuki-san(Overseas Prod. Eng.), S.Corbett-san

Taiwan FLH requested to send 400 old IAC valves to FLH for replacement by end of this week.

We have to decide immediately how to forward this issue.

2. W703933 Nut for Exhaust

--- Asazuki-san, Janet Roberts-san, Kim Benedict-san

Mazda have only Three info. for shipping below.

1) Mazda will receive 800pcs. in HOFU on 10/24.

2) Supplier already sent out 8000pcs. to RGL on 10/18.

However, Nittsu (Logistics Company) did not receive these nuts on 10/22 in RGL.

We consider that these 8000pcs. are still existing in RGL somewhere.
IEO is looking for these 8000pcs. in RGL.
Nittsu will send these by the Air. once receiving.

3) There are 9600pcs. on the SHIP where may be still staying the west coast
in US.

If we could not receive 8000pcs. untill 10/29, it become shortage for KD.
Mazda strongly request that IEO find out 8000pcs. and send to Mazda ASAP.

3.Walk In

[Date/Location]

USA	24-October-2002	AM 7:00-8:30	
JPN	24-October-2002	PM 8:00-9:30	MAZDA Technical Main Bldg. 2F # 221

Conference Room

[Audio conference numbers]

Domestic:877-877-7127
Ford Net: ? (Shiraishi-san know...)
International: 630-424-2071
Pass code: 6643917 #
Moderator code: 1698917#

Junichirou Ichikawa
PT Program Develop. Promotion Gr.
E-mail ; ichikawa.j@mazda.co.jp
Phone ; +81-82-287-4932(Ex.28215)
Fax ; +81-82-287-5115

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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Escape Powertrain PMT
32-38671

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Wednesday, October 23, 2002 4:20 AM
To: scorbett@ford.com; lyeung@ford.com; ahale7@ford.com;
jgrimes1@ford.com; toda2@ford.com; kszczepa@ford.com;
shiraishi.m@pt.mazda.co.jp; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp;
yamashita.shig@mazda.co.jp; ohga.m@mazda.co.jp; jrober20@ford.com;
kbenedic@ford.com; lnehasil@ford.com; mfoley8@ford.com;
kawasaki.sh@mazda.co.jp; shimomuki.m@mazda.co.jp; asazuki.h@mazda.co.jp;
yahiro.t@mazda.co.jp
Cc: hasebe.t@mazda.co.jp

Subject: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,
I send the agenda for PT OPD Audio Meeting on 10/24 below.

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[Date/Location]

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JPN	24-October-2002	PM 8:00-9:30	MAZDA Technical Main Bldg. 2F # 221

Conference Room

[Audio conference numbers]

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Ford Net: ? (Shiraishi-san know...)
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Pass code: 6643917 #
Moderator code: 1698917#

Junichirou Ichikawa
PT Program Develop. Promotion Gr.
E-mail : ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932 (Ex.28215)
Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 23, 2002 8:34 AM
To: Ichikawa, Jyunichro (J.); Corbett, Sandra (S.M.); Yeung, Lem (L.); Hale, Tony (A.S.); Grimes, Jeff (J.R.); Oda, Tamaki (T.); Szczepanski, Kyoko (K.); Shiraiishi, Masaru (M.); Takubo, Hirochi (H.); Hamano, Naoumi (N.); Yamashita, Shigeki (S.); Ohga, Muneyuki (M.); Roberts, Janet (J.); Benedict, Kim (K.A.); Nehaill, Linda (L.F.); Foley, Miyako (M.); Kawasaki, Shunauke (S.); shimomuki.m@mazda.co.jp; Asazuki, Hideaki (H.); Yahiro, Tetsuji (T.)
Co: Hasebe, Tsuyoshi (T.); Kreiger, Erik (E.)
Subject: RE: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

Item number #1 should already be considered closed.

Erik Kreiger, Ford FCSO, was provided as PRIMARY contact for Mazda/Taiwan to procure old-level Idle Air Control valve. FCSO has been holding several thousand valves to protect Mazda/Taiwan, but has yet to receive an order. Mazda/Ford Taiwan must assume responsibility for acquiring these valves.

Mazda and/or Ford Taiwan should contact Erik directly to facilitate this. Escape Powertrain, and V-Engine can offer no further assistance on procuring old-level IACs. Erik is cc'd on this note, and the appropriate contact information can be found in CDS.

I recommend this issue NOT be discussed at Thursday's audio, as no further information can be offered.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: ichikawa.j@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Wednesday, October 23, 2002 4:20 AM
To: scorbett@ford.com; lyeung@ford.com; ahale7@ford.com; jgrimes1@ford.com; toda2@ford.com; kszczepa@ford.com; shiraishi.m@pt.mazda.co.jp; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; yamashita.shig@mazda.co.jp; ohga.m@mazda.co.jp; jrober20@ford.com; kbenedic@ford.com; lnehasil@ford.com; mfoley8@ford.com; kawasaki.sh@mazda.co.jp; shimomuki.m@mazda.co.jp; asazuki.h@mazda.co.jp; yahiro.t@mazda.co.jp
Cc: hasebe.t@mazda.co.jp
Subject: 10/24 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,
I send the agenda for PT OPD Audio Meeting on 10/24 below.

Mazda would like to focus only two urgent issues in this meeting.

Thank you.

[Agenda]

1. Duratec IAC valve change

--- Kawasaki-CPE, Shimomuki-san (Overseas Prod. Eng.), S. Corbett-san

Taiwan FLH requested to send 400 old IAC valves to FLH for replacement by end of this week.

We have to decide immediately how to forward this issue.

2. W703933 Nut for Exhaust

--- Asazuki-san, Janet Roberts-san, Kim Benedict-san

Mazda have only three info. for shipping below.

1) Mazda will receive 800pcs. in HOFU on 10/24.

2) Supplier already sent out 8000pcs. to RGL on 10/18.

However, Nittsu (Logistics Company) did not receive these nuts on 10/22

in RGL.

We consider that these 8000pcs. are still existing in RGL somewhere.

IEO is looking for these 8000pcs. in RGL.

Nittsu will send these by the Air. once receiving.

3) There are 9600pcs. on the SHIP where may be still staying the west coast in US.

If we could not receive 8000pcs. until 10/29, it becomes shortage for KD. Mazda strongly request that IEO find out 8000pcs. and send to Mazda ASAP.

3. Walk In

[Date/Location]

USA 24-October-2002 AM 7:00-8:30

JPN 24-October-2002 PM 8:00-9:30 MAZDA Technical Main Bldg. 2F
221

Conference Room

[Audio conference numbers]

Domestic: 877-877-7127

Ford Net: ? (Shiraishi-san know...)

International: 630-424-2071

Pass code: 6643917 #

Moderator code: 1698917#

Junichirou Ichikawa

PT Program Develop. Promotion Gr.

E-mail ; ichikawa.j@mazda.co.jp

Phone ; +81-82-287-4932 (Ex. 28215)

Fax ; +81-82-287-5115

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 15, 2003 8:23 AM
To: MacLaren, Ron (R.A.); Monroe, Pat (P.A.); Fridrich, Joe (J.A.)
Cc: Gogate, Anil (A.B.); McCown, Thomas (T.P.)
Subject: RE: U204 Engines

That's great. As long as they don't end up in Production Escapes...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: MacLaren, Ron (R.A.)
Sent: Tuesday, January 14, 2003 4:22 PM
To: Grimes, Jeff (J.R.); Monroe, Pat (P.A.); Fridrich, Joe (J.A.)
Cc: Gogate, Anil (A.B.); McCown, Thomas (T.P.)
Subject: RE: U204 Engines

At the moment the plan is to either tear these down or at the outside chance give some to schools.

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 2:19 PM
To: Monroe, Pat (P.A.); MacLaren, Ron (R.A.); Fridrich, Joe (J.A.)
Cc: Gogate, Anil (A.B.); McCown, Thomas (T.P.)
Subject: RE: U204 Engines

Do we have long-term plans identified? If these are going to remain, or being re-introduced to "the system" I need to have TB's replaced...if they are going to sit stagnant, or get scrapped, we won't bother.

What is the timeline for making the decision...?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Monroe, Pat (P.A.)
Sent: Tuesday, January 14, 2003 12:29 PM
To: MacLaren, Ron (R.A.); Fridrich, Joe (J.A.)
Cc: Grimes, Jeff (J.R.); Gogate, Anil (A.B.); McCown, Thomas (T.P.)
Subject: RE: U204 Engines

Stored in CEP 1 awaiting disposition for the engines built with cylinder head intake face milled too deep are:

60 - 1G 752 AB

498 - 1G 754 AB.

These are the only U204 engines that are NOT currently in the possession of customers.

-----Original Message-----

From: MacLaren, Ron (R.A.)
Sent: Tuesday, January 14, 2003 12:17 PM
To: Friedrich, Joe (J.A.); Munroe, Pat (P.A.)
Cc: Grimes, Jeff (J.R.); Gogate, Anil (A.B.)
Subject: RE: U204 Engines

Can you guys help Jeff with his question?

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 11:39 AM
To: Gogate, Anil (A.B.); Friedrich, Joe (J.A.); MacLaren, Ron (R.A.)
Subject: U204 Engines

Good afternoon gentleman....

I remember hearing last fall that a significant number of U204 engines were warehoused somewhere...the number was in the thousands...

Is this true? If so, how do I go about alerting them to have Throttle Bodies replaced?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 3:37 PM
To: Lletta, David (D.F.)
Subject: W701669

When did we go from 4 bolts to 2 on the U204 TB installation?

I believe today, we are one bolt, and one stud...When did we go to two fasteners total?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 2:19 PM
To: Monroe, Pat (P.A.); MacLaren, Ron (R.A.); Fridrich, Joe (J.A.)
Cc: Gogate, Anil (A.B.); McCown, Thomas (T.P.)
Subject: RE: U204 Engines

Do we have long-term plans identified? If these are going to remain, or being re-introduced to "the system" I need to have TB's replaced...if they are going to sit stagnant, or get scrapped, we won't bother.

What is the timeline for making the decision...?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Monroe, Pat (P.A.)
Sent: Tuesday, January 14, 2003 12:29 PM
To: MacLaren, Ron (R.A.); Fridrich, Joe (J.A.)
Cc: Grimes, Jeff (J.R.); Gogate, Anil (A.B.); McCown, Thomas (T.P.)
Subject: RE: U204 Engines

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Sent: Tuesday, January 14, 2003 12:17 PM
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Cc: Grimes, Jeff (J.R.); Gogate, Anil (A.B.)
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To: Gogate, Anil (A.B.); Fridrich, Joe (J.A.); MacLaren, Ron (R.A.)
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Good afternoon gentlemen....

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Is this true? If so, how do I go about alerting them to have Throttle Bodies replaced?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204

Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 11:34 AM
To: Buettner, Steve (S.B.)
Subject: FW: Throttle Bodies

Sorry

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 10:58 AM
To: Moorhouse, Scott (S.R.); Krause, Bob (R.A.); Suarez, Rhae (R.); Hansen, George (G.C.); Corbett, Sandra (S.M.)
Subject: Throttle Bodies

Note, that it is expected that TB set screws were backed off POST measurements...Although Visteon hasn't confirmed this yet, these flow values are within Spec...and not indicative of Closed-In-Bore flow.



FW: August TB's



RE: August TB's

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 09, 2003 7:55 AM
To: Noteboom, Jim (J.E.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Good news...If you DO here about a TB replacement, post Nov 1 build...we'll want to expedite it back to Dearborn.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Noteboom, Jim (J.E.)
Sent: Wednesday, January 08, 2003 8:09 PM
To: Grimes, Jeff (J.R.); Hansen, George (G.C.); Peplone, Gil (J.); Fiorini, John (J.J.)
Cc: Abbasi, Basel (B.A.); Bass, Raynard (R.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.); Altonian, Don (D.J.); Corbett, Sandra (S.M.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

I have not seen or been notified by any of my techs of unusual TB replacement on the 3.0L Escapes.

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.674.4015 FAX: 303.674.5730
Cell: 303.921.2076

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 08, 2003 6:47 AM
To: Hansen, George (G.C.); Peplone, Gil (J.); Fiorini, John (J.J.)
Cc: Abbasi, Basel (B.A.); Bass, Raynard (R.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.); Noteboom, Jim (J.E.); Altonian, Don (D.J.); Corbett, Sandra (S.M.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Unofficial indications are another quality problem at Rawsonville (rumors, they will not admit to anything). We are in the process of returning/tearing down August '02 builds...Although coincidentally, the August spike follows shutdown and very similar pattern to the 2001CY spike.

Note for the field engineers: the production fix for sticking-throttles went into production late October at KCAP. We are using November 1 as clean date. Zero claims to date, post the change.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Wednesday, January 08, 2003 8:39 AM

To: Peppone, Gil (J.); Fiorini, John (J.J.)
Cc: Abbasi, Basel (B.A.); Bess, Raynard (R.); Grimes, Jeff (J.R.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.);
Notaboom, Jim (J.E.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

I read the verbatims for 2003 MY. I am attaching the breakout for all 9E926 Claims for 3.0L Duratec. I have sorted the claims by count of Customer Comments by State. If you would like further analysis I can sort this data by most fields in the claim. Let me know what else would be useful.

<< File: THROTTLE BODY VERBATIM ANALYSIS.xls >>

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-61800
ghansen4

-----Original Message-----

From: Peppone, Gil (J.)
Sent: Tuesday, January 07, 2003 3:47 PM
To: Fiorini, John (J.J.)
Cc: Abbasi, Basel (B.A.); Bess, Raynard (R.); Grimes, Jeff (J.R.); Peppone, Gil (J.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.);
Notaboom, Jim (J.E.); Hansen, George (G.C.); Altoonian, Don (D.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Hi John: Happy New Year!

My reply per your request contains questions and some speculation. However, I am NOT witnessing throttle body replacements for 2003 as the Excel file Mr. Hansen originally supplied indicates.

Firstly, my Questions: the original issue regarding throttle body replacements involved colder climates for throttle body plate sticking. Can the Excel file Warranty data be cut per sections of the Country? Are these TB replacements being done mostly in cold climates?

If that is the trend, this implies one of two things:

- a. The Techs are replacing TB based on past repair experience, and not actual failures (i.e., throttle sticking). It would be very interesting to review the comment details of these claims to discern what the vehicle came in for, which prompted the TB replacement.
- b. We MAY have some additional issue which is prompting the TB replacement, which may not have been defined to date. This statement is ONLY speculation. Again, Claims verbiage review and even NHL feedback may supply definition.

Also, and interestingly, the data supply shows 2003 MY TB Warranty as spiking. The interesting point is that the existing TSB 02-11-6 ONLY has 2001-2002 3.0L Escapes listed applicable for throttle body replacement (see Step #1 in that TSB) if the IAC D.C. cannot be corrected within acceptable range after an IAC replacement.

Could the 2003 Warranty be a victim of the older TSB?? Bad habits are hard to break: the Techs may be recalling this Step #1 and replacing the TB for 2003 M.Y, which is WRONG.

Again, my disclaimer: I have NOT witnessed this: it's just speculation.

Do my Brothers in L.A. and Denver have any additional comments or observations?? Pls help Mr. Fiorini if you could.

Thank you,
Gil Peppone
954-753-9889 Office
954-242-2066 Cell

-----Original Message-----

From: Fiorini, John (J.J.)
Sent: Tuesday, January 07, 2003 10:17 AM
To: Grimes, Jeff (J.R.); Peppone, Gil (J.)
Cc: Abbasi, Basel (B.A.); Bess, Raynard (R.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, January 07, 2003 7:58 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

I pulled a stack on the throttle body and it doesn't look good.

<< File: Throttle Body Stack 02_12_31.Cutoff.xls >>

Is it possible something went bad out at Rawsonville again???

--

George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Tuesday, January 07, 2003 7:52 AM
To: Grimes, Jeff (J.R.)
Cc: Hansen, George (G.C.); Yeung, Lem (.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

Item number 2 will end up being a discussion about throttle body warranty hitting the roof,.. please have a look at the data and have the throttle body team present I don't know who the contact is but during the QSF, you indicated that a section was being staffed.

Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Monday, January 06, 2003 3:58 PM
To: Alasha, Weheed (W.D.); Ahtonen, Don (D.J.); Anyerwu-Ebo, Ika (I.C.); Corbett, Sandra (S.M.); Darbo, Bob (R.J.); DiAngelo, Renaldo (R.); Dubovec, Jan (J.D.); Emar, Greg (G.J.); Florini, John (J.J.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Kamaufy-Finke, Nikki (K.); Khan, Muhammad Salim (M.S.); Kaur, Jerry (G.T.); Kraus, Robert (R.T.); Krasovsky, Lee (L.P.); Lawler, Dave (D.A.); Matesu, John (J.); McCarthy, Fran (F.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Nobsboom, Jim (J.E.); Ofler, John (J.D.); Ondo, Bob (.); Ondrejko, Rick (R.T.); Pepitone, Gil (G.); Pharis, Richard (R.L.); Rodriguez, Ashok (A.E.); Roncier, Philippe (P.); Salvato, John (J.); Shirahel, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhea (R.); Surti, P. J. (P.J.); Vecchio, Anne Marie (A.); Wu, Chun (C.Y.); Yeung, Lem (.)
Subject: U204 POWERTRAIN QRT AGENDA 1/6/03

P/T QRT Meeting Agenda for 1/8/03
Meeting: 9:30 - 11:30 AM

ROOM NUMBER FOR DEARBORN PARTICIPANTS PDC Conf Room 2H-D72

CALL IN NUMBERS:

Domestic: 888-252-9164

Ford Net: 954-1125

International: 830-424-2074

Pass code: 8821247#

SINGLE AGENDA ITEMS:

- EGR System Warranty J. Grimes / S. Moorhouse
Follow up discussion from last meeting:
 - o Joe Grandas to Quantify Tube Mounted vs. Bracket Mounted Warranty
 - o Jeff Grimes to look into Calibration / Strategy
 - o Joe Grandas to look at End of Line Voltages
 - o Don Altoonlan to get TNI Parts from Jeff Grimes for "TNI" Truck

- First Look at 2003 3 MIS Warranty for Top CCC Degradation
 - o See attached file for data

<< File: AGENDA TOPICS DATA.xls >>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 14, 2003 10:59 AM
To: Moorhouse, Scott (S.R.); Krause, Bob (R.A.); Suarez, Rhae (R.); Hansen, George (G.C.); Corbett, Sandra (S.M.)
Subject: Throttle Bodies

Note, that it is expected that TB set screws were backed off POST measurements...Although Visteon hasn't confirmed this yet, these flow values are within Spec...and not indicative of Closed-in-Bore flow.



FW: August TB's



RE: August TB's

From: Grimes, Jeff (J.R.)
Sent: Monday, January 13, 2003 9:06 AM
To: Plante, Paul (P.G.)
Subject: Declined: NHTSA EA02-027 Escape Stall

Paul, I have an EGR system Warranty meeting that I really need to support.

Can you and I meet 1/1 later (or earlier)

Also, please advise on how the invitees were selected. I noticed EGR, TB, SP, etc were missing, and that only IAC/SC seems represented???

Thanx

From: Grimes, Jeff (J.R.)
Sent: Monday, January 13, 2003 9:08 AM
To: Plants, Paul (P.G.)
Subject: Declined: NHTSA EA02-027 Escape Stall

Paul, I have an EGR system Warranty meeting that I really need to support.

Can you and I meet 1/1 later (or earlier)

Also, please advise on how the invitees were selected. I noticed EGR, TB, SP, etc were missing, and that only IAC/SC seems represented???

Thanx

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 11:52 AM
To: Florini, John (J.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

I was thinking Joe Intravia...But I think he has Engine Residents at the Assembly plants...

Actually, I would appreciate you asking around. I would welcome a promotional opportunity as resident at MTP...My career is at that crossroad where tiering and P's say to "Go get promoted" but opportunities are slim. Additionally, I believe resident experience would be fantastic.

Thank You

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5257 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Florini, John (J.J.)
Sent: Tuesday, January 07, 2003 11:44 AM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

I'll check. Who's Joe? Tom Svenson is the PVT manager.

John J. Florini

Supervisor, Accelerator Controls - Outfitters
Stationary Components, PTSE
PDC, 2G-D41, MD 197
☎ Phone: (313) 32-73654
☎ Fax: (313) 32-31153
📄 Page: (734) 651-0854
✉ E-mail: jflorini@ford.com

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 11:41 AM
To: Florini, John (J.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Congratulations...A job I would love to have...Resident at MTP.

Does Joe have other openings locally, that I might put my name in the hat for? I am interviewing (albeit very slowly)

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204

Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Florini, John (J.J.)
Sent: Tuesday, January 07, 2003 11:36 AM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,
I'm moving to MTP as the PTSE resident effective 1/13. Ray Besa will be taking over my MTC responsibilities. It was a pleasure working with you. Please continue to use me as a sounding board for throttle body related questions. Coming from Rawsonville, it is easy for me to understand why throttle bodies are a difficult commodity. Take care.

John J. Florini

Supervisor, Accelerator Controls - Outfitters
Stationary Components, PTSE
PDC, 2G-D41, MD 197

☎ Phone: (313) 33-73654
☎ Fax: (313) 32-31153
📄 Page: (734) 651-0854
✉ E-mail: smalto:florini@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 9:00 AM
To: Florini, John (J.J.); Dalbo, Bob (R.J.); Hinds, Brett (B.S.)
Cc: 'Mikee@vulcan.com'; Chancey III, John (J.E.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

John, the TB has been carryover since program J#1. While I certainly believe our issues lie within the Rawsonville turmoil...its very coincidental that 2 J#1's in row lead to significant increases in warranty on TB's, when the design has remained constant!

Any thoughts...are we certain NOTHING else changed? Brett, Bob, and induction or calibration changes? Anything that may lead to an increase in vacuum at closed-plate? Such increased loading could pull the plate into the bore, something not unreasonable given the tight tolerances of our old design...

Mike McKee, I expect that Rawsonville also shuts down in July... Any procedural (RJ or other) that comes to mind that may take a month to get under control? I have also officially requested SPC/Quality data supporting the August and adjacent Month's of production.

All: Note that the drop in warranty in April of 2002 MOP coincides nicely with Next 'A' machining being shutdown! Also, note that we recently completed a 575 Sludge test, with interval SBG testing...after 575 hours, the TB did not stick, much more to come on this subject.

The above are comments/questions only...not defending the TB nor accusing other components...It's just difficult for me to close my eyes to other potential causes, when the team has been unsuccessful at quantitatively defining Root-cause.

Also, note that we have 0 claims since we increased post-set (Nov 1).

Happy New Year

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204

Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, January 07, 2003 7:58 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Cc: Young, Lem (.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/8/03

Jeff,

I pulled a stack on the throttle body and it doesn't look good.

<< File: Throttle Body Stack 02_12_31 Cutoff.xls >>

Is it possible something went bad out at Rawsonville again???

--
George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Tuesday, January 07, 2003 7:52 AM
To: Grimes, Jeff (J.R.)
Cc: Hansen, George (G.C.); Young, Lem (.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

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Sandy Corbett
Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-B66

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Monday, January 06, 2003 3:58 PM
To: Alzaha, Waheed (W.D.); Altonian, Don (D.J.); Anyanwu-Ebo, Ike (I.C.); Corbett, Sandra (S.M.); Dalbo, Bob (R.L.); DiAngelo, Renaldo (R.); Dubovac, Jan (J.D.); Eoner, Greg (G.J.); Florini, John (J.J.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Kemerly-Frisko, Nikki (K.); Khan, Muhammed Salim (M.S.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Krasovsky, Lee (L.P.); Lawler, Dave (D.A.); Mabasa, John (J.); McCarthy, Fran (F.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Noteboom, Jim (J.E.); O'Her, John (J.D.); Ondo, Bob (.); Ondrejka, Rick (R.T.); Peplone, Gil (J.); Pheriss, Richard (R.L.); Rodrigues, Ashok (A.E.); Ronder, Philippe (F.); Salvato, John (J.); Shirakishi, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhea (R.); Surti, P. J. (P.J.); Vecchio, Anne Marie (A.); Wu, Chun (C.Y.); Young, Lem (.)
Subject: U204 POWERTRAIN QRT AGENDA 1/6/03

P/T QRT Meeting Agenda for 1/8/03
Meeting: 9:30 - 11:30 AM

ROOM NUMBER FOR DEARBORN PARTICIPANTS PDC Conf Room 2H-D72

CALL IN NUMBERS:

Domestic: 888-252-9164

Ford Net: 954-1125

International: 830-424-2074

Pass code: 6621247#

SINGLE AGENDA ITEMS:

- EGR System Warranty J. Grimes / S. Moorhouse
Follow up discussion from last meeting:
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 - o Don Altoonian to get TNI Parts from Jeff Grimes for "TNI" Truck

- First Look at 2003 3 MIS Warranty for Top CCC Degradation
 - o See attached file for data

<< File: AGENDA TOPICS DATA.xls >>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 11:41 AM
To: Fiorini, John (J.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Congratulations...A job I would love to have...Resident at MTP.

Does Joe have other openings locally, that I might put my name in the hat for? I am interviewing (albeit very slowly)

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—

From: Fiorini, John (J.J.)
Sent: Tuesday, January 07, 2003 11:36 AM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

I'm moving to MTP as the PTSE resident effective 1/13. Ray Bass will be taking over my MTC responsibilities. It was a pleasure working with you. Please continue to use me as a sounding board for throttle body related questions. Coming from Rawsonville, it is easy for me to understand why throttle bodies are a difficult commodity. Take care.

John J. Fiorini

Supervisor, Accelerator Controls - Outfitters
Stationary Components, PTSE
PDC, 2Q-D41, MD 187
☎ Phone: (313) 33-73654
☎ Fax: (313) 32-31153
📄 Page: (734) 651-0854
✉ E-mail: smallto:fiorini@ford.com

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 9:00 AM
To: Fiorini, John (J.J.); Dalbo, Bob (R.J.); Hinds, Brett (B.S.)
Cc: 'Mmises@vision.com'; Owansey III, John (J.E.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

John, the TB has been carryover since program J#1. While I certainly believe our issues lie within the Rawsonville turmoil...its very coincidental that 2 J#1's in row lead to significant increases in warranty on TB's, when the design has remained constant!

Any thoughts...are we certain NOTHING else changed? Brett, Bob, and induction or calibration changes? Anything that may lead to an increase in vacuum at closed-plate? Such increased loading could pull the plate into the bore, something not unreasonable given the tight tolerances of our old design...

Mike McKee, I expect that Rawsonville also shuts down in July... Any procedural (R.J or other) that comes to mind that may take a month to get under control? I have also officially requested SPC/Quality data supporting the August and adjacent Month's of production.

All: Note that the drop in warranty in April of 2002 MOP coincides nicely with Neel 'A' machining being shutdown! Also, note that we recently completed a 575 Sludge test, with Interval SBG testing...after 575 hours, the TB did not stick, much more to come on this subject.

The above are comments/questions only...not defending the TB nor accusing other components...It's just difficult for me to close my eyes to other potential causes, when the team has been unsuccessful at quantitatively defining Root-cause.

Also, note that we have 0 claims since we increased post-set (Nov 1).

~~Happy New Year~~

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, January 07, 2003 7:58 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

I pulled a stack on the throttle body and it doesn't look good.

<< File: Throttle Body Stack 02_12_31 Cutoff.xls >>

Is it possible something went bad out at Rawsonville again???

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-61800
ghansen4

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Tuesday, January 07, 2003 7:52 AM
To: Grimes, Jeff (J.R.)
Cc: Hansen, George (G.C.); Yeung, Lem (.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

Item number 2 will end up being a discussion about throttle body warranty hitting the roof... please have a look at the data and have the throttle body team present. I don't know who the contact is but during the QSF, you indicated that a section was being staffed.

Sandy Corbett
Escape Powertrain PMT & QRT
Phone/Fax: (313)59-44351

---Original Message---

From: Hansen, George (G.C.)
Sent: Monday, January 06, 2003 3:58 PM
To: Alasha, Waheed (W.D.); Altoonlan, Don (D.J.); Anyanwu-Ebo, Ike (I.C.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); DiAngelo, Renaldo (R.); Dubovec, Jan (J.D.); Exner, Greg (G.J.); Florini, John (J.J.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Kemerly-Finke, Nidd (K.); Khan, Muhammad Sajim (M.S.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Kresovsky, Lee (L.P.); Lawler, Dave (D.A.); Matasa, John (J.); McCarthy, Fran (F.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Noteboom, Jim (J.E.); Offler, John (J.D.); Ordu, Bob (B.); Ondrejko, Rick (R.T.); Peplone, Gil (G.); Pharriss, Richard (R.L.); Rodrigues, Ashok (A.E.); Ronder, Philippe (F.); Salvato, John (J.J.); Shiraiishi, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhee (R.); Surti, P. J. (P.J.); Vecchio, Anne Marie (A.); Wu, Chun (C.Y.); Yeung, Lam (L.)
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- **First Look at 2003 3 MIS Warranty for Top CCC Degradation**
 - o See attached file for data

<< File: AGENDA TOPICS DATA.xls >>

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Sent: Tuesday, January 07, 2003 8:09 AM
To: Corbett, Sandra (S.M.)
Cc: Hansen, George (G.C.); Yeung, Lem (.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/8/03

Will do.

Note, that no TB claims have come in for post November 1 (our Warranty Clean date). The single November claim is actually cruise-control.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 894-7323
e-mail: jgrimes1@ford.com

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Cc: Hansen, George (G.C.); Yeung, Lem (.)
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Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-E66

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- First Look at 2003 3 MIS Warranty for Top CCC Degradation
 - o See attached file for data

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From: Grimes, Jeff (J.R.)
Sent: Friday, January 03, 2003 11:00 AM
To: Johnson, Joe (J.H.)
Subject: RE: EGR / DPFE Service parameters

I'm understanding that, now. Thanx...

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Johnson, Joe (J.H.)
Sent: Friday, January 03, 2003 10:48 AM
To: Grimes, Jeff (J.R.)
Subject: RE: EGR / DPFE Service parameters

Jeff, I think we have already made a decision. Now it is just how wide spread is the issue? Tom indicates that he has reviewed 5 packages and they are all wrong. This will be a cross carline TSB and needs some priority. On a limited sample, it looks like our TNI rate is running about 7% but we don't know how many are due to the current parameters.

Joe Johnson

Supervisor, EGR Systems, FMEI Dept
V-Engine Engineering, Powertrain Operations
POEE Bldg, Mall Drop 69
21500 Oakwood Blvd
Dearborn, Mich 48124-4091

Ph: (313) 845-8292
Fax: (313) 390-4084
e-mail: jjohnson@ford.com

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Friday, January 03, 2003 10:13 AM
To: Durfee, Tom (T.P.); Gates, Freeman (F.C.); Grandis, Joseph (J.M.); Bronni, Mark (M.J.)
Cc: King II, Lamar (L.L.); Rachedi, Shane (S.H.); Zaghari, Z. (.); Johnson, Joe (J.H.)
Subject: RE: EGR / DPFE Service parameters

We'll discuss next week...Those invited, please do your homework, and we'll make some decision at the meeting.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Sent: Friday, January 03, 2003 10:11 AM
To: Gates, Freeman (F.C.); Grandas, Joseph (J.M.); Bronni, Mark (M.J.)
Cc: Grimes, Jeff (J.R.); King II, Lamar (L.L.); Rachedi, Shane (S.H.); Zaghaf, Z. (.); Johnson, Joe (J.H.)
Subject: RE: EGR / DPFE Service parameters

I will handle

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Cc: Grimes, Jeff (J.R.); King II, Lamar (L.L.); Rachedi, Shane (S.H.); Zaghaf, Z. (.); Johnson, Joe (J.H.)
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This is not correct I, We need an immediate TSB to the field to eliminate TNI(s). The tolerance for the DPFE is 0.75 to 1.25 volts.

Shane, do you have a contact who can look into this one?

Thanks

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From: Grandas, Joseph (J.M.)
Sent: Thursday, January 02, 2003 6:35 PM
To: Durfee, Tom (T.P.); Gates, Freeman (F.C.); Bronni, Mark (M.J.)
Cc: Grimes, Jeff (J.R.); King II, Lamar (L.L.)
Subject: FW: EGR / DPFE Service parameters

Tom, values look ok to me (generous - but ok).
Freeman & Mark are you ok with these?

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From: Durfee, Tom (T.P.)
Sent: Thursday, January 02, 2003 10:49 AM
To: Grandas, Joseph (J.M.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: EGR / DPFE Service parameters

Joe,

This is what is called out in the 2002 PCED manual for EGR reference values. 3.0L Escape.

<< File: EGR.xls >>

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From: Grimes, Jeff (J.R.)
Sent: Thursday, January 02, 2003 8:24 AM
To: Grandas, Joseph (J.M.); Durfee, Tom (T.P.)
Subject: EGR / DPFE Service parameters

Happy New Year!

Can you guys confirm that the currently published service manual correctly indicates acceptable performance parameters for the EGR component diagnostics?

Tom, this is directly related to the IAC issue.

Please confirm in e-mail. Thank

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, January 03, 2003 10:52 AM
To: Durfee, Tom (T.P.)
Subject: FW: EGR / DPFE Service parameters

True? Are they all Duratec? ✓

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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ph: (313) 322-5237 fax: (313) 694-7323

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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 02, 2003 10:32 AM
To: Sventickas, Ed (E.); Yeung, Lem (.)
Subject: RE: IABV

We do have high TNI numbers. However, IAC warranty is significantly related to Stalls...and the Stalls diagnostic procedure correctly identified the limits.

We are already looking deeper into the repair manual for additional omissions and/or errors.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Thursday, January 02, 2003 7:43 AM
To: Yeung, Lem (.)
Cc: Grimes, Jeff (J.R.)
Subject: IABV

There are notes that are circulating about wrong IABV calibration limits set up in the diagnostic manual for the Duratec (info from Tom Durfee)...

Is this the explanation for the IABV issues seen on the Escape?

More importantly ...DPFE warranty tends to be higher on the Escape package ... does the service manual show the correct limits for the EGR system??

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esvent1@ford.com
Text Pager:313-851-0828

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Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0828

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 18, 2002 12:05 PM
To: Sventickas, Ed (E.)
Cc: Moore, Donald (D.R.); Yeung, Lam (.)
Subject: RE: IABV

According to Adam and Bill Wettach, the U204 design (NOT SF) does not have this particular concern...While I'm not in agreement, they feel that our issue may be in calibration/strategy...

Furthermore... In preparing for an upcoming Diagnostic TSB on IAC's Tom Durfee discovered that DEW, D186, and U204 Service manuals were IMPROPERLY identifying the appropriate Duty Cycle...Potentially leading to misdiagnosis...

I am prepping an vehicle (U204) with an RCON to begin evaluating the strategy concerns...More to come!

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Sventickas, Ed (E.)
Sent: Wednesday, December 18, 2002 11:50 AM
To: Grimes, Jeff (J.R.)
Cc: Moore, Donald (D.R.); Yeung, Lam (.)
Subject: FW: IABV

pls read the full string of notes

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engine
V-Engine Engineering
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Fax - 313 594 7323
esventio@ford.com
Text Pager:313-851-0826

---Original Message---

From: Danes, Adam (A.V.)
Sent: Wednesday, December 18, 2002 11:44 AM
To: Sventickas, Ed (E.)
Subject: RE: IABV

Possibly, but we think the main sticking agents are silicone and ammonium sulphate.

---Original Message---

From: Sventickas, Ed (E.)
Sent: Wednesday, December 18, 2002 11:39 AM
To: Danes, Adam (A.V.)
Subject: RE: IABV

Is oil contamination involved???

Ed Sventickas

Manager of 2.5/3.0L V8
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0828

-----Original Message-----

From: Danae, Adam (A.V.)
Sent: Wednesday, December 18, 2002 11:37 AM
To: Sventickas, Ed (E.)
Cc: Moore, Donald (D.R.); Yeung, Lem (.)
Subject: RE: IABV

Control seat sticking. It has been intermittent but we developed a test that the previous TNs stick on. The contamination is similar to what we saw in guide A a couple of years ago. The stick results in a start stall D21.

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Wednesday, December 18, 2002 11:02 AM
To: Danae, Adam (A.V.)
Cc: Moore, Donald (D.R.); Yeung, Lem (.)
Subject: RE: IABV

Adam bit more detailswhat did you find?

Ed Sventickas

Manager of 2.5/3.0L V8
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0828

-----Original Message-----

From: Danae, Adam (A.V.)
Sent: Wednesday, December 18, 2002 11:01 AM
To: Sventickas, Ed (E.)
Cc: Moore, Donald (D.R.); Yeung, Lem (.)
Subject: RE: IABV

We formed a SWAT team around the finding and have an ICA in place for the 4.6L F150. We will be reporting out at a DQR early next year hopefully with the PCA. The PCA will affect all Hitachi SR users (3.0L Duratec).

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Wednesday, December 18, 2002 6:55 AM
To: Danae, Adam (A.V.)
Cc: Moore, Donald (D.R.); Yeung, Lem (.)
Subject: IABV

In PTQR yesterday Dan mentioned that recently we have a new breakthrough piece of info on what is happening with the valves can you please share that...thanks

Ed Sventickas

Manager of 2.5/3.0L V8

Duratec Engines

V-Engine Engineering

Phone - 313 845 5060

Fax - 313 594 7323

esventic@ford.com

Text Pager:313-851-0826

ERR2-027 12822

From: Grimes, Jeff (J.R.)
Sent: Friday, December 13, 2002 10:33 AM
To: Smaldone, Ronald (R.P.)
Subject: FW: Throttle Body Features for SPC Monitoring

Lata chat...

No, I'm not putting my Jao hairpiece on...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 522-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Chancey III, John (J.E.)
Sent: Friday, December 13, 2002 6:35 AM
To: Grimes, Jeff (J.R.)
Cc: 'dkruse@visteon.com'; 'foley@visteon.com'; Liberty, Susan (S.A.); Pettit, Chuck (C.W.); Wong, Benny (.);
Llmita, Gary (G.D.); 'bbeyer1@visteon.com'
Subject: RE: Throttle Body Features for SPC Monitoring

Jeff do you have a list of features on the 3.0L that you want tracked? Please advise. THANKS!!!

John E. Chancey III

Powertrain - Supplier Technical Assistance
Primary Phone: 734-487-6319
Phone: 313-337-9872 Fax: 313-337-2804
Pager: 313-614-8880

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-----Original Message-----

From: Wong, Benny (.)
Sent: Thursday, December 12, 2002 4:05 PM
To: Llmita, Gary (G.D.); 'bbeyer1@visteon.com'
Cc: 'dkruse@visteon.com'; 'foley@visteon.com'; Liberty, Susan (S.A.); Pettit, Chuck (C.W.); Chancey III, John (J.E.)
Subject: Throttle Body Features for SPC Monitoring

Gary/Bruce-

I attended a meeting today with Ron Milz, Brian Fardo, and John Chancey. All agreed that SPC will be implemented on ETB and new products. In addition it was agreed to include current/past production parts. The machining people need Product help to determine mechanical throttle body features appropriate for SPC. The machining group with Product input will also prioritize the SPC tracking on the MTB (3.0L 4V, 5.4L dual bore, etc).

What I need from you:

- A list of features on the mechanical throttle body that significantly affects the function of the assembly you would like to see SPC. This includes the housing, plate, and shaft.

- A list of priority programs for SPC tracking.

I would like to have this by Monday. Thanks.

Benny Wong

Ford Powertrain Resident Engineer
Air/Fuel Metering Components and Assemblies
Rawsonville Plant, Office #1126
Phone: (734)481-8597
Pager: (313)796-6853
bwong1@ford.com <<mailto:bwong1@ford.com>>

"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."

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 18, 2002 8:08 AM
To: Goodwin, William (W.R.)
Subject: RE: CTW Deep Dives and backup material for February CTW.

I want to report out on the pilot video were doing with Scott Malachowski...Specifically what actions we are taking to address TNI's...Even if Dave and Dan HAVE seen it, the plant hasn't..

Thank

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Goodwin, William (W.R.)
Sent: Tuesday, December 17, 2002 8:21 PM
To: Grimes, Jeff (J.R.)
Subject: RE: CTW Deep Dives and backup material for February CTW.

Jeff,

I am struggling with the benefit of this presentation on the coil issues. We found some system issues in 2001, that there were not any design actions driven by our information.

The other side of the coil story is related to actions that are related to all V engines with COP. This story was reviewed all the way up to J. Padilla, with significant input from the D. Kapp and D. Szczupak. This would be redundant for them.

Please help me understand what you are proposing to communicate.

-----Original Message-----

From: Grimes, Jeff (J.R.)
To: Goodwin, William (W.R.); Gogate, Anil (A.B.); Wettach, Bill (B.); Ogden, Christopher (C.W.); Solaki, Michael (M.E.); Peterson, Craig (C.); Arant, Michael (M.P.); Antonov, Simon (S.); Heidinger, Craig (C.W.); Maclaren, Ron (R.A.); Dalbo, Bob (R.J.); Grandas, Joseph (J.M.)
Cc: Lemm, Pamela (P.J.)
Sent: 12/16/02 2:51 PM
Subject: CTW Deep Dives and backup material for February CTW.
Importance: High

Hello everyone. Its that wonderful time again, to prepare for the CTW review with Dave Szczupak.

The Duratec event is scheduled for February 6th, at Cleveland Engine Plant #2.

Several topics will be discussed, and some will require material for the

backup book.

Ed Sventickas meet with his management team, Pam Lemm, and myself to determine what those topics should be...

Deep Dives (attendance required to present)

1. Coil Diagnostics team - Jeff Grimes, Bill Goodwin
2. CEP#2 T-Joint cleanliness actions (Craig Heidinger)
3. Engine Exchanges - Ron Maclaren
4. Oil Aeration Improvements - Chris Ogden

Back material (attendance will not be required)

1. U204 Stalls final information - Bob Dalbo
2. 0-1 MIS Issues - Ron Maclaren
3. Throttle Sticking, U204 - Jeff Grimes
4. Hofu Tick - Mike Arant
5. IABV, D186 and U204 - Bill Wettach
6. Cleanliness follow up to Kapp review - R. Maclaren
7. Torque Converter Balance - Simon Antonov
8. Kavlico/Motorola DPFE - Joe Grandas

For the deep dives...Please prepare approximately a 10 minute presentation on the subject, and provide in Powerpoint/Word/Excel format. For backup material, intent is to provide Ed with enough material on the subject to converse intelligently on the topic, from initial symptoms through PCA. Format is not as critical as having the appropriate information. None of these presentations should generate additional work, as supporting data should have been used to progress the issue...

If you have questions, please contact Pam Lemm or myself.

Follow up meetings are planned (not scheduled yet) and will be held around January 7 and January 21...we go to print on the 28th of January.

Your support is greatly appreciated...

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 18, 2002 11:56 AM
To: 'dcunnin1@visteon.com'; Smakone, Ronald (R.P.); Florini, John (J.J.)
Subject: '03 U204 TB's returned through Warranty

Dave, can you get your hands on any '03 U204 TB's...we are continuing to replace them at a very rapid (and early rate) ...Too early to be contamination related....and NONE on Taurus...

John F, are you seeing any "TB" system issues on '03's??? Our trend is significantly improved....But we need to understand / make sure the '03 issue is the same concern...You know...the one we still haven't identified for '01 and '02???

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 09, 2003 7:53 AM
To: Dalbo, Bob (R.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/8/03

Thanks, by the way for the great summary.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Wednesday, January 08, 2003 8:45 PM
To: Grimes, Jeff (J.R.); Florini, John (J.J.); Hinds, Brett (B.S.)
Cc: 'Mmkee@viateon.com'; Chancey III, John (J.E.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/8/03

Jeff,

Job #1 2002 calibration was carryover 2001 Job Last. We had calibration running changes 9/00 and 3/01.

Job #1 2003 was a new OBDII strategy but the same engine parameters as Job Last 2002. The initial 2002 coat reduced catalyst calibration went into production 10/01 and we had calibration running changes in late October and 1/02.

Job #1 2003 was carryover 2002 from the calibration content standpoint, but the strategy was different due to new OBDII DTC definitions. The functionality is the same. There was a running change in 9/01.

None of these changes should have increased vacuum on the plate, and the last one for 2003 should reduce vacuum on decel slightly.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 786-2668 Email: rdsalbo@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 9:00 AM
To: Florini, John (J.J.); Dalbo, Bob (R.J.); Hinds, Brett (B.S.)
Cc: 'Mmkee@viateon.com'; Chancey III, John (J.E.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

John, the TB has been carryover since program J#1. While I certainly believe our issues lie within the Rawsonville turmoil...its very coincidental that 2 J#1's in row lead to significant increases in warranty on TB's, when the design has remained constant!

Any thoughts...are we certain NOTHING else changed? Brett, Bob, and induction or calibration changes? Anything that may lead to an increase in vacuum at closed-plate? Such increased loading could pull the plate into the bore, something not unreasonable given the tight tolerances of our old design...

Mike McKee, I expect that Rawsonville also shuts down in July.. Any procedural (FJ or other) that comes to mind that may take a month to get under control? I have also officially requested SPC/Quality data supporting the August and adjacent Month's of production.

All: Note that the drop in warranty in April of 2002 MOP coincides nicely with Nest 'A' machining being shutdown. Also, note that we recently completed a 575 Sludge test, with interval SBG testing...after 575 hours, the TB did not stick, much more to come on this subject.

The above are comments/questions only...not defending the TB nor accusing other components...It's just difficult for me to close my eyes to other potential causes, when the team has been unsuccessful at quantitatively defining Root-cause.

Also, note that we have 0 claims since we increased post-set (Nov 1).

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, January 07, 2003 7:56 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Cc: Yeung, Lam (.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

I pulled a stack on the throttle body and it doesn't look good.

<< File: Throttle Body Stack 02_12_31 Cutoff.xls >>

Is it possible something went bad out at Rawsonville again???

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-61800
ghansen4

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Tuesday, January 07, 2003 7:52 AM
To: Grimes, Jeff (J.R.)
Cc: Hansen, George (G.C.); Yeung, Lam (.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

Item number 2 will end up being a discussion about throttle body warranty hitting the roof... please have a look at the data and have the throttle body team present. I don't know who the contact is but during the QSF, you indicated that a section was being staffed.

Sandy Corbett
Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351
Product Development Center 2H-B66

---Original Message---

From: Hansen, George (G.C.)
Sent: Monday, January 06, 2003 3:58 PM
To: Alashe, Waheed (W.D.); Altoonlan, Don (D.J.); Anyanwu-Ebo, Ike (I.C.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); DiAngelo, Renaldo (R.); Dubovec, Jan (J.D.); Ebner, Greg (G.J.); Florini, John (J.J.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Kernerly-Finke, Nikki (K.); Khan, Muhammad Salim (M.S.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Kresovsky, Lee (L.P.); Lawler, Dave (D.A.); Matasa, John (J.); McCarthy, Fran (F.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Noteboom, Jim (J.E.); Olfier, John (J.D.); Ondo, Bob (.); Ondrejko, Rick (R.T.); Pepitone, Gil (J.); Pharies, Richard (R.L.); Rodrigues, Ashok (A.E.); Ronder, Philippe (P.); Salvato, John (J.J.); Shirahsi, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhea (R.); Surti, P. J. (P.J.); Vecchio, Anne Maria (A.); Wu, Chun (C.Y.); Young, Lam (.)
Subject: U204 POWERTRAIN QRT AGENDA 1/6/03

P/T QRT Meeting Agenda for 1/8/03
Meeting: 9:30 - 11:30 AM

ROOM NUMBER FOR DEARBORN PARTICIPANTS PDC Conf Room 2H-D72

CALL IN NUMBERS:

Domestic: 888-252-9164
Ford Net: 954-1125
International: 630-424-2074
Pass code: 6621247#

SINGLE AGENDA ITEMS:

- EGR System Warranty J. Grimes / S. Moorhouse
Follow up discussion from last meeting:
 - o Joe Grandas to Quantify Tube Mounted vs. Bracket Mounted Warranty
 - o Jeff Grimes to look into Calibration / Strategy
 - o Joe Grandas to look at End of Line Voltages
 - o Don Altoonlan to get TNI Parts from Jeff Grimes for "TNI" Truck

- First Look at 2003 3 MIS Warranty for Top CCC Degradation
 - o See attached file for data

<< File: AGENDA TOPICS DATA.xls >>

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 09, 2003 7:52 AM
To: Dalbo, Bob (R.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Bob, in the second to last paragraph you mention a running change in 9/01. I assume your referring to the Stalls fix that went in on 9/02?

~~Happy New Year~~

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Wednesday, January 08, 2003 6:45 PM
To: Grimes, Jeff (J.R.); Florini, John (J.J.); Hinds, Brett (B.S.)
Cc: 'Mmikee@viateon.com'; Chancey III, John (J.E.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

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Bob Dalbo

3.0L Calibration Supervisor
Outfiters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 786-2859 Email: rdalbo@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 9:00 AM
To: Florini, John (J.J.); Dalbo, Bob (R.J.); Hinds, Brett (B.S.)
Cc: 'Mmikee@viateon.com'; Chancey III, John (J.E.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

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Also, note that we have 0 claims since we increased post-est (Nov 1).

~~Happy New Year~~

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, January 07, 2003 7:56 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
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Jeff,

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George Hansen
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Cc: Hansen, George (G.C.); Yeung, Lem (.)
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Jeff,

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Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-E66

—Original Message—

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Sent: Monday, January 06, 2003 3:58 PM
To: Alasha, Waheed (W.D.); Altoonlan, Don (D.J.); Anyanwu-Ebo, Ita (I.C.); Corbett, Sandra (S.M.); Daibo, Bob (R.J.); DiAngelo, Rensido (R.); Dubovec, Jan (J.D.); Emer, Greg (G.J.); Fiorini, John (J.J.); Grawal, Bill (B.S.); Grimes, Jeff (J.A.); Hale, Tony (A.S.); Hansen, George (G.C.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Kernerly-Finke, Nield (K.); Khan, Muhammad Salim (M.S.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Krasovsky, Lee (L.P.); Lawler, Dave (D.A.); Matesa, John (J.); McCarthy, Fran (F.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Noteboom, Jim (J.E.); Olfert, John (J.D.); Ordo, Bob (.); Ondrejko, Rick (R.T.); Pepitone, Gil (G.); Pharies, Richard (R.L.); Rodrigues, Ashok (A.E.); Rondier, Philippe (F.); Salvato, John (J.J.); Shirahishi, Maseru (M.); Smith, Tony (T.R.); Suarez, Rhase (R.); Surti, P. J. (P.J.); Vecchio, Anne Marie (A.); Wu, Chun (C.Y.); Yeung, Lem (.)
Subject: U204 POWERTRAIN QRT AGENDA 1/6/03

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CALL IN NUMBERS:

Domestic: 888-252-9164

Ford Net: 854-1125

International: 630-424-2074

Pass code: 6621247#

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 - o Don Altoonlan to get TNI Parts from Jeff Grimes for "TNI" Truck

- First Look at 2003 3 MIS Warranty for Top CGC Degradation
 - o See attached file for data

<< File: AGENDA TOPICS DATA.xls >>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 08, 2003 9:17 AM
To: Chancey III, John (J.E.); Pettit, Chuck (C.W.); 'mmckee@viateon.com'
Subject: August TB's

Importance: High

U204 is seeing a significant spike in warranty from August Builds...As discussed yesterday...

Viateon's normal quality process does include the return and teardown of warranty replacements...

Can we confirm, yet, that any August Builds have been returned.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 08, 2003 4:08 PM
To: Wong, Benny (.); Smaldone, Ronald (R.P.); Liberty, Susan (S.A.); Pettit, Chuck (C.W.); Haefner, Donald (D.R.); Westphal, Terry (T.E.); Pardo, Brian (B.J.); McKee, Mike (M.T.); Chancey III, John (J.E.); Welding, Chad (C.R.); Trionfi, Scott (S.D.); Pardo, Brian (B.J.); 'bbeyer1@visteon.com'; 'foley@visteon.com'; 'dkruse@visteon.com'; 'Milz, Ronald (R.A.)'; 'godfroy@visteon.com'; 'lahnala@visteon.com'; Lilmatta, Gary (G.D.); 'miler@visteon.com'; 'rtyzo@visteon.com'; 'rauch@visteon.com'
Cc: O'Neill, Jim (J.D.)
Subject: RE: Mech Throttle Body - Significant Features Data Review & Meeting Minutes

I would like to add a permanent stamp to the casting, indicating which machining nest was used... There is significant process variability between the nests... and identifying the machining source would help.

This would only apply to castings coming off the Arvin (Combo line).

This is a suggestion, I'll entertain comments for/against.

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Appointment---

From: Wong, Benny (.)
Sent: Wednesday, January 08, 2003 4:01 PM
To: Grimes, Jeff (J.R.); Smaldone, Ronald (R.P.); Liberty, Susan (S.A.); Pettit, Chuck (C.W.); Haefner, Donald (D.R.); Westphal, Terry (T.E.); Pardo, Brian (B.J.); McKee, Mike (M.T.); Chancey III, John (J.E.); Welding, Chad (C.R.); Trionfi, Scott (S.D.); Pardo, Brian (B.J.); 'bbeyer1@visteon.com'; 'foley@visteon.com'; 'dkruse@visteon.com'; 'Milz, Ronald (R.A.)'; 'godfroy@visteon.com'; 'lahnala@visteon.com'; Lilmatta, Gary (G.D.); 'miler@visteon.com'; 'rtyzo@visteon.com'; 'rauch@visteon.com'
Cc: O'Neill, Jim (J.D.)
Subject: Updated: Mech Throttle Body - Significant Features Data Review & Meeting Minutes
When: Tuesday, January 21, 2003 1:00 PM-2:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Rawsonville - CR#2

Team-

Thank you for attending the MTB SC/SPC review. Please forward this to any team member missed. Attached is the meeting minutes from Jan 7 and a meeting notice for the next meeting on Jan 21, 1-2:30pm

- Review available data for significant mechanical throttle body parameters
- Review data collection methodology
- Identify issues/roadblocks for data collection
- Open Discussion - control plan inclusion, design for manufacturability

Original List

<< File: MTB_SCs.xls >>

Meeting Minutes from Jan 7

<< File: MTB_SPC 7Jan2003.doc >>

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 09, 2003 7:52 AM
To: Dalbo, Bob (R.J.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Bob, in the second to last paragraph you mention a running change in 9/01. I assume your referring to the Stalls fix that went in on 9/02?

Happy New Year

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Wednesday, January 08, 2003 6:46 PM
To: Grimes, Jeff (J.R.); Fiorini, John (J.J.); Hinds, Brett (B.S.)
Cc: 'Mmkaa@viateon.com'; Chansey III, John (J.E.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

Job #1 2002 calibration was carryover 2001 Job Last. We had calibration running changes 9/00 and 3/01.

Job #1 2003 was a new OBDII strategy but the same engine parameters as Job Last 2002. The initial 2002 cost reduced catalyst calibration went into production 10/01 and we had calibration running changes in late October and 1/02.

Job #1 2003 was carryover 2002 from the calibration content standpoint, but the strategy was different due to new OBDII DTC definitions. The functionality is the same. There was a running change in 9/01.

None of these changes should have increased vacuum on the plate, and the last one for 2003 should reduce vacuum on decel slightly.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31766
Pager: (313) 796-2859 Email: rdalbo@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, January 07, 2003 9:00 AM
To: Fiorini, John (J.J.); Dalbo, Bob (R.J.); Hinds, Brett (B.S.)
Cc: 'Mmkaa@viateon.com'; Chansey III, John (J.E.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

John, the TB has been carryover since program J#1. While I certainly believe our issues lie within the Rawsonville turmoil...its very coincidental that 2 J#1's in row lead to significant increases in warranty on TB's, when the design has remained constant!

Any thoughts...are we certain NOTHING else changed? Brett, Bob, and induction or calibration changes? Anything that may lead to an increase in vacuum at closed-plate? Such increased loading could pull the plate into the bore, something

not unreasonable given the tight tolerances of our old design...

Mike Mckee, I expect that Rawsonville also shuts down in July...Any procedural (RJ or other) that comes to mind that may take a month to get under control? I have also officially requested SPC/Quality data supporting the August and adjacent Month's of production.

All: Note that the drop in warranty in April of 2002 MOP coincides nicely with Nest 'A' machining being shutdown! Also, note that we recently completed a 575 Sludge test, with Interval SBG testing...after 575 hours, the TB did not stick, much more to come on this subject.

The above are comments/questions only...not defending the TB nor accusing other components...It's just difficult for me to close my eyes to other potential causes, when the team has been unsuccessful at quantitatively defining Root-cause.

Also, note that we have 0 claims since we increased post-est (Nov 1).

~~Happy New Year~~

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Tuesday, January 07, 2003 7:56 AM
To: Corbett, Sandra (S.M.); Grimes, Jeff (J.R.)
Cc: Yeung, Lem (.)
Subject: RE: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

I pulled a stack on the throttle body and it doesn't look good.

<< File: Throttle Body Stack 02_12_31 Cutoff.xls >>

Is it possible something went bad out at Rawsonville again???

-

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

-----Original Message-----

From: Corbett, Sandra (S.M.)
Sent: Tuesday, January 07, 2003 7:52 AM
To: Grimes, Jeff (J.R.)
Cc: Hansen, George (G.C.); Yeung, Lem (.)
Subject: FW: U204 POWERTRAIN QRT AGENDA 1/6/03

Jeff,

Item number 2 will end up being a discussion about throttle body warranty hitting the roof... please have a look at the data and have the throttle body team present I don't know who the contact is but during the QSF, you indicated that a section was being staffed.

Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-B66

-----Original Message-----

From: Hansen, George (G.C.)
Sent: Monday, January 06, 2003 3:58 PM
To: Alzsha, Waheed (W.D.); Altoonlan, Don (D.J.); Anyanwu-Ebo, Ika (I.C.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); DiAngelo, Renaldo (R.); Duboves, Jan (J.D.); Eimer, Greg (G.J.); Fiorini, John (J.J.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Kemery-Finka, Nidd (K.); Khan, Muhammad Salim (M.S.); Klarr, Jerry (G.T.); Kraus, Robert (R.T.); Kresovsky, Lee (L.P.); Lawler, Dave (D.A.); Matesa, John (J.); McCarthy, Fran (F.); McGee, Brett (B.L.); Moorhouse, Scott (S.R.); Nistaboom, Jim (J.E.); Oflfer, John (J.D.); Ondo, Bob (B.); Ondrejko, Rick (R.T.); Pepitone, Gil (G.); Pharris, Richard (R.L.); Rodriguez, Ashok (A.E.); Ronder, Philippe (P.); Salvato, John (J.J.); Shiraiishi, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhee (R.); Surti, P. J. (P.J.); Vecchio, Anne Marie (A.); Wu, Chun (C.Y.); Yeung, Lem (L.)
Subject: U204 POWERTRAIN QRT AGENDA 1/6/03

P/T QRT Meeting Agenda for 1/8/03

Meeting: 9:30 - 11:30 AM

ROOM NUMBER FOR DEARBORN PARTICIPANTS PDC Conf Room 2H-D72



SINGLE AGENDA ITEMS:

- EGR System Warranty J. Grimes / S. Moorhouse
Follow up discussion from last meeting:
 - o Joe Grandas to Quantify Tube Mounted vs. Bracket Mounted Warranty
 - o Jeff Grimes to look into Calibration / Strategy
 - o Joe Grandas to look at End of Line Voltages
 - o Don Altoonlan to get TNI Parts from Jeff Grimes for "TNI" Truck

- First Look at 2003 3 MIS Warranty for Top CCC Degradation
 - o See attached file for data

<< File: AGENDA TOPICS DATA.xls >>

From: Grimes, Jeff (J.R.)
Sent: Thursday, December 12, 2002 11:00 AM
To: Corbett, Sandra (S.M.)
Subject: FW: PTQR Agenda - Jan 10 Mtg

What two topics do you want to hit?

I'm thinking IAC and ???

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Humes, Kimberly (K.R.)
Sent: Thursday, December 12, 2002 10:49 AM
To: Yeung, Lem (.); Grimes, Jeff (J.R.)
Subject: FW: PTQR Agenda - Jan 10 Mtg

FYI for 3.0L Duratec Input.

Regards,

Kimberly R. Humes, P.E.

PTO Reliability Supervisor

Quality Tools and Processes

Ph: 313-845-1312 Fax: 313-337-8349

khumes@ford.com <<mailto:khumes@ford.com>>

---Original Message---

From: Humes, Kimberly (K.R.)
Sent: Thursday, December 12, 2002 10:23 AM
To: Corbett, Sandra (S.M.); Klarr, Jerry (G.T.); Ondrejko, Rick (R.T.); Bustiner, Steve (S.B.)
Cc: Ward, Larry (L.J.); Hallauer, Julie (J.A.); Shulick, Michael (M.J.)
Subject: PTQR Agenda - Jan 10 Mtg

The PTQR agenda on Friday, January 10, 2003 will focus on the PT for Escape and the 3.0L Duratec and CD4E.

The format is as follows:

Cluster Overview	J. Klarr	15 min
Data walk from Escape Single Agenda to 8 Panel presentation	S. Corbett	2 min

6 Panel Presentation #1	PTO	15-20 min
Data walk from Escape Single Agenda to 6 Panel presentation	S. Corbett	2min,
6 Panel Presentation #2	PTO	15-20 min

Each 6 Panel presentation will be proceeded with discussion of

Location of CCC on Vehicle Single Agenda (See attached file)

Graphical data showing Impact on Vehicle-CCC by commodity (See attached file)

Cross-commodity impact if applicable.

Top causal parts for CCC should be included in 6Panel presentation.

PTQRT supervisor to discuss with 3.0L Duratec and CD4E team to select the deep-dive topics. Deep dive topics should be among top PTO single agenda items being currently worked on.

PQRT leader to provide (25) copies of Vehicle Single Agenda showing PT CCC's only, with deep dive CCC's highlighted.

PTO teams to provide (25) copies of 6-panel presentation.



2008 PTO Cadence
120202a.m

Regards,

Kimberly R. Humes, P.E.

PTO Reliability Supervisor

Quality Tools and Processes

Ph: 313-645-1312 Fax: 313-337-8349

khumes@ford.com <mailto:khumes@ford.com>

**PTQR Meeting Cadence
Through 1st Quarter 2003**

PTQR Meeting Date	NAQPAM	PTQR Agenda		Cluster Priority Commodities			QB Reviews		NAQPAM	
		Vehicle	Other Reviews	Cluster Truck (Outfitters)	Engine	Transmission	PT QB Review Dates	NAQPAM Meeting Date	NAQPAM Agenda	
		1-1/2 Hrs	1 Hr							
5-Jan-03			QB Grp 1 Review				7-Jan-03	QB Grp 1	No meeting	
10-Jan-03		Escape	QB Grp 2 Review	Truck (Outfitters)	3.0L DOHC	CD4E	14-Jan-03	QB Grp 2	18-Jan-03	Warmsty
17-Jan-03	x	Taurus		Car (Family)	3.0L Vulcan	AX4NS			21-Jan-03	Taurus
24-Jan-03		Under 8500		Tough Truck	4.2L, 4.6L/5.4L	4F70W			27-Jan-03	MIL Lights
31-Jan-03	x	Focus	QB Grp 1 Review	Car (Youth)	2.0L I4, 2.0L Zetec	F427E	4-Feb-03	QB Grp 1	3-Feb-03	Focus
7-Feb-03	x	Ranger	QB Grp 2 Review	Tough Truck	4.0L Cologne/3.0L Vulcan	5R44/55E	11-Feb-03	QB Grp 2	10-Feb-03	Ranger
14-Feb-03		LS/TB		Lincoln	3.8L DOHC	5F65N			17-Feb-03	Warranty
21-Feb-03		4-Door Explorer		Outfiters	4.0L Cologne/4.6L R-M	5R65WS			24-Feb-03	Body Shop Gauging
28-Feb-03	x	Expedition/NAV	QB Grp 1 Review	Outfiters		4R100	4-Mar-03	QB Grp 1	3-Mar-03	Expedition
7-Mar-03	x	Under 8500	QB Grp 2 Review	Tough Truck	4.2L, 4.6L/5.4L	4F70W	11-Mar-03	QB Grp 2	10-Mar-03	Under 8500 F-Series
14-Mar-03		Taurus		Car (Family)	3.0L Vulcan/3.0L Duratec	AX4NS			17-Mar-03	Warranty
21-Mar-03	x	Over 8500		Tough Truck	5.4L/5.8L	4R100 & Diesel			24-Mar-03	Over 8500
28-Mar-03		Focus		Car (Youth)	2.0L I4, 2.0L Zetec	F427E			31-Mar-03	Serviceability
4-Apr-03	x	4-Door Explorer		Outfiters	4.0L Cologne/4.6L R-M	5R65WS			7-Apr-03	4-Door Explorer
11-Apr-03		Escape		Truck (Outfiters)	3.0L DOHC	CD4E			14-Apr-03	TBD Special
18-Apr-03	x	Windstar		Car (Lifestyle)	3.6L, 4.6L Mod	4F70W			22-Apr-03	Windstar
25-Apr-03		LS/TB		Lincoln	3.8L DOHC	5F65N			25-Apr-03	Warranty

0102-027 12738

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 04, 2002 9:59 AM
To: Altoonian, Don (D.J.)
Subject: RE: U204 Ignition Diagnostics Team - Weekly Meeting

Lets get together, then...When is a good time.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Altoonian, Don (D.J.)
Sent: Tuesday, December 03, 2002 4:02 PM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 Ignition Diagnostics Team - Weekly Meeting

Jeff, I think that I only need one , Keith's Sec is not there now. I will keep my eye out for her to verify oneway or the other. You can hook up an RCON in less than an hour, setting it up is another story.

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, December 03, 2002 2:25 PM
To: Altoonian, Don (D.J.)
Subject: RE: U204 Ignition Diagnostics Team - Weekly Meeting

I have 2 TB's for you...Keith and his sec, right?

Hey, you would know...How difficult is it to install an RCON into the Escape...1 hour, more????

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Altoonian, Don (D.J.)
Sent: Tuesday, December 03, 2002 1:11 PM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 Ignition Diagnostics Team - Weekly Meeting

Jeff, thanks. I will be here all next week if you need still need a vehicle, and me. I also still have to get over and pickup one throttle body for Keith's vehicle. I hope they are not like Bananas.

-----Original Appointment-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, December 03, 2002 8:49 AM
To: Altoonian, Don (D.J.); Barber, Jeffrey (J.W.); Bodnar, Les (L.R.); Buelbner, Steve (S.B.); Corbett, Sandra (S.M.); ctaverne; DJONE286 was deleted 20021111; dnewcome; Durfee, Tom (T.P.); Goodwin, William (W.R.); Grace Carden (E-mail); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Jablonski, Gary (G.F.); Jim Fabo; Malkowski, Scott (S.A.); Marzenski, Don; Miller, Brian (B.J.); Moorhouse, Scott (S.R.); Nematollahi, Sorys (S.); Nikolei, Bernie (B.E.); Scott Gordon; Suarez, Rhae (R.); Sveticas, Ed (E.); Yeung, Lem (.)

Co: Moorhouse, Scott (S.R.); Bodner, Les (L.R.)
Subject: Canceled: U204 Ignition Diagnostics Team - Weekly Meeting
When: Occurs every Tuesday effective 10/29/02 until 6/24/03 from 1:00 PM to 2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Audio Only
Importance: High

Cancelled per earlier note!

Thank for your continued support

Jeff Grimes

Duratec OPD and Value Engineering

V-Engine Engineering

Ford Motor Company

(313) 32-25237 *jgrimes1*

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 12:48 PM
To: Galbo, Bob (R.J.)
Subject: FW: Request For IAC Duty Cycle and Engine RPM Data

Importance: High

Follow Up Flag: Follow up
Due By: Tuesday, December 10, 2002 1:00 PM
Flag Status: Flagged

Can you provide for us...

Thank You

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Monday, December 09, 2002 7:52 AM
To: Pan, Kathleen (K.R.); Grimes, Jeff (J.R.); Peterson, Craig (C.)
Cc: Young, Lem (.); Moore, Donald (D.R.); Rose, Robert (R.A.); Durfee, Tom (T.P.)
Subject: Request For IAC Duty Cycle and Engine RPM Data
Importance: High

Kathleen, Jeff and Craig,

I need your help.

I need you to verify Idle Air Control Valve (IAC) duty cycle and RPM that this duty cycle should be checked at.

Rational:

There will be a TSB published very soon that will help the dealers better diagnose Idle Air Control Valve (IAC) concerns. The purpose of this TSB is to reduce the IAC warranty.

The TSB will reference the Powertrain Control Emission Diagnostics (PC/ED) manual for IAC duty cycle and engine RPM. I have found some mistakes in the PC/ED manual for other vehicle lines, on being the 3.9L Lincoln LS and Thunderbird.

Could you please help and get me the correct information for each of you vehicle lines for model year 2000 - 2003. The Lincoln LS is exempt for 2003 because of Electronic Throttle Controls.

If this TSB is published and the information in the PCED is incorrect the TSB will not be effective.

Once again I need to know the duty cycle percent and the engine RPM it should be checked at.

Please respond by 1:00 PM on 10 December 2002 or sooner if possible.

Tom Durfee

Ford Motor Co. V Engine Service Engineering

☎ (313) 646-0802 ✉ e-mail: tdurfee@ford.com <<mailto:tdurfee@ford.com>> <<mailto:tdurfee@ford.com>>

Inside Ford text pager: <http://m7.dearborn.ford.com/col/textpage?PAGEID=tdurfee>

Outside text pager: <<mailto:3137946306@alphapcs.alphaoh.com>>

US Mail: Ford Motor Company
21500 Oakwood Blvd.
Dearborn, MI 48121
Mail Drop 88

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 12:49 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Request For IAC Duty Cycle and Engine RPM Data

Importance: High

Follow Up Flag: Follow up
Due By: Wednesday, December 11, 2002 1:00 PM
Flag Status: Flagged

More specific wants... Seems Taurus, TB and LS have been incorrect in the service manual...
What I need to know is what is the correct hot idle engine RPM in drive and neutral and the IAC duty cycle for 2001, 2002 and 2003.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6297 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Wednesday, December 11, 2002 5:57 AM
To: Grimes, Jeff (J.R.)
Cc: Durfee, Tom (T.P.)
Subject: RE: Request For IAC Duty Cycle and Engine RPM Data
Importance: High

Jeff,

I really need some input on this.

So far I have found the what is published in the PCED manual is incorrect for the following engines and car lines.

3.9L Lincoln LS and Thunderbird - engine RPM and duty cycle is incorrect
3.0L Lincoln LS
3.0L T/S incorrect

What I need to know is what is the correct hot idle engine RPM in drive and neutral and the IAC duty cycle for 2001, 2002 and 2003.

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From: Durfee, Tom (T.P.)
Sent: Monday, December 09, 2002 7:52 AM
To: Pan, Kathleen (K.R.); Grimes, Jeff (J.R.); Peterson, Craig (C.)
Cc: Young, Lam (.); Moore, Donald (D.A.); Rose, Robert (R.A.); Durfee, Tom (T.P.)
Subject: Request For IAC Duty Cycle and Engine RPM Data
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Tom Durfee

Ford Motor Co. V Engine Service Engineering

☎ 📠: (313) 845-0902 📧 e-mail: tdurfee@ford.com <<mailto:tdurfee@ford.com>> <<mailto:tdurfee@ford.com>>

Inside Ford text pager: <http://vm7.dearborn.ford.com/cgi/textpage?PAGEID=tdurfee>

Outside text pager: <<mailto:3137646308@aloha.aces.airtouch.com>>

US Mail: Ford Motor Company
21500 Oakwood Blvd.
Dearborn, MI 48121
Mail Drop 68

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 12:49 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Request For IAC Duty Cycle and Engine RPM Data

Importance: High

Follow Up Flag: Follow up
Due By: Wednesday, December 11, 2002 1:00 PM
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Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
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-----Original Message-----

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Sent: Wednesday, December 11, 2002 5:57 AM
To: Grimes, Jeff (J.R.)
Cc: Durfee, Tom (T.P.)
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Importance: High

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Sent: Monday, December 09, 2002 7:52 AM
To: Pan, Kathleen (K.R.); Grimes, Jeff (J.R.); Peterson, Craig (C.)
Cc: Young, Lam (.); Moore, Donald (D.R.); Ross, Robert (R.A.); Durfee, Tom (T.P.)
Subject: Request For IAC Duty Cycle and Engine RPM Data
Importance: High

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Tom Durfee

Ford Motor Co. V Engine Service Engineering

☎ & 📠: (313) 845-0902 📧 e-mail: tdurfee@ford.com <<mailto:tdurfee@ford.com>> <<mailto:tdurfee@ford.com>> <<mailto:tdurfee@ford.com>>

Inside Ford text pager: <http://m7.dearborn.ford.com/cgi-bin/pager?PAGEID=tdurfee>

Outside text pager: <<mailto:3137248908@alphapage.aintouch.com>>

US Mail: Ford Motor Company
21500 Oakwood Blvd.
Dearborn, MI 48121
Mail Drop 68

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 12:54 PM
To: Durfee, Tom (T.P.)
Subject: RE: Request For IAC Duty Cycle and Engine RPM Data

I've got my notes out to calibration...fve been out for a couple days...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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3.0L Lincoln LS
3.0L T/S incorrect

What I need to know is what is the correct hot idle engine RPM in drive and neutral and the IAC duty cycle for 2001, 2002 and 2003.

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Monday, December 09, 2002 7:52 AM
To: Pan, Kathleen (K.R.); Grimes, Jeff (J.R.); Peterson, Craig (C.)
Cc: Yeung, Lem (L.); Moore, Donald (D.R.); Rose, Robert (R.A.); Durfee, Tom (T.P.)
Subject: Request For IAC Duty Cycle and Engine RPM Data
Importance: High

Kathleen, Jeff and Craig,

I need your help.

I need you to verify Idle Air Control Valve (IAC) duty cycle and RPM that this duty cycle should be checked at.

Rational:

There will be a TSB published very soon that will help the dealers better diagnose idle Air Control Valve (IAC)

concerns. The purpose of this TSB is to reduce the IAC warranty.

The TSB will reference the Powertrain Control Emission Diagnostics (PC/ED) manual for IAC duty cycle and engine RPM. I have found some mistakes in the PC/ED manual for other vehicle lines, on being the 3.9L Lincoln LS and Thunderbird.

Could you please help and get me the correct information for each of you vehicle lines for model year 2000 - 2003. The Lincoln LS is exempt for 2003 because of Electronic Throttle Controls.

If this TSB is published and the information in the PCED is incorrect the TSB will not be effective.

Once again I need to know the duty cycle percent and the engine RPM it should be checked at.

Please respond by 1:00 PM on 10 December 2002 or sooner if possible.

Tom Durfee

Ford Motor Co. V Engine Service Engineering

☎ ☎ ☎: (313) 845-0902 ✉ e-mail: tdurfee@ford.com <<mailto:tdurfee@ford.com>>

Inside Ford text pager: <http://tm7.detroit.ford.com/cgi/textpage?PAGEID=tdurfee>

Outside text pager: <<mailto:3137948305@alchacape.although.com>>

US Mail: Ford Motor Company
21500 Oakwood Blvd.
Dearborn, MI 48121
Mail Drop 68

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 12:56 PM
To: Fournelle, Gilbert (G.)
Subject: FW: Request For IAC Duty Cycle and Engine RPM Data

Importance: High

Follow Up Flag: Follow up
Due By: Wednesday, December 11, 2002 1:00 PM
Flag Status: Flagged

Gilbert, can you provide this information...seems our service manuals aren't doing so well...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Wednesday, December 11, 2002 5:57 AM
To: Grimes, Jeff (J.R.)
Cc: Durfee, Tom (T.P.)
Subject: RE: Request For IAC Duty Cycle and Engine RPM Data
Importance: High

Jeff,

I really need some input on this.

So far I have found the what is published in the PCED manual is incorrect for the following engines and car lines.

3.0L Lincoln LS and Thunderbird - engine RPM and duty cycle is incorrect
3.0L Lincoln LS
3.0L T/S incorrect

What I need to know is what is the correct hot idle engine RPM in drive and neutral and the IAC duty cycle for 2001, 2002 and 2003.

-----Original Message-----

From: Durfee, Tom (T.P.)
Sent: Monday, December 09, 2002 7:52 AM
To: Pan, Kathleen (K.R.); Grimes, Jeff (J.R.); Peterson, Craig (C.)
Cc: Yeung, Iem (.); Moore, Donald (D.R.); Rose, Robert (R.A.); Durfee, Tom (T.P.)
Subject: Request For IAC Duty Cycle and Engine RPM Data
Importance: High

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I need you to verify Idle Air Control Valve (IAC) duty cycle and RPM that this duty cycle should be checked at.

Rational:

There will be a TSB published very soon that will help the dealers better diagnose Idle Air Control Valve (IAC) concerns. The purpose of this TSB is to reduce the IAC warranty.

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If this TSB is published and the information in the PCED is incorrect the TSB will not be effective.

Once again I need to know the duty cycle percent and the engine RPM it should be checked at.

Please respond by 1:00 PM on 10 December 2002 or sooner if possible.

Tom Durfee

Ford Motor Co. V Engine Service Engineering

☎: (313) 845-0902 ✉ e-mail: tdurfee@ford.com <<mailto:tdurfee@ford.com>> <<mailto:tdurfee@ford.com>>

Inside Ford fax pager: <<http://vm7.dearbom.ford.com/vx/faxpage?PAGEID=tdurfee>>

Outside fax pager: <<mailto:3137940305@alphapaps.airbus.com>>

US Mail: Ford Motor Company
21500 Oakwood Blvd.
Dearborn, MI 48121
Mail Drop 88

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 1:00 PM
To: Smaidone, Ronald (R.P.); Lilmatta, Gary (G.D.); Chancey III, John (J.E.)
Co: Plants, Paul (P.G.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Anyone willing to say they've completed their action items??

Unless you here otherwise, Paul, NO. This won't wrap up. I'm sure Gary's team is working on this...I believe Ron is retiring at the end of the year, and the PLAN was to complete the DVP?R updates before then...but I haven't seen anything.

John has asked for SPC data at Rawsonville, but not received it...I'm giving thought to sending a "nasty-gram" to the Szupak level. Don't understand why we let them continue to get away with it...

FYI, some of the DV results have come back...supporting our post-set action. The wacker-test identified a lever-arm concern, we'll be implementing a fix early in 2003...The TB1 recently completed...and the team is still reviewing the results. We are CONFIDENT that post-set improves our robustness to WHATEVER is going wrong, but as we discussed before, we have no evidence pointing to THE root cause...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (913) 322-8237 fax: (913) 894-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Plants, Paul (P.G.)
Sent: Wednesday, December 11, 2002 12:48 PM
To: Grimes, Jeff (J.R.)
Co: Plants, Paul (P.G.)
Subject: FW: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Any hope of closing this in 2002?

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 9:36 AM
To: Plants, Paul (P.G.); Smaidone, Ronald (R.P.); Lilmatta, Gary (G.D.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Estimates will have to come from the respective "owners"

1. DV Testing (Ron and Jeff) We hope to complete by year's end
 - a. TB1 (in progress)
 - b. ORI (in progress)
 - c. Wacker (Failed, currently determining applicability)
2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles (Gary Lilmatta)
3. STA confirms through follow-up and demonstrable SPC improvement that Quality System Principles are sufficiently applied and followed on Combo-line at Rawsonville. (John Chancey)

Gary, John, can you answer Paul's questions on timing.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Plants, Paul (P.G.)
Sent: Wednesday, November 06, 2002 9:29 AM
To: Grimes, Jeff (J.R.); Smaldone, Ronald (R.P.)
Cc: Plants, Paul (P.G.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

OK, thanks, good summary. Any idea when all of these items will be complete so we can close out the Prevention Action? Jeff, you want to stop by and talk a little, otherwise just estimate a date. Do you need any help?

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 8:49 AM
To: Plants, Paul (P.G.)
Cc: Linatta, Gary (G.D.); Smaldone, Ronald (R.P.); Demers, Barry (B.F.); Chanoy III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Production began October 14, 2002.

We will not consider the matter "closed" until the following has completed:

1. DV Testing
 - a. TB1 (in progress)
 - b. ORI (in progress)
 - c. Whacker (Failed, currently determining applicability)
2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles
3. STA confirms through follow-up and demonstrable SPC improvement that Quality System Principles are sufficiently applied and followed on Combo-line at Rawsonville.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Plants, Paul (P.G.)
Sent: Monday, November 04, 2002 2:44 PM
To: Grimes, Jeff (J.R.)
Cc: Plants, Paul (P.G.)
Subject: 2001-2002 3.0 4V Throttle Plate Sticking

Jeff, this item closed yet? We need to do a Campaign Prevention Review and look at updating core tools affected by this issue.

Paul Plants
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54139; Fax 39-02513
Text Pager: 734-298-1905
E Mail: pplants@ford.com (CDS ID PPLANTE)

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 3:23 PM
To: Chancey III, John (J.E.)
Cc: Plante, Paul (P.G.); Smaidone, Ronald (R.P.); Limatta, Gary (G.D.); Morfino, Tony (A.J.); Wong, Benny (.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Please send a summary of the meeting by COB tomorrow...

Thank, John...Are you having fun yet?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, L1204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Chancey III, John (J.E.)
Sent: Wednesday, December 11, 2002 3:15 PM
To: Grimes, Jeff (J.R.)
Cc: Plante, Paul (P.G.); Smaidone, Ronald (R.P.); Limatta, Gary (G.D.); Morfino, Tony (A.J.); Wong, Benny (.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

I have a meeting with the plant manager and the area manager to address this situation tomorrow. I have informed Rawsonville that I will not approve any assembly PPAP's if they can't demonstrate stability and control in their machining department. I will keep you posted.

John E. Chancey III

Powertrain - Supplier Technical Assistance
Primary Phone: 734-487-8319
Phone: 313-337-9872 Fax: 313-337-2804
Pager: 313-814-6550

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-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 11, 2002 1:00 PM
To: Smaidone, Ronald (R.P.); Limatta, Gary (G.D.); Chancey III, John (J.E.)
Cc: Plante, Paul (P.G.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Anyone willing to say they've completed their action items??

Unless you hear otherwise, Paul, NO. This won't wrap up. I'm sure Gary's team is working on this...I believe Rom is retiring at the end of the year, and the PLAN was to complete the DVP?R updates before then...but I haven't seen anything.

John has asked for SPC data at Rawsonville, but not received it...I'm giving thought to sending a "nasty-gram" to the Szupack level. Don't understand why we let them continue to get away with it...

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Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Plants, Paul (P.G.)
Sent: Wednesday, December 11, 2002 12:46 PM
To: Grimes, Jeff (J.R.)
Cc: Plants, Paul (P.G.)
Subject: FW: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Any hope of closing this in 2002?

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 9:36 AM
To: Plants, Paul (P.G.); Smaildone, Ronald (R.P.); Lilmatta, Gary (G.D.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

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Gary, John, can you answer Paul's questions on timing.

Jeff Grimes

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Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Plants, Paul (P.G.)
Sent: Wednesday, November 06, 2002 9:28 AM
To: Grimes, Jeff (J.R.); Smaildone, Ronald (R.P.)
Cc: Plants, Paul (P.G.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

OK, thanks, good summary. Any idea when all of these items will be complete so we can close out the Prevention Action? Jeff, you want to stop by and talk a little, otherwise just estimate a date. Do you need any help?

-----Original Message-----

From: Grimes, Jeff (J.R.)

Sent: Wednesday, November 06, 2002 8:49 AM
To: Plante, Paul (P.G.)
Cc: Linnatta, Gary (G.D.); Smaildona, Ronald (R.P.); Demers, Barry (B.P.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Production began October 14, 2002.

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ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Plante, Paul (P.G.)
Sent: Monday, November 04, 2002 2:44 PM
To: Grimes, Jeff (J.R.)
Cc: Plante, Paul (P.G.)
Subject: 2001-2002 3.0 4V Throttle Plate Sticking

Jeff, this item closed yet? We need to do a Campaign Prevention Review and look at updating core tools affected by this issue.

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BQ049, Pillar D5
Tele. 313-84-64138; Fax 38-02513
Text Pager: 734-296-1805
E Mail: pplante@ford.cm (CDS ID PPLANTE)

From: Grimes, Jeff (J.R.)
Sent: Monday, December 02, 2002 10:58 AM
To: Chancey III, John (J.E.)
Subject: RE: Updated: 5.4L SBG Discussions

Importance: High

Ugly, 3-valve getting hit hard, huh...

Thanx for the invite....I'll add it to my schedule but don't expect me...

Does the 5.4L 3V TB have post ast???? Holes in the plate???

By the way...I'm STILL waiting for SPC data

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Appointment---

From: Chancey III, John (J.E.)
Sent: Monday, December 02, 2002 10:55 AM
To: Liberty, Susan (S.A.)
Cc: 'Pardo, Brian'; 'Weisphal, Terry (T.E.)'; Grimes, Jeff (J.R.)
Subject: Tentative: Updated: 5.4L SBG Discussions
When: Wednesday, December 04, 2002 8:00 AM-9:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: Rawsonville Conf Rm 2

Brain & Terry, You should attend these meetings with your crew. This should result in SPC deployment in your machining area. THANKS!!!

Sue, Please add them to your distribution list. THANKS!!!

This is the new meeting notice for the 5.4L SBG root cause analysis. We will review all the open assignments from the last meeting. We were waiting for the dimensional analysis for the warranty parts #19 and #20.

AGENDA

1. Bore measurement data (Joe Learmonth)
 - a. Data from production samples (6 samples)
 - b. Data from samples 10, 11, 19, and 20.
2. Plate measurement data (Mike Shepardnie, Rick Tyzo)
 - a. Data from samples 10, 11, 19, and 20.
 - b. How does data from part a compare to production process today?
3. Shaft holes measurements (Mike Shepardnie)
 - a. Data from samples 10, 11, 19, and 20.
 - b. 15 production samples were measured and presented at last mtg. How does this compare?
4. Analysis of samples 19 and 20 (Mike Shepardnie)
 - a. What is the throttle body build date for the parts?

- b. A to B to A comparison discussed last meeting. What are next steps?
- 5. Throttle spring change - provide description of what is different for this application versus applications that do not have warranty issues? (M. Shepardis)
- 6. Provide SBG R&R data for measurement stand (M. Shepardis)
- 7. JD process review (D. Blickenstaff, Benny Wong)
 - a. Results of process walk
 - b. How is viscosity controlled in production?
- 8. Summarize findings versus Fishbone diagram and determine next steps.
 - a. Team needs to establish process owner for root cause analysis.
 - b. What additions need to be made to Fishbone?
 - c. Do we need to get outside help to identify system interactions?
 - d. Do we have access to the people and resources needed to identify root cause?

From: Grimes, Jeff (J.R.)
Sent: Tuesday, December 03, 2002 2:25 PM
To: Altoonian, Don (D.J.)
Subject: RE: U204 Ignition Diagnostics Team - Weekly Meeting

I have 2 TB's for you...Keith and his sec, right?

Hey, you would know...How difficult is it to install an RCON into the Escape...1 hour, more????

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Altoonian, Don (D.J.)
Sent: Tuesday, December 03, 2002 1:11 PM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 Ignition Diagnostics Team - Weekly Meeting

Jeff, thanks. I will be here all next week if you need still need a vehicle, and me. I also still have to get over and pickup one throttle body for Keith's vehicle. I hope they are not like Bananas.

-----Original Appointment-----

From: Grimes, Jeff (J.R.)
Sent: Tuesday, December 03, 2002 8:49 AM
To: Altoonian, Don (D.J.); Barber, Jeffrey (J.W.); Bodnar, Les (L.R.); Buetner, Steve (S.B.); Corbett, Sandra (S.M.); ciavanne; DJONE286 was deleted 28021111; drewwcome; Durfee, Tom (T.P.); Goodwin, William (W.R.); Grace Cerdan (E-mail); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hoffman, Michael (M.V.); Jablonski, Gary (G.F.); Jim Fazio; Makowski, Scott (S.A.); Marzewski, Don; Miller, Brian (B.J.); Moorhouse, Scott (S.R.); Nematollahi, Sonya (S.); Nikolai, Bernie (B.E.); Scott Gordon; Suarez, Rhee (R.); Sventickas, Ed (E.); Yeung, Lem (L.)
Cc: Moorhouse, Scott (S.R.); Bodnar, Les (L.R.)
Subject: Cancelled: U204 Ignition Diagnostics Team - Weekly Meeting
When: Occurs every Tuesday effective 10/29/02 until 6/24/03 from 1:00 PM to 2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Audio Only
Importance: High

Cancelled per earlier note!

Content of this e-mail and any files transmitted with it are confidential and intended solely for the individual named.

This is a follow-up to a previous e-mail. If you have any questions, please contact me. I will be in the office on Tuesday, December 3, 2002, from 8:00 AM to 5:00 PM. My phone number is 313-322-5237. My fax number is 313-594-7323. My e-mail address is jgrimes1@ford.com.

1. Bodnar, Les (L.R.) - 313-594-7323
2. Buetner, Steve (S.B.) - 313-594-7323
3. Corbett, Sandra (S.M.) - 313-594-7323
4. ciavanne - 313-594-7323
5. DJONE286 was deleted 28021111 - 313-594-7323
6. drewwcome - 313-594-7323
7. Durfee, Tom (T.P.) - 313-594-7323
8. Goodwin, William (W.R.) - 313-594-7323
9. Grace Cerdan (E-mail) - 313-594-7323
10. Grimes, Jeff (J.R.) - 313-322-5237
11. Hansen, George (G.C.) - 313-594-7323
12. Hoffman, Michael (M.V.) - 313-594-7323
13. Jablonski, Gary (G.F.) - 313-594-7323
14. Jim Fazio - 313-594-7323
15. Makowski, Scott (S.A.) - 313-594-7323
16. Marzewski, Don - 313-594-7323
17. Miller, Brian (B.J.) - 313-594-7323
18. Moorhouse, Scott (S.R.) - 313-594-7323
19. Nematollahi, Sonya (S.) - 313-594-7323
20. Nikolai, Bernie (B.E.) - 313-594-7323
21. Scott Gordon - 313-594-7323
22. Suarez, Rhee (R.) - 313-594-7323
23. Sventickas, Ed (E.) - 313-594-7323
24. Yeung, Lem (L.) - 313-594-7323

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 21, 2002 10:00 AM
To: Thompson, Richard (R.T.)
Subject: RE: PCV Quality Issue

I understood this to be all RFF

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---
From: Thompson, Richard (R.T.)
Sent: Tuesday, November 19, 2002 8:00 AM
To: Grimes, Jeff (J.R.)
Subject: RE: PCV Quality Issue

Jeff: I am aware of this issue on the Jag, and just recently on the LS/DEW. We were seeing the phenomenon occurring on the Jag at an earlier time in service and we believe this to be accounted by the longer oil change interval for the Jag. We are currently planning on changing all parts from ECO to Varnac. I have a concern with this part on it and you will see the concern including the DEW and possibly other programs on the same Jag concern.

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 3:16 PM
To: Thompson, Richard (R.T.)
Subject: PCV Quality Issue

Richard, Craig Peterson stopped by and said we have ANOTHER problem with the PCV elbows... Different than the Supplier issue we weren't effected by last month.

Can you confirm/deny that we have a potential EPDM hose issue ????

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 21, 2002 10:00 AM
To: Thompson, Richard (R.T.)
Subject: RE: PCV Quality Issue

I understood this to be all RFF

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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From: Thompson, Richard (R.T.)
Sent: Tuesday, November 19, 2002 8:00 AM
To: Grimes, Jeff (J.R.)
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To: Thompson, Richard (R.T.)
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Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 21, 2002 10:52 AM
To: Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Any progress...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Chancey III, John (J.E.)
Sent: Wednesday, November 06, 2002 10:58 AM
To: 'Welding, Chad'; 'Pardo, Brian'
Co: Grimes, Jeff (J.R.); Plants, Paul (P.G.); Smacone, Ronald (R.P.); Lilmatta, Gary (G.D.); 'Godfroy, Thomas (T.J.);
Marlino, Tony (A.J.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Please set up a meeting with me so I can review your SPC criteria in casting, machining and assembly. This needs to be closed out as soon as you possibly can. THANKS!!!!

PS. My schedule is up to date and hanging outside my office.

John E. Chancey III
Powertrain - Supplier Technical Assistance
Primary Phone: 734-487-8319
Phone: 313-337-9872 Fax: 313-337-2804
Pager: 313-814-8550

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-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 9:36 AM
To: Plants, Paul (P.G.); Smacone, Ronald (R.P.); Lilmatta, Gary (G.D.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Estimates will have to come from the respective "owners"

1. DV Testing (Ron and Jeff) We hope to complete by year's end
 - a. TB1 (in progress)
 - b. ORI (in progress)
 - c. Whacker (Failed, currently determining applicability)
2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles (Gary Lilmatta)
3. STA confirms through follow-up and demonstrable SPC improvement that Quality System Principles are sufficiently applied and followed on Combo-line at Rawsonville. (John Chancey)

Gary, John, can you answer Paul's questions on timing.

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Plants, Paul (P.G.)
Sent: Wednesday, November 06, 2002 9:29 AM
To: Grimes, Jeff (J.R.); Smaldone, Ronald (R.P.)
Cc: Plants, Paul (P.G.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

OK, thanks, good summary. Any idea when all of these items will be complete so we can close out the Prevention Action? Jeff, you want to stop by and talk a little, otherwise just estimate a date. Do you need any help?

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 8:49 AM
To: Plants, Paul (P.G.)
Cc: Urmata, Gary (G.D.); Smaldone, Ronald (R.P.); Demers, Barry (B.P.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking
Importance: High

Production began October 14, 2002.

We will not consider the matter "closed" until the following has completed:

1. DV Testing
 - a. TB1 (in progress)
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2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles
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Jeff Grimes

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ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Plants, Paul (P.G.)
Sent: Monday, November 04, 2002 2:44 PM
To: Grimes, Jeff (J.R.)
Cc: Plants, Paul (P.G.)
Subject: 2001-2002 3.0 4V Throttle Plate Sticking

Jeff, this item closed yet? We need to do a Campaign Prevention Review and look at updating core tools affected by this issue.

Paul Plants
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02613
Text Pager: 734-298-1905

E Mail: pplante@ford.com (CDS ID PPLANTE)

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 21, 2002 1:44 PM
To: Thompson, Richard (R.T.)
Subject: RE: PCV Quality Issue

Does it include U204?????

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
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Sent: Thursday, November 21, 2002 1:37 PM
To: Grimes, Jeff (J.R.)
Subject: RE: PCV Quality Issue

Jeff: No that is not true. We are experiencing this on many fronts but the Jag. appears to be the worse case. In fact the elbow that is a problem is common on DEW, Jag, and some RFF as well at I believe 4.0L and 2.0L SPI. The problem is getting this incorporated.

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Thursday, November 21, 2002 10:00 AM
To: Thompson, Richard (R.T.)
Subject: RE: PCV Quality Issue

I understood this to be all RFF

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-8237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Thompson, Richard (R.T.)
Sent: Tuesday, November 19, 2002 8:00 AM
To: Grimes, Jeff (J.R.)
Subject: RE: PCV Quality Issue

Jeff: I am aware of this issue on the Jag, and just recently on the LS/DEW. We were seeing the phenomenon occurring on the Jag at an earlier time in service and we believe this to be accounted by the longer oil change interval for the Jag. We are currently planning on changing all parts from ECO to Vamac. I have a concern with this part on it and you will see the concern including the DEW and possibly other programs on the same Jag concern.

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From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 3:16 PM
To: Thompson, Richard (R.T.)
Subject: PCV Quality Issue

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Can you confirm/deny that we have a potential EPDM hose issue ????

Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimes1@ford.com

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Jeff Grimes

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 694-7323

e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 21, 2002 2:01 PM
To: Thompson, Richard (R.T.)
Subject: RE: PCV Quality Issue

I figured that...I will be seeing a concern soon?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Thompson, Richard (R.T.)
Sent: Thursday, November 21, 2002 1:55 PM
To: Grimes, Jeff (J.R.)
Subject: RE: PCV Quality Issue

Jeff: We have common components with programs that have issues and even if we did not have ourselves we would be involved in changing since other programs are changing, its a long story.

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To: Thompson, Richard (R.T.)
Subject: RE: PCV Quality Issue

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Jeff Grimes

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ph: (313) 322-5237 fax: (313) 584-7323
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OPD & Value Engineering
Duratec Engine Programs, U204
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ph: (313) 322-5237 fax: (313) 584-7323
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Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, November 25, 2002 7:54 AM
To: Yeung, Lem (.)
Subject: RE: A NEW APPROACH IN FINDING NEW EMERGING CONCERN

We have used them somewhat...good approach though, to get into EGR concerns...and Motorola/IAC repairs post-improvements...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Yeung, Lem (.)
Sent: Monday, November 25, 2002 7:14 AM
To: Antonov, Simon (S.); Chappell, Jonathan (J.D.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Nicholson, Jeanne (J.M.);
Page, James (J.A.); Pegg, Clare (C.A.)
Subject: FW: A NEW APPROACH IN FINDING NEW EMERGING CONCERN

Apparently a quicker return than warranty parts center if you contact field quality engineering.

Jeff, let's find out how these guys can help us in our OPD issues.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Sventickas, Ed (E.)
Sent: Monday, November 25, 2002 6:16 AM
To: Arnold, James (J.A.); Buetner, Steve (S.B.); Galante, Chris (C.R.); Mazzella, Brian (B.R.); Moore, Donald (D.R.); Rose, Robert (R.A.); West, Tony (T.); Windland, Richard (R.J.); Yeung, Lem (.)
Subject: FW: A NEW APPROACH IN FINDING NEW EMERGING CONCERN

Info

Ed Sventickas
Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0626

-----Original Message-----

From: Koszewnik, John (J.J.)

Sent: Sunday, November 24, 2002 4:45 PM
To: Shah, Vastupal (V.B.); O'Neill, Jim (J.D.); Mazuchowski, Jim (J.A.); Wullaert, Michael (M.G.); Fsadni, Frank (F.); Dowling, Peter (P.J.); Wagner, Terrance (T.C.); Gray, Chuck (C.E.); Sventickas, Ed (E.); Danae, Adam (A.V.); Revilock, Theodore (T.J.)
Cc: Helleuer, Julie (J.A.)
Subject: RE: A NEW APPROACH IN FINDING NEW EMERGING CONCERN

Please be aware of this opportunity to expedite field problem solving.

John Koszewnik

Chief Engineer
V-Engine Engineering
Ph. 32-28973
Fx. 38-09870
jkoszewn@ford.com

-----Original Message-----

From: Helleuer, Julie (J.A.)
Sent: Friday, November 22, 2002 1:32 PM
To: Koszewnik, John (J.J.); Yuhaz, Philip (P.D.)
Cc: Blair, Mark (M.A.)
Subject: FW: A NEW APPROACH IN FINDING NEW EMERGING CONCERN

John & Phil - wanted to let you know that our Field Service Engineers are able to help your teams.

Julia A. Hallauer

Powertrain PD Quality Engineering Manager
Phone: 313-32-26870 Fax: 313-24-86400
Page: 734-651-0796 Cell: 248-982-7010
Admin: Peggy Yosi Ph: 313-39-07383

-----Original Message-----

From: Surti, P. J. (P.J.)
Sent: Friday, November 22, 2002 12:16 PM
To: Berenter, Joel (J.R.); Hallauer, Julie (J.A.); Ward, Larry (L.J.)
Cc: DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject: A NEW APPROACH IN FINDING NEW EMERGING CONCERN

Just FYI... that the new approach of contacting the field Quality Engineering for potential emerging concern is working well. Larry Ward requested us for potential emerging concern on Idle Air Bypass valves. We mentioned to our dealers and they contacted me for two such vehicles in one week. I wrote CQIS reports and have shipped the parts to the responsible SWAT team for their further test analysis. A very quick turn around with such process to identify the root cause. Hopefully, we will continue with such approach to identify future powertrain emerging concerns.

P. J. Surti

Powertrain FDS
T. No. (714) 982-3227
Fax No. (714) 982-4448

From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 26, 2002 7:49 AM
To: 'John.Chick@hap.com'; 'john.sanders@hap.com'
Cc: Singh, Bikram (B.); Wettach, Bill (B.); 'marcus.atkerson@hap.com'; 'Carl.Slindee@hap.com'
Subject: RE: RFI 02-41-H

John, lease provide me with vehicles that exhibited sticky IAC's; changed to the finned-pintle design, and saw a SIGNIFICANT reduction in warranty...

I'm looking at D186 data, and I don't see it...I believe it actually looked worse (don't have it in front of me.)

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Kino, Mie (M.)
Sent: Monday, November 25, 2002 9:30 PM
To: 'John.Chick@hap.com'; john.sanders@hap.com
Cc: Singh, Bikram (B.); Grimes, Jeff (J.R.); Wettach, Bill (B.);
marcus.atkerson@hap.com; Carl.Slindee@hap.com
Subject: RE: RFI 02-41-H

Chick-san,

Is the 8D update coming soon?

Best regards,

Mie Kino
Duratec Quality Liaison
Ford Powertrain Hiroshima
Phone : 81-82-285-3968 Fax : 81-82-285-3644
Mazda Ext. : 24105
E-mail : mkinou@ford.com

-----Original Message-----
From: John.Chick@hap.com [mailto:John.Chick@hap.com]
Sent: Thursday, November 07, 2002 10:11 PM
To: Kino, Mie (M.); john.sanders@hap.com
Cc: Singh, Bikram (B.); Grimes, Jeff (J.R.); Wettach, Bill (B.);
marcus.atkerson@hap.com; Carl.Slindee@hap.com
Subject: RE: RFI 02-41-H

Kino-san,

Kino-san,

Yes we can conclude this issue solved by new finned pintle design and we will update the 8D accordingly.

John Sanders,

Per our conversation please update the 8D concluding the finned pintle fix for contamination.

Thank you,

John Chick
FSS Engineer
Hitachi Automotive
248 473 6749

"Kino, Mie
(M.)"
<John.Chick@hap.com>
<wwettach@ford.com>, "Grimes, Jeff (J.R.)"
(B.)" <bsingh@ford.com>
To: "John.Chick@hap.com"
cc: "Wettach, Bill (B.)"
<jgrimes1@ford.com>, "Singh, Bikram"
Subject: RE: RFI 02-41-H
11/06/2002
10:00 PM

Chick-san,

Thank you for the report.
Can you conclude that these contamination & carbonization issues can be solved by new finned pintle design?
If so, we would like you update the 8D report with that final conclusion.
If not, are any other tests necessary to reach the conclusion?

Best regards,

Mie Kino
Duratec Quality Liaison
Ford Powertrain Hiroshima
Phone : 81-82-285-3968 Fax : 81-82-285-3644
Mazda Ext. : 24105
E-mail : mkinou@ford.com

-----Original Message-----

From: John.Chick@hap.com [mailto:John.Chick@hap.com]
Sent: Friday, November 01, 2002 10:59 PM
To: mkinou@ford.com

Cc: wwettach@ford.com
Subject: RFI 02-41-H

Kino-san,

Sorry for the delay. Attached is an update on the 5 parts from Vietnam. I only have hard copy at this time. I will send electronic copy as soon as it is available. Please let me know your comments or questions.

Regards,

John Chick
FSS Engineer
Hitachi Automotive
248 473-6749

(See attached file: RFI 02-41-H.pdf)

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 9:36 AM
To: Plante, Paul (P.G.); Smaldone, Ronald (R.P.); Liimatta, Gary (G.D.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Importance: High

Estimates will have to come from the respective "owners"

1. DV Testing (Ron and Jeff) We hope to complete by year's end
 - a. TB1 (In progress)
 - b. ORI (In progress)
 - c. Whacker (Failed, currently determining applicability)
2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles (Gary Liimatta)
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Gary, John, can you answer Paul's questions on timing.

Jeff Grimes

OPD & Value Engineering
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ph: (313) 322-5297 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Cc: Plante, Paul (P.G.)
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OK, thanks, good summary. Any idea when all of these items will be complete so we can close out the Prevention Action? Jeff, you want to stop by and talk a little, otherwise just estimate a date. Do you need any help?

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Importance: High

Production began October 14, 2002.

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Jeff, this item closed yet? We need to do a Campaign Prevention Review and look at updating core tools affected by this issue.

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02613
Text Pager: 734-296-1805
E Mail: pplante@ford.com (CDS ID PPLANTE)

From: Grimes, Jeff (J.R.)
Sent: Monday, November 18, 2002 8:29 AM
To: Yeung, Lam (.)
Subject: FW: TSB's for non-affected vehicles

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 14, 2002 8:14 AM
To: Suarez, Rhee (R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.); Yeung, Lam (.)
Subject: RE: TSB's for non-affected vehicles

Seems the right thing to do for the customer is updating the software running their vehicles when we have a known issue. This should apply whether the customer has seen the problem or not.

Unlike components and assemblies, software doesn't decay over time. Certain "external" variables can decay, effectively changing the execution of the software...But given a specific set of variable conditions, software will ALWAYS repeat itself.

I offer that updating the calibration for the customer prevents the conditions, whatever the root cause (IAC, DPFE, VMV, etc), from impacting the customer.

Basic for my question is twofold:

- 1) The practice of only repairing if the concern can be duplicated
 - a. We are all aware of how difficult it was to repeat the stall concern internally...With all the variables in play, expecting dealers to meet EVERY condition at the same time is a stretch...Again, Code will always execute the same, given ALL variables/lags meet identical conditions at the same point in time. This Achilles heel of the calibration community.
- 2) Several CQIS claims for driveability/stall/no starts that reference no change to the calibration...

Bob? Any thoughts?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Suarez, Rhee (R.)
Sent: Thursday, November 14, 2002 7:46 AM
To: Grimes, Jeff (J.R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.)
Subject: RE: TSB's for non-affected vehicles

No, the common practice is that dealers will not work on a vehicle unless the concern can be duplicated. However, the exception has been this stall concern. Due to the very high exposure of this concern and the very intermittent condition we have asked dealers to go through the TSB as long as a customer comes in with a stall claim. We are under NHTSA

Investigation and we HAD to come out with all the fixes we were aware of.

Hope this helps.

Rhae

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Subject: TSB's for non-affected vehicles

Is FCSD Standard practice to apply ALL applicable TSB's to vehicles, even if they are NOT exhibiting the actual problem?

Case in point, it appears we have vehicles coming in, and going out without indication of having the Staff's TSB applied...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company

ph: (313) 322-8237 fax: (313) 694-7323

e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Monday, November 18, 2002 8:29 AM
To: Young, Lem (.)
Subject: FW: TSB's for non-affected vehicles

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 14, 2002 8:14 AM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.); Young, Lem (.)
Subject: RE: TSB's for non-affected vehicles

Seems the right thing to do for the customer is updating the software running their vehicles when we have a known issue. This should apply whether the customer has seen the problem or not.

Unlike components and assemblies, software doesn't decay over time. Certain "external" variables can decay, effectively changing the execution of the software...But given a specific set of variable conditions, software will ALWAYS repeat itself.

I offer that updating the calibration for the customer prevents the conditions, whatever the root cause (IAC, DPFE, VMV, etc), from impacting the customer.

Basis for my question is twofold:

- 1) The practice of only repairing if the concern can be duplicated
 - a. We are all aware of how difficult it was to repeat the stall concern internally...With all the variables in play, expecting dealers to meet EVERY condition at the same time is a stretch...Again, Code will always execute the same, given ALL variables/flags meet identical conditions at the same point in time. This Achilles heel of the calibration community.
- 2) Several CQIS claims for driveability/stall/no starts that reference no change to the calibration...

Bob? Any thoughts?

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Suarez, Rhae (R.)
Sent: Thursday, November 14, 2002 7:48 AM
To: Grimes, Jeff (J.R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.)
Subject: RE: TSB's for non-affected vehicles

No, the common practice is that dealers will not work on a vehicle unless the concern can be duplicated. However, the exception has been this stall concern. Due to the very high exposure of this concern and the very intermittent condition we have asked dealers to go through the TSB as long as a customer comes in with a stall claim. We are under NHTSA

Investigation and we HAD to come out with all the fixes we were aware of.

Hope this helps.

Rhae

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From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Subject: TSB's for non-affected vehicles

Is FCSD Standard practice to apply ALL applicable TSB's to vehicles, even if they are NOT exhibiting the actual problem?

Case in point, it appears we have vehicles coming in, and going out without indication of having the Stalls TSB applied...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com mailto:jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 10:43 AM
To: McKee, Mike (M.T.); Smaldone, Ronald (R.P.); Grimes, Jeff (J.R.); Foley, Tom (T.M.)
Cc: Liimatta, Gary (G.D.); Demers, Barry (B.P.); Chancey III, John (J.E.); Plante, Paul (P.G.); Avery, Sam (S.P.); Padula, Sarah (S.K.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

No, but a minimum post-set requirement based other design criteria or test results should be identified.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
Sent: Wednesday, November 06, 2002 10:24 AM
To: 'Smaldone, Ronald (R.P.)'; Grimes, Jeff (J.R.); McKee, Mike (M.T.); Foley, Tom (T.M.)
Cc: Liimatta, Gary (G.D.); Demers, Barry (B.P.); Chancey III, John (J.E.); Plante, Paul (P.G.); Avery, Sam (S.P.); Padula, Sarah (S.K.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

I have one correction with the plan item #2

2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles.

This item should reflect the requirement of having a post set not an actual plate angle. The manufacturing process at Rawsonville applies post set using either airflow or delta voltage on the TPS, depending on the assembly line.

Any problem with this?

Michael T. McKee
Visteon Rawsonville Plant
Air Fuel Products Manufacturing Eng Manager
Phone: (734) 484-8821
Fax: (734) 487-6096
Pager: (734) 797-6334
mmckee@visteon.com

-----Original Message-----

From: Smaldone, Ronald (R.P.) [mailto:rsmaldon@ford.com]
Sent: Wednesday, November 06, 2002 8:52 AM
To: Grimes, Jeff (J.R.); 'mmckee@visteon.com'; 'tfoley@visteon.com'
Cc: Liimatta, Gary (G.D.); Demers, Barry (B.P.); Chancey III, John (J.E.); Plante, Paul (P.G.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Jeff, I agree completely.

Ron Smaldone

<<http://www.w3o.ford.com/arts/Animated/animatedgifs/ovalanm.gif>>

Relentless in the Pursuit of Quality

Ronald P. Smaldone

Six Sigma Black Belt Candidate, FMEI

V-Engine Engineering - Ford Motor Company

Phone/FAX: 313-24-82294

Email: RSMALDON@FORD.COM <<mailto:RSMALDON@FORD.COM>>

Text Pager: 3137958424@alphapage.airtouch.com

<<mailto:3137958424@alphapage.airtouch.com>>

> -----Original Message-----

> From: Grimes, Jeff (J.R.)

> Sent: Wednesday, November 06, 2002 8:49 AM

> To: Plante, Paul (P.G.)

> Cc: Llimatta, Gary (G.D.); Smaldone, Ronald (R.P.); Demers, Barry (B.P.); Chancey III, John (J.E.)

> Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

> Importance: High

>

> Production began October 14, 2002.

>

> We will not consider the matter "closed" until the following has completed:

>

> 1. DV Testing

> a. TB1 (in progress)

> b. ORI (in progress)

> c. Whacker (Failed, currently determining

applicability)

> 2. DVPAR/FMEA/PFMEA updated to reflect "Best practice" Plate Angles

> 3. STA confirms through follow-up and demonstrable SPC improvement that

Quality System Principles are sufficiently applied and followed on

Combo-line at Rawsonville.

>

> Jeff Grimes

> OPD & Value Engineering

> Duratec Engine Programs, U204

> Ford Motor Company

> ph: (313) 322-5237 fax: (313) 594-7323

> e-mail: jgrimes1@ford.com

>

> -----Original Message-----

> From: Plante, Paul (P.G.)

> Sent: Monday, November 04, 2002 2:44 PM

> To: Grimes, Jeff (J.R.)

> Cc: Plante, Paul (P.G.)

> Subject: 2001-2002 3.0 4V Throttle Plate Sticking

>

> Jeff, this item closed yet? We need to do a Campaign Prevention Review and look at updating core tools affected by this issue.

>

> Paul Plante
> V Engine Campaign Prevention Specialist
> POEE Building, Drop 20, Cube EG049, Pillar D5
> Tele. 313-84-54138; Fax 39-02513
> Text Pager: 734-296-1905
> E Mail: pplante@ford.cm (CDS ID PPLANTE)
>
>

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 9:18 AM
To: Yeung, Lam (.)
Subject: RE: E-mail is not always good

I'm on this Lam...Its not our issue. FCSD has to determine how to "require" that aftermarket purchasers are made aware of the required calibration...They can't agree..

I just sent a note to that team requesting that IAC's be removed from the Stalls TSB, to not hold it up...and let this stand on its own...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Yeung, Lam (.)
Sent: Friday, November 08, 2002 8:20 AM
To: Grimes, Jeff (J.R.)
Subject: E-mail is not always good

Jeff, apparently there have been some issues with the finned pintle release for service. Can you investigate. This implies our IAC warranty currently is not being biased with stalls exchanges. Let's discuss next Monday.

<< Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >> << Message: RE: Finned Pintle Hold-up >>

W. Lam Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-92-23844
Pager 313-795-2777
Fax 313-594-7323

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 9:18 AM
To: Yeung, Lem (.)
Subject: RE: E-mail is not always good

I'm on this Lem...Its not our issue. FCSD has to determine how to "require" that aftermarket purchasers are made aware of the required calibration...They can't agree..

I just sent a note to that team requesting that IAC's be removed from the Stalls TSB, to not hold it up...and let this stand on its own...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----
From: Yeung, Lem (.)
Sent: Friday, November 08, 2002 8:20 AM
To: Grimes, Jeff (J.R.)
Subject: E-mail is not always good

Jeff, apparently there have been some issues with the finned pintle release for service. Can you investigate. This implies our IAC warranty currently is not being biased with stalls exchanges. Let's discuss next Monday.

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W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 1:13 PM
To: Patterson, Chad (C.S.)
Subject: Quick Question

Importance: High

When did D186 go to the Finned Pintle IAC???

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 3:36 PM
To: Wettach, Bill (B.)
Subject: FW: Quick Question

Are we seeing warranty differences between the SR design and the "other" finned-pintle??

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Patterson, Chad (C.S.)
Sent: Monday, November 11, 2002 3:34 PM
To: Grimes, Jeff (J.R.)
Subject: FW: Quick Question

Answer to your question.

---Original Message---

From: Wettach, Bill (B.)
Sent: Monday, November 11, 2002 3:24 PM
To: Patterson, Chad (C.S.)
Subject: RE: Quick Question

The 3.0L-4V D186 2001 went to SR which has the fin pintle
The 3.0L-2V D186 2001 "

Regards,

Bill Wettach

Design Release -ACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21685
Fax 313.32.29265
POEE BB103 @ pillar D-10 wettach@ford.com [emailto:wettach@ford.com](mailto:wettach@ford.com)

---Original Message---

From: Patterson, Chad (C.S.)
Sent: Monday, November 11, 2002 1:16 PM
To: Wettach, Bill (B.)
Subject: FW: Quick Question
Importance: High

Bill?

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 1:13 PM
To: Patterson, Chad (C.S.)
Subject: Quick Question
Importance: High

When did D186 go to the Finned Pintle IAC???

Jeff Grimas

OPD & Value Engineering

Duratec Engine Programs, U204

Ford Motor Company

ph: (313) 322-5237 fax: (313) 594-7323

e-mail: jgrimas1@ford.com <mailto:jgrimas1@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 3:46 PM
To: Wettach, Bill (B.)
Co: Danae, Adam (A.V.)
Subject: RE: Quick Question

Why?

Why can't we reduce complexity on such a basic component...Seems if we made one valve for everyone, we'd get better at it???

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—
From: Wettach, Bill (B.)
Sent: Monday, November 11, 2002 3:41 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Quick Question

There are differences, but there are also differences between SR's on different applications and the same thing with the plain fin pintle. There are a lot of application differences.

Regards,
Bill Wettach
Design Release -IACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21696
Fax 313.32.28265
POEE BB103 @ pillar D-10 wwettach@ford.com

—Original Message—
From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 3:38 PM
To: Wettach, Bill (B.)
Subject: FW: Quick Question

Are we seeing warranty differences between the SR design and the "other" finned-pintle??

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

—Original Message—
From: Patterson, Chad (C.S.)
Sent: Monday, November 11, 2002 3:34 PM
To: Grimes, Jeff (J.R.)

Subject: FW: Quick Question

Answer to your question.

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From: Wettach, Bill (B.)
Sent: Monday, November 11, 2002 3:24 PM
To: Patterson, Chad (C.S.)
Subject: RE: Quick Question

The 3.0L-4V D188 2001 went to SR which has the fin pintle
The 3.0L-2V D188 2001 "

Regards,

Bill Wettach

Design Release -IACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21666
Fax 313.32.29265
POEE 8B103 @ pillar D-10 wwettach@ford.com <<mailto:wwettach@ford.com>>

-----Original Message-----

From: Patterson, Chad (C.S.)
Sent: Monday, November 11, 2002 1:16 PM
To: Wettach, Bill (B.)
Subject: FW: Quick Question
Importance: High

Bill?

-----Original Message-----

From: Grimes, Jeff (J.A.)
Sent: Monday, November 11, 2002 1:13 PM
To: Patterson, Chad (C.S.)
Subject: Quick Question
Importance: High

When did D188 go to the Finned Pintle IAC???

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 12, 2002 9:47 AM
To: Wettach, Bill (B.)
Subject: RE: Quick Question

That doesn't work for me...we are currently "cycling" through many programs with Finned-pintle valves...some (all??) with calibration tweaks...Yet, I'm not seeing commonality...

Not a complaint...just think this is one of those parts that should have 1 proven design, and make the system work around it...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Wettach, Bill (B.)
Sent: Tuesday, November 12, 2002 7:58 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Quick Question

We have been driving to reduce complexity. Unfortunately, since this component directly affects calibration and packaging, we do not always have the opportunity of changing everything whenever it is convenient for us. We have to fit into program timing etc which greatly limits our ability to reduce complexity.

Regards,

Bill Wettach

Design Release -IACV, CMCV, IMRC, & MTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.322.1695
Fax 313.322.2928
POEE BB109 @ pillar D-10 wwettach@ford.com

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 3:46 PM
To: Wettach, Bill (B.)
Cc: Danes, Adam (A.V.)
Subject: RE: Quick Question

Why?

Why can't we reduce complexity on such a basic component...Seems if we made one valve for everyone, we'd get better at it???

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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Sent: Monday, November 11, 2002 3:41 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Quick Question

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Regards,

Bill Wettach

Design Release -ACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
V-Engine Engineering
Phone 313.32.21695
Fax 313.32.29265
POEE BB103 @ pillar D-10 wwettach@ford.com

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From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 3:38 PM
To: Wettach, Bill (B.)
Subject: FW: Quick Question

Are we seeing warranty differences between the SR design and the "other" finned-pintle??

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Patterson, Chad (C.S.)
Sent: Monday, November 11, 2002 3:34 PM
To: Grimes, Jeff (J.R.)
Subject: FW: Quick Question

Answer to your question.

-----Original Message-----

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Sent: Monday, November 11, 2002 3:24 PM
To: Patterson, Chad (C.S.)
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The 3.0L-2V D188 2001 "

Regards,

Bill Wettach

Design Release -ACV, CMCV, IMRC, & IMTV
Fuel Metering, Emissions, and Ignition Dept -Air Metering Section
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Phone 313.32.21695
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POEE BB103 @ pillar D-10 wwettach@ford.com ~~[email to wwettach@ford.com](mailto:wwettach@ford.com)~~

-----Original Message-----

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Subject: FW: Quick Question
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Bill?

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 1:13 PM
To: Patterson, Chad (C.S.)
Subject: Quick Question
Importance: High

When did D188 go to the Finned Pintle IAC???

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company

ph: (313) 822-6237 fax: (313) 684-7323

e-mail: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 3:16 PM
To: Thompson, Richard (R.T.)
Subject: PCV Quality Issue

Richard, Craig Peterson stopped by and said we have ANOTHER problem with the PCV elbows...Different than the Supplier issue we weren't effected by last month.

Can you confirm/deny that we have a potential EPDM hose issue ????

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

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OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 504-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 14, 2002 8:17 AM
To: Dalbo, Bob (R.J.)
Subject: RE: TSB's for non-affected vehicles

Lern and I are seeing some CQIS claims that lead us to believe that's not happening, hence the question

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

-----Original Message-----

From: Dalbo, Bob (R.J.)
Sent: Wednesday, November 13, 2002 4:52 PM
To: Grimes, Jeff (J.R.); Suarez, Rhae (R.)
Subject: RE: TSB's for non-affected vehicles

Jeff,

My understanding is that unless a problem can be reproduced, the TSB will not be performed. Since the Escape stalling issue cannot generally be reproduced, the TSB directs dealer to perform the TSB based on the customer's complaint alone.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 785-2859 Email: rdalbo@ford.com

-----Original Message-----

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Subject: TSB's for non-affected vehicles

Is FCSD Standard practice to apply ALL applicable TSB's to vehicles, even if they are NOT exhibiting the actual problem?

Case in point, it appears we have vehicles coming in, and going out without indication of having the Stalls TSB applied...

Jeff Grimes

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Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
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From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 06, 2002 8:48 AM
To: Plante, Paul (P.G.)
Cc: Limmatta, Gary (G.D.); Saldone, Ronald (R.P.); Demers, Barry (B.P.); Chancey III, John (J.E.)
Subject: RE: 2001-2002 3.0 4V Throttle Plate Sticking

Importance: High

Production began October 14, 2002.

We will not consider the matter "closed" until the following has completed:

1. DV Testing
 - a. TB1 (In progress)
 - b. ORI (In progress)
 - c. Whacker (Failed, currently determining applicability)
2. DVP&R/FMEA/PFMEA updated to reflect "Best practice" Plate Angles
3. STA confirms through follow-up and demonstrable SPC improvement that Quality System Principles are sufficiently applied and followed on Combo-line at Rawsonville.

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Ford Motor Company
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---Original Message---

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Sent: Monday, November 04, 2002 2:44 PM
To: Grimes, Jeff (J.R.)
Cc: Plante, Paul (P.G.)
Subject: 2001-2002 3.0 4V Throttle Plate Sticking

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Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02513
Text Pager: 734-296-1905
E Mail: pplante@ford.com (CDS ID PPLANTE)

From: Freland, Mark (M.)
Sent: Thursday, February 21, 2002 4:59 PM
To: Simko, Steven (S.J.)
Subject: RE: Analysis of field failure specimen 038

Thanks Steve,

Pictures came out great. Also thanks for the one on my chair. AS we expected the shadows do tell a tale!

Will see you tomorrow.

Mark

From: Carter, Roscoe (R.O.)
Sent: Monday, May 20, 2002 8:48 AM
To: Freeland, Mark (M.)
Cc: Simko, Steven (S.J.); Hanges, Jon (J)
Subject: What is happening to the Al?

Mark,

I hope you are checking your e-mail . Steve S. and I chatted briefly after we left you and the group on Fri. We have kicked around and looked up a number of possible scenarios for the Al metal in the tracks and where it might have gotten off to. We still do not have story that makes any sense to us even given the chemistry of gel or adhesive break down. (AlBr_3 or AlI_3 would vaporize but not AlF_3 .) Volatile compounds with Al are hard to come by and the only residues we see are oxides. Soluble compounds are more abundant but even then we think some form of residual would likely be present and none has been found. We are not comfortable with any feeling I may have left that the Al loss can be explained away with the information at hand. ROC

Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Williams, Lea (LHW.)
Sent: Monday, October 22, 2001 7:32 PM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwan, Soon (S.K.); Limtiao, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marok, Edmond (E.C.); Matasa, John (J.); Mazzella, Gary (G.R.); McDonald, John; Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Raquepau, Alden (A.P.); Shirahahi, Masaru (M.); Stillerbauer, Jeffrey (J.R.); Suarez, Rhea (R.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Lea (LHW.)
Subject: Meeting Minutes 10/18/01



Vehicle Stall
Meeting Minutes ...

Regards,
Lea Williams
For More, Count on Lea
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (248)390-0150
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Moorhouse, Scott (S.R.)
Sent: Tuesday, October 23, 2001 6:25 PM
To: Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Hofman, Michael (M.V.)
Subject: discussion with Keith Takasawa

Gentlemen, I had a discussion with Keith today relative to stalls on our vehicle. Keith was down for OK-TO-Proceed meeting on for JOB2 scheduled for Nov. 5, which went well.

My take on stalls right now, based on warranty review, GQRS, internet sites, and discussions with every customer I can findis that we still have an as-yet undefined problem with zero-throttle decel stalls. It is my belief that this issue makes up the bulk of our claims, and that the other issues identified to date is a small percentage in comparison.

I base this on the fact that our warranty is very flat, as though the same number of vehicles are affected month after month. I would not expect process issues to be so repeatable. In fact, the rest of the

Outfitters show great variation in their stalls performance month to month, unlike the U204.

I would welcome being wrong on this issue, but that is how I see it and expressed the same to Keith. Thought I should pass the same along to you. Keith may be joining us Thursday morning for stalls discussion.

Fascetti, Bob (R.J.)

From: Bhojwani, Kamal (K.)
Sent: Friday, October 26, 2001 4:28 PM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Harr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Kostermann, Eric (E.); Kwon, Soon (S.K.); Limlaco, Steven (S.); Linda, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matea, John (J.); Mazzella, Gary (G.R.); McDonald, John; Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Nikolai, Bamle; Noteboom, Jim (J.E.); Raquepau, Alden (A.P.); Shirashi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhea (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakanell, Ray (R.A.); Williams, Les (LHW.); Yeung, Lem (.)
Subject: Stall Meeting Minutes 10/26/01

Let me know if you have any questions.



Vehicle Stall Meeting Minutes ...

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEB, Suite 1A30
Phone: (313) 39-01969
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Williams, Les (LHW.)
Sent: Thursday, November 01, 2001 12:05 PM
To: Fascetti, Bob (R.J.)
Subject: FW: IAC flow testing

FYI

—Original Message—

From: Lushner, Eric (E.A.)
Sent: Thursday, November 01, 2001 11:12 AM
To: Wettsch, Bill (B.)
Cc: Williams, Les (LHW.); Yeung, Lem (.); Dalbo, Bob (R.J.)
Subject: IAC flow testing

Bill,

PTSE would like a description and to make a request

of the up coming testing. They want to be sure that the valves get a complete FLOW CURVE vs. DUTY at a given pressure drop.

Please reply-all and give a 5 bullt list with key features of the test including environment, sample size and timing.

Thanks

Eric

ERIC LUEHRSEN

Duratec Engine Systems
POEE B5, AL047
Phone# (313) 322-5639
Fax# (313) 594-7323
mailto:eluehrse@ford.com

Fascetti, Bob (R.J.)

From: Williams, Les (LHW.)
Sent: Thursday, November 01, 2001 1:22 PM
To: Williams, Les (LHW.); 'Morgan, Tom'; mlm@lear.com
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: RE: Instrumented OMRON RELAYS

Thanks Tom and Mike. See you tomorrow Mike at approx 2pm.

—Original Message—

From: Williams, Les (LHW.)
Sent: Thursday, November 01, 2001 1:15 PM
To: 'Morgan, Tom'; mlm@lear.com
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Subject: Instrumented OMRON RELAYS
Importance: High

Hello Tom and Mike:

Can I have support on this issue tomorrow afternoon at the TEE BLDG?

My Phone is 313-337-2503
Cell is 248-390-0150

Thx,
Les

—Original Message—

From: Williams, Les (LHW.)
Sent: Monday, October 29, 2001 10:17 AM
To: 'Morgan, Tom'
Cc: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Bhujwani, Kamal (K.)
Subject: Instrumented OMRON RELAYS

Hello Tom:

Was sick for most of last week, but better now. Would you have time in the next couple of days to assist me with the installation of the instrumented relays/ instrumentation of the PDB on a buy-back we currently have?

Thx,
Les

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (248)390-0150
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Kapp, Dan (Daniel R.)
Sent: Thursday, November 01, 2001 2:08 PM
To: Padilla, Jim (James J.)
Cc: Fascetti, Bob (R.J.); Klarr, Jerry (G.T.); Takasawa, Keith (K.D.)
Subject: RE: U204 Duratec stalls

Jim,
Attached below is the file I sent last week in response to your earlier note. It provides some additional detail beyond the Scott Morehouse note in this chain. There is a cross functional team led by Bob Fascetti (calibration manger) investigating multiple root causes as listed. In addition to those in the attachment, Bob updates me this week that they are currently investigating robustness of the calibration to idle air control valve sticking or throttle body contamination. They have also recently repaired 2 vehicles by replacing cannister vent hardware. EMC affects are also being evaluated. We have confirmed that the calibration is robust to the idle load rejection criteria developed by the no stalls Mega team. I'll continue to get weekly updates from the team.



J204 Phantom Stall
Facts List...

*Dan Kapp, Director
Core & Advanced Powertrain Engineering
Phone: 33-76554 / Fax: 33-76516*

-----Original Message-----
From: Padilla, Jim (James J.)
Sent: Tuesday, October 30, 2001 11:12 AM
To: Kapp, Dan (Daniel R.)
Subject: FW: U204 Duratec stalls

What are we doing about decal stalls?

Regards,

Jim Padilla
Group Vice President,
Global Manufacturing & Quality

-----Original Message-----

From: Savchetz, David (D.W.)
Sent: Monday, October 29, 2001 4:34 PM
To: Padilla, Jim (James J.)
Cc: Stevens, Arnie (L.); Tetreault, James (J.P.); Takasawa, Keith (K.D.)
Subject: FW: U204 Duratec stalls

The note below is from the plant Powertrain rep and lists our actions to date. This was on the last VQR agenda and will remain on the agenda until we get closure. Also, we will include our grounds audit data in our chart room, and review them on a weekly basis within the electrical and chassis VRT's.

-----Original Message-----

From: Moorhouse, Scott (S.R.)
Sent: Monday, October 29, 2001 1:27 PM
To: Powers, Ken (K.W.); Savchetz, David (D.W.)
Subject: U204 Duratec stalls

As you are aware, a large team right now is engaged in the U204 Duratec stall issue. Many customer and dealer vehicles have been reviewed, and a great deal of testing has been carried out on fleet and buyback vehicles.

The collective knowledge of the KCAP Powertrain and Electrical VRT's has also been used to help identify those plant controllable and supplier quality issues that could contribute to vehicle stalls. Some of these have been experienced on customer vehicles, while others have not. Some have been experienced as No-Start conditions here at KCAP which we felt could potentially result in an intermittent stall condition in the field. Those considered significant are listed below with corrective action noted.

- 1.) Grounds G104 and G105 (under battery tray). Loose grounds in field have resulted in stall conditions. As a result, this is now an inverted delta process, and is being audited twice per shift.
- 2.) Terminal push outs, power distribution box. This was identified in field, and was also observed at KCAP in the form of no-starts. Corrective action was taken by Lear, which has resulted in no additional no-starts at KCAP from this concern.

The consensus of the team is that the above-mentioned conditions, though confirmed, are but a small portion of the vehicle stalls, and may not contribute to the zero-throttle/decel stalls that U204 customers have experienced while slowing to stop and/or turn. They are included in a much larger stalls checklist. This list is used by Engineering, FCSD, or Field Service Engineers to eliminate possible root causes while evaluating a customer vehicle that has exhibited a stall. This list has not been made available to dealers at this time.

The team meets twice a week, with vehicle EMC testing and a trip to a Philadelphia dealership currently planned for this week.

Fascetti, Bob (R.J.)

From: Bhojwani, Kamal (K.)
Sent: Tuesday, October 02, 2001 1:27 PM
To: Dalbo, Bob (R.J.); Hofman, Michael (M.V.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: Updated Phantom Stall Facts List 1-pager



J204 Phantom Stall
Facts List...

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Williams, Les (LHW.)
Sent: Thursday, October 04, 2001 4:58 PM
To: Bhojwani, Kamal (K.); Hockaday Jr., John (J.C.); Bogema, John (P.); Mataea, John (J.); Fournelle, Gilbert (G.); Smith, Tony (T.R.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Schedule for Thur/Fri

Updated Schedule. We knocked off four vehicles today, thanks guys. If anyone is available around 9 AM tomorrow let me know. Our first vehicle will be delivered between 8 and 9 AM tomorrow morning.

Quick Update:

1. On all four vehicles we removed the DPFE and ISC valves for further study and replaced them with new ones.
2. One vehicle had stalled between 15-20 times and we think it may be a fuel pump issue after talking with owner.
3. One ISC valve we removed was COMPLETELY closed. Very suspect, usually only closed during quick decel.
4. We updated two vehicles from R10 to R12 status.
5. We bent EEC Relay male connectors to provide better contact points.
6. Instructed owners to contact us if problems continue.

That's all from here. I'll ask a few more people for help at the garage tomorrow morning. Thanks for the help Gilbert, John H and Kamal.



Employee Stalls
Database.xls

Regards,
Les Williams
For More, Count on Les

U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1A19
Phone: (248)390-0150
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Williams, Les (LHW.)
Sent: Friday, October 06, 2001 5:28 PM
To: Williams, Les (LHW.); Bhojwani, Kamal (K.); Hockaday Jr., John (J.C.); Bogema, John (P.); Matasa, John (J.); Fournelle, Gilbert (G.); Smith, Tony (T.R.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Altoonlan, Don (D.J.)
Subject: Update on Stall tests at Six Sigma Garage on Friday

We had two additional vehicles at the garage today.

1. Blue Escape

- a. Updated EEC from R10 to R12
- b. Of the three battery grounds, the one directly under the battery closest to the front of the vehicle (G104/G105) had heavy corrosion (we cleaned off). We started the car and slowly removed the grounding bolt...the car shut off. We repeated this several times with the same result. After tightening the bolt back, we then performed the same experiment with the grounding bolt closest to the EEC Relays. The car did not stall. We tried this on the grounding bolt attached to the trans (G101)...car did not stall. We then removed G101 and bolt closest to EEC relays simultaneously and no stall occurred. These findings help us to realize that in the future we may only need to concentrate on G104/G105.
- c. We noticed that the grounding bolt on the cowl (attached to the EEC Module) had a green corrosive-resistant coating. This coating was not found on any of the other three aforementioned grounding bolts.

2. Parchment Tribute

OUR FIRST TRIBUTE

- a. We found a fair amount of oil in the ISC after we removed it. Cause for concern, we tagged and are eager to see test results.
- b. None of the grounding bolts had green corrosive-resistant markings on them. Also, we analyzed the serrated eyelet on the cowl and could not see any indication that the edges had pierced into the sheet metal for a better contact.

3. On both vehicles we replaced DPFE and ISC modules in order to run tests on them.

4. We added new items to our checklist (edited checklist ready next week). C110 and C133 check. Ensure that these two connections near bulkhead are intact. We will also be recording ISC duty cycles and long/short term fuel shifts using NGS.

We have 4 more vehicles that we need to test, 2 were on vacation and 2 were not able to get vehicle back to us this week.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1A19
Phone: (248)390-0150

Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Bhojwani, Kamal (K.)
Sent: Monday, October 08, 2001 3:41 PM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournella, Gilbert (G.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Inoue, Takashi (T.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shirji (S.); King, Robert (R.F.); Kwon, Soon (S.K.); Lintiacco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matessa, John (J.); Mazzella, Gary (G.R.); McDonald, John; Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Nematollahi, Sonya (S.); Nikolai, Bernie; Raquepau, Aiden (A.P.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Lee (LHW.)
Subject: Meeting Minutes from 10/4 Staff Meeting



Vehicle Staff
Meeting Minutes ...

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TBB, Suite 1AE30
Phone: (313) 39-01959
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Bhojwani, Kamal (K.)
Sent: Monday, October 15, 2001 5:09 PM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournella, Gilbert (G.); Gilles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunichiro (J.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shirji (S.); King, Robert (R.F.); Kwon, Soon (S.K.); Lintiacco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matessa, John (J.); Mazzella, Gary (G.R.); McDonald, John; Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigaki (S.); Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Raquepau, Aiden (A.P.); Shiralehi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Lee (LHW.)
Subject: 10/11 Meeting Minutes and 10/18 Meeting Agenda



U204 Staff Issues Meeting Agenda...
Vehicle Staff Meeting Minutes ...

Regards,



U204 Stall Issue
Meeting Agend...

Ken *L. Skojmanc*

U204 3.0L Powertrain Calibration
TEE, Suite 1A830
Phone: (313) 39-01969
Fax: (313) 32-31786

Faucettl, Bob (R.J.)

From: Williams, Les (LHW.)
Sent: Wednesday, October 17, 2001 11:38 AM
To: Altonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Faucettl, Bob (R.J.); Fournelle, Gilbert (G.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunichiro (J.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limteco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matasa, John (J.); Mazzella, Gary (G.R.); McDonald, John; Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Nemaiofahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Raquepau, Aiden (A.P.); Shirahhi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Les (LHW.)
Subject: Meeting Minutes 10_16_01



Vehicle Stall
Meeting Minutes ...

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1A820
Phone: (248)390-0150
Fax: (313) 32-31786

Fascetti, Bob (R.J.)

From: Bhojwani, Kamal (K.)
Sent: Friday, August 10, 2001 5:10 PM
To: Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: FW: Phantom Stall - Deborah Myers Letter



stall-myers.doc

Bob & Bob

This is another vehicle that is being bought back by MNAO.

Bob F., this is the vehicle belonging to the lady that got into an accident and sent the letter in to Consumer Compliance.

Bob D., Steve Limptiaco faxed me a copy of the letter. I'll have a copy for you Monday.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TES, Suite 1A830
Phone: (313) 39-01969
Fax: (313) 32-31786

-----Original Message-----

From: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
Sent: Friday, August 10, 2001 5:00 PM
To: 'kbhojwan@ford.com'; 'scorbett@ford.com'
Subject: Phantom Stall - Deborah Myers Letter

Kamal,

The attached vehicle information is all I have on the letter faxed to your attention. I was told by our consumer compliance department that this vehicle is in process of buyback.

Steve

<<stall-myers.doc>>

From: O'Neill, Jim (J.D.)
Sent: Friday, October 18, 2002 7:18 AM
To: O'Neill, Jim (J.D.); Maurer, James (J.B.); Kotwicki, Alan (A.J.); Ailes, Sheran (S.A.); Gates, Freeman (F.C.); Awad, Mahmoud (M.I.); McCoy, James (J.D.); Koszewnik, John (J.J.); Verner, Carol (C.J.)
Cc: Koszewnik, John (J.J.)
Subject: FW: Discussion document on Rev. 1.51 with attachments

We will be meeting in my office today to have an audio conference call with Kyong. Please try to attend to listen/discuss Kavlico's response to our proposal.

J. D. O'Neill
Manager, Fuel Metering, Emissions, and Ignition Dept
V-Engine Engineering, Ford Motor Company
joneall@ford.com, 313-322-6839

-----Original Message-----

From: Park, Kyong [mailto:KPark@kavlico.com]
Sent: Thursday, October 17, 2002 7:11 PM
To: O'Neill, Jim (J.D.)
Subject: RE: Discussion document on Rev. 1.51 with attachments

No problem.

I will call you at 9:30 AM PST.
I will use 313 322-6839.

-----Original Message-----

From: O'Neill, Jim (J.D.) [mailto:joneall@ford.com]
Sent: Thursday, October 17, 2002 3:00 PM
To: Park, Kyong
Cc: O'Neill, Jim (J.D.)
Subject: RE: Discussion document on Rev. 1.51 with attachments

Kyong - can you possibly call at 9:30AM your time and protect for a one hour discussion? I have a conflict at 10:30AM your time and will have to depart for another meeting. Is this acceptable? Also, can you call at this number (mine): 313-322-6839.

J. D. O'Neill
Manager, Fuel Metering, Emissions, and Ignition Dept
V-Engine Engineering, Ford Motor Company
joneall@ford.com, 313-322-6839

-----Original Message-----

From: Park, Kyong [mailto:KPark@kavlico.com]
Sent: Thursday, October 17, 2002 5:54 PM
To: O'Neill, Jim (J.D.)
Subject: RE: Discussion document on Rev. 1.51 with attachments

Jim,

We have reviewed your proposal and we came up some comments.
We will give a call tomorrow 10 AM PST (your local time: 1 PM.

I will call you at (313) 594-7645.

Thank you.

Kyong

-----Original Message-----

From: O'Neill, Jim (J.D.) [mailto:joneall@ford.com]

Sent: Tuesday, October 15, 2002 2:05 PM

To: Park, Kyong

Cc: O'Neill, Jim (J.D.); Maurer, James (J.B.); Kotwicki, Allan (A.J.);

Alles, Sheran (S.A.); Gates, Freeman (F.C.); Awad, Mahmoud (M.I.);

McCoy, James (J.D.); Koszewnik, John (J.J.); Verner, Carol (C.J.)

Subject: FW: Discussion document on Rev. 1.51 with attachments

Kyong - here is our paper describing the filter changes that we have been discussing for the last few weeks. We would like you (Kavlico) to review this proposal and provide us your comments. Also within the paper are several questions generated that we will like to discuss.

I will tell you that the paper includes the discussion of the ground plane which is not consensed within our group but certainly worthy of review. Please consider this as a separate proposal that could be actioned independently.

One other comment I would make is that we are still investigating a corrosion robustness action. Freeman has some investigations underway, some of which we discussed last week. Any significant findings we will be sure to share with you. In the mean time we look forward to your comments. I am out of the office on Thursday this week but will try to connect with you on Friday. Thanks.

J. D. O'Neill

Manager, Fuel Metering, Emissions, and Ignition Dept

V-Engine Engineering, Ford Motor Company

joneall@ford.com, 313-322-6839

> -----Original Message-----

> From: Freeland, Mark (M.)

> Sent: Monday, October 14, 2002 7:27 PM

> To: O'Neill, Jim (J.D.); Maurer, James (J.B.); Kotwicki, Allan (A.J.); Alles, Sheran (S.A.); Gates, Freeman (F.C.); Awad, Mahmoud (M.I.); McCoy, James (J.D.)

> Cc: Davis, George (G.C.)

> Subject: Discussion document on Rev. 1.51 with attachments

>

> Jim et. al.

>

> Attached is the document I committed to prepare by close of business today. Sheran has reviewed most of it, but still has to review the Z1, D1, D2 and the Ground plane discussions.

>

> Please review and let me know if you need anything changed before you forward it to Kavlico.

> > <<Explanation of the proposed 1_51 changes.doc>> > > <<dPFE Filter Ver 15_1.pdf>> > > <<msan-107.pdf>>

>

>

>

> Regards

>

> Mark Freeland

>

> 6-Sigma Black Belt
> Engine Research Department
> Ford Research Laboratory
> P.O. Box 2053
> MD 2629 - SRL - Room 1517
> Dearborn, MI 48121-2053 USA
> email: mfreelai@ford.com
> Tel.: (313) 594-7645
>

From: Kotwicki, Allen (A.J.)
Sent: Monday, November 19, 2001 1:35 PM
To: Gates, Freeman (F.C.); Klomp, Karl (K.R.)
Cc: Kotwicki, Allen (A.J.)
Subject: layout of sensors within the chamber

Tight, but they'll fit. I spoke with Karl, and he also believes we should get a data logger if possible. If the sensors fail by shorting the power supply, I'll need to modify the power wiring to get fuses into each and every power lead so as to not take the entire setup off-line. Please advise. Pardon the drawing. It's really not being done to the thousandths of an inch, it's just my inexperience with Designer 4.0



chambersetup.pdf

Thanks in advance for your help

Allen Kotwicki
MD 3619 SRL
(313)-59-41277
FAX (313)-33-75571
AKOTWICK
akotwick@ford.com

From: Kotwicki, Alan (A.J.)
Sent: Tuesday, April 30, 2002 10:29 AM
To: Koneda, Philip (P.T.)
Cc: Kotwicki, Alan (A.J.)
Subject: FW: FRL Acid Test for DPFE Sensor

FYI, the guy who caught me is Jim Maurer and he will send a message to Vance. Should I have said to Wolfram or to Mo or to Phil? I'm like an Inverse Mother Hubbard, only with so many bosses I don't know what to do; also people who want me to do the dirty work things that are on the critical path to their promotions ... Right now I have an upset stomach from coughing and feel like hell.

Thanks in advance for your help,

Alan J. Kotwicki
59-41277
akotwick@ford.com
MD 3619 SRL

-----Original Message-----

From: Plante, Paul (P.G.)
Sent: Tuesday, April 30, 2002 9:51 AM
To: Gates, Freeman (F.C.); Johnson, Joe (J.H.); Klomp, Karl (K.R.); Maurer, James (J.B.)
Cc: Kotwicki, Alan (A.J.); Plante, Paul (P.G.); Verner, Carol (C.J.); Panaretos, Christine (C.M.)
Subject: FRL Acid Test for DPFE Sensor

Freeman, Jim and I talked with Allan at FRL yesterday. He informed us that a DOE is required for his testing. Can you call Allan and take the lead on this. If you need help, maybe Carol can assist. Should we discuss at 14D T/Th meeting?

Chris, add this to the open issues assignment list if not already there.

Due to illness, his workload is backed up, but he appeared willing to give DPFE high priority. Jim will send a priority note to Allan's manager, Vance Zanardelli.

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02513
Text Pager: 734-298-1905
E Mail: pplane@ford.com (CDS ID PPLANTE)

From: Kotwicki, Allan (A.J.)
Sent: Monday, October 21, 2002 9:43 AM
To: Freeland, Mark (M.)
Subject: RE: Prototypes

His boss, to whom I had already spoken, is Hugh Feder.

Thanks in advance for your help,

Allen J. Kotwicki
313-89-41277
313-337-5839 FAX
akotwick@ford.com
MD 3619 SRL

-----Original Message-----

From: Freeland, Mark (M.)
Sent: Friday, October 18, 2002 9:31 AM
To: Kotwicki, Allan (A.J.); Maurer, James (J.B.)
CC: Alles, Sheran (S.A.); McCoy, James (J.D.)
Subject: Prototypes

Al,

What was the name of the individual you said could make surface mount mods to the substrates. I think it is time to try and fabricate some parts which are not breadboards.

Currently we have available 4 Rev 1.5 breadboard parts with the AVX TVS, and 1 Rev 1.5 with the Diodes Incorporated TBZ.

No one has asked for prototypes yet, except for Jim McCoy, but I know that eventually they will.

Jim,

Do you have a need for any prototypes?

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

From: Kotwicki, Alan (A.J.)
Sent: Monday, October 21, 2002 9:42 AM
To: Freeland, Mark (M.)
Subject: RE: Prototypes

Pat Kaluszny

Thanks in advance for your help,

Alan J. Kotwicki
313-59-41277
313-337-5639 FAX
akotwick@ford.com
MD 3619 SRL

-----Original Message-----

From: Freeland, Mark (M.)
Sent: Friday, October 18, 2002 9:31 AM
To: Kotwicki, Alan (A.J.); Maurer, James (J.B.)
Cc: Altes, Sheran (S.A.); McCoy, James (J.D.)
Subject: Prototypes

Al,

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Currently we have available 4 Rev 1.5 breadboard parts with the AVX TVS, and 1 Rev 1.5 with the Diodes Incorporated TBZ.

No one has asked for prototypes yet, except for Jim McCoy, but I know that eventually they will.

Jim,

Do you have a need for any prototypes?

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

From: Gates, Freeman (F.C.)
Sent: Monday, June 10, 2002 12:46 PM
To: Maurer, James (J.B.); Klomp, Karl (K.R.)
Cc: Kotwicki, Allan (A.J.); O'Neill, Jim (J.D.); Pianta, Paul (P.G.); Freeland, Mark (M.); Gates, Freeman (F.C.); Johnson, Joe (J.H.); King II, Lamar (L.L.)
Subject: FW: Test procedure and quote for dpfe sensor

The attached is the basic plan with associated cost of the DPFE sensor KLT proposal we discussed at Fridays off site. We still need to determine the fuel type i.e. low sulphur/high sulphur/ ethanol etc.

What are your thoughts?

—Original Message—

From: Richard Bazerko [mailto:rbazerko@edpcompany.com]
Sent: Monday, June 10, 2002 12:17 PM
To: Tgates@ford.com
Subject: Test procedure and quote for dpfe sensor

Hi Freeman,

I faxed a copy of these to you, I thought I'd send an email of the procedures and quote. Please call me at 313-410-3127 to discuss. Once you get approval, we can start immediately.

Thanks,

Rich Bazerko
rbazerko@edpcompany.com
313-410-3127 Cell
734-691-8178 ext.308



COST ESTIMATE ACCELERATED LIFE
OR ACCELERATED . TESTING OF TH...

From: Freeland, Mark (M.)
Sent: Wednesday, June 05, 2002 10:45 AM
To: Janda, Jon (J.M.); Kyong Park (E-mail); Brady Davies (E-mail)
Cc: Jeff Helms (E-mail); Plante, Paul (P.G.); Maurer, James (J.B.); Hargas, Jon (.); Gates, Freeman (F.C.); Bryant, Bruce (B.D.); Kotwicki, Allan (A.J.)
Subject: FW: American Express Itinerary

Attached is my itinerary for next weeks visit to Kavlico.

The focus of my trip is to review the parts from the High Current Acid, H2O2 and HO2 tests conducted to date and to plan next steps in the quest to recreate all of the field failure symptoms with lab tests.

I would propose that I plan to be at the plant at 8:30 am to give you time to take care of you're email etc.. Jon will let us know by tomorrow morning if he will be joining me.

Regards

Mark Freeland

> 6-Sigma Black Belt
> Engine Research Department
> Ford Research Laboratory
> P.O. Box 2053
> MD 2629 - SRL - Room 1517
> Dearborn, MI 48121-2053 USA
email: mfreelal@ford.com
Tel.: (313) 594-7645

-----Original Message-----

From: sschindo [mailto:amaxusa@mindspring.com]
Sent: Wednesday, June 05, 2002 11:34 AM
To: mfreelal@ford.com
Subject: American Express Itinerary

ITINERARY

PAGE NO. 1
FNR: 1P-2LRAG5

FREELAND/MARK-FORD MOTOR CO
PSGR 1-313-5947645
ETKT EMAIL

NAME : FREELAND/MARK

CO	DATE	CITY-AIRPORT	TIME	FLIGHT NBR/CLASS	ST SERV/AMNT
A	SU 09JUN	LV DETROIT/METRO	605P	UNITED	1905M OK
		AR DENVER	709P		08TOP 737
		UA CONFO *XJTHDQ			

SEAT 11-B **RESERVED**
FREELAND/MARK

A SU 09JUN LV DENVER 800P UNITED 1285M OK
AR BURBANK 919P OSTOP 737
UA CONFO *KJTHDQ
UA1285-SEAT ASSIGNMENT IS AIRPORT CHECK IN

C SU 09JUN HERTZ CONFO-B8432744615
HOLLYWOOD-BURBANK-TERMINAL PICKUP-09JUN SUN/2119
BURBANK CALIFORNIA RETURN-12JUN WED/0616
PHONE-818-569-3570
RATE-(QUOTED) USD 52.50 DAILY UNLIMITED MILEAGE
EXTRA HOUR CHARGE 27.00 UNLIMITED MILEAGE
APPROX TTL USD170.49 INC TAX-OTH CHGS
1 INTERMEDIATE CAR
CORPORATE ID-25501

H SU 09JUN HYATT WESTLAKE PLAZA CHECK IN- 09JUN SUN/300PM
880 S WESTLAKE VILLAGE BLVD CHECK OUT-11JUN TUE/1200PM
WESTLAKE VILLAGE CA 91361 GUARANTEED TO CREDIT CARD-VI
PHONE-805-557-1234
FAX-805-379-9392
CONFO-HY0021502555
RATE GUARANTEED-USD
PREFERRED RATE GUESTROOM
RATE INFO-BFF 09JUN02 185.00
CANCEL ROOMS-CANCEL 24 HOURS PRIOR TO ARRIVAL
PERSONS INCLUDED IN RATE-1 CORPORATE ID-CR12642
NSRM

H TU 11JUN HILTON BURBANK AIRPORT CHECK IN- 11JUN TUE/1500
2500 HOLLYWOOD WAY CHECK OUT-12JUN WED/1200
BURBANK CALIFORNIA 91505 GUARANTEED TO CREDIT CARD-VI
PHONE-818 843-6000 FREE SHUTTLE SERVICE
FAX-818 842-9720
CONFO-3145442668NSCONF
RATE GUARANTEED-USD
AMERICAN EXPRESS TRAVEL

ITINERARY
 PAGE NO. 2
 PNR: 1P-2LRAG5

CO	DATE	CITY-AIRPORT	TIME	FLIGHT NBR/CLASS	ST SERV/AMNT
H TU	11JUN	HILTON BURBANK AIRPORT			CONTINUED
		RATE INFO-169.00			
		CANCEL RQRMTS-BY 0000 11JUN2002 LOCAL PROPERTY TIME			
		1 NIGHT STAY			
		PERSONS INCLUDED IN RATE-1		CORPORATE ID-N0002690	
		NSRM			
A WE	12JUN	LV BURBANK	616A	UNITED	574M OK SNACK
		AR DENVER	925A		OSTOP 737
		UA CONFO *XJTHDQ			
		SEAT		11-E **RESERVED**	
				FREELAND/MARK	
A WE	12JUN	LV DENVER	1005A	UNITED	1406M OK
		AR DETROIT/METRO	240P		OSTOP 757
		UA CONFO *XJTHDQ			
		UA1406 SEAT ASSIGNMENT AIRPORT CHECK IN			

FOR ALL US RESERVATION ASSISTANCE PLEASE CALL
 DIALNET 313-33-75100 OR 800-441-9705
 WHEN TRAVELING IN EUROPE PLEASE CALL
 EMERGENCY CENTER IN THE UK-44-208-774-7351
 OPEN FROM 4PM-9AM MON-FRI AND 24 HRS SAT AND SUN
 AFTER HOURS ASSISTANCE IN THE US CALL 800-354-2400
 OUTSIDE THE US OR CANADA CALL COLLECT 713-260-8713
 YOUR ACCESS CODE IS - W-NOF
 THIS RESERVATION HAS BEEN MADE FOR YOU BY PCTO
 THIS IS AN ELECTRONIC TICKET.
 THE AIRLINE CONFIRMATION APPEARS BELOW THE FLIGHT SEGMENT.
 A PASSENGERS RECEIPT MAY BE REQUESTED AT THE AIRPORT
 FOR EXPENSE PURPOSES.
 PLEASE CALL TO PROCESS A REFUND OR EXCHANGE.
 ***** POLICY REMARKS *****
 ACCEPTED FARE WITHIN TRAVEL POLICY OF \$586.00
 DIRECTORY HOTEL NOT APPLICABLE

 FORM OF PAYMENT IS VISA.
 YOUR UNITED TICKET NUMBER IS 1531025050.

HAVE A PLEASANT TRIP

*****KEEP TO USE FOR EXPENSE REPORT*****

From: Freeland, Mark (M.)
Sent: Tuesday, August 27, 2002 6:55 PM
To: Assenmacher, Mike (M.W.); Short, Mike (M.E.)
Cc: Kotwicki, Allan (A.J.)
Subject: FW: EEC V Engine Simulator

Mike and Mike

Do you by any chance still have one of the Hickok vehicle simulators available? If so I would be interested in obtaining one.

Thanks

Regards

Mark Freeland

6-Sigma Black Bolt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

-----Original Message-----

From: Szwabowski, Steve (S.J.)
Sent: Tuesday, August 27, 2002 10:47 AM
To: Freeland, Mark (M.)
Subject: RE: EEC V Engine Simulator

Mark,

I suggest you contact Mike Assenmacher or Mike Short over at FPC A building. As of a few weeks ago, they had several Hickok vehicle simulators they were trying to find homes for.

Steve Szwabowski
x81080

-----Original Message-----

From: Freeland, Mark (M.)
Sent: Tuesday, August 27, 2002 9:57 AM
To: Szwabowski, Steve (S.J.)
Subject: EEC V Engine Simulator

Steve,

I am working with Al Kotwicki on the dPFE issue. Al is on vacation today, but we talked by phone. He suggested that we should get our hands on an EEC V engine simulator to help with our bench work.

He told me that you may be able to help get us one. Could you let me know if you could help.

Thanks

Regards

From: Freeland, Mark (M.)
Sent: Wednesday, August 28, 2002 1:45 PM
To: McCoy, James (J.D.); Alles, Sheran (S.A.); Kotwicki, Allan (A.J.)
Subject: Link between Low Resistance Spark Plugs and Stalls.

Guys here is the link between Spark Plug Resistance and Stalls. The question in my mind is could a PCM reset cause a stall if you were not at idle? Probably not, therefore if the stall is not an idle stall, then could it be a dPFE stall?

What do you think?

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
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email: mfreela1@ford.com
Tel.: (313) 594-7645

-----Original Message-----

From: Young, Lem (.)
Sent: Friday, August 02, 2002 2:55 PM
To: Freeland, Mark (M.)
Subject: RE: Spark Plug Issues

Bill Goodwin is the one who identified it.

Basically, we recently found a U204 engine stall issue which was resolved with spark plug replacement. The stall followed the plugs. It has been found in the past on J16 Mazda MPV (another Duratec) that low resistance spark plugs can cause a stall. Analysis on the plugs from this U204 engine stall had plugs measuring low resistance in the range seen on J16. We are planning on providing Bob Dalbo some low resistance plugs to try and understand how many bad plugs can cause a stall and in which locations.

Here is what he sent me. I think you will find Bill much more knowledgeable on this subject.



RE: Spark plugs
returned under...

W. Lem Young
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

-----Original Message-----

From: Freeland, Mark (M.)
Sent: Friday, August 02, 2002 10:34 AM
To: Young, Lem (.)

Subject: Spark Plug Issues

Liam,

I am a 6 Sigma BB in FRL working on a stalls issue. I heard from the Escape stalls team that you are working on a spark plug issue, which may have some connection to the project I am working on.

Would you be prepared to meet with me and fill me in on the details of the spark plug issue?

Regards

Mark Freeland

**6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreel1@ford.com
Tel.: (313) 594-7645**

From: Freeland, Mark (M.)
Sent: Wednesday, October 09, 2002 1:34 PM
To: Kotwicki, Allan (A.J.)
Subject: Please make a PDF file from this. Thanks



dFFE Filter Ver
15_1.PS

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

From: Freeland, Mark (M.)
Sent: Wednesday, September 25, 2002 4:43 PM
To: Kotwicki, Allan (A.J.)
Subject: RE: ionizing radiation effect on Ford Power train electronics from new US Customs Vehicle and Cargo Inspection System

AI,

The sensor is assembled in Moorpark, CA.

The die used to be built in Long Island NY and in CA with loads of trips back and forth.
The new supplier of the die is in Canada.

The finished sensor is shipped to US, Europe & Asia before use. Some come back from Europe on engines for domestic applications (4.0L Explorer is an example of this).

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreel1@ford.com
Tel.: (313) 594-7645

-----Original Message-----

From: Kotwicki, Allan (A.J.)
Sent: Tuesday, September 24, 2002 2:51 PM
To: Konada, Philip (P.T.); Freeland, Mark (M.)
Cc: Kotwicki, Allan (A.J.)
Subject: FW: ionizing radiation effect on Ford Power train electronics from new US Customs Vehicle and Cargo Inspection System

An interesting result of 9/11. Phil: I think Roy imputes magic powers to me, believing I have some influence around here. Mark: where are the DPFE sensors manufactured, how are they shipped into the US?

Thanks in advance for your help,

Allen J. Kotwicki
59-41277
akotwick@ford.com
MD 3819 SRL

-----Original Message-----

From: Dolley, Roy (R.)
Sent: Tuesday, September 24, 2002 1:19 PM
To: Kotwicki, Allan (A.J.)
Cc: Dolley, Roy (R.)
Subject: ionizing radiation effect on Ford Power train electronics from new US Customs Vehicle and Cargo Inspection System

AI:

I have detected a possible problem from the US Government's implementation of a Vehicle and Cargo Inspection System after the 9-11 problem last fall. I have asked Motorola to do the preliminary investigation. I will need your help if they find a problem as I believe they will. I have attached a Presentation that I gave my supervisor. Please provide comment on the approach and information. Thanks, Looking forward to possibly working with you again

Roy Dolley
FSS Decision Maker
PEAD/Dept. T321
313-5942497
Fax 313-390-3630
POEE Bldg. Mail Drop 75 Cube AW049

<< File: VACIS.ppt >>

From: Freeland, Mark (M.)
Sent: Friday, October 18, 2002 4:23 PM
To: O'Neill, Jim (J.D.); Maurer, James (J.B.); Allee, Sheran (S.A.); Kotwinski, Allan (A.J.); Gates, Freeman (F.C.); McCoy, James (J.D.)
Subject: Filter Rev 1.7 drawing

Attached is a modified version of the filter design based on today's meeting with Kavlico. It is a postscript print file, so hopefully you can print it off.

I would appreciate you're thoughts on the changes.



Filter17.ps

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreel1@ford.com
Tel.: (313) 594-7645

From: Freeland, Mark (M.)
Sent: Monday, November 04, 2002 6:08 PM
To: Kotwicki, Alan (A.J.)
Subject: RE: filter20.pdf

Thanks Al, Got It.

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

---Original Message---

From: Kotwicki, Alan (A.J.)
Sent: Monday, November 04, 2002 4:57 PM
To: Freeland, Mark (M.)
Subject: filter20.pdf

the file is in the share drive at /allshare/akotwick

Thanks in advance for your help,

Alan J. Kotwicki
313-59-41277
313-337-5639 FAX
akotwick@ford.com
MD 3619 SRL

From: [REDACTED]
Sent: Tuesday, October 22, 2002 10:26 AM
To: Maurer, James (J.B.); Altes, Sheran (S.A.); McCoy, James (J.D.)
Co: Kotwicki, Alan (A.J.); Gates, Freeman (F.C.); O'Neal, Jim (J.D.); Elwell, Fred (F.); Power, James (J.H.); Boran, Lisa (L.T.)
Subject: Effect of changing the spark plugs on the Mountaineer

Jim,

As you know Fred Elwell and Jim Power replaced the spark plugs on my lease Mountaineer yesterday. They confirmed that the "bad" plug still had a resistance of less than 200 ohms, (I think the number they measured was 194 ohms for #4 plug).

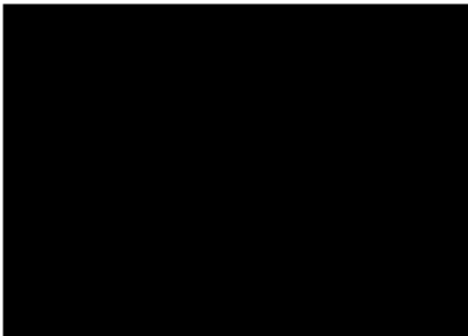
The result on my drive evaluation last night was as follows:

The maximum Peak to Peak amplitude of the HF noise on Vref (as measured by the instrumentation set up) during accelerations reduced from 41 volts to 17 volts. This was a tremendous reduction.

I can no longer find the micro latch events which I have been recording with my instrument pick ups located between the filter and the unprotected dPFE (i.e. C2, C5 & Z1 removed from a 2001 MY sensor).

We should discuss the possibility of replacing spark plugs as part of the fix package. Perhaps there is some simple tool which could be used to identify if a vehicle has noisy plugs without removing the plugs? Does anyone know of such a tool, perhaps an RF "sniffer"?

Regards



Structured Inventive Thinking at work

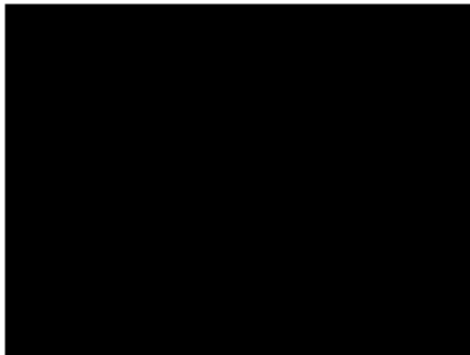
From: [REDACTED]
Sent: Tuesday, December 03, 2002 6:36 PM
To: Gates, Freeman (F.C.); Maurer, James (J.B.); McCoy, James (J.D.)
Co: Kotwicki, Allan (A.J.); Altes, Sheran (S.A.); O'Neill, Jim (J.D.); Crawley, Ian (I.A.); Williamson, Richard (E.); Jefford, Bob (R.D.)
Subject: FW: DPFE Sensor stalls

Info from Rick Williamson

Freeman,

How does one ascertain from part number or other markings if a specific ESM module was manufactured before or after the 10 ohm resistor was incorporated, or did the 10 ohms go in before Job 1?

Regards



-----Original Message-----
From: Williamson, Richard (E.)
Sent: Tuesday, December 03, 2002 3:28 PM
To: Freeland, Mark (M.)
Subject: RE: DPFE Sensor stalls

[REDACTED]

I personally talked to the shop foreman. He was assigned the vehicle after the first tech couldn't fix it. He stated that he let the vehicle idle in his stall and eventually the vehicle would stall. He would try to start it and the vehicle would not start and there was no check engine light on the dash. He would unplug the DPFE and cycle the key, the MIL would be on and the vehicle would start. He repeated this twice and then replaced the part. He has promised to ship me the part and I will bring it to you. If I haven't received the part by the end of the week I will call him back.
Rick

-----Original Message-----
From: Freeland, Mark (M.)
Sent: Tuesday, December 03, 2002 10:33 AM
To: Gates, Freeman (F.C.); Maurer, James (J.B.); McCoy, James (J.D.)
Co: Kotwicki, Allan (A.J.); Altes, Sheran (S.A.); O'Neill, Jim (J.D.); Crawley, Ian (I.A.); Williamson, Richard (E.); Jefford, Bob (R.D.)
Subject: RE: DPFE Sensor stalls

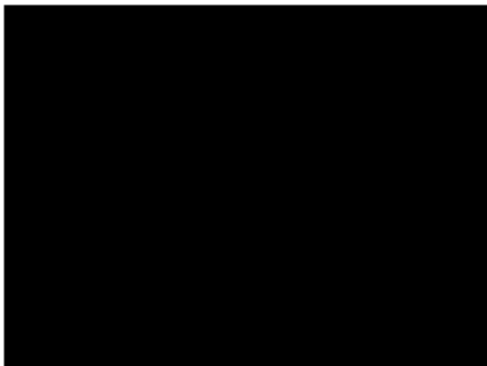
For info:

I just looked up the vehicle in AWS. It was also in for stalls on 9/9/02 and had the ignition coils replaced, the PCM replaces and one injector replaced on that visit.

Tech. Comments: EXSTENCIVE TIME R R TRIM PANLES TO OPEN AND INSPECT WIRING HARNESS.REPLACE ALL EIGHT COIL PACKS PER HOTLINE.

Customer Comments: CUSTOMER STATES VECH WANTS TO STALL OUT AT STOPS

Regards



-----Original Message-----

From: Gates, Freeman (F.C.)
Sent: Tuesday, December 03, 2002 10:29 AM
To: Freeland, Mark (M.); Maurer, James (J.B.); McCoy, James (J.D.)
Cc: Kotwicki, Allan (A.J.); Alles, Sheran (S.A.); O'Neall, Jim (J.D.); Crawley, Ian (I.A.); Williamson, Richard (E.); Jefford, Bob (R.D.)
Subject: RE: DPFE Sensor stalls

This vehicle will have the ESM. This sounds like it may even be an EVR concern i.e. vacuum on EGR valve continually. We have seen this on some EVR applications if the filter is not installed correctly or contamination exists on the disc (internal to EVR). We have seen this at least 1 time this year. When you disconnect the DPFE, you also disconnect, EVR and MAP sensor through the common connector.

Thanks

Anyway the answer is YES , we want the part !

-----Original Message-----

From: Freeland, Mark (M.)
Sent: Tuesday, December 03, 2002 10:14 AM
To: Gates, Freeman (F.C.); Maurer, James (J.B.); McCoy, James (J.D.)
Cc: Kotwicki, Allan (A.J.); Alles, Sheran (S.A.); O'Neall, Jim (J.D.)
Subject: FW: DPFE Sensor stalls
Importance: High

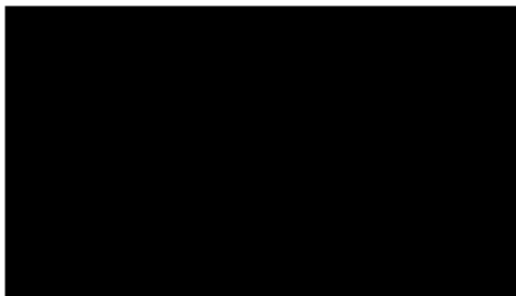
Freeman, Jim & Jim,

Please read the attached from Rick Williamson of ECI. I will ask Rick to obtain the part if he can.

A couple of questions:

- 1) Which dPFE sensor will this vehicle have, Kavlico TM, Motorola Dash Mount or Siemens (Kavlico) ECM?
- 2) What current draw does it take to shut down a 2003 MY Town Car?

Regards



From: Freeland, Mark (M.)
Sent: Tuesday, December 03, 2002 10:33 AM
To: Gates, Freeman (F.C.); Maurer, James (J.B.); McCoy, James (J.D.)
Cc: Kotwicki, Allan (A.J.); Ailes, Sheran (S.A.); O'Neill, Jim (J.D.); Crawley, Ian (I.A.); Williamson, Richard (E.); Jefford, Bob (R.D.)
Subject: RE: DPFE Sensor stalls

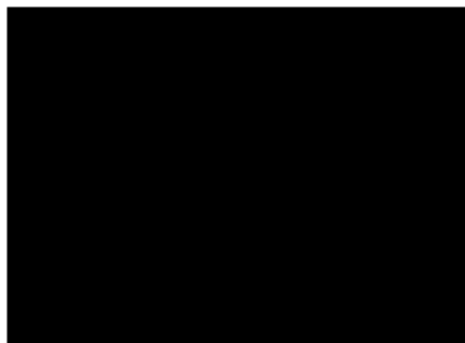
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Tech. Comments: EXSTENCIVE TIME R R TRIM PANLES TO OPEN AND INSPECT WIRING HARNESS.REPLACE ALL EIGHT COIL PACKS PER HOTLINE.

Customer Comments: CUSTOMER STATES VECH WANTS TO STALL OUT AT STOPS

Regards



-----Original Message-----

From: Gates, Freeman (F.C.)
Sent: Tuesday, December 03, 2002 10:29 AM
To: Freeland, Mark (M.); Maurer, James (J.B.); McCoy, James (J.D.)
Cc: Kotwicki, Allan (A.J.); Ailes, Sheran (S.A.); O'Neill, Jim (J.D.); Crawley, Ian (I.A.); Williamson, Richard (E.); Jefford, Bob (R.D.)
Subject: RE: DPFE Sensor stalls

This vehicle will have the ESM. This sounds like it may even be an EVR concern i.e. vacuum on EGR valve continually. We have seen this on some EVR applications if the filter is not installed correctly or contamination exists on the disc (internal to EVR). We have seen this at least 1 time this year. When you disconnect the DPFE, you also disconnect, EVR and MAP sensor through the common connector.

Thanks Mark/Richard.

Anyway the answer is YES , we want the part !

-----Original Message-----

From: Freeland, Mark (M.)
Sent: Tuesday, December 03, 2002 10:14 AM
To: Gates, Freeman (F.C.); Maurer, James (J.B.); McCoy, James (J.D.)
Cc: Kotwicki, Allan (A.J.); Ailes, Sheran (S.A.); O'Neill, Jim (J.D.)
Subject: FW: DPFE Sensor stalls
Importance: High

Freeman, Jim & Jim,

Please read the attached from Rick Williamson of ECI. I will ask Rick to obtain the part if he can.

A couple of questions:

- 1) Which dPFE sensor will this vehicle have, Kavlico TM, Motorola Dash Mount or Siemens (Kavlico) ECM?
- 2) What current draw does it take to shut down a 2003 MY Town Car?

Regards



---Original Message---

From: Williamson, Richard (E.)
Sent: Wednesday, November 27, 2002 7:57 AM
To: Freeland, Mark (M.)
Subject: DPFE Sensor stalls
Importance: High

How have you been?
Are you still interested in the DPFE sensor?
I have a CQIS report that you might be interested in:

C5QI002 CQIS Indicator Summary 11/27/02 07:50:39 1 of 1
=>
Rpt#: 2KTAC415 EDSR -or- Q 200200039171 Rpt 11/21/2002 Odom: 3,439 M
Rvw: File: Folder: Atchmnts: 0 Print Smy/Disp Detail(P/D):
Vehicle: 2003 TOWN CAR,EXEC ,SEDAN 1LNHM81W73Y626638 Bld: 07/26/2002
Engine: 4.6L ROM B Calb: Trans: Axle: A/C:
Dealer Id: 08910 Columbia Ford Lincoln-Mercury Ph#: (880) 228-2886
State: Connecticut City: Columbia Orig/Caller: PAUL DANIELUK
Symptom: 6 07 6 93 DRVABL,STALL/QUITS,AT CRUISE,ALL ENGINE TEMP
Addl Sym: St: CCRG/EPRC: 8 Rvw: A Dt: 11/25/2002
Flx: Y Caus. Comp: EGR ASSEMBLY -- RPL Condition Code:

Region Code: 11 Region Name: Boston -11

CONCER VEHICLE STALLS WHILE DRIVING SOMETIMES, SOMETIMES IT RESTARTS AND SOMETIMES IT WON'T CRANK AFTER IT STALLS.
TECH/C NGS SELF TEST NO CODES, WHEN CAR WON'T CRANK YOU LOSE COMMUNICATION WITH PCM, THEFT LIGHT DOES NOT PROVE OUT WHEN KEY IS TURNED ON, UNPLUGGED DPFE AND CONCERN IS CORRECTED. REPLACED SHORTED DPFE ERG VALVE ASSEMBLY AND RETEST.

I am going to try and get the part back, let me know if you would like it

Take care,

RICK WILLIAMSON
Product Concern Analyst
Enhanced Concern Identification
313-248-6348
rwill110@ford.com

From: Freeland, Mark (M.)
Sent: Tuesday, December 03, 2002 10:14 AM
To: Gates, Freeman (F.C.); Maurer, James (J.B.); McCoy, James (J.D.)
Cc: Kotwick, Allan (A.J.); Alles, Sheran (S.A.); O'Neill, Jim (J.D.)
Subject: FW: DPFE Sensor stalls

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Freeman, Jim & Jim,

Please read the attached from Rick Williamson of ECI. I will ask Rick to obtain the part if he can.

A couple of questions:

- 1) Which dPFE sensor will this vehicle have, Kavlico TM, Motorola Dash Mount or Siemens (Kavlico) ECM?
- 2) What current draw does it take to shut down a 2003 MY Town Car?

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

—Original Message—

From: Williamson, Richard (E.)
Sent: Wednesday, November 27, 2002 7:57 AM
To: Freeland, Mark (M.)
Subject: DPFE Sensor stalls
Importance: High

How have you been?
Are you still interested in the DPFE sensor?
I have a CQIS report that you might be interested in:

CSQ1002 CQIS Indicator Summary 11/27/02 07:50:38 1 of 1
=>
Rpt#: 2KTAC415 EDSR -or- Q 200200039171 Rpt: 11/21/2002 Odom: 3,438 M
Rvw'd: File: _ Folder: _____ Attachmnts: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2003 TOWN CAR,EXEC ,SEDAN 1LNHM81W73Y828638 Bid: 07/29/2002

Engine: 4.6L ROM B Calb: Trans: Axle: A/C:
Dealer Id: 08910 Columbia Ford Lincoln-Mercury Ph#: (860) 228-2886
State: Connecticut City: Columbia Orig/Caller: PAUL DANIELUK
Symptom: 6 07 6 93 DRVABL,STALL/QUITS,AT CRUISE,ALL ENGINE TEMP
Addl Sym: St: CCRG/EPRC: S Rwd: A Dt: 11/25/2002
Fix: Y Caus. Camp: EGR ASSEMBLY - RPL Condition Code:

Region Code: 11 Region Name: Boston -11

CONCER VEHICLE STALLS WHILE DRIVING SOMETIMES, SOMETIMES IT RESTARTS AND
SOMETIMES IT WON'T CRANK AFTER IT STALLS.
TECH/C NGS SELF TEST NO CODES, WHEN CAR WON'T CRANK YOU LOSE COMMUNICATION
WITH PCM, THEFT LIGHT DOES NOT PROVE OUT WHEN KEY IS TURNED ON,
UNPLUGGED DPFE AND CONCERN IS CORRECTED. REPLACED SHORTED DPFE ERG
VALVE ASSEMBLY AND RETEST.

I am going to try and get the part back, let me know if you would like it

Take care,

RICK WILLIAMSON
Product Concern Analyst
Enhanced Concern Identification
313-248-6348
rwill110@ford.com

From: Cothran, Patricia (M.)
Sent: Wednesday, September 25, 2002 11:46 AM
To: Agarwal, Apoorva (A.); Baker, Dick (Richard E.); Berszcz, Patricia (P.C.); Beaver, Douglas (D.E.); Boyer, Brad (B.A.); Briggs, Michael (M.L.); Buschhaus, Wolfram (W.); Chen, Kevin (S.); Chen, Yin (Y.); Chilkuri, Satya (S.R.); Crosaley, Richard (R.); Dedrick, Ellen (E.J.); Demitroff, Darvich (D.H.); Denlinger, Adam (A.R.); Ervin, James (J.D.); Flacher, Jennifer (J.L.); Gardner, Tim (T.P.); Goebelbecker, Michael (M.S.); Gomes, Erlo (E.D.); Haghgoole, Mohammad (M.); Hashemi, Sam (S.); Henig, Itzk (Y.I.); Imal, Yash (Y.A.); Innes, Bob (R.C.); Koned, Phillip (P.T.); Kotwicki, Allan (A.J.); Ku, Kim (K.H.); Kurtz, Eric (E.); Levin, Michael (M.B.); Li, Lee (X.); Lucas, Marc (M.J.); Marano, Richard (R.S.); Megil, Thomas (T.W.); Natkin, Robert (R.J.); Oltmans, Bret (B.A.); Piper, Christopher (C.J.); Plagens, Keith (K.M.); Potts, Curtis (C.R.); Ruona, William (W.C.); Schroder, Michael (M.); Szczapanak, Jeffrey (J.G.); Shui, Fang (F.); Sorab, Jagadiah (J.); Stockhausen, William (W.F.); Stokes, Gary (G.P.); Styron, Joshua (J.P.); Szwabowski, Steve (S.J.); Tang, Xiaoguo (X.); Tennison, Paul (P.J.); Tibbles, Tom (T.T.); Treak, Nate (N.R.); Vanderlice, John (J.H.); Vaught, Thomas (A.T.); Vrsek, Gary (G.A.); Wang, Yan (Y.); Zaltz, Michael (M.J.)
Subject: FW: GAO 'Primer'

MProjs --- Vance asked that I send you the attached "Audit Primer" file FYI. pat

---Original Message---

From: Eggers, Pamela (P.J.)
Sent: Wednesday, September 25, 2002 10:15 AM
To: Apolloni, Vincent (V.M.); Ausherman, Julie (J.S.); Barylski, Gary (G.D.); Davis, George (G.C.); DeVincent Jr., Ernie (E.J.); Doube, Allan (A.C.); Fisher, Denis (D.J.); Galletti, Kathy (K.M.); Gryplet, Adam (A.I.); Heilmann, Greg (G.P.); Hutchinson, Michelle (M.M.); Lanzetta, John (J.N.); Mann, Marie (M.M.); Ryder, Lester (L.L.); Scheans, Armin (A.C.); Sholender, Eric (E.E.); Smith, Carol (C.S.); Stein, Robert (R.A.); Stephens, Craig (C.); Stickler, Mark (M.L.); Stokes, Gary (G.P.); Weaver, Corey (C.E.); Zandrelli, Vance (V.); Zera, Bruce (B.M.)
Subject: FW: GAO 'Primer'

Denis' audit primer.

Thanks,
Pamela Eggers
Manager, P/T Pre-Program Implementation and Six Sigma Project Champion
phone: 313-84-59218
email: paggers@ford.com

---Original Message---

From: Fisher, Denis (D.J.)
Sent: Wednesday, September 25, 2002 9:00 AM
To: Eggers, Pamela (P.J.)
Subject: GAO 'Primer'

Subject Primer is attached:



Audit areas.ppt

Thanks
Denis J Fisher
Pre-Program P/T PMT Leader
dfisher8@ford.com
313-594-1981