EA02-027

FORD 8/5/03 LETTER TO ODI

APPENDIX A

5 BOXES
BOX 3 OF 5

PART 3 OF 4

INSTALLED OPTION INFORMATION:

Air Conditioning:	TB - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	C	GVW Class Code:	Y
Axle Ditch:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	* - [N/A]	Mirror(Driver Side):	AD - DRIVER POWER MIRROR
Axle Type:	* - [N/A]	Mirror(Pasgr Side):	AD - PASS POWER CONVEX MIRROR
Battery Amp Rating:	A	Paint:	PNLDB - MEDIUM WEDGEWOOD C/C
Brake Code:	* - [N/A]	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AQ - ELECTR PREMIUM AM/FM STEREO/CSTE
Calibration Code:	0M11A3DA	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Soaps Tandem Axle:	* - [N/A]
Color(Trim):	08BZV -	Tire Brand:	* - [N/A]
Delivery Type:	0	Tire Size:	D8GTQ - P225/70R 15 BSW A-S
Driveshaft Code:	D	Traction Control:	* - [N/A]
Front Seat:	* - [N/A]	Wheel Base:	* - [N/A]
Fuel Type:	* - [N/A]		

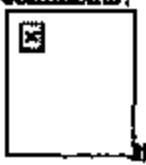
TIRE DOT INFORMATION:

LF: ACUU44W1401 RF: ACUU44W1401
LR: ACUU44W1401 RR: ACUU44W1401
LS: * RS: *
SPARE: BYBA1R01???

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	TFI - TFB
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Bend Suffix:	HMA
ESP Plan Year:	*	Engine Family:	1FMXT0301F6
ESP Signature Date:			

Any comments? You can contact



webmaster

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

VIN:	1FMYU04 1X1KB05133	Veh Line:	T2M1 - ESCAPE (U204) [2001]	Eng Serial No:	914546086
Model Year:	2001	Market Derivate:	T8F - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	T	Drive Code:	YA - 2 WHL LH FRONT DRIVE	Engine:	TXLD - MOD 3.0L DOHC HT NA V6 O*NAAO
Ins. Dealer:	05256	Body Cab Style:	1WD - 4 DOOR WAGON	Transmission:	TEM - 4 SPD AUTO TRANS NAAO CDSE
		Vocation/Series:	T8F - FORD SERIES		

BUILD INFORMATION:

Engine: NA - [illegible] Plant: AI - KANSAS CITY PLANT BUILD
Country: USA - [illegible] Prod Date: 15-MAY-2001

SALE INFORMATION:

Engine: NA - [illegible] Selling Dealer: 171040 - *
Country: USA - [illegible] Selling Dlr St/Prov: CA
Buyer St/Prov: CA

Arrival Date:	21-MAY-2001	Red Carpet Lease:	I
Sale Date:	23-MAY-2001	Fleet/Rental/Co. Lease:	R
Warranty Start Date:	23-MAY-2001	Modified Vehicle:	*
Orig Warranty Date:	23-MAY-2001	Recaptured Vehicle:	* Vehicle Repair Flag: N

VOC/EOC:

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---------1---------2---------3---------4---------5---------6---------7---------8---------9---------

WFLXB05333X033786 X 2 2608473      ED G 2 456 7A  8 3  36  5 853A 3 71C048  1V 0A  A  V3A   3    1

1FMYU 7              914CA 2
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	T8I - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	C	GVW Class Code:	Y
Audio Title:	* - [N/A]	Instrumentation:	* - [N/A]
Auto Radio:	* - [N/A]	Mirror(Driver Side):	AD - DRIVER POWER MIRROR
Auto Type:	* - [N/A]	Mirror(Passg Side):	AD - PASS POWER CONVEX MIRROR
Battery Amp Rating:	A	Paint:	PNUAA - EBONY SOLID C/C
Brake Code:	* - [N/A]	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AQ - RADIO PREMIUM AM/FM STEREO/CSTE
Calibration Code:	0M11A30A	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Stage Tandem Axle:	* - [N/A]
Color(Trim):	* - [N/A]	Tire Brand:	* - [N/A]
Delivery Type:	R	Tire Size:	D9G71 - P225/70R 15 BSW A-S DWL
Drivetrain Code:	D	Traction Control:	* - [N/A]
Front Seats:	* - [N/A]	Wheel Base:	* - [N/A]
Fuel Type:	* - [N/A]		

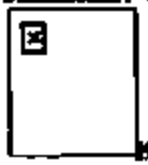
TIRE DOT INFORMATION:

LF: A3UU44W1101 RF: A3UU44W1101
LR: A3UU44W1101 RR: A3UU44W1101
LS: * RS: *
SPARE: HYSAHS????

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	TIC - TIC
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Decal Suffix:	EMA
ESP Plan Years:	*	Engine Family:	1FMXT0301F6
ESP Signature Date:			

Any comments? You can contact



webmaster

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

VIN:	1FMYU04121KB70274	Veh Line:	TMd1 - ESCAPE (U204) [2001]	Eng Serial No:	911137087
Model Year:	2001	Market Bodycode:	TSF - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	T	Drive Code:	TSF - 4 WHL LH FULL, TIME DRIVE	Engine:	TFLD - MOD 3.0L DOHC EFI NA V6 G*NAAO
Sys Dealer:	07797	Body Cab Style:	TJWD - 4 DOOR WAGON	Transmission:	TFDJ - 4 SPD AUTO TRANS NAAO CD4E
		Variant/Series:	TSF - FORD SERIES		

BUILD INFORMATION:

Region: NA - [illegible] Plant: AJ - KANSAS CITY PLANT BUILD
Country: USA - [illegible] Prod Date: 16-MAY-2001

SALE INFORMATION:

Region: NA - [illegible] Selling Dealer: 172434 - *
Country: USA - [illegible] Selling Dlr St/Prov: CA
Buyer St/Prov: CA

Arrival Date:	31-MAY-2001	Red Carpet Lease:	*
Sale Date:	07-JUL-2001	Fleet/Retail/Co. Lease:	R
Warranty Start Date:	07-JUL-2001	Modified Vehicle:	*
Orig Warranty Date:	07-JUL-2001	Recaptured Vehicle:	* Vehicle Export Flag: N

VOC/EOC:

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---------1---------2---------3---------4---------5---------6---------7---------8---------9---------

0842EE7027G1337P  V 1 1904917     GC 8 2 461 53  563  248 5 8EEBE 71E814  1  1D  A  12A 4 3 2  2

1FMYU  6            146A 9
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	T/G - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	C	GVW Class Code:	T
Axle Disk:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	* - [N/A]	Mirror(Driver Side):	AD - DRIVER POWER MIRROR
Axle Type:	* - [N/A]	Mirror(Pass Side):	AD - PASS POWER CONVEX MIRROR
Battery Amp Rating:	A	Paint:	PNLD8 - MEDIUM WHDCHWOOD CFC
Brake Code:	HEAAB - 4 WHL ANTI-LOCK BRAKES	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AQ - BLRTR PREMIUM AM/FM STRO/CSTE
Calibration Code:	BMI1A30A	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Stage Tandem Axle:	* - [N/A]
Color(Trim):	000ZV -	Tire Brand:	* - [N/A]
Delivery Type:	0	Tire Size:	D3JUJ - P235/70R-16 OWL A-S
Driveshaft Code:	D	Traction Control:	* - [N/A]
Front Seat:	* - [N/A]	Wheel Base:	* - [N/A]
Fuel Type:	* - [N/A]		

TIRE DOT INFORMATION:

LF:	A3084531601	RF:	A3084531601
LR:	A3084531601	RR:	A3084531601
LS:	*	RS:	*
SPARE:	HY8A1331601		

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	P	Exhaust Code:	TIC - TIC
ESP Coverage(Miles):	100	Exhaust Cert Type:	3
ESP Coverage(Time):	072	Exhaust Decal Suffix:	HKS
ESP Plan Year:	2001	Engine Family:	1FMXT0401F6
ESP Signature Date:	07-JUL-2001		

Any comments? You can contact

webmaster

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN:	2FAFP71W1[illegible]X143341	Veh Line:	CFB - CROWN VIC (BN3180114) [02-02]	Eng Serial No:	*
Model Year:	2001	Market Derivat:	CF - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	C	Drive Code:	CB - 2 WHL LH REAR DRIVE	Engine:	CVN - R-M 4.6L SOHC EFI NA CIV8 G-NP
Inv. Dealer:	00929	Body Cab Style:	CFC - 4 DOOR SEDAN-6 LITE	Transmission:	CDU - 4 SPD AUTO TR NAAO ACDEW/4R70W
		Vocion/Sedan:	CAB - BASE VERSION - CAR		

BUILD INFORMATION:

Region: NA - [illegible] Plant: AW - ST. THOMAS PLANT BUILD
Country: CAN - [illegible] Prod Date: 31-JAN-2001

SALE INFORMATION:

Region: NA - [illegible] Selling Dealer: 121659 - *
Country: USA - [illegible] Selling Dlr St/Prov: SC
Buyer St/Prov: SC

Arrival Date:	13-FEB-2001	Red Carpet Lease:	*
Sale Date:	16-FEB-2001	Fleet/Retail/Co. Lease:	F
Warranty Start Date:	16-FEB-2001	Modified Vehicles:	*
Orig Warranty Date:	16-FEB-2001	Recaptured Vehicles:	* Vehicle Export Flag: N

VOC/EOC:

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---------1---------2---------3---------4---------5---------6---------7---------8---------9---------

F7112E433417  3     A503E8135     JL 37  OEE 2202  U 2PL   12 14 V210652  44.007     IE3     E  N

2FAF2 6    2  A     E0E2                    E0E2 5Q8033        44
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	C9 - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	*	GVW Class Code:	F
Audio Disk:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	BGABC - 3.27 FINAL DRIVE RATIO	Mirror(Driver Side):	* - [N/A]
Axle Type:	BGFAB - NON-LIMITED SLIP REAR AXLE	Mirror(Passg Side):	* - [N/A]
Battery Amp Rating:	M3	Paint:	PNZOC - PERFORMANCE WHITE CC
Brake Code:	AALAT - POLICE EQUIP PACK	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AD - ELECTRONIC AM/FM STEREO RADIO
Calibration Code:	IEB1GP0A	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Stagg Tandem Axle:	* - [N/A]
Color(Trim):	* - [N/A]	Tire Brand:	AF - DUNLOP
Delivery Type:	5	Tire Size:	D3TH - P225/60VR-16 BSW A-S
Driveshaft Code:	*	Traction Control:	* - [N/A]
Front Suit:	* - [N/A]	Wheel Base:	* - [N/A]
Fuel Type:	* - [N/A]		

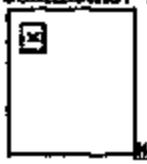
TIRE DOT INFORMATION:

LF:	*	RF:	*
LR:	*	RR:	*
LI:	*	RI:	*
SPARE:	*		

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	CB - CB
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Bond Suffix:	HDD
ESP Plan Year:	*	Engine Family:	1FMXV046VF5
ESP Signature Date:			

Any comments? You can contact



webmaster

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

VIN:	1FMCU0311XKB70772	Veh Line:	TM1 - ESCAPE (U204) [2001]	Eng Serial No:	909832087
Model Year:	2001	Market Derivch:	TIF - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	T	Drive Code:	TIA - 2 WHL LH FRONT DRIVE	Engine:	TLD - MOD 3.0L DOHC HS NA V6 G*NAAO
Brc Dealer:	05466	Body Cab Style:	TFWD - 4 DOOR WAGON	Transmission:	TKJ - 4 SPD AUTO TRANS NAAO CD4E
		Version/Series:	THF - FORD SERIES		

BUILD INFORMATION:

Engine: NA - [illegible] Plant: AI - KANSAS CITY PLANT BUILD
Country: USA - [illegible] Prod Date: 18-MAY-2001

SALE INFORMATION:

Engine: NA - [illegible] Selling Dealer: 171020 - *
Country: USA - [illegible] Selling Dlr St/Prov: CA
Buyer St/Prov: CA

Arrival Date:	31-MAY-2001	Rail Carpet Lease:	*
Sale Date:	04-JUN-2001	Fleet/Rental/Co. Lease:	E
Warranty Start Date:	04-JUN-2001	Modified Vehicle:	*
Orig Warranty Date:	04-JUN-2001	Recaptured Vehicle:	* Vehicle Export Flag: N

VOC/EOC:

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---------1---------2---------3---------4---------5---------6---------7---------8---------9---------

0031[illegible]7721033796 0 2 1809775     [illegible] 2 [illegible] 03  [illegible]  [illegible] 0 [illegible] 717980  1V [illegible]  A  [illegible] 3 2  1

1FMCU 6              814CA 0
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	TB - MANUAL AIR CONDITIONER	GVW Code:	* - [NA]
Alternator Amp Rating:	C	GVW Class Code:	C
Axle Disk:	* - [NA]	Instrumentation:	* - [NA]
Axle Rotor:	* - [NA]	Mirror(Driver Side):	AD - DRIVER POWER MIRROR
Axle Type:	* - [NA]	Mirror(Passg Side):	AD - PASS POWER CONVEX MIRROR
Battery Amp Rating:	A	Paint:	PRJ.G3 - LT. PARCHMENT GOLD C/C
Brake Code:	* - [NA]	Power Antenna:	* - [NA]
Brake Code(Service):	* - [NA]	Radio:	AT - SILVER PRIM AM/FM STRO/CSTB/CLK
Collision Code:	6M11A36A	Sound System:	AE - AUDIOPHILE SOUND SYSTEM
Color(Accent):	* - [NA]	Suspn Torsion Axle:	* - [NA]
Color(Trim):	* - [NA]	Tire Brand:	* - [NA]
Delivery Type:	0	Tire Size:	DS3U1 - P235/70R-16 OWL A-S
Driveshaft Code:	D	Traction Controls:	* - [NA]
Front Seat:	* - [NA]	Wheel Base:	* - [NA]
Fuel Type:	* - [NA]		

TIRE DOT INFORMATION:

LF:	A3084S31001	RF:	A3084S31001
LR:	A3084S31001	RR:	A3084S31001
LS:	*	RS:	*

SPARE: HYRA1KXYYY

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	K	Emission Code:	TIC - TIC
ESP Coverage(Miles):	000	Emission Cert Type:	5
ESP Coverage(Time):	072	Emission Bond Setter:	EMA
ESP Plan Year:	2000	Engine Family:	1B6XT0301F6
ESP Signature Date:	04-JUN-2001		

Any comments? You can contact

webmaster

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN:	1FTRW07W61KF14450	Veh Line:	TRS - F150/250(F150)/F125-FORD [97-03]	Eng Build No:	*
Model Year:	2001	Market Dealrech	* - [NA]	Body Shell:	*
Veh Type:	T	Drive Code:	T0 - 2 WHL LH REAR DRIVE	Engine:	TVN - R-M 4.6L SOHC EFI NA CIVI G-NF
Ren Dealer:	02704	Body Cab Style:	TRC - DOUBLE CAB (CREW CAB)	Transmission:	TDU - 4 SPD AUTO TR NAAO ACDEWAKOW
		Version/Series	TAM - 150 SERIES		

BUILD INFORMATION:

Region: NA - [illegible] Plant: AJ - KANSAS CITY PLANT BUILD
Country: USA - [illegible] Prod Date: 11-OCT-2000

SALE INFORMATION:

Region: NA - [illegible] Selling Dealer: 152445 - *
Country: USA - [illegible] Selling Dlr St/Prov: TX
Buyer St/Prov: TX

Arrival Date: 23-OCT-2000 Red Carpet Lease: *
Sale Date: 24-NOV-2000 Fleet/Retail/Co. Lease: R
Warranty Start Date: 24-NOV-2000 Modified Vehicles: *
Orig Warranty Date: 24-NOV-2000 Recognized Vehicles: * Vehicle Export Flag: N

VOC/EOC:

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--------1---------2---------3---------4---------5---------6---------7---------8---------9---------

[illegible] 5 1 [illegible]    [illegible] [illegible] [illegible] [illegible] 28 10 4 [illegible] [illegible] [illegible] [illegible] 4 5 [illegible]

[illegible] 7 C    507A [illegible]                    2
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	T/B - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	BA	GVW Class Code:	E
Axle Disk:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	BOARD - 3.55 FINAL DRIVE RATIO	Mirror(Driver Side):	* - [N/A]
Axle Type:	BOBAB - NON-LIMITED SLIP REAR AXLE	Mirror(Passg. Side):	* - [N/A]
Battery Amp Rating:	MB	Paint:	PNUAA - BRIGHT SOLID CC
Brake Code:	BBAAB - 4 WHL ANTI-LOCK BRAKES	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AU - BLITH PREM AMFM STEREO/CC
Calibration Code:	1F516MDA	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Single Tandem Axle:	* - [N/A]
Color(Trim):	* - [N/A]	Tire Brand:	AD - GENERAL
Delivery Type:	0	Tire Size:	D3FWB - P255/70R 16 BSW A-S
Defrosher Code:	F	Traction Control:	* - [N/A]
Front Seat:	* - [N/A]	Wheel Base:	* - [N/A]
Fuel Type:	* - [N/A]		

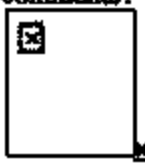
TIRE DOT INFORMATION:

LF:	*	RF:	*
LR:	*	RR:	*
LS:	*	RS:	*
SPARE:	*		

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	T/B - T/B
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Diesel Suffix:	HCD
ESP First Year:	*	Engine Family:	1F8XT04GP95
ESP Signature Date:			

Any comments? You can contact



webmaster

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

VIN:	1MEFM55XX1A600201	Veh Line:	C3D - TAURUS/SABLE (D186) [00-02]	Eng Serial No:	*
Model Year:	2001	Market Derivative:	C3M - L-M DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	C	Drive Code:	C3A - 2 WHL L/H FRONT DRIVE	Engine:	C3D - MOD 3.0L DOHC EFI NA V6 O*NAAD
Inv. Dealer:	13397	Body Cab Style:	C3FA - 4 DOOR SEDAN-4 LTE	Transmission:	C3DX - 4 SPD AUTO TRANS NAAD AX4N
		Version/Series:	C3G9 - SABLE B VERSION		

BUILD INFORMATION:

Region: NA - [illegible] Plant: A3 - ATLANTA PLANT BUILD
Country: USA - [illegible] Prod Date: 18-AUG-2000

SALE INFORMATION:

Region: NA - [illegible] Selling Dealer: 31G50 - *
Country: USA - [illegible] Selling Dlr St/Prov: NY
Buyer St/Prov: NY

Arrival Date: 25-AUG-2000 Red Carpet Lease: *
Sale Date: 30-MAR-2001 Fleet/Rental/Co. Lease: R
Warranty Start Date: 25-AUG-2000 Modified Vehicle: *
Orig Warranty Date: 30-MAR-2001 Recaptured Vehicle: * Vehicle Export Flag: N

VOC/EOC:

---------1---------2---------3---------4---------5---------6---------7---------8---------9---------

[illegible] P A3 [illegible] PY 0 2 14R 23 7 P2 16C 3H 142150 2 7E 0X2 X

[illegible] 9 3 7EXN 10

INSTALLED OPTION INFORMATION:

Air Conditioning:	C/C - ATC AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	*	GVW Class Code:	F
Audio Disk:	* - [N/A]	Instrumentation:	* - [N/A]
Audio Radio:	* - [N/A]	Mirror(Driver Side):	BA - DRIVER POWER/HEATED MIRROR
Audio Tape:	* - [N/A]	Mirror(Pasgr Side):	BA - PASS POWER/HEATED CONVEX MIRR
Battery Amp Rating:	80	Paint:	PNZEP - SILVER FROST C/C
Brake Code:	BHAAB - 4 WHL ANTI-LOCK BRAKES	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AE - ELECTRONIC AM/FM STEREO/CASSETTE
Calibration Code:	1DD14WA	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Stepn Tandem Axle:	* - [N/A]
Color(Trim):	00IZV -	Tire Brand:	AC - FIRESTONE
Delivery Type:	0	Tire Size:	DXRZ - P215/60R-16 BSW ALL SEASON
Delivedult Code:	*	Trucking Controls:	* - [N/A]
Front Seat:	* - [N/A]	Wheel Base:	* - [N/A]
Rail Type:	* - [N/A]		

TIRE DOT INFORMATION:

LF:	*	RF:	*
LR:	*	RR:	*
LS:	*	RS:	*
SPARE:	*		

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	X	Emission Code:	C/C - C/C
ESP Coverage(Miles):	050	Emission Cert Type:	5
ESP Coverage(Days):	072	Emission Dual Settle:	EHI
ESP Plan Year:	2001	Engine Family:	1FMXV050VF5
ESP Signature Date:	30-MAR-2000		

Any comments? You can contact

webmaster

Freeland, Mark (M.)

From: McCarty, Bill (W.D.)
Sent: Friday, July 05, 2002 5:08 PM
To: Freeland, Mark (M.)
Subject: RE: STRANGE CASE OF 2001 FOCUS STALL

Mark,

I am not quite sure of how to get the team on-board with this, especially since the team would not be making the call. I think what is more important is that we have all of the data necessary to support a unified team consensus (that is probably impossible.)

I believe that we need to have our internal "Come to Jesus" meeting, and the time might be next Thursday since Kavlico will not be present.

Additionally, I just set a meeting with the attorney that was present at the technical review a few months ago to discuss the potential service replacement issues if we are/are not forced to a recall. Please feel free to attend. I set it as a teleconference, but I plan on being at the attorney's office. I think that I may request that the engineering community at the attorney's office as well.

---Original Message---
From: Freeland, Mark (M.)
Sent: Friday, July 05, 2002 4:46 PM
To: McCarty, Bill (W.D.)
Subject: FW: STRANGE CASE OF 2001 FOCUS STALL

Bill,
We need to recall the Focus.
Any suggestions on how to get the 14D team on board with this? They keep on claiming that stalls are not a big issue. I know otherwise, and so do our customers in the field.

Please read the attachment from Tom Rosema.

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: Johnson, Joe (J.H.)
Sent: Monday, June 24, 2002 11:56 AM
To: Surti, P. J. (P.J.); Gates, Freeman (F.C.); Barnek, Catherine (C.K.); Freeland, Mark (M.); Maurer, James (J.B.); Jensen, Ted (T.E.)
Cc: Giordano, Mike (M.A.); Dhaliwal, Dave (B.S.); MacDonald, George (G.F.); Malloy, Gene (E.E.); DiAngelo, Renaldo (R.); Noteboom, Jim (J.E.); Papitone, Gil (J.)
Subject: RE: STRANGE CASE OF 2001 FOCUS STALL

P.J., yes, when a sensor (DPFE, transmission and maybe others) on the V-Ref line fails, the vehicle will stall and not re-start. I beleive the field was alerted to this some time ago (see attached note). << Message: DPFE Field Failures Short to VREF >>

Please send the sensor to me. Thanks.

Joe Johnson
Supervisor, EGR Systems, FMEI Dept
V-Engine Engineering, Powertrain Operations
POEE Bldg, Mail 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:	Surti, P. J. (P.J.)
Sent:	Monday, June 24, 2002 11:24 AM
To:	Johnson, Joe (J.H.); Gates, Freeman (F.C.); Barnek, Catherine (C.K.); Freeland, Mark (M.); Maurer, James (J.B.); Jensen, Ted (T.E.)
Cc:	Giordano, Mike (M.A.); Dhaliwal, Dave (S.S.); MacDonald, George (G.F.); Malloy, Gene (E.E.); DiAngelo, Renaldo (R.); Motsboom, Jim (J.E.); Peptone, Gil (J.); Surti, P. J. (P.J.)
Subject:	STRANGE CASE OF 2001 FOCUS STALL

Hello Joe - Pl. see attched CQIS report on 2001 Focus. The high incidence of DPFE quality is known concern and we have talked about it several times in
past. But this DPFE failure mode is little strange, shorting Vref to ground and its effect of stalling on the road. Also, the inoperative Odometer display was an interesting part of the failure mode. It took some time to diagnose and finding the root cause due to the lack of communication with PCM and not being able to retrieve the DTCs. If you like to receive this sensor back for further test analysis, I can ship it wherever you like me to do so. So, Pl. let me know. Thanks...

CSQI002 CQIS Indicator Summary 06/24/02 10:43:43
==> _____ _____ 1 of 1
Rpt#: 2FXJ4001 PTOFSE Rpt: 06/24/2002 Odom: 11,600 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2001 FOCUS,SE ,SEDAN 1FAHP34341W110512 Bld: 09/12/2000
Engine: 2.0L ZTECH Calb: 1AK1AZ0A Trans: FN 4SPD Axle: FWD 3.904 A/C: YES
Dealer Id: 05517 SUNSET FORD Ph#: (714) 372-4520
State: California City: Westminster Orig/Caller: P. J. SURTI
Symptom: 6 03 3 93 DRVABL,CRANKS/NO STAR,START ENG TEMP ,ALL ENGINE TEMP
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: SENSOR ASY EGR PR VL – RPL Condition Code: 42
PSURTI (714) 962-3227 FAX: MIL? N ABA? Symp Vf? Survey? N
EO: EC: Prt St: O
ER: CB: Intmit? N
CONCER VEHICLE QUIT WHILE DRIVING AND WON'T RESTART.
REPAIR THE VEHICLE QUIT WHILE IDLING IN PARK AND WON'T RESTART. CHECKED THE BATTERY AND STARTING SYSTEM. EVERYTHING WAS O'K. HOOKED UP WDS. BUT THERE WAS NO COMMUNICATION WITH PCM AND COULDN'T RUN EEC SELF TEST. ALSO, THE TECH. NOTICED THAT THE ODOMETER DISPLAY ON THE INSTRUMENT CLUSTER WAS INOPERATIVE. RAN PINPOINT TEST FOR EEC SYSTEM. FOUND DPFE SENSOR VREF CKT. SHORTED TO GROUND. REPLACED THE DPFE SENSOR. THE VEHICLE STARTED AFTER THE REPAIR. THE ODOMETER DISPLAY ALSO

STARTED TO WORK FINE AFTER THE REPAIR.

P. J. Smitt
Powertrain FQE
T. No. (714) 962-3227
Fax No. (714) 962-4448

Freeland, Mark (M.)

From: McCarty, Bill (W.D.)
Sent: Friday, July 05, 2002 5:08 PM
To: Freeland, Mark (M.)
Subject: RE: STRANGE CASE OF 2001 FOCUS STALL

Mark,

I am not quite sure of how to get the team on-board with this, especially since the team would not be making the call. I think what is more important is that we have all of the data necessary to support a unified team consensus (that is probably impossible.)

I believe that we need to have our internal "Come to Jesus" meeting, and the time might be next Thursday since Kavlico will not be present.

Additionally, I just set a meeting with the attorney that was present at the technical review a few months ago to discuss the potential service replacement issues if we are/are not forced to a recall. Please feel free to attend. I set it as a teleconference, but I plan on being at the attorney's office. I think that I may request that the engineering community at the attorney's office as well.

---Original Message---
From: Freeland, Mark (M.)
Sent: Friday, July 05, 2002 4:46 PM
To: McCarty, Bill (W.D.)
Subject: FW: STRANGE CASE OF 2001 FOCUS STALL

Bill,
We need to recall the Focus.
Any suggestions on how to get the 14D team on board with this? They keep on claiming that stalls are not a big issue. I know otherwise, and so do our customers in the field.

Please read the attachment from Tom Rosema.

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
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V-Engine Engineering, Powertrain Operations
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Ph: (313) 845-8292
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e-mail: jjohnson@ford.com

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STARTED TO WORK FINE AFTER THE REPAIR.

P. J. Scott
Powertrain FQE
T. No. (714) 962-3927
fax No. (714) 962-4448

Freeland, Mark (M.)

From:	Pepitone, Gil (J.)
Sent:	Monday, July 15, 2002 6:10 PM
To:	Hansen, George (G.C.); Bak, Paul (P.E.); Alashe, Waheed (W.D.); Altoonian, Don (D.J.); Anyanwu-Ebo, Ike (I.C.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dubovec, Jan (J.D.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); 'Inoue, Takashi (T.)'; Katinas, Dana (D.J.); Kemerly-Finke, Nikki (K.); King, Robert (R.F.); Klarr, Jerry (G.T.); Kresovsky, Lee (L.P.); Matesa, John (J.); McGee, Brett (B.L.); Miller, Brian (B.J.); Moorhouse, Scott (S.R.); Otfler, John (J.D.); Ondrejko, Rick (R.T.); Pharies, Richard (R.L.); Roncler, Philippe (P.); Shiraishi, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhae (R.); Vecchio, Anna Marie (A.); Yeung, Lem (.); Johnson, Jim (J.S.); Whitworth, Rudy (A.R.); Bilicki, John (J.R.); Aynesazian, 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, Daniel (D.); 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.); 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.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Stilgenbauer, Jeffrey (J.R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.W.); Yeung, Lem (.); Benintende, Robert (R.F.); 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.); Benintende, Robert (R.F.); Amely, Felix (F.A.); Lee, Pamela (P.F.); 'mmkee@visteon.com'; Hollister, Dave (D.); Zigler, Brad (B.T.); Stump, Steven (S.M.); Giordano, Mike (M.A.); Zaghati, Z. (.); Samardzich, Raul (R.J.)
Cc:	Noteboom, Jim (J.E.); Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject:	Collapsing PCV Hose on 2.0L Zetec for Focus and Escape causing Idle Concerns and/or MIL

<u>Executive Summary</u>

2.0l Zetec Applications can have Rolling Idle/Idle Stalls and "Check Engine" event due to the collapse of the YS4Z-6758-EA PCV hose. This same hose PN is used on both the Focus and Escape.

This Concern is difficult to diagnosis due to the intermittent nature of the failed state. High idle vacuum causes the softened hose elbow rubber to collapse, which partially blocks airflow to the PCV value. This restriction alters the calibration of the PCV value, which allows crankcase airflow at idle.

The two results are:

a. Increased throttle body sludge due to increase oil presence within the zip tube. The resulting TB sludge decreases base idle air flow beyond IAC duty cycle compensation with a resulting Rolling/Hunting Idle.

b. PCV airflow at idle bias the HEGO sensor lean, which the MIL sets a Lean System DTC P0171.

The long term durability of the 2.0L Zetec intake sealing system may also be affected.

TSB/Oasis Communications is recommended.

Pls note that this failure mode affects the 2.0L Zetec engine only. Also, this is not involve the "splitting" rubber elbow/vacuum leak issue reported recently.

<u>Background</u>

PCV hose/elbow material issues involving multiple engine applications is currently in investigation. An Oasis Message describing vacuum leaks which set lean DTCs P0171/P0174 and at the PCV elbow is currently being

drafted.

However, there is new failure mode with involves the 2.0L Zetec only, which causes a Drive Concern of Rolling/Hunting Idle and/or MIL on with DTC P0171.

US Virgin Island 2.0L Zetec Escape

One of 23 Escape Units inspected recently was a 2.0L Zetec Escape exhibiting rolling idle. High IAC DC of 46% were observed.
Root cause was a sludge throttle body.
Further inspection revealed that the YS4Z-6758-EA PCV hose was deformed and collapsed at it's elbow area at idle.

Local South Florida 2.0L Zetec Focus

Recently, local Technicians have alerted PFQS to a growing Concern Trend. The 2000/01 2.0L Zetec Focus have been generating a MIL/DTC of P0171. However, instead of root cause of the above "split rubber elbow" concern as described above (this vacuum leak also affects the 2.0L SPI), the hose would be found collapsed at it's elbow.


Overview of subject PCV hose.j...


PCV soft elbow. Note the slick...


Hose is easily pushed in. It i...

The Techs state that the setting of this lean DTC was common on the 2.0L Zetec Focus and replacement of this PCV hose resolved the Concern. They learned to inspect this hose due to the other failure scenario cited of rubber failure/splitting, which causes engine vacuum leak.

Investigation

PFQS (Powertrain Field Quality Specialist) pondered how a collapsed PCV hose could set a lean DTC. He then realized a system relationship.
Challenges to this theory are welcome, as are alternate suggestions as to the relationship of the subject collapsed PCV hose and the setting of the MIL with lean DTC P0171.

The PCV valve is normally closed at idle, due to the high idle engine vacuum.

However, if the subject hose is restricted, this changes the ability of the engine's vacuum to fully close the PCV valve at idle. The PCV valve's spring is calibrated to be overcome the application of the high engine idle vacuum.
With diminished idle vacuum volume, the PCV valve remains partially open.

This results in unmetered airflow at idle, as supplied by the crankcase. The HEGO signal is now biased lean. Short Term Fuel Trims are now affected, which in turn sets the Check Engine Light, with the Lean System DTC of P0171 in Memory.

Also, not all of this additional crankcase idle is ingested back into the intake manifold . Some will migrate toward the throttle body and solidify in the form of sludge between the TB plate and bore.
This sludge will reduce the base airflow, increasing the IAC duty cycle. Over time, the IAC is not able to compensate.
The result is low idle airflow, which results in Rolling/Hunting Idle.

The affect of idle ingestion of crankcase airflow can adversely affect the intake manifold sealing system. A current example is 1999-2000 3.8L Windstar, in which PCV system improvements are part of the exhibiting TSB Service actions to resolve intake system leakage.

While not experienced on the above Concern Units, a low base airflows can result in Decell Engine Stalls.

Recommendation

An Oasis Message, both Broadcast and Symptom Code driven, should be generated. A TSB should also be generated, complete with an illustration.

Sample Oasis Message XXXX: 2000-2002 2.0L Zetec Focus, 2001/2002 Escape. Rolling/Hunting idle and/or Check Engine Light with DTC P0171 may be caused by a soft/collapsed PCV hose, PN YS4Z-6758-EA, located at the intake manifold/bulkhead side of the engine. Inspect the elbow area for deformities. Note if the hose can easily be squeezed shut and remains in that state. If found, replace and check engine oil condition/change interval. Advise Owner that proper oil change intervals need to be maintained to ensure that oil degradation does not deteriorate rubber components.

PFQS volunteers to assist Engineering in creation of any resulting communications.

Feedback is requested.

Thank you,
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"

Freeland, Mark (M.)

From: Johnson, Joe (J.H.)
Sent: Tuesday, July 16, 2002 2:46 PM
To: Surti, P. J. (P.J.)
Cc: Gates, Freeman (F.C.); Freeland, Mark (M.); DiAngelo, Renaldo (R.)
Subject: RE: Shorted Sensor

OK. We're all on the same team.

Joe Johnson
Supervisor, EGR Systems, FMEI Dept
V-Engine Engineering, Powertrain Operations
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21500 Oakwood Blvd
Dearborn, Mich 48124-4091

Ph: (313) 845-6292
Fax: (313) 390-4084
e-mail: jjohnson@ford.com

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Sent: Tuesday, July 16, 2002 9:44 AM
To: Johnson, Joe (J.H.)
Cc: Gates, Freeman (F.C.); Freeland, Mark (M.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject: FW: Shorted Sensor

Hello Joe - At first I was going to ship the subject DPFE sensor to you but I was requested to send it to Mr. Freeman and then eventually to Mr. Freeland.
So, the sensor has been sent, Attn. name, To: Freeman. This is just FYI...

P. J. Surti
Powertrain PQE
T. No. (714) 962-3227
Fax No. (714) 962-4448

---Original Message---
From: Gates, Freeman (F.C.)
Sent: Tuesday, July 09, 2002 1:00 PM
To: Surti, P. J. (P.J.)
Subject: RE: Shorted Sensor

Please send this to:

Freeman Gates
Ford Motor
POEE Bldg DP 69
21500 Oakwood Blvd.
Dearborn, MI. 48301

Thanks

---Original Message---
From: Surti, P. J. (P.J.)

Sent: Tuesday, July 09, 2002 12:32 PM
To: Freeland, Mark (M.); Gates, Freeman (F.C.)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Rossi, Roberto (R.A.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject: RE: Shorted Sensor

Hello Freeman - Pl. send your mailing address so I can ship the sensor. Thanks...

P. J. Surti
Powertrain PQE
T. No. (714) 962-8227
Fax No. (714) 962-4449

----Original Message----
From: Freeland, Mark (M.)
Sent: Tuesday, July 09, 2002 11:50 AM
To: Surti, P. J. (P.J.)
Cc: Gates, Freeman (F.C.); Maurer, James (J.B.); Plante, Paul (P.G.); Rossi, Roberto (R.A.)
Subject: Shorted Sensor

PJ
Please send the sensor back to Freeman Gates.

Freeman,
could you send PJ you're shipping address. After you have done whatever you need to could you give me the part when I return from vacation, so that we can measure the part's current etc and add the data to our database.

I am asking that it be shipped to you as I will be out on vacation for two weeks and don't want it to get lost.

Thanks

Regards

Mark Freeland

6-Sigma Black Belt
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Dealer Id: 05517 SUNSET FORD Ph#: (714) 372-4520
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Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fbc Caus. Comp: SENSOR ASY EGR PR VL -- RPL Condition Code: 42
PSURTI (714) 962-3227 FAX: MIL? N ABA? Symp Vf? Survey? N
EO: EC: Prt St: O
ER: CB: Intmit? N

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P. J. Surti

Powertrain PQII
T. No. (714) 962-3227
Fax No. (714) 965-4440

Freeland, Mark (M.)

From: Plante, Paul (P.G.)
nt: Friday, July 19, 2002 10:16 AM
.o: O'Neall, Jim (J.D.); Koszewnik, John (J.J.); Fasdni, Frank (F.)
Co: Maurer, James (J.B.); Gates, Freeman (F.C.); Freeland, Mark (M.); Plante, Paul (P.G.)
Subject: Koszewnik & Kavlico Meeting Comments

Overall our working relationship has deteriorated over the last 7 months. However, if we are looking for some good news and common ground to improve our cooperation here are a few comments you may want to use:

1) Kavlico continues to support Thursday joint team meetings, and other special meetings.
2) (2) of their key engineers, Kyong Park and Brady Davies, are new to the design since initial release and issues. They are less defensive than the original Kavlico engineers. They are talented engineers.
3) Component testing is ongoing at Kavlico.
4) We may disagree on many issues, but we are still talking.
5) The (2) companies have a long history together, even tho at times stormy.
6) Ford lacks the expertise to definitively define the problem including Kavlico and Ford's role in it.
7) Ford moves slowly, and we have not always in the past been proactive at resolving our own issues, such as establishing wiring V Transients. One key piece of data still indicates a significant difference between 21 different car lines for exactly the same TM Kavlico DPFE sensor.
8) The Ford team has not been in agreement amongst ourselves. We have not had a united front to Kavlico. This leaves the impression that we don't know what we are doing, or we are hiding things from Kavlico about the root cause.
9) FMEI department was slow to react to this problem initially. The team was driven partly by people outside of FMEI, including FRL, who take a different approach to problem solving than Forward Model V Engine engineers. This has on occasion been beneficial and detrimental.
?) Kavlico blames Ford for the failure due to vehicle environment, Ford blames Kavlico for manufacturing .efects. My observation is we both did a poor job on this and share the responsibility.

Don't take this note out of context, it attempts to find common ground for future cooperation. Note I am on vacation next week, and will not attend Kavlico meetings. Good luck, thanks for your help in meeting with Kavlico, I think that is a very positive move!

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.cm (CDS ID PPLANTE)

Freeland, Mark (M.)

From: Surti, P. J. (P.J.)
Sent: Tuesday, July 16, 2002 9:44 AM
To: Johnson, Joe (J.H.)
Cc: Gates, Freeman (F.C.); Freeland, Mark (M.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject: FW: Shorted Sensor

Hello Joe - At first I was going to ship the subject DPFE sensor to you but I was requested to send it to Mr. Freeman and then eventually to Mr. Freeland.
So, the sensor has been sent, Attn. name, To: Freeman. This is just FYI...

P. J. Surti
Powertrain PQE
T. No. (714) 962-9227
Fax No. (714) 962-4448

-----Original Message-----
From: Gates, Freeman (F.C.)
Sent: Tuesday, July 09, 2002 1:00 PM
To: Surti, P. J. (P.J.)
Subject: RE: Shorted Sensor

Please send this to:

Freeman Gates
Ford Motor
PQEE Bldg DP 69
21500 Oakwood Blvd.
Dearborn, Mi. 48301

Thanks

-----Original Message-----
From: Surti, P. J. (P.J.)
Sent: Tuesday, July 09, 2002 12:32 PM
To: Freeland, Mark (M.); Gates, Freeman (F.C.)
Cc: Maurer, James (J.B.); Planta, Paul (P.G.); Rossi, Roberto (R.A.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject: RE: Shorted Sensor

Hello Freeman - Pl. send your mailing address so I can ship the sensor. Thanks...

P. J. Surti
Powertrain PQE
T. No. (714) 962-9227
Fax No. (714) 962-4448

-----Original Message-----
From: Freeland, Mark (M.)
Sent: Tuesday, July 09, 2002 11:50 AM
To: Surti, P. J. (P.J.)
Cc: Gates, Freeman (F.C.); Maurer, James (J.B.); Planta, Paul (P.G.); Rossi, Roberto (R.A.)
Subject: Shorted Sensor

PJ
Please send the sensor back to Freeman Gates.

Freeman,
could you send PJ you're shipping address. After you have done whatever you need to could you give me the part when I return from vacation, so that we can measure the part's current etc and add the data to our database.

I am asking that it be shipped to you as I will be out on vacation for two weeks and don't want it to get lost.

Thanks

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:	Surti, P. J. (P.J.)
Sent:	Monday, June 24, 2002 11:24 AM
To:	Johnson, Joe (J.H.); Gates, Freeman (F.C.); Bansek, Catherine (C.K.); Freeland, Mark (M.); Naurer, James (J.B.); Jensen, Ted (T.E.)
Cc:	Giordano, Mike (M.A.); Dhaliwal, Dave (B.S.); MacDonald, George (G.F.); Malloy, Gene (E.E.); DiAngelo, Ranaldo (R.); Notaboom, Jim (J.E.); Papitone, Gil (J.); Surti, P. J. (P.J.)
Subject:	STRANGE CASE OF 2001 FOCUS STALL

Hello Joe - Pl. see attched CQIS report on 2001 Focus. The high incidence of DPFE quality is known concern and we have talked about it several times in
past. But this DPFE failure mode is little strange, shorting Vref to ground and its effect of stalling on the road. Also, the inoperative Odometer display was an interesting part of the failure mode. It took some time to diagnose and finding the root cause due to the lack of communication with PCM and not being able to retrieve the DTCs. If you like to receive this sensor back for further test analysis, I can ship it wherever you like me to do so. So, Pl. let me know. Thanks...

CSQI002 CQIS Indicator Summary 06/24/02 10:43:43
==> _____ _____ 1 of 1
Rpt#: 2FXI4001 PTOFSE Rpt: 06/24/2002 Odom: 11,600 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2001 FOCUS,SE ,SEDAN 1FAHP34341W110512 Bld: 09/12/2000
Engine: 2.0L ZTECH Calb: 1AK1AZ0A Trans: FN 4SPD Axle: FWD 3.904 A/C: YES
Dealer Id: 05517 SUNSET FORD Ph#: (714) 372-4520
State: California City: Westminster Orig/Caller: P. J. SURTI
Symptom: 6 03 3 93 DRVABL,CRANKS/NO STAR,START ENG TEMP ,ALL ENGINE TEMP
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: SENSOR ASY EGR PR VL – RPL Condition Code: 42
PSURTI (714) 962-3227 FAX: MIL? N ABA? Symp Vf? Survey? N
EO: EC: Prt St: O
ER: CB: Intmit? N
CONCER VEHICLE QUIT WHILE DRIVING AND WON'T RESTART.
REPAIR THE VEHICLE QUIT WHILE IDLING IN PARK AND WON'T RESTART. CHECKED THE BATTERY AND STARTING SYSTEM. EVERYTHING WAS O'K. HOOKED UP WDS. BUT THERE WAS NO COMMUNICATION WITH PCM AND COULDN'T RUN EEC SELF TEST. ALSO, THE TECH. NOTICED THAT THE ODOMETER DISPLAY ON THE INSTRUMENT CLUSTER WAS INOPERATIVE. RAN PINPOINT TEST FOR EEC SYSTEM. FOUND

DPFE SENSOR VREF CKT. SHORTED TO GROUND. REPLACED THE DPFE SENSOR. THE VEHICLE STARTED AFTER THE REPAIR. THE ODOMETER DISPLAY ALSO STARTED TO WORK FINE AFTER THE REPAIR.

D. J. Swett

Powertrain FOE
T. No. (714) 962-3227
Fax No. (714) 962-4445

Freeland, Mark (M.)

From:	Poma, Amy (A.)
Sent:	Wednesday, July 03, 2002 9:06 AM
To:	Akins, Mary (M.); Akolkar, Shrikant (S.V.); Albrecht, Guenter (G.K.); Alles, Sheran (S.A.); Arnold, Kenneth (K.M.); Auller, Jim (J.E.); Awad, Mahmoud (M.I.); Ayers, Dorc Bandoske, Pete (P.F.); Bansek, Catherine (C.K.); Bereuder, Lee (L.C.); Bisi, 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.); Hangas, Jon (.); Jahshan, John; Janda, Jon (J.M.); Johnson, Joe (J.H.); 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.); Oswalt, Greg (G.G.); Park, Kyong; Pascany, Ken (K.M.); Perry, Brian (B.J.); Plante, Paul (P.G.); Poma, Amy; Popoff, Daniel (D.M.); Raquepau, Alden (A.P.); Reddy, Srikanth; Rossi, Roberto (R.A.); Schieding, Kurt (K.J.); Shore, John (J.); Tamashiro, Terry; Trujillo, Thomas (T.G.); Verner, Carol (C.J.); Williamson, Richard (E.)
Subject:	IMPORTANT PLEASE NOTE:TUESDAY/THURSDAY CHANGES IN MEETING FORMAT CHANGES

Please note the following changes in the 1:00 Tuesday and Thursday meetings.

All Tuesday meetings beginning July 9 will now be used as an extension of the Ford vehicle test team meeting on Monday and the CALL IN WILL NO LONGER BE HELD.

All Thursday meetings beginning July 18 will be the regular Kavlico/Ford meeting WITH THE CALL IN, however the next upcoming July 11th Thursday meeting will be a separate Ford only meeting to be dedicated to Wiring Harness Issues.

Please adjust your calendars accordingly.

Amy Poma
V-Engine Engineering-Project Mgmt.
POEE Building, FMEI Cube CO162
phone-313-390-8849, fax: 313-390-4084
apoma2@ford.com

Freeland, Mark (M.)

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.); Freeland, Mark (M.); Plante, Paul (P.G.); Sturzenegger, Larry (L.W.); O'Neill, Jim (J.D.)
Subject:	Scope Installation for Green Focus Focus 5688856

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 pulsations can be recorded on that vehicle. The pressure transducers before & after the orifice 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.

CLOSING OUT PROJ

Freeland, Mark (M.)

From:	Plante, Paul (P.G.)
Sent:	Wednesday, July 31, 2002 3:43 PM
To:	O'Neal, Jim (J.D.); Gates, Freeman (F.C.); Awad, Mahmoud (M.I.); Koszewnik, John (J.J.); Douglass, Jim (J.B.); Goering, Kimberly (K.L.); Maurer, James (J.B.)
Cc:	Plante, Paul (P.G.); Freeland, Mark (M.)
Subject:	DPFE Sensor 14D Tech Review Prep

I have committed V Engine to a Tech Review the week of 8/26/02 (exact date TBD). Prep work is required, and detailed below. There is potential for the EPA/CARB to require extended warranty for all affected vehicles for the regulatory usefull life of 10/100K (cars) and 11/120K (trucks). The 14D will be written to address this warranty extension.

Assignments:
1) John Koszewnik/Jim O'Neal: Vehicle Environmental Engineering recommends 10/100 & 11/120 for EPA. FCSD prefers 8/80 for all vehicles. V Engine usually recommends select MOP from the atack chart for select applications of the 21 affected vehicles. What is your current opinion preference?
2) M. Awad: Please update warranty charts for all 21 vehicles, and estimate number of repairs for 10/100 cars and 11/120 trucks. Also extract warranty count for 8/80 (all vehicles) and other approaches (TBD) suggested by V Engine management by 8/12/02.
3) Jim Maurer: Begin updating 14D. You and I will write final version week of 8/12/02.
4) Jim Douglass/Kim Goering: Discuss and agree on warranty extension recommendation miles/months between FCSD and VEE.

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)

Freeland, Mark (M.)

From:	Plante, Paul (P.G.)
Sent:	Friday, July 19, 2002 10:18 AM
To:	O'Neill, Jim (J.D.); Koszewnik, John (J.J.); Fsadni, Frank (F.)
Cc:	Maurer, James (J.B.); Gates, Freeman (F.C.); Freeland, Mark (M.); Plante, Paul (P.G.)
Subject:	Koszewnik & Kavlico Meeting Comments

Overall our working relationship has deteriorated over the last 7 months. However, if we are looking for some good news and common ground to improve our cooperation here are a few comments you may want to use:

1) Kavlico continues to support Thursday joint team meetings, and other special meetings.
2) (2) of their key engineers, Kyong Park and Brady Davies, are new to the design since initial release and issues. They are less defensive than the original Kavlico engineers. They are talented engineers.
3) Component testing is ongoing at Kavlico.
4) We may disagree on many issues, but we are still talking.
5) The (2) companies have a long history together, even tho at times stormy.
6) Ford lacks the expertise to definitively define the problem including Kavlico and Ford's role in it.
7) Ford moves slowly, and we have not always in the past been proactive at resolving our own issues, such as establishing wiring V Transients. One key piece of data still indicates a significant difference between 21 different car lines for exactly the same TM Kavlico DPFE sensor.
8) The Ford team has not been in agreement amongst ourselves. We have not had a united front to Kavlico. This leaves the impression that we don't know what we are doing, or we are hiding things from Kavlico about the root cause.
9) FMEI department was slow to react to this problem initially. The team was driven partly by people outside of FMEI, including FRL, who take a different approach to problem solving than Forward Model V Engine engineers. This has on occasion been beneficial and detrimental.
10) Kavlico blames Ford for the failure due to vehicle environment, Ford blames Kavlico for manufacturing defects. My observation is we both did a poor job on this and share the responsibility.

Don't take this note out of context, it attempts to find common ground for future cooperation. Note I am on vacation next week, and will not attend Kavlico meetings. Good luck, thanks for your help in meeting with Kavlico, I think that is a very positive move!

Paul Plante
V Engine Campaign Prevention Specialist
POEE Building, Drop 20, Cube BG049, Pillar D5
Tele. 313-84-54138; Fax 39-02513
Text Pager: 734-296-1906
E Mail: pplante@ford.cm (CDS ID PPLANTE)

Dalbo, Bob (R.J.)

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 18, 2002 10:26 AM
To: Dalbo, Bob (R.J.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: CTW Deep Dives and backup material for February CTW.

Importance: High

Bob, you had a rather large presentation that you presented at the last CTW in Cleveland...I was hoping for just an updated version...

If it's easiest for you to write a 1 pager picking up from where the presentation left off...That's great...

Of course, V-Engine has a new 99-Panel chart system we like to use for vehicle problems...I'll send you a pro-forma, if you could just redo everything you've done in the past in the new format, come down to Cleveland, and ...

I'm just kidding...One pager as mentioned would be great, but spend the 1 page picking up where your presentation left off...If you don't have the pitch...let me know...I may still have it electronically!

Jeff Grimes
OPO & 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: Monday, December 16, 2002 3:21 PM
To: Grimes, Jeff (J.R.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: CTW Deep Dives and backup material for February CTW.

Jeff,
What do you need from me? Will a 1-pager do?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2869 Email: *rdalbo@ford.com*

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Monday, December 16, 2002 2:51 PM
To: Goodwin, William (W.R.); Gogala, Anil (A.B.); Wetzsch, 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: Lamm, Pamela (P.J.)
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 5th, 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 Dalba
2. 0-1 MIS Issues - Ron Maclaren
3. Throttle Sticking, U204 - Jeff Grimes
4. Hofu Tick - Mike Arant
5. IABV, D156 and U204 - Bill Wettach
6. Cleanliness follow up to Kapp review - R. Maclaren
7. Torque Convertor 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) 323-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

U204 Stall Investigation

Background - same 1st slide as before
- next slide chart of previously ID'd contributors, resolution, timing

New contributor: Evap monitor
- description of problem (+ graph)
- description of solution (+ graph)
- incorporation timing

Additional Robustness Actions:
- MAF feedback KAM
- dashpot
- decel spoule
~~Evap monitor fix~~

Service Actions:
- new TSB
- dealer feedback

Warranty: (Ford only perhaps)
- 3 MIS post 9/16
- Hot line (5 calls total, 3 broken parts, 2 TSBs applied prophylactically)

CSQI5C4 CQIS Concern Folder Reports Selection 07/03/02 06:59:1

==>
Folder: 02005972 2 02 V42/D21 3.0 STALL ON DECEL OR AT STOPS--AUTO
Sort Sequence: 6 1) Symptom 2) VIN 3) Body Code 4) Engine
5) Odometer 6) Build Date 7) Assembly Plant 8) Entry Date
Date Choice (B)uild or (E)ntry : B Sort By Date (A)sc or (D)esc : D

Sel	Symp	MY	Body Code	Engine	Trans	Plant	Odom Miles	Fix Part	Build Date	Pgm Type
_	607000	2	R14	3.0L EFI	5R55E	EDISON	9609		10/26/01	H
_	607000	2	R44	3.0L EFI	5R55E	TWICTY	2471		10/01/01	H
_	607700	2	R44	3.0L EFI	5R55E	TWICTY	1291		09/26/01	H
_	607000	2	R14	3.0L EFI	5R55E	EDISON	1539		09/26/01	H
_	607793	2	R44	3.0L EFI	5R55E	TWICTY	4267		09/25/01	H
_	613400	2	R44	3.0L EFI	5R55E	TWICTY	3780		09/06/01	H
_	607400	2	R44	3.0L EFI	5R55E	TWICTY	4035		09/05/01	H
_	607793	2	R44	3.0L EFI	5R55E	TWICTY	7145		08/21/01	MX
_	607792	2	R44	3.0L EFI	5R55E	EDISON	14188		08/21/01	H
_	610591	2	R44	3.0L EFI	5R55E	EDISON	1067		08/20/01	H
_	607000	2	R15	3.0L EFI	5R55E	EDISON	3928		08/10/01	H

CSQI5C4 CQIS Concern Folder Reports Selection 07/03/02 06:59:(

==>
Folder: 02005972 2 02 V42/D21 3.0 STALL ON DECEL OR AT STOPS--AUTO
Sort Sequence: 6 1) Symptom 2) VIN 3) Body Code 4) Engine
5) Odometer 6) Build Date 7) Assembly Plant 8) Entry Da
Date Choice (B)uild or (E)ntry : B Sort By Date (A)sc or (D)esc : D

Sel	Symp	MY	Body Code	Engine	Trans	Plant	Odom Miles	Fix Part	Build Date	P T
_	607793	2	R44	3.0L EFI	5R55E	TWICTY	1849		02/21/02	H
_	607700	2	R14	3.0L EFI	5R55E	TWICTY	4659		02/11/02	H
_	607000	2	R44	3.0L EFI	5R55E	TWICTY	1410		01/31/02	H
_	607793	2	R14	3.0L EFI	5R55E	EDISON	2502		01/04/02	H
_	607792	2	R14	3.0L EFI	5R55E	EDISON	886		12/20/01	H
_	607793	2	R10	3.0L EFI	5R55E	TWICTY	2346		12/20/01	H
_	607000	2	R14	3.0L EFI	5R55E	TWICTY	1041	AL914603	12/12/01	H
_	607700	2	R44	3.0L EFI	5R55E	EDISON	6655		12/10/01	H
_	607500	2	R44	3.0L EFI	5R55E	EDISON	4199		11/20/01	H
_	607000	2	R14	3.0L EFI	5R55E	TWICTY	280	12B579	11/09/01	H
_	607493	2	R10	3.0L EFI	5R55E	TWICTY	12356		11/05/01	H
_	607000	2	R14	3.0L EFI	5R55E	EDISON	9609		10/26/01	H

F1 Help F2 Full VIN F3 Exit F5 Folder Comnts F6 Concerns
F7 Bkwd F8 Fwd F9 Body Desc F10 Folder Stat F12 Return
I0088-MORE DATA AVAILABLE. PLEASE PRESS F8 TO SCROLL DOWN. EFK371

Wiley ★ 2004 (w/ manual 2) - APJ
↳ 31824
Rear
fuel shutoff

PTE

E082-827-C 4006

Need summary in minutes (at beginning)

- Service, IAC parts available
- Only 1 comeback on new cal - Mazda tech happen
- McDonald of Vistron claimed Vistron can ship - AY
  contact Rich Ford at North Penn

CONCERNS BY CATEGORIES

Ford Motor Company.

Build Date - Actual: 07/31/2001 - 04/11/2002 Requested: 07/31/2001 - 04/11/2002
Call Date - Actual: 10/03/2001 - 05/15/2002 Requested: 10/03/2001 - 05/15/2002
Purchase Date - Actual: 08/21/2001 - 04/16/2002 Requested: 08/21/2001 - 04/16/2002
Containment Status: Both Contained and Not Contained
Plant(s): KANSAS CITY

CC CODE: D21

Total Customers Surveyed
- Within date range: 3,969
- Cumulative MYTD: 3,969

2002 ESCAPE

[redacted]

VIN: 1FMCU03152KB75299
Cust. Name: [redacted]
Cust. Phone: [redacted]
Cust. Address: [redacted]
Cust. City: KIHEI, HI [redacted]

Build Date: 12/17/2001
Purchase Date: 01/15/2002
Dealer Name: Valley Isle Motors Ltd
Dealer Phone: (808) 877-3673

30 DIS/60 DIS**:	30 / NA
Mileage - 30DIS/60 DIS**:	800 / NA
Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	10 / NA
Increase SAT to 9 or 10	NA/NA
Gender:	Female

Cust. Contact Date: 02/14/2002 Containment Status: Not Contained Agent ID: bsinger

Concern Comment: On the third day of purchase, the customer had a concern with the engine stalling. The customer said that she was driving on the highway and the engine just died, the customer had to coast to a stop. There were no warning lights or noises when the concern occured. The customer could restart the vehicle immediately when the concern occurred. The key would turn in the ignition. The engine temperature was warm when the concern occurred. The customer did not check the battery to see the color of the eye. The customer uses the recommended fuel and oil in the vehicle. The intermittent concern only occured one time. The customer was on the way to the purchasing dealer when the concern occurred. She took it in to the dealership and they found that the air intake valve was jammed. The dealership replaced the air intake valve and the customer is very satisfied with the repairs made to the vehicle.

fixed

SIF ***: 0 (None) Champion: NONE

VIN: 1FMCU03172KC60243
Cust. Name: MARGUERITE YOUNG
Cust. Phone: (808) 870-4618
Cust. Address: PO BOX 330028
Cust. City: KAHULUI, HI 96733

Build Date: 03/06/2002
Purchase Date: 04/14/2002
Dealer Name: Valley Isle Motors Ltd
Dealer Phone: (808) 877-3673

30 DIS/60 DIS**:	30 / NA
Mileage - 30DIS/60 DIS**:	600 / NA
Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	1 / NA
Increase SAT to 9 or 10	N/NA
Gender	Female

Cust. Contact Date: 05/14/2002 Containment Status: Not Contained Agent ID: prahana

Concern Comment: The customer says that the vehicle just died one day when driving about 50 mph. This concern occurred about three weeks after vehicle delivery. She hasnt changed the oil in the vehicle as of yet, and uses 89 octane fuel in the vehicle. This concern occurred when travelling downhill and no noises were associated. The vehicle had sat for about 2-3 hrs since last driven when this concern occurred and she was able to restart the vehicle right away. The check engine light was illuminated. At the time this concern was exhibited the engine temperature was warm. The customer did not check the battery. This concern only occurred this one time only. She plans on taking the vehicle to her dealership, Valley Isle Motors sometime today to have this concern addressed.

SIF ***: 3 (High) Champion: NONE

* Measurements: Satisfaction on 1-10 scale with 1=Completely Dissatisfied and 10=Completely Satisfied. Recommendation on a 1-10 scale with 1=Definitely Would Not and 10= Definitely Would
** 30 DIS occurs at 15/30 days in service and 60 DIS occurs at 45/60 days in service
*** Satisfaction Impact Factor (SIF) scale is 0-none, 1-low, 2-medium, 3-high

CONCERNS BY CATEGORIES

Ford Motor Company

Build Date - Actual: 07/31/2001 - 04/11/2002 Requested: 07/31/2001 - 04/11/2002
Call Date - Actual: 10/03/2001 - 05/16/2002 Requested: 10/03/2001 - 05/15/2002
Purchase Date - Actual: 08/21/2001 - 04/18/2002 Requested: 08/21/2001 - 04/18/2002
Containment Status: Both Contained and Not Contained
Plant(s): KANSAS CITY

CC CODE: D21

Total Customers Surveyed
- Within date range: 3,869
- Cumulative MYTD: 3,869

2002 ESCAPE

[redacted]

VIN:	1FMCU04152KC60667				
Cust. Name:	[redacted]	Build Date:	03/16/2002	30 DIS/60 DIS**:	30 / NA
Cust. Phone:		Purchase Date:	03/25/2002	Mileage - 30DIS/60 DIS**:	700 / NA
Cust. Address:		Dealer Name:	Sheehy Ford of Gaithersburg LC	Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	8 / NA
Cust. City:	POTOMAC, MD [redacted]	Dealer Phone:	(301) 258-1015	Increase SAT to 9 or 10	Y/NA
				Gender:	Male

Date	Repair Order	Repair Comments
04/17/2002	217185	COULD NOT DUPLICATE PROBLEM BUT TOOK PRECAUTIONARY STEPS SEE BELOW. ROAD TESTED FOR STALLING AND RAN WDS DIAG (NO CODES) PERFORMED SSM 15589. CHECK FOR LATEST PCM UPDATE (OK)

Cust. Contact Date: 04/24/2002 Containment Status: Not Contained Agent ID: boocru

Concern Comment: Last Thursday, the customer was driving and the engine stalled. The customer was driving 40 mph down a hill when the concern occurred. The customer said the check engine light was illuminated when the concern occurred. The engine started immediately after. The customer uses regular unleaded fuel and hasnt had the oil changed yet. The customer took the concern to the purchasing dealer to have the concern repaired and didnt hear what he wanted to hear. The purchasing dealer said they weren't sure what caused the concern but they changed everything that could have caused it. The customer wasnt happy about what they said so they ask the dealer to buy back the vehicle. The dealership said they would buy back the vehicle for $7000 less than what they paid for it, but the customer isnt happy with that. The customer is now thinking of getting an attorney and taking legal action. The customer would like someone to follow up with him or his wife.

SIF ***: 3 (High) Champion: NONE

* Measurements: Satisfaction on 1-10 scale with 1=Completely Dissatisfied and 10=Completely Satisfied, Recommendation on a 1-10 scale with 1=Definitely Would Not and 10= Definitely Would.
** 30 DIS occurs at 15/30 days in service and 60 DIS occurs at 45/60 days in service.
*** Satisfaction Impact Factor (SIF) scale is: 0-none, 1-low, 2-medium, 3-High.

CONCERNS BY CATEGORIES

Ford Motor Company

Build Date - Actual: 07/31/2001 - 04/11/2002 Requested: 07/31/2001 - 04/11/2002
Call Date - Actual: 10/03/2001 - 05/15/2002 Requested: 10/03/2001 - 05/15/2002
Purchase Date - Actual: 06/21/2001 - 04/16/2002 Requested: 06/21/2001 - 04/16/2002
Containment Status: Both Contained and Not Contained
Plant(s): KANSAS CITY

CC CODE: D21

Total Customers Surveyed
- Within date range: 3,869
- Cumulative MYTD: 3,869

2002 ESCAPE

[redacted]

VIN:	1FMCU04172KC38497				
Cust. Name:	[redacted]	Build Date:	02/28/2002	30 DIS/60 DIS**:	35 / NA
Cust. Phone:	[redacted]	Purchase Date:	03/29/2002	Mileage - 30DIS/60 DIS**:	900 / NA
Cust. Address:	[redacted]	Dealer Name:	Keyser & Miller Ford Inc	Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	9 / NA
Cust. City:	ROYERSFORD, PA [redacted]	Dealer Phone:	(610) 489-9366	Increase SAT to 9 or 10	NA/NA
				Gender:	Male

Date	Repair Order	Repair Comments	
03/28/2002	034266	COMPUTER DIAG SYSTEM	REPLACE RIGHT SIDE CRASH SENSOR ASSY

Cust. Contact Date: 05/03/2002 Containment Status: Not Contained Agent ID: wsuligra

Concern Comment: Approximately two weeks ago the customer first experienced the concern with the vehicle stalling. The vehicle has only stalled twice. However, both times the air conditioning was on. The grade of octane that the customer uses ranges from 89 to 90. The vehicle has usually sat overnight when this concern occurs, and the engine temperature is warm when the vehicle stalls. The customer has contacted his selling dealership and they are working with him to resolve the concern.

SIF ***: 1 (Low) Champion: NONE

VIN:	1FMCU041X2KA15127				
Cust. Name:	DAVID C CULBERTSON	Build Date:	06/10/2001	30 DIS/60 DIS**:	42 / NA
Cust. Phone:	(262) 782-1601	Purchase Date:	06/31/2001	Mileage - 30DIS/60 DIS**:	1600 / NA
Cust. Address:	636 FOREST CT	Dealer Name:	Gordie Boucher Ford of Menomon	Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	9 / NA
Cust. City:	BROOKFIELD, WI 53045	Dealer Phone:	(414) 255-9010	Increase SAT to 9 or 10	NA/NA
				Gender:	Male

Cust. Contact Date: 10/12/2001 Containment Status: Not Contained Agent ID: jbaertse

Concern Comment: Customer is concerned with the engine stalling intermittently, when taking the vehicle from park to reverse or from drive to reverse and when he is at a complete stop. He noticed the concern couple days after purchase. The vehicle does immediately restart. He has not had an oil change and he uses mid grade unleaded fuel. There are no lights or noises associated with the concern. The engine can be warm or cold and the vehicle could have sat anywhere from no time at all to 18 hours. He has not checked on the battery and he will be taking it into the dealer when he goes in for his first oil change.

SIF ***: 3 (High) Champion: NONE

* Measurements: Satisfaction on 1-10 scale with 1=Completely Dissatisfied and 10=Completely Satisfied; Recommendation on a 1-10 scale with 1=Definitely Would Not and 10= Definitely Would
** 30 DIS occurs at 15/30 days in service and 60 DIS occurs at 45/60 days in service.
*** Satisfaction Impact Factor (SIF) scale is: 0-none, 1-low, 2-medium, 3-high

CONCERNS BY CATEGORIES

Ford Motor Company

Build Date - Actual: 07/31/2001 - 04/11/2002 Requested: 07/31/2001 - 04/11/2002
Call Date - Actual: 10/03/2001 - 05/15/2002 Requested: 10/03/2001 - 05/15/2002
Purchase Date - Actual: 08/21/2001 - 04/15/2002 Requested: 08/21/2001 - 04/15/2002
Containment Status: Both Contained and Not Contained
Plant(s): KANSAS CITY

CC CC DE: D21

2002 E 3CAPE

Total Customers Surveyed
- Within date range: 3,869
- Cumulative MYTD: 3,869

[redacted]

VIN: 1FM[redacted]
Cust. N me: [redacted]
Cust. P one: [redacted]
Cust. A dress: [redacted]
Cust. C y: CAPE MAY COURT HOUSE, NJ [redacted]

Question

Build Date: 03/01/2002
Purchase Date: 03/18/2002
Dealer Name: South Shore Ford Inc
Dealer Phone: (609) 390-0000

30 DIS/60 DIS**: 31 / NA
Mileage - 30 DIS/60 DIS**: 3800 / NA
Veh. Prod. Quality Sat.* - 30 DIS/60 DIS**: 6 / NA
Increase SAT to 9 or 10 Y/NA
Gender: Female

Cust. C ntact Date: 04/18/2002 Containment Status: Not Contained Agent ID: beinger

Concern Comment: On the day of purchase, the customer noticed a concern with the engine stalling. The customer said that the concern occur about 3 times per day. The customer is driving at speeds of 25-30 mph when the concern usually occurs. There are no noises associated with this concern. Tod she had her foot on the brakes when the engine stalled. The customer uses the recommended fuel and oil in the vehicle. When the concern occurs, the customer p is the vehicle in neutral and the engine starts back up. All of the warning lights on the dashboard illuminate after the engine stalls. The concern occurs when the engine temperature is warm and cold. The customer took the vehicle in to the purchasing dealer and they ordered a new IK Switch, the dealership hasnt put the new part in the vehicle yet, she has an appointment Thursday, April 18, 2002 for the repairs to be made to the vehicle.

SIF ***: 1 (Low) Chamnion: NONE

VIN: 1FM[redacted]472
Cust. N me: [redacted]
Cust. P one: [redacted]
Cust. A dress: [redacted]
Cust. C y: LOCKPORT, IL [redacted]

Build Date: 08/20/2001
Purchase Date: 08/04/2001
Dealer Name: Nives Rizza Ford Inc
Dealer Phone: (708) 403-0300

30 DIS/60 DIS**: 42 / NA
Mileage - 30 DIS/60 DIS**: 1200 / NA
Veh. Prod. Quality Sat.* - 30 DIS/60 DIS**: 8 / NA
Increase SAT to 9 or 10 NA/NA
Gender: Female

Cust. C ntact Date: 10/16/2001 Containment Status: Not Contained Agent ID: rolmale

Concern Comment: The customer is concerned because the engine has died on 3 separate occasions for no apparent reason while coming to a stop. The customer uses the oil that is recommended in the manual. The customer uses premium unleaded octane. There are no noises associated with concern. The vehicle did restart immediately. The vehicle had only been sitting for a few hours before driving. There are no warning lights. The engine had been running for about 15 min. Customer has not checked the battery. The customer is not sure if she is going to take the vehicle to the dealership or not.

SIF *** 1 (Low) Chamnion: NONE

* Meas ements: Satisfaction on 1-10 scale with 1=Completely Dissatisfied and 10= Completely Satisfied; Recommendation on a 1-10 scale with 1=Definitely Would Not 10= Definitely Would.
** 30 DI occurs at 15/30 days in service and 60 DIS occurs at 45/60 days in service
*** Relat ation Impact Factor (SIF) scale is: 0-none, 1-low, 2-medium, 3-high.

CONCERNS BY CATEGORIES

Ford Motor Company

Build Date - Actual: 07/31/2001 - 04/11/2002 Requested: 07/31/2001 - 04/11/2002
Call Date - Actual: 10/03/2001 - 05/15/2002 Requested: 10/03/2001 - 05/15/2002
Purchase Date - Actual: 08/21/2001 - 04/16/2002 Requested: 08/21/2001 - 04/16/2002
Containment Status: Both Contained and Not Contained
Plant(s): KANSAS CITY

CC CO)E: D21

2002 E)CAPE

Total Customers Surveyed
- Within date range: 3,869
- Cumulative MYTD: 3,869

[redacted]

VIN: 1FMYU04152KC84397
Cust. N me: [redacted]
Cust. Pl one:
Cust. Ar dress:
Cust. Ci y: ALTAVISTA, VA[redacted]

Build Date: 03/26/2002
Purchase Date: 04/13/2002
Dealer Name: Burchoeser Motors Inc.
Dealer Phone: (804) 793-1112

30 DIS/60 DIS**:	30 / NA
Mileage - 30DIS/60 DIS**:	1700 / NA
Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	10 / NA
Increase SAT to 9 or 10	NA/NA
Gender:	Female

Cust. Contact Date: 05/13/2002 Containment Status: Not Contained Agent ID: stanlsi

Concern Comment: The customer had a problem with the engine stalling while the customer was driving about 35 miles per hour. The vehicle just shut off on the customer. The concern was first noticed about two weeks ago. The oil is the same that was put in originally. The customer uses 87 regular unleaded octane. There were no noises associated with the concern. The vehicle did restart right away. The check engine light did come on, however once the vehicle was restarted the light did not come back on. The engine temperature was cold when the concern happened. The concern was intermittent and only happened the one time. The key will turn in the ignition when the vehicle is being started. The dealership advised the customer that if the concern happens again to bring it in.

SIF ***: 0 (None) Champion: NONE

VIN: 1FMYU04162KB97459
Cust. N me: [redacted]
Cust. Pl one:
Cust. Ad dress:
Cust. Ci y: SEVIERVILLE, TN[redacted]

Build Date: 01/18/2002
Purchase Date: 01/24/2002
Dealer Name: Morristown Ford, Inc.
Dealer Phone: (423) 586-5520

30 DIS/60 DIS**:	32 / NA
Mileage - 30DIS/60 DIS**:	1500 / NA
Veh. Product Quality Sat.* - 30 DIS/60 DIS**:	10 / NA
Increase SAT to 9 or 10	NA/NA
Gender:	Male

Cust. Contact Date: 02/25/2002 Containment Status: Not Contained Agent ID: bcochru

Concern Comment: Three days after purchase, the customer said the engine stalled while she was driving. The customer said all lights were illuminated when the concern occurred. The vehicle started right away after the concern occurred. The customer said the intermittent concern has only occurred once. The concern hasn't affected the performance of the vehicle. There were no noises associated with the concern. The customer uses regular unleaded fuel and hasn't had the oil changed yet. The customer took the concern to the purchasing dealer to be serviced right after the concern occurred. The dealership couldn't find anything that would've caused the concern. They said to bring the vehicle back if the concern occurred again.

SIF ***: 0 (None) Champion: NONE

* Measu ments: Satisfaction on 1-10 scale with 1=Completely Dissatisfied and 10=Completely Satisfied; Recommendation on a 1-10 scale with 1=Definitely Would Not and 10= Definitely Would.
** 30 DI scores at 15/30 days in service and 60 DIS occurs at 45/60 days in service.
*** Satisf ction Impact Factor (SIF) scale is: 0-none, 1-low, 2-medium, 3-high.

CONCERNS BY CATEGORIES

Ford Motor Company

Integrated Customer Concern Detection

Build Date - Actual: 07/31/2001 - 04/11/2002 Requested: 07/31/2001 - 04/11/2002
Call Date - Actual: 10/03/2001 - 05/15/2002 Requested: 10/03/2001 - 05/15/2002
Purchase Date - Actual: 08/21/2001 - 04/16/2002 Requested: 08/21/2001 - 04/16/2002
Containment Status: Both Contained and Not Contained
Plant(s): KANSAS CITY

CC CODE: D21

Total Customers Surveyed
- Within date range: 3,869
- Cumulative MYTD: 3,868

2002 ESCAPE

[redacted]

VIN: 1FMYU04182KC91277
Cust. Name: [redacted]
Cust. Phone:
Cust. Address:
Cust. City: AXTON, VA [redacted]

NOT THE SAME THING

Build Date: 03/26/2002
Purchase Date: 04/15/2002
Dealer Name: Tri-City Ford Inc
Dealer Phone: (336) 623-2185

30 DIS/60 DIS**: 30 / NA
Mileage - 30DIS/60 DIS**: 2600 / NA
Veh. Product Quality Sat.* - 30 DIS/60 DIS**: 9 / NA
Increase SAT to 9 or 10 NA/NA
Gender: Female

Cust. Contact Date: 05/15/2002 Containment Status: Not Contained Agent ID: wmulgre

Concern Comment: Two weeks after purchasing the vehicle the customer experienced a concern with the vehicle stalling. The customer said when she starts her Escape and is about to put it in reverse, it will shut off and need to be restarted again. This concern has occurred two or three times, and it usually happens when the engine temperature is cold. There are no lights illuminated when this concern occurs and the customer is able to restart the vehicle immediately after. She has not mentioned this concern to her selling dealership because it has only occurred a few times so far. Once the engine is warmed up this concern does not continue occur. The customer will mention it to her dealership when she brings the vehicle in for her 3000 mile oil change.

SIF ***: 1 (Low) Champion: NONE

VIN: 1FMYU04182KA70934
Cust. Name: [redacted]
Cust. Phone:
Cust. Address:
Cust. City: SANDOWN, NH [redacted]

Build Date: 10/04/2001
Purchase Date: 10/16/2001
Dealer Name: Gladstone Ford Inc
Dealer Phone: (603) 434-4141

30 DIS/60 DIS**: 15 / NA
Mileage - 30DIS/60 DIS**: 690 / NA
Veh. Product Quality Sat.* - 30 DIS/60 DIS**: 9 / NA
Increase SAT to 9 or 10 NA/NA
Gender: Male

Date	Repair Order	Repair Comments
10/29/2001	161664	TEST SYSTEM NO CODES ROAD TEST HOT AND COLD ENGINE NO CONCER N FOUND

Cust. Contact Date: 10/31/2001 Containment Status: Not Contained Agent ID: jlunsine

Concern Comment: owned for six days no oil change warm engine reg unleaded gas going 35 on a slight down hill and the engine no sound or vibration started right back up just drivin the the day before only once dealer checked and said no indication with computer "fault code" headlamps on

SIF ***: 2 (Medium) Champion: NONE

* Measurements: Satisfaction on 1-10 scale with 1=Completely Dissatisfied and 10=Completely Satisfied; Recommendation on a 1-10 scale with 1=Definitely Would Not and 10= Definitely Would.
** 30 DIS occurs at 1530 days in service and 60 DIS occurs at 4549 days in service
*** Satisfaction Impact Factor (SIF) scale is: 0-none, 1-low, 2-medium, 3-high

GWRS HARDCOPY PARAMETER RECAP

BASIC PARAMETERS

REQUESTOR: BOMENA, JOHN

REQUEST DATE/TIME: 02/06/03 12:56:41

REPORTS REQUESTED FOR: BOMENA, JOHN

DESTINATION DEVICE: MVP0490A

PRINT DATE/TIME: 02/06/03 12:56:41

DATA EXTRACT DATE/TIME: 02/06/03 12:56:41

REPORT OPTIONS

HARD-COPY REQUEST-TYPE: ON-LINE REQUEST(LATEST DATA)

LANGUAGES: ENGLISH

PART DATA RESTRICTIONS:
NONE

SELECTION CRITERIA

NOTICE NUMBER:

PART NUMBER:

PART FUNCTION:

CONCERN NUMBER: C11371349

REPORTS REQUESTED

RELEASE / CONCERN COVER
RELEASE SUMMARY
RELEASE CHANGE SUMMARY
PART FUNCTION RELEASE
MULTI-FUNCTION RELEASE

USAGE TRANSLATION SHEET
CONTENTS OF ASSEMBLY SAR ONLY:
X CONCERN DETAIL
ALERT DETAIL

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

WAR990A

CONCERN DETAIL

PRINT DATE/TIME: 02/06/03 12:56
PAGE: 1

CONCERN NUMBER: C1137T349

ORIGIN ACTIVITY: AG00 RVT CORE (ELECTRICAL
ORIGINATOR: DIEZ, TIMOTHY
DATE: 02/05/22
PHONE: (313)32-30927
P NOT AUTH: 1
STATUS: A

CONCERN DESC: 3.0L ESCAPE EXPERIENCES ENGINE STALLS BETWEEN 6-12HRZ AND 20 -25HRZ AS LOW AS 37 V/M. THE ROOT CAUSE WAS DETERMINED TO THE EEC INTERFACE TO THE IDLE AIR CONTROLLER. BY FIXING THE

DESCRIPTION:
SOLUTION:
PRODUCTS AFFECTED: 2003MY 3.0L ESCAPE
MODEL CODES: CB1G 05 TW01
MCC:
ECC:
PLANTS AFFECTED:
PRIMARY ENG ACTY: NL00
OTHER ENG ACTY: NL00
BUILD EVENT: CP
CPSC:
PACK:
SUPPORTING DOCUMENTS:
AUTHORIZED DATE: 00/00/00
CONCURRED DATE: 00/00/00

LOCAL: N
CDSID: TDIEZ
FIX PPM: %
PIN #:
MODEL YEAR:
ECC MODEL YEAR:
MCC:
ECC: NLE6
CONCUR:
CAUSAL FACTORS:
%:
NOTICE NO:
OVERALL AGE DATE:
REJECTED DATE: 00/00/00

AFFECTED PARTS

--NO PARTS AFFECTED BY THIS CONCERN--

FURTHER DESCRIPTION/CONCERN RESOLUTION/REASON FOR REJECTION ETC.

3.0L ESCAPE EXPERIENCES ENGINE STALLS BETWEEN 6-12HRZ AND 20
-25HRZ AS LOW AS 37 V/M. THE ROOT CAUSE WAS DETERMINED TO
THE EEC INTERFACE TO THE IDLE AIR CONTROLLER. BY FIXING THE
EEC THE ANOMALY WENT AWAY COMPLETELY. I RECOMMEND GOING FROM EEC V PART NUMBER
2L8A-12A650-AC TO 1L8U-12A650-CC1.
BERNIE NIKOLAI POINTED OUT THAT THE FIXED EEC IS THE "EEC WITH A CAPACITOR
CHANGE" ON THE IDLE AIR CONTROLLER INTERFACE. BERNIE ALSO POINTED OUT THAT
THE PART NUMBER OF THE FIXED EEC IS A PROTOTYPE EEC AND IS A DIFFERENT NUMBER
FROM THE ONE THAT WILL GO INTO PRODUCTION.
DIEZ, TIMOTHY (313)32-30927 N ANTE TP06A74 AE00 02/05/22
VISTEON WILL INVESTIGATE THE REQUESTED CHANGE AND DETERMINE TIMING AND COST.
NIKOLAI, BERNIE 313-755-1401 N ETBERNR BNIKOLAI DF00 02/05/22
PLEASE NOTE: THE FIXED EEC SHOULD BE REFERRED TO AS MODIFIED EEC SINCE THE
CURRENT PRODUCTION EEC MODULE DID PASS COMPONENT LEVEL RI EMC TESTING.
NIKOLAI, BERNIE 313-755-1401 N ETBERNR BNIKOLAI DF00 02/05/23
ROUTED TO BACKBONE, 1 PCS PROVE OUT LINE TRIAL REQUIRED PRIOR TO APPROVAL
FOR END OF LINE TESTING
O'CALLAHAN, JOH 816-459-1627 N NZDA204 JOCALLA2 NL00 02/05/29
PLEASE ADD DF00 (VISTEON POWERTRAIN) TO THE CONCERN FOR FORMAL ROUTING TO
VISTEON FOR ACTION AND RESPONSE. THANKS.
BLACKFORD, GREY (313)755-2158 N ETBERNR GBLACKFO DF00 02/05/31

RESOLUTION OF CONCERN

ACTIVITY: NL00
AGE DATE: 02/05/29
RESPONSE CODE:
MODULE LEADER NAME:

-MORE-

WARNPROA CONCERN DETAIL PRINT DATE/TIME: 02/06/03 12:56

PAGE: 2

CONCERN NUMBER
C11371349

ORIGIN ACTIVITY AE00 RVT CORE (ELECTRICAL DATE: 02/05/22 P MAT AUTH: I
ORIGINATOR: DIEZ, TIMOTHY PHONE: (313)32-39927 STATUS: A

RESOLUTION OF CONCERN

ACTIVITY: NL00 RESPONSE CODE:
REMARKS:

REJECTED:

MODEL CODES:
NOTICE: SCHEDULED DATES- APPROVED: ACTUAL DATES- APPROVED:
COMPLETE: COMPLETE:
DISTRIBUTED: DISTRIBUTED:

MFG ACTY: REQUIRE: YEAR: LEAD: VEH COST: TOOLING COST:
ASSEMBLY COST: FAC COST: VEH WGT: UNIT OF MEASURE:

PROPOSED RESOLUTION

ACTIVITY	DATE	RESOLUTION

APPROVAL

REGION	DEPARTMENT	USERID	ACTIVITY	APPROVER'S NAME	DATE APPROVED	APPROVAL	STATUS
N	AVTE	TP06874	AE00	DIEZ, TIMOTHY	02/05/22		A
N	E4536	TJN0028	NL00	HERMANN, TOM J. (AVT	02/05/24	R	
N	AVTE	SN2235	AE00	NEMATOLLAHI, SONYA	00/00/00		
N	AVTE	RGOKHALE	AE00	GOKHALE, REMUKA	00/00/00		
N	T404	LRB0030	NL00	BODNAR, LES (T404)	00/00/00		
N	LTREL	SKWON		KWON, SOON CPOWER	00/00/00		
N	LTPRJMGT	TVEERSTR		VEERSTRA, TIM W.	00/00/00		
N	LTPTSE	JBOTTEMB		BOTTEMBERG, JOHN	00/00/00		
N	LTREL	DWILLI29		WILLIAMSON, DAVID E.	00/00/00		
N	LTREL	JPAYNE16		PAYNE, JONI E.	00/00/00		
N	VONFGCHG	JROGER29		ROGERS, JASON	00/00/00		
N	LTREL	TINOUE1		INOUE, TAKEHI (U204	00/00/00		
N	LTREL	SMOORHOU		MOORHOUSE, SCOTT(U20	00/00/00		
N	LTREL	NYAMAMO3		YAMAMOTO, NOBUHIROCH	00/00/00		
N	LTREL	TMURUTAM		MURUTAMI, TETSUHIKO	00/00/00		
N	LTREL	JICHIKAW		ICHIKAWA, JUNICHIRO	00/00/00		
N	VONFGCHG	BLOWE4		LOWE, BILL	00/00/00		
N	LTREL	HHEINRIC		HEINRICHS, HAROLD	00/00/00		

-END-

When a vehicle wins our "of the Year" honors, we invite the manufacturer to provide one for a year's worth of evaluation. When we named the Avalanche our '02 Truck of the Year, we were keen to put the innovative Midgate and three-piece rigid composite cargo cover to good use. Starting with a base price of $30,465, our new Long-Termer also sports optional leather/cloth trim seats ($1115), electric sunroof ($1095), the Z86 premium on-road suspension package ($835), convenience package with driver's self-dimming mirror and OnStar ($546), and electronic climate control ($395). With $790 in destination charges, the bottom line comes to $35,171. Photog Newhardt is heralding it as the perfect shooting platform, not to mention its locking tailgate that keeps equipment safely hidden. With summer here, we'll add serious miles towing toys on vacations and visiting the local gardening center.

LOSSOUR

"With the Z86's load-leveling rear suspension, stowing a 4000-lb trailer on the hitch is akin to a giant leaning on an elephant. What a great tow vehicle!" —Scott Mead

Base price	$30,465
Price as tested	$35,171
Vehicle layout	Front engine, RWD, 4-door, 6-plus
Engine	5.3L V-8 OHV, 2 valves/cyl
Hp @ rpm	285 @ 5200
Torque @ rpm	325 @ 4000
Transmission	4-speed automatic
0-60 mph, sec	8.2
EPA mpg	14 city/18 hwy
Total mileage	1411
Average fuel mpg	16.9
Problems areas	None
Non-warr cost	$0

Base price	[illegible]
Price as tested	[illegible]
Vehicle Layout	Front engine, AWD, 4-door, 5-plus
Engine	3.0L SOHC V-6, 4 valves/cyl
Hp @ rpm	149 @ 5400
Torque @ rpm	145 @ 3500
Transmission	5-speed automatic
0-60 mph, sec	8.1
EPA mpg	17 city/23 highway
Total mileage	14,[illegible]
Average fuel mpg	18.5
Problem areas	Loose front-suspension bolts
Non-warr cost	$0

'01 MAZDA TRIBUTE

As our year with the Tribute winds down and the miles roll on, we're still impressed with the overall package, though it's starting to show signs of age. The headliner squeak mysteriously stopped for 1600 miles, then returned. Now the rear suspension chirps over speed bumps. Three gasoline seared their heads in the engine bay, once causing the Tribute's engine to strangely cut out while driving on a canyon road. We pulled over, cranked the starter motor, and it's been fine ever since. Because we're getting ready to send our Mazda back, we performed the 15,000 service early (at 13,100 miles, costing $224.05), which included changing the oil and filter, checking the brakes, replacing the air filter, and topping off the fluid levels.

We continue to get positive comments on this sportute's looks, though most drivers wish the interior materials were of higher quality. The biggest complaints to date revolve around the ignition switch that's difficult to find in the dark and the gear-select lever that effectively blocks some of the radio controls when in Drive. Even with these little gripes, we're going to miss Mazda's small-on-the-outside, big-on-the-inside SUV.

LOSSOUR

"I really like the Mazda's sporty styling—very sport sedanlike, very ex-hatchlike." —Chris Walton

Dalbo, Bob (R.J.)

From: Moses, Edwin (E.D.)
Sent: Thursday, March 28, 2002 12:10 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Issue revisited

any progress?

Edwin Moses
313-248-6343 fax 313-322-4620

-----Original Message-----
From: Edwin.Chen@mba03.bus.utexas.edu [mailto:Edwin.Chen@mba03.bus.utexas.edu]
Sent: Thursday, March 28, 2002 10:01 AM
To: emoses@ford.com
Subject: RE: Issue revisited

Hi Mr. Moses,

Sorry to bother, but I know you're headed out next week and wanted to make sure to catch you. As of now, I have not heard from the plant engineering or Escape personnel yet. Any word on an expected contact timeframe? I'm, of course, pretty anxious to get some kind of resolution and am watching my instrument panel very, very closely.

By the way, I checked my fueling records, and I used the same Chevron station the two times i've filled the tank since taking delivery. Using standard 87 Octane fuel.

Thanks again,
Edwin

-----Original Message-----
From: Moses, Edwin (E.D.) [mailto:emoses@ford.com]
Sent: Monday, March 25, 2002 3:21 PM
To: Edwin Chen (mbad046)
Subject: RE: Issue revisited

I have another call out this afternoon, so I may not be here if you phone today. I discussed your situation with a colleague in the Escape group. He asked that I I forward the notes and your phone number to him. He said he would contact you through the plant team that is closest to the truck.

Hopefully he can work with you to figure out what is not working in your car. I will try to contact you later in the week, but the next couple of days are busy. I am on vacation next week, and nobody stands in for me so I have to get it all in line before I leave.

I will get back to you to see how it is going.

Edwin Moses
313-248-6343 fax 313-322-4620

-----Original Message-----
From: Edwin.Chen@mba03.bus.utexas.edu [mailto:Edwin.Chen@mba03.bus.utexas.edu]
Sent: Monday, March 25, 2002 2:51 PM
To: emoses@ford.com
Subject: RE: Issue revisited

No problem...boss definitely has to come first! I left you a message earlier (prior to receiving your email), but I actually am about to run into class right now. I'll have a break at 4:15 and can try you then. Thanks again for the help.

-----Original Message-----
From: Moses, Edwin (E.D.)
Sent: Mon 3/25/2002 12:46 PM
To: Edwin Chen (mbad046)
Cc:
Subject: RE: Issue revisited

I just had an invitation to a "short" meeting at 2:00, can we make it closer to 3:00? (when the boss calls, we go, right?)

Edwin Moses

313-248-6343 fax 313-322-4620

-----Original Message-----
From: Edwin.Chen@mba03.bus.utexas.edu [mailto:Edwin.Chen@mba03.bus.utexas.edu]
Sent: Monday, March 25, 2002 1:31 PM
To: emoses@ford.com
Subject: RE: Issue revisited

Thanks for your quick response. I'll give you a ring around 2-2:30PM Eastern and see if you're available. I really appreciate your help and completely recognize that this is well beyond your immediate responsibilities.
Talk to you shortly.
Edwin

-----Original Message-----
From: Moses, Edwin (E.D.)
Sent: Mon 3/25/2002 9:30 AM
To: Edwin Chen (mbad046)
Cc:
Subject: RE: Issue revisited

I am really disappointed that the problem has recurred.. This afternoon is free fro me, please call any time after about 1PM Detroit time. I will see if my contacts in the Escape group are available, maybe I can set up an audio link with them.

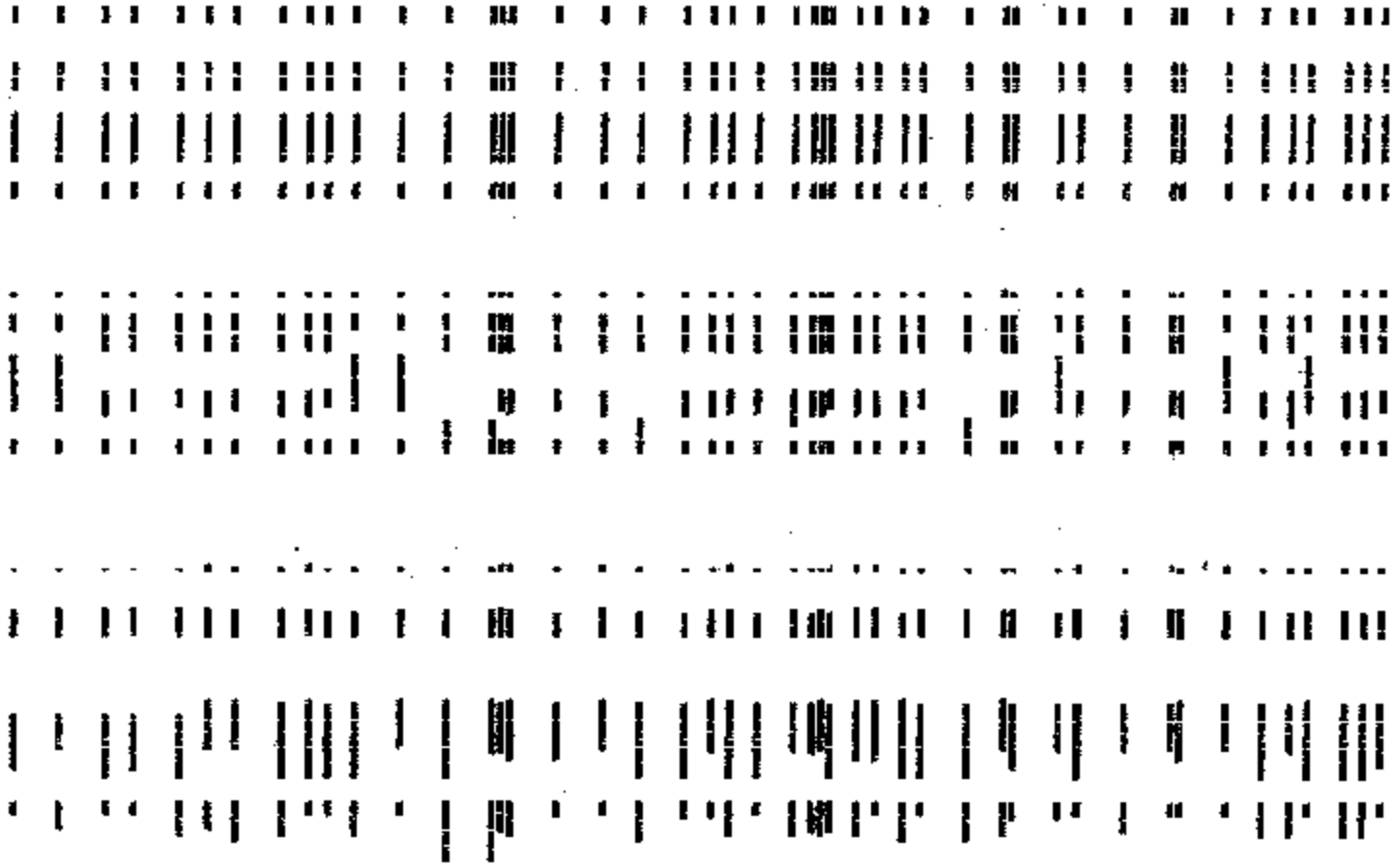
Edwin Moses

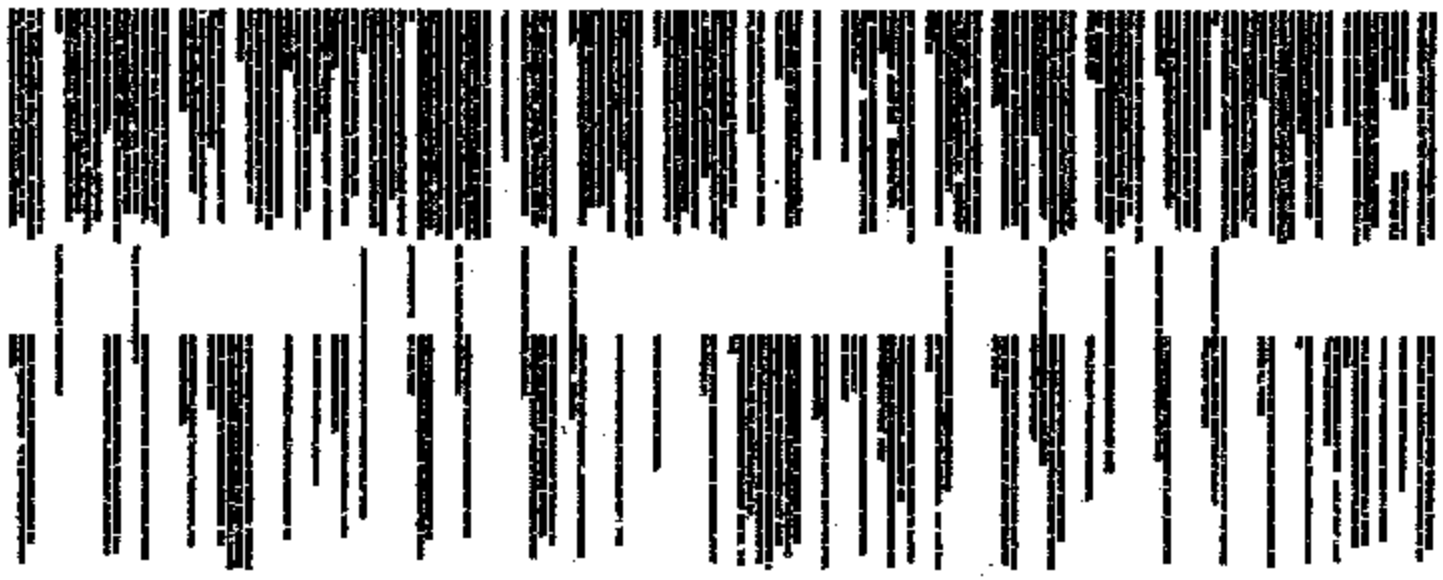
313-248-6343 fax 313-322-4620

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

From: Edwin.Chen@mba03.bus.utexas.edu
[mailto:Edwin.Chen@mba03.bus.utexas.edu]
Sent: Monday, March 25, 2002 10:15 AM
To: emoses@ford.com
Subject: Issue revisited

Hi Mr. Moses,
I'm sorry to have to contact you again so soon, but I unfortunately have just experienced the same problem with our replacement vehicle and was wondering if you might have any ideas where to investigate further. Can I give you a call sometime today or tomorrow if you have some time?
Thanks in advance.
Edwin





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[redacted]

Monthly Focus Illustration—
What's at the center of your personal vision and purpose?

He had decided to live forever or die in the attempt, and his only mission each time he went up was to come down alive.
— Joseph Heller

31
Thursday
October 2002

Daily Record of Events

Staff meeting
Bob Ogrodnik of Maude says the is attorney
but Hawaii law says if there are 5
failures, the car must be bought back,
regardless if it's been fixed

Bush weighs 128

Monthly Focus Habit—
Let them your habits shape you.

The hardest habit of all to break
Is the terrible habit of happiness
— Theodosia Garrison

16
Friday
August 2002

Daily Record of Events

Class skills meeting:
Do "Build and Hold" for 30 vehicles to prove out running change.
Get in 8-D
Review of Victory FPCSE
Review of + Victory FPCSE also.
"What's broken in your process, what will you change to prevent recurrence, how many units do you need to validate?"

Most people don't mind criticism as long as it's about someone else.
— Susan L. Wisser

Monthly Focus Habits—
We shape our habits; then
your habits shape you.

15
Thursday
August 2002

Daily Record of Events

227th Day 138 Left Week 33

RCAA for Gilbert
9AM reviewed to LEU ROU
9AM reviewed to CAA ROU
Employee was injured on, no lost time
All days, list 4 day should be ROU.

VQR
Any PM changes (especially calibration)
must be reviewed w/ Robin Fowler to
ensure they are properly validated.

Laura still meeting.
Lillian Lined printer was approved by Laura
Tercez, Michael Lapkewych, Dan Koercher

The joy of life is made up of obscure and seemingly mundane victories that give us our own small satisfactions.
— Billy Joel

10
Wednesday
July 2008

Daily Record of Events

Reader PC:
connected 1st day at 26400 Rec @ 7:00AM
" " " " 24000 " @ 3:30 PM
Staff:
1 day training at MPG, and you are allowed to work there. Safety check & meet will be done. The meeting to fill out risk health check before next day. Escape shells & Explorer cultivation small are Forest's two priorities. Next week we go through new Ranger and vehicle validation guide. Ranger will be replaced and another T.S. added. 4x10 is poorly received by supervisors.

Daily Record of Events

Stallard to
Bought Tech Invite in St. Louis: MAFS gasket "very smaller" but V6 circumference and electronics were balanced as well. – Jim Johnson

Visteon type II proposal only
Ford Algorithms, Visteon low level drivers provided
Reduce complexity, make system based more independent
Will want to buy algorithms from suppliers if necessary
to be common to all Ford programs
Per McDowell, Ford doesn't have stepper EGR strategy.
Visteon has it.
For Visteon ETC, Visteon proposes doing the
throttle part of the ETC, Ford would do driver
demand. Ford strategy, Ford does stall including engine.
EGR is a big deal for Visteon if DPFE or ASM is
required.

Franklin Issue Change—
What can you change to lead your life forward?

It's never too late—in fiction or in life—to revise.
— Nancy Thayer

22
Wednesday
May 2002

Daily Record of Events

Shift only.
Roger will be working full time on one shift
issue.
Time dep dept only - explain changes in structure
calibration may go back to Cash Showing
information among engine calibration groups is
important.

One must live the way one thinks or end up thinking the way one has lived.
— Paul Bourget

12
Friday
April 2003

Daily Record of Events

KE9LIB BONISEGE
Serviced last GE - 43 hours
Hyden: 78 to 20 heavy traffic but good speed, going down hill
Would not restart for 5-10 minutes
Sometimes wouldn't start without adjusting steering column.

Daily Record of Events

Shift mtg:
Bottle change to cam cover was introduced at Job #1 2002. Lines up with engine in IACV warranty. Change allows oil to bypass bottle and go directly into rest base. PCV manifold is significantly different on Taurus & Escape Duratecs.

Article No. 02-11-6	• DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE CODES (DTCS) PRESENT - VEHICLES EQUIPPED WITH 3.0L DURATEC ENGINE ONLY

FORD: 2001-2002 ESCAPE

Article 02-8-6 is being republished in its entirety to update the PCM Calibrations shown on the WDS.

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately. CONDITION MAY NOT BE POSSIBLE TO REPLICATE.

ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details. PLEASE PERFORM CHECKLIST WHETHER STALL CAN BE REPLICATED OR NOT.

SERVICE PROCEDURE

3 2. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, verify that Idle Air Control (IAC) duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification, then proceed to Step 2 now. If IAC duty cycle is out of specification, replace IAC with part YF1Z-9F715-AA. Verify that IAC duty cycle is between 32-40% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then proceed to Step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part YL8Z-9E926-DA. Verify corrective action, then proceed to Step 2.

NOTE: **ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.**

4 3. **For vehicles sold in the U.S. and Canada perform the following:** If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A650-AXB for 2001MY and 2L8A-12A650-AD for 2002MY. Proceed to Step 4.

5 4. **For vehicles sold in Mexico perform the following:** If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A650-AZB for 2001MY

and 2L8A-12A650-BD for 2002MY. Proceed to Step 4.

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.

5. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 60 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.

6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (F0AZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.

7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.

8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM.

PCM CALIBRATION INFORMATION						
Application	Old Part Number (-12A650-)	Tear Tag	New Part Number (-12A650-)	Old Calibration	New Calibration	NGS/WDS Qualifier
2001MY 3.0L ESCAPE - FORD	1U7A-AXA	ATF1	1U7A-AXB	0M11A30611	0M11A30611	WDS B18.4 Release or later
2001MY 3.0L ESCAPE - CAA	1U7A-AZA	ESG1	1U7A-AZB	0M11B30611	0M11B30611	WDS B18.4 Release or later
2002MY 3.0L ESCAPE - FORD	2L8A-AC	BUS3	2L8A-AD	2M11A30606	2M11A30610	WDS B18.4 Release or later
2002MY 3.0L ESCAPE - CAA	2L8A-BC	ZRZ3	2L8A-BD	2M11B30606	2M11B30610	WDS B18.4 Release or later

Obtain an Authorized Modifications Decal (FPS 8262 - orderable through DOES II, 25/pkg) and list the date, dealer number, and summary of alterations performed. Select a prominent place adjacent to the Vehicle Emission Control Information Decal suitable for installing the Authorized Modifications Decal. Clean the area, install the decal, and cover it with a clear plastic decal shield.

	AUTHORIZED MODIFICATIONS

THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:
Reprogrammed Powertrain Control Module (PCM) Per TSB 02-11-6
THESE MODIFICATIONS HAVE BEEN APPROVED, AS APPROPRIATE, BY EPA AND CARB.
DEALER NUMBER: DATE:
CHANGE AUTHORITY:
FPS 8242 9/78 FORD MOTOR COMPANY PRINTED IN U.S.A.

PART NUMBER	PART NAME
YF1Z-9F715-AA	Idle Air Control Valve
YL8Z-9E926-BA	Throttle Body
YL8Z-9C915-AA	EVAPVM Valve
FOAZ-14N089-A	Electronic Engine Control (EEC) Relay
1U7Z-12A650-AXA	Powertrain Control Module (PCM)
1U7Z-12A650-AZA	Powertrain Control Module (PCM)

OTHER APPLICABLE ARTICLES:

NONE

SUPERSEDES:

02-6-6

WARRANTY STATUS:

INFORMATION ONLY

OASIS CODES:

607000, 607400, 607500, 607600, 607700, 611000, 611500, 614000, 614500, 614600

Sloan, Burt (B.E.)

From:	Sloan, Burt (B.E.)
Sent:	Thursday, April 18, 2002 12:04 PM
To:	Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhlallah, Hassan (H.A.); Dennis, Matt (M.A.); Ward, Sheila (S.A.); Whitehead, Joe (J.P.); Fournelle, Gilbert (G.); Boyk, Greg (G.J.); Adams, Kerry (K.N.); Matkovich, Dale (D.M.); Sabin, Scott (S.M.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kielszewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.); Liller, David (D.J.); McIntee, Brian (B.E.); Gaynier, Larry (L.J.); Hille, Kevin (K.T.); Lewis, Marvin (M.A.); Turner, Donald (D.A.); Perlick, Don (D.A.); Gibson, Patrick (P.W.); Crowley, Pat (P.J.); Kosko, Jeff (J.R.); Newman, Chris (C.W.); Delaroderie, Jim (J.A.)
Cc:	Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wiemeersch, John (J.R.)
Subject:	Outfitters & Ranger Engine Hesitation/Surge, Stall, and No Start Affinity Team Meetings

Outfitters & Ranger Affinity Team
Drivability
April 24, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

April 17th Agreements & Assignments:

U152 D21 No Stalls	DOE Testing has started. Should take eight days to complete.
Throttle Body Discussion	Decision was made to implement break off TRC Screw at Rawsonville
U152 D02 No Starts	OASIS message went out 4/16/02 Agreed to start a Black Belt project for Lost Keys Agreed to a Strategy meeting scheduled for 4:30 PM 4/17/02 NAQPAM Dry run scheduled for 4/22/02

April 24, 2002 Meeting Agenda:

1) Engine Stalls Affinity Team Focus Discussion

The Purpose of this discussion is to develop a presentation on the status and next steps of this team

This presentation is for a review with Dan Kapp first week in May

A) Agree on overall outline of presentation	Bob Fascetti & Team	60 min
1) Review U152 Stalls Matl	Scott Sabin	
2) Review UP207 Stalls Matl	Sheila Ward	
3) Review U204 Stalls Matl	Sandra Corbett & Gil Fournelle	
B) Review Throttle Body Matl	Pat Crowley	30 min
C) Review IAC Review Matl	Jim Delaroderie	30 min

Moorhouse called back – the wires were swapped.

Remaining "Phantom Stall" Calibration Actions

Action	Responsible	Completion	Resolution
Finned Pintle IACV	Fournelle	Done	
"Black Oak" MAFS Feedback	Fournelle/Visos		
"Check Valve" Purge Reset	Bogema/Woodings	Done	
Other Purge Enhancements (file compare)	Bogema/Mandziuk		
Evap Monitor Enhancement	Bogema/Lewis/Shelton		
Decel Spark Increase	Matesa		
Dashpot Enhancements	Bogema		
Decel Transient Fuel Enhancements	Mandziuk		
Adaptive Fuel Transition to Special Idle Cells (file compare)	Fournelle		

[redacted]
Danvers, MA[redacted]

October 18, 2001

Mr. Jacques Nasser
President and Chief Executive Officer
Ford Motor Company
16800 Executive Plaza Drive
Dearborn, Michigan 48126

Dear Mr. Nasser,

After much contemplation and owning foreign vehicles for over 20 years, I was convinced that the 2001 Ford Escape XLT was the vehicle for me. I received delivery of this vehicle on March 3, 2001 with much excitement. On October 4, 2001 all that vanished and I am thankful I am alive.

On the afternoon of October 4, 2001 while driving home from work, I entered onto a ramp leading to a major and very busy highway when all of a sudden the power steering ceased. While trying to pull off the road, I went to apply the brakes the pedal went to the floor. Fortunately I had the presence of mind to yank up the emergency brake and bring the car to a stop before hitting anything or anyone. I then noticed the oil can light on my dash was on indicating my car had stalled in the middle of driving. After composing myself, I turned the ignition off and back on again at which time everything seemed to come back. This vehicle only has 6600 miles.

Upon arriving home, I contacted my Ford dealer (Thomas Ford, Beverly, MA) and due to the Columbus Day holiday they were not able to get my Escape in until Tuesday, October 10th. I then called the Ford Customer Service number and received a less than satisfactory reply or even show of concern to this very serious and potential life-threatening situation.

A representative at Thomas Ford told me that they have investigated three other Escapes for this problem. Two were attributed to bad gas and one to a faulty module. That apparently is only if diagnostics have detected the problem. Upon picking up my Escape later that day, I was informed that the diagnostics showed nothing and the problem did not repeat itself. Using an educated guess, the mechanic replaced the EGR valve, which is by no means the given solution for this problem.

Prior to bringing my Escape in, I did some research on the internet, I found several postings on the Edmunds.com Town Hall forum from other Escape/Tribute owners experiencing the same problem. Apparently there has not been enough of them or someone has not been killed to warrant a recall or technical bulletin. The fixes have all been random, if any have been done at all. I provided the Service Manager at Thomas Ford's copies of this material.

I have enclosed copies of the aforementioned material, along with documented cases I found in the NHTSA database. I have also filed a report of my incident with the NHTSA.

I must say that with all your tire issues, I gave you the benefit of the doubt and showed my confidence in your product by purchasing it. However, this situation I was just placed in by your product is beyond anything I would have ever expected from a new vehicle, never mind a company that is trying to gain back consumer confidence in the safety of your products.

Mr. Nasser, I work for a Fortune 500 company who's CEO just retired. I don't think I need say more for you to understand the importance of quality and how it can make or break a company. He was the major driver of the Six Sigma concept which has continued to be our number one focus along with customer satisfaction.

I hereby am requesting a full refund of $34,172 for this 2001 Ford Escape (invoice enclosed). I now consider this an unsafe vehicle that put my life in jeopardy. There is no way I can ever regain confidence that this may not happen again and I refuse to put my life and/or the lives of anyone else riding with me, which would include young children, in the life threatening situation I was put in. I doubt you would allow your family to be put in this position either.

I trust you will understand my position and resolve to obtain a refund. Please provide instructions for returning this vehicle and receipt of a check for a full refund.

Let's hope that no one's luck runs out before Ford addresses this situation more diligently and it becomes even more costly to Ford.

In closing, I do want it noted that I have been treated well by Thomas Ford. They took my Escape in as soon as they could and provided me with a loaner vehicle free of charge. This is not an issue with Thomas Ford, it is an issue and major concern with your Ford Escape product.

Respectfully,

[redacted]

cc: NHTSA (Encl. 1)
Massachusetts Office of Consumer Affairs (Encl. 1&2)
WHDH Boston, H. Philippi Flynn, Investigative Reporter (Encl. 1&2)
S. Leary, Thomas Ford (letter only)

Encl: (1) Bulletin Board from Edmunds.com
(2) Copy of cases filed with NHTSA
(3) Vehicle invoice

magicman00@hotmail.com

From : [redacted]

To :

Subject : Re: Escape Stalling

Date : Fri, 1 Feb 2002 11:32:35 -0800 (PST)

Thanks for your email and your interest, I'll be glad to explain to you the problems that I have been having, however I do not care to give out any personal information about myself or the vehicle since I do not know you personally. I hope you understand.

Basically, my vehicle (2001 Ford Escape XLT auto 4X4) stalls on occasion when I have going down a hill. It first happened last July, then in November 2 times and then again about a week ago (that's 4 times total so far). The first time it happened I had the vehicle for about 5 months and really didn't think much of it, when it happened again in November, I started to look at the various Escape websites and forums and found that I wasn't the only one with the problem. Basically what happens it this: I am driving down a hill at about 30-35 mph, without warning the engine stalls and thus I lose the power assist on the brakes and the steering. So far I have been able to steer the car to a stop without incident, when I turn the key it starts up fine and may not stall for months.

When I first took it into the dealership, they had not heard of the problem, they hooked it up to the computer and said they couldn't find anything wrong or any error codes, the first time they replaced the PCM Relay with one from an Explorer (they only did this because I told them I had read this fix on the net and it seemed to work for others). I provided them with a folder full of information about the problem that I gathered from the internet, but they were not very interested in viewing it. The vehicle stalled again soon after that first visit and I took it back in again, again they said they could find nothing wrong, but they replaced the fuel pump (there was a separate problem with it, but they thought it may be related). I was then told that Ford was coming out with "new engine calibrations" in mid-December, so after they got those I took it back in for them to perform them. I got the vehicle back and assumed all was well - until last week when it happened again. After many phone calls I found out the last fix never really happened because of a computer glitch, I took it back in and they supposedly performed it again. Yesterday when I was driving home I noticed my tachometer bottom out down the same hill I have stalled on two times before, but it didn't stall this time. This leads me to believe that it still is not fixed.

As you can see, yes I am still driving the vehicle although I do not think I should have to. I have contacted Ford Customer Relations countless times over the past few months and they have everything documented. I finally got them to

send me a DSF so hopefully I will not have to deal with ths problem much longer. It seems like a very dangerous defect somewhere to me, but no one seems to be too concerned about my safety or the safety of my family.

I hope I answered some of your questions, if you have any others, please let me know. What I gave you was just a brief synopsis of events, this has been an ongoing problem for months. If you really are a Ford Engineer (again, sorry for my pessimism, but it's hard to know who you are really dealing with on here), perhaps you could help me get some action at Ford.

Thank you for your interest.

---[redacted]
>
>
> Hello [redacted]
>
> I am an engineer with Ford and currently I am working
> with the Ford Escape.
> I recently was surfing the Ford Escape Club site on yahoo
> and I came across
> your comments regarding your stalling issue. I am
> interested in
> understanding your problem.
>
> 1. Pls provide me with a detailed description of the
> problem
> 2. What did the dealer do to try and fix it?
> 3. Pls provide me with the Model Year and Vin #.
> 4. What was the name of the dealer?
> 5. Is your vehicle still stalling (if you still are
> driving the vehicle)?
>
> Interested in assisting you.
>
> Thanks.
>
>

Reply | Reply All | Forward | Delete | Put In Folder... | Previous | Next | Close

magicans00@hotmail.com

From [redacted]

To

Subject : Thanks!

Date : Mon, 25 Feb 2002 08:41:24 -0800 (PST)

Thanks for the help, I'll file it away and let's hope
that I never have to use it!

--[redacted]
> Hi[redacted]
>
> I perfectly understand your concern about releasing
> your Vin #. I also hope
> your vehicle is okay. If your vehicle does stall
> again,
> How about this:
>
> 1. Make an appointment with the dealer of choice
> and let me know ASAP which
> dealer and what day your truck will be serviced.
>
> 2. I will contact the FSE (Field Service Engineer)
> responsible for that
> particular dealership, and arrange for him/her to be
> at the dealer when you
> drop your car off. I will contact the Service
> Manager as well as the FSE and
> tell them I am 'Les from Dearborn'. When you drop
> your car off, just tell
> them 'Les from Dearborn' sent you and they will know
> who I am :-)
>
> This way, you can be assured that your car will
> receive the latest fixes
> since I am leading the team of engineers working on
> this issue.
>
> Sound good?
>
> Have a great day.

More Useful Everyday

Shin-Etsu MicroSi

MATERIAL SAFETY DATA SHEET

This MSDS is compatible with ISO 11014 – 1:1994 and conforms to ANSI standard Z400.1 – 1998.

Section 1: Chemical Product and Company Identification

CHEMICAL SUPPLIER COMPANY NAME
Shin-Etsu MicroSi, Inc.
10028 South 51st Street
Phoenix, AZ 85044
Phone (480) 893-8898
Fax. (480) 893-8637

EMERGENCY TELEPHONE
Chemtrec 24 hrs, USA: (800) 424-9300
Shin-Etsu MicroSi Information: (480) 893-8898
Contact: Shin-Etsu MicroSi, Inc.
Shin-Etsu Silicones of America,
Information: (330) 630-9860

MANUFACTURER'S NAME: Shin-Etsu Chemical Co. Ltd.
ADDRESS: 6-1, 2-Chrome, Ohtemachi, Chiyodaku, Tokyo, Japan
TELEPHONE NUMBER: 03-3246-5345 Tokyo, Japan

DATE PREPARED: 10/14/1996
DATE REVIEWED, BY: 10/26/1999, LTSN

PRODUCT NAMES: **SIFEL 807A**
CHEMICAL NAME: Liquid Fluororubber
CHEMICAL FAMILY: Perfluoropolyether Mixture
FORMULA: Mixture

Section 2: Composition, Information on Ingredients

PRODUCT COMPOSITION	wt. %	ACGIH TLV	OSHA PEL	UNITS	CAS NO.
Perfluoropolyether Mixture	100	Not Established	Not Established	Not Applicable	Mixture

Some items on this MSDS may be designated as trade secrets. Possible requests for disclosure of trade secret information to medical personnel must be made in accordance with the provisions contained in 29 CFR 1910.1200 (1-13).

HAZARDOUS COMPONENTS: None

Section 3: Hazards Identification

HAZARD CLASSIFICATION: Not classified as hazardous based on IMO and DOT.
FIRE AND EXPLOSION:
Not considered flammable or combustible, but this substance will burn if involved in a fire.

POTENTIAL HEALTH EFFECTS
SKIN CONTACT: May cause slight skin irritation, but no significant effect.
EYE CONTACT: May cause slight eye irritation.
INGESTION: No information is available.
INHALATION:
Not applicable. Be aware that toxic and corrosive fluorine-compounds may be liberated during processing above 200 °C, or in fire conditions, or from smoking cigarettes or tobacco products contaminated with this product.

Section 4: First Aid Measures

SKIN CONTACT:

Immediately remove liquid from skin with dry cloth or towel and wash exposed area with soap and water.

EYE CONTACT:

Immediately flush eyes with plenty of water for at least 15 minutes. Get medical attention immediately.

INGESTION:

If swallowed, wash out mouth with water. **Never give anything by mouth to an unconscious person.** Get medical attention immediately.

INHALATION:

Not applicable. Be aware, if decomposition products are inhaled, remove to fresh air. If victim is not breathing give artificial respiration, preferably mouth-to-mouth. Get medical attention immediately.

Section 5: Fire-fighting Measures

FLASH POINT: Not Applicable

FLAMMABLE LIMITS IN AIR (% by vol): Lower: Not Measured, Upper: Not Measured

EXTINGUISHING MEDIA: Foam, Dry Chemical, or Carbon Dioxide

SPECIAL FIREFIGHTING PROCEDURES:

Wear appropriate protective equipment, including NIOSH–approved respirator. Work from the upwind side of the fire. Use suitable extinguishing agents. If possible, move the container to a safe area. If it cannot be removed from fire danger, protect it from destruction then cool container and vicinity by spraying with water. If ignited and it cannot be extinguished easily, evacuate the area and call your emergency responders.

UNUSUAL FIRE AND EXPLOSION HAZARDS:

When heating above 200 °C, or in fire conditions, harmful decomposition products may be formed, including hydrogen fluoride, carbonyl fluoride, carbon monoxide, and low molecular weight fluorocarbons. Do not inhale decomposition products. Disperse harmful atmospheres by ventilating with air.

Section 6: Accidental Release Measures

ACTION TO BE TAKEN IF MATERIAL IS RELEASED OR SPILLED:

Wear proper protective equipment and warn unnecessary people away. Eliminate all sources of ignition and ventilate area. Contain or dike the spill or leak. Take up spilled material with rag or cardboard. Place in a chemical waste container for later disposal. Prevent spills from entering sewers or watercourses.

DISPOSAL METHOD:

Disposal should be made in accordance with Federal, State and local regulations. Incineration is recommended.

Section 7: Handling and Storage

PRECAUTIONS TO BE TAKEN IN HANDLING AND STORAGE:

Store upright in a cool, dry place.
Keep container closed when not in use.
Keep away from heat, sparks, flame, direct sunlight and other possible sources of ignition.
Wear proper protective equipment when handling this material.
Avoid contact with skin, eyes or clothing. Avoid prolonged or repeated skin contact.
Wash hands and face after handling this material.
Do not smoke cigarettes which have come in contact with this material.
Keep out of reach of children.
Follow all regulations in pertaining to this material in your country.

INFORMATION ON EMPTIED CONTAINER

Do not reuse this container
Keep empty container away from heat, sparks, flame, direct sunlight and other possible sources of ignition.
Do not puncture or cut this container, and do not weld on or near this container.
Dispose of this container according to local, state, and federal laws in your country.

Section 8: Exposure Controls/Personal Protection

EXPOSURE GUIDELINES

ACGIH TLV-TWA:	Not Established
ACGIH STEL:	Not Established
OSHA PEL:	Not Established

VENTILATION:

Good general, mechanical, room ventilation is recommended but not required.

SPECIAL VENTILATION CONTROLS:

If processing conditions heat this chemical to >200 °C, this chemical must be processed inside totally enclosed equipment, or used it with local exhaust ventilation at points where vapors can be released into the workspace air.

RESPIRATORY PROTECTION:

Use only NIOSH approved respirator if required by your process.

PROTECTIVE GLOVES: Plastic Film

EYE PROTECTION: Chemical Goggles, Safety Glasses, Faceshield

PROTECTIVE CLOTHING:

Wear suitable protective clothing to prevent skin contact.

OTHER EQUIPMENT:

Make safety shower, eyewash stations and handwashing equipment available in the work area.

WORK/HYGIENE PRACTICES:

Avoid contact with eyes and prolonged or repeated skin contact. Wash hands and face after handling.

Section 9: Physical and Chemical Properties

BOILING POINT:	Not Applicable
VAPOR PRESSURE(@25 °C):	Negligible
VAPOR DENSITY(AIR=1):	Not Applicable
SPECIFIC GRAVITY(@25 °C):	1.82
MELTING POINT:	Not Applicable
EVAPORATION RATE(BUTYL ACETATE = 1):	Negligible
SOLUBILITY IN WATER:	Not Soluble
APPEARANCE - COLOR:	Transparent, Colorless to Light Yellow
PHYSICAL STATE:	Fluid
ODOR:	Slight Odor

Section 10: Stability and Reactivity

STABILITY: Stable

CONDITIONS TO AVOID: Heating above 200°C.

INCOMPATIBILITY (MATERIALS TO AVOID): None

HAZARDOUS DECOMPOSITION PRODUCTS:

When heating above 200 °C, or in fire conditions, harmful decomposition products may be formed, including hydrogen fluoride, carbonyl fluoride, carbon monoxide, and low molecular weight fluorocarbons.

HAZARDOUS POLYMERIZATION: Will not occur.

Section 11: Toxicological Information

SKIN IRRITATION: No Data is Available

EYE IRRITATION:	No Data is Available
ACUTE TOXICITY (LD50):	No Data is Available
ACUTE TOXICITY (LC50):	No Data is Available
CHRONIC TOXICITY:	No Data is Available
CARCINOGENICITY	
NTP:	Not Listed
IARC:	Not Listed
OSHA REGULATED:	Not Listed
OTHER INFORMATION:	None

Section 12: Ecological Information

BIODEGRADATION:	No information is available.
BIOACCUMULATION:	No information is available.
AQUATIC TOXICITY:	No information is available.
OTHER INFORMATION:	None

Section 13: Disposal Considerations

Can be burned in a chemical incinerator equipped with an afterburner and scrubber. Do not dispose of the emptied container unlawfully. Observe all federal, state, and local laws in your country.

Section 14: Transport Information (per 49 CFR 172.101)

UN NO.:	Not Regulated
IMO CLASSIFICATION AND CLASS, and DOT HAZARD CLASS:	Not Regulated
DOT LABELS:	None
PLACARD:	None
PACKAGING GROUP:	Not Regulated
DOT PROPER SHIPPING NAME, and EXPORT SHIPPING NAME:	None
TECHNICAL SHIPPING NAME:	None
MARINE POLLUTANT:	Not Regulated

DOT REPORTABLE QUANTITY (49 CFR 172.101, APP.) and
CERCLA REPORTABLE QUANTITY (40 CFR PART 302, TABLE 302.4)
HAZARDOUS SUBSTANCE(S) NAME / (CAS NO.), CONTENT(S) AND RQ: None

Section 15: Regulatory Information

TOXIC SUBSTANCES CONTROL ACT (TSCA) STATUS:

Some components in this product are not listed in the TSCA inventory. Components in this product should be used in compliance with low volume exemptions (LVE) under TSCA. Under the TSCA LVE rules, this product is in compliance with rules, regulations and/or orders of TSCA.

SUPERFUND AMENDMENTS AND REAUTHORIZATION ACT OF 1986 (SARA) TITLE III
SECTION 313 SUPPLIER NOTIFICATION:

This regulation requires submission of annual reports of toxic chemical(s) that appear in section 313 of the Emergency Planning and Community Right To Know Act of 1986 and 40 CFR 372. This information must be included in all MSDS's that are copied and distributed for the material. The toxic chemicals contained in this product are: None

CALIFORNIA PROPOSITION 65:

This regulation requires a warning for California Proposition 65 chemical(s) under the statute. The California Proposition 65 Chemical(s) contained in this product are: None

Section 16: Other Information

FOR INDUSTRIAL USE ONLY:

This material safety data sheet is offered solely for your information, consideration and investigation. The data described in this MSDS consist of data on literature, our acquisitional data, and analogical inference by data of similar chemical substances or products. Shin-Etsu Chemical Co. Ltd. provides no warranties, either expressed or implied, and assumes no responsibility for the accuracy or completeness of the data contained herein. Final determination of the suitability of any material is the sole responsibility of the user.

ADDITIONAL INFORMATION:

The information contained within this MSDS is released in good faith and believed to be accurate. No agent of Shin-Etsu Chemical Co., Ltd's, and its subsidiaries, are authorized vary any MSDS data, and its agents disclaim all liability for any action taken or foregone on reliance upon such data. Conditions of use are beyond Shin-Etsu Chemical Co., Ltd's, and its subsidiaries control and therefor the users are responsible to verify this data under their own particular purposes and they alone assume all risks of their use, handling, disposal and reliance upon the information provided herein. This information applies only to the product designated above and does not necessarily apply to its use in combination with other materials, products, chemical compounds, structures or processes.

ShinEtsuMicroSi

MATERIAL SAFETY DATA SHEET

This MSDS is compatible with ISO 11014 – 1:1994 and conforms to ANSI standard Z400.1 – 1993.

Section 1: Chemical Product and Company Identification

CHEMICAL SUPPLIER COMPANY NAME
Shin-Etsu MicroSi, Inc.
10028 South 51st Street
Phoenix, AZ 85044
Phone (480) 893-8898
Fax. (480) 893-8637

EMERGENCY TELEPHONE
Chemtrec 24 hr.s, USA: (800) 424-9300
Shin-Etsu MicroSi Information: (480) 893-8898
Contact: Shin-Etsu MicroSi, Inc.
Shin-Etsu Silicones of America,
Information: (330) 630-9860

MANUFACTURER'S NAME: Shin-Etsu Chemical Co. Ltd.
ADDRESS: 6-1, 2-Chrome, Ohtemachi, Chiyodaku, Tokyo, Japan
TELEPHONE NUMBER: 03-3246-5345 Tokyo, Japan

DATE PREPARED: 10/14/1996
DATE REVIEWED, BY: 10/26/1999, LTSN

PRODUCT NAMES: **SIFEL 807B**
CHEMICAL NAME: Liquid Fluororubber
CHEMICAL FAMILY: Perfluoropolyether Mixture
FORMULA: Mixture

Section 2: Composition, Information on Ingredients

PRODUCT COMPOSITION	wt. %	ACGIH TLV	OSHA PEL	UNITS	CAS NO.
Perfluoropolyether Mixture	100	Not Established	Not Established	Not Applicable	Mixture

Some items on this MSDS may be designated as trade secrets. Bonafide requests for disclosure of trade secret information to medical personnel must be made in accordance with the provisions contained in 29 CFR 1910.1200 (1-13.

HAZARDOUS COMPONENTS:

This product contains ca. 0.1% toluene, CAS No. 108-88-3. Toluene is listed as a Group 3 carcinogen by the International Agency for Research on Cancer (IARC). According to IARC definition, Group 3 identifies the agent (mixture, or exposure circumstance) as unclassifiable as to carcinogenicity to humans. Toluene is not listed as a carcinogen by the National Toxicological Program (NTP), nor is it regulated as a carcinogen by the Occupational Safety and Health Administration (OSHA).

Section 3: Hazards Identification

HAZARD CLASSIFICATION: Not classified as hazardous based on IMO and DOT.
FIRE AND EXPLOSION:

Not considered flammable or combustible, but this substance will burn if involved in a fire.
Contact with acidic, basic or oxidizing materials generates flammable and explosive hydrogen gas.

POTENTIAL HEALTH EFFECTS
SKIN CONTACT: May cause slight skin irritation, but no significant effect.
EYE CONTACT: May cause slight eye irritation.
INGESTION: No information is available.

INHALATION:

Not applicable. Be aware that toxic and corrosive fluorine-compounds may be liberated during processing above 200 °C, or in fire conditions, or from smoking cigarettes or tobacco products contaminated with this product.

Section 4: First Aid Measures

SKIN CONTACT:

Immediately remove liquid from skin with dry cloth or towel and wash exposed area with soap and water.

EYE CONTACT:

Immediately flush eyes with plenty of water for at least 15 minutes. Get medical attention immediately.

INGESTION:

If swallowed, wash out mouth with water. Never give anything by mouth to an unconscious person. Get medical attention immediately.

INHALATION:

Not applicable. Be aware, if decomposition products are inhaled, remove to fresh air. If victim is not breathing give artificial respiration, preferably mouth-to-mouth. Get medical attention immediately.

Section 5: Fire-fighting Measures

FLASH POINT: Not Applicable

FLAMMABLE LIMITS IN AIR (% by vol): Lower: Not Measured, Upper: Not Measured

EXTINGUISHING MEDIA: Foam, Dry Chemical, or Carbon Dioxide

SPECIAL FIREFIGHTING PROCEDURES:

Wear appropriate protective equipment, including NIOSH–approved respirator. Work from the upwind side of the fire. Use suitable extinguishing agents. If possible, move the container to a safe area. If it cannot be removed from fire danger, protect it from destruction then cool container and vicinity by spraying with water. If ignited and it cannot be extinguished easily, evacuate the area and call your emergency responders.

UNUSUAL FIRE AND EXPLOSION HAZARDS:

Contact with acidic, basic or oxidizing materials generates flammable and explosive hydrogen gas. When heating above 200 °C, or in fire conditions, harmful decomposition products may be formed, including hydrogen fluoride, carbonyl fluoride, carbon monoxide, and low molecular weight fluorocarbons. Do not inhale decomposition products. Disperse harmful atmospheres by ventilating with air.

Section 6: Accidental Release Measures

ACTION TO BE TAKEN IF MATERIAL IS RELEASED OR SPILLED:

Wear proper protective equipment and warn unnecessary people away. Eliminate all sources of ignition and ventilate area. Contain or dike the spill or leak. Take up spilled material with rag or cardboard. Place in a chemical waste container for later disposal. Avoid contacting spilled material with acids, bases, or oxidizing materials to prevent generation of hydrogen gas. Prevent spills from entering sewers or watercourses.

DISPOSAL METHOD:

Disposal should be made in accordance with Federal, State and local regulations. Incineration is recommended.

Section 7: Handling and Storage

PRECAUTIONS TO BE TAKEN IN HANDLING AND STORAGE:

Store upright in a cool, dry place.
Keep container closed when not in use.

Keep away from heat, sparks, flame, direct sunlight and other possible sources of ignition.
Avoid contact with acidic, basic or oxidizing materials.
Wear proper protective equipment when handling this material.
Avoid contact with skin, eyes or clothing. Avoid prolonged or repeated skin contact.
Wash hands and face after handling this material.
Do not smoke cigarettes which have come in contact with this material.
Keep out of reach of children.
Follow all regulations in pertaining to this material in your country.

INFORMATION ON EMPTIED CONTAINER

Do not reuse this container
Keep empty container away from heat, sparks, flame, direct sunlight and other possible sources of ignition.
Do not puncture or cut this container, and do not weld on or near this container.
Dispose of this container according to local, state, and federal laws in your country.

Section 8: Exposure Controls/Personal Protection

EXPOSURE GUIDELINES

ACGIH TLV-TWA:	Not Established
ACGIH STEL:	Not Established
OSHA PEL:	Not Established

VENTILATION:

Good general, mechanical, room ventilation is recommended but not required.

SPECIAL VENTILATION CONTROLS:

If processing conditions heat this chemical to >200 °C, this chemical must be processed inside totally enclosed equipment, or used it with local exhaust ventilation at points where vapors can be released into the workspace air.

RESPIRATORY PROTECTION:

Use only NIOSH approved respirator if required by your process.

PROTECTIVE GLOVES: Plastic Film

EYE PROTECTION: Chemical Goggles, Safety Glasses, Faceshield

PROTECTIVE CLOTHING:

Wear suitable protective clothing to prevent skin contact.

OTHER EQUIPMENT:

Make safety shower, eyewash stations and handwashing equipment available in the work area.

WORK/HYGIENE PRACTICES:

Avoid contact with eyes and prolonged or repeated skin contact. Wash hands and face after handling.

Section 9: Physical and Chemical Properties

BOILING POINT:	Not Applicable
VAPOR PRESSURE(@25 °C):	Negligible
VAPOR DENSITY(AIR=1):	Not Applicable
SPECIFIC GRAVITY(@25 °C):	1.73
MELTING POINT:	Not Applicable
EVAPORATION RATE(BUTYL ACETATE = 1):	Negligible
SOLUBILITY IN WATER:	Not Soluble
APPEARANCE - COLOR:	Transparent, Colorless to Light Yellow
PHYSICAL STATE:	Fluid
ODOR:	Slight Odor

Section 10: Stability and Reactivity

STABILITY:

Unstable, but please be aware, this product will not vigorously polymerize, decompose, or condense, nor will it become self-reactive under conditions of shock, pressure, or heightened temperature.

CONDITIONS TO AVOID:

Contact with acidic, basic or oxidizing materials, or heating above 200°C.

INCOMPATIBILITY (MATERIALS TO AVOID): Acidic, Basic or Oxidizing Materials

HAZARDOUS DECOMPOSITION PRODUCTS:

Flammable hydrogen gas is generated when this material comes in contact with incompatible materials. When heating above 200 °C, or in fire conditions, harmful decomposition products may be formed, including hydrogen fluoride, carbonyl fluoride, carbon monoxide, and low molecular weight fluorocarbons.

HAZARDOUS POLYMERIZATION: Will not occur.

Section 11: Toxicological Information

SKIN IRRITATION:	No Data is Available
EYE IRRITATION:	No Data is Available
ACUTE TOXICITY (LD50):	No Data is Available
ACUTE TOXICITY (LC50):	No Data is Available
CHRONIC TOXICITY:	No Data is Available
CARCINOGENICITY	
NTP:	Not listed
IARC:	One component in this mixture, Toluene, CAS No. 108-88-3, in concentration ca. 0.1%, is listed as Group 3: The agent (mixture, or exposure circumstance) is unclassifiable as to carcinogenicity to humans.
OSHA REGULATED:	Not listed
OTHER INFORMATION:	None

Section 12: Ecological Information

BIODEGRADATION:	No information is available.
BIOACCUMULATION:	No information is available.
AQUATIC TOXICITY:	No information is available.
OTHER INFORMATION:	None

Section 13: Disposal Considerations

Can be burned in a chemical incinerator equipped with an afterburner and scrubber. Do not dispose of the emptied container unlawfully. Observe all federal, state, and local laws in your country.

Section 14: Transport Information (per 49 CFR 172.101)

UN NO.:	Not Regulated
IMO CLASSIFICATION AND CLASS, and DOT HAZARD CLASS:	Not Regulated
DOT LABELS:	None
PLACARD:	None
PACKAGING GROUP:	Not Regulated
DOT PROPER SHIPPING NAME, and EXPORT SHIPPING NAME:	None
TECHNICAL SHIPPING NAME:	None
MARINE POLLUTANT:	Not Regulated

DOT REPORTABLE QUANTITY (49 CFR 172.101, APP.) and
CERCLA REPORTABLE QUANTITY (40 CFR PART 302, TABLE 302.4)

HAZARDOUS SUBSTANCE(S) NAME / (CAS NO.), CONTENT(S) AND RQ:
Toluene/(108-88-3), ca. 0.1%, 1000 Lbs (454 Kg)
This mixture contains ca. 0.1% toluene. The CERCLA RQ for that component is 1000 lb.s.

Section 15: Regulatory Information

TOXIC SUBSTANCES CONTROL ACT (TSCA) STATUS:

Some components in this product are not listed in the TSCA inventory. Components in this product should be used in compliance with low volume exemptions (LVE) under TSCA. Under the TSCA LVE rules, this product is in compliance with rules, regulations and/or orders of TSCA.

SUPERFUND AMENDMENTS AND REAUTHORIZATION ACT OF 1986 (SARA) TITLE III
SECTION 313 SUPPLIER NOTIFICATION:

This regulation requires submission of annual reports of toxic chemical(s) that appear in section 313 of the Emergency Planning and Community Right To Know Act of 1986 and 40 CFR 372. This information must be included in all MSDS's that are copied and distributed for the material. The toxic chemicals contained in this product are: Toluene, CAS No. 108-88-3, in mixture at a concentration of ca. 0.1%. This concentration is considered *de minimis* for SARA 313 Title III (EPCRA), per EPA 754-K-99-001 pp. II-15, and therefore is not reportable under this regulation.

CALIFORNIA PROPOSITION 65:

This regulation requires a warning for California Proposition 65 chemical(s) under the statute. The California Proposition 65 Chemical(s) contained in this product are: Toluene, CAS No. 108-88-3, ca. 0.1%.

Section 16: Other Information

FOR INDUSTRIAL USE ONLY:

This material safety data sheet is offered solely for your information, consideration and investigation. The data described in this MSDS consist of data on literature, our acquisitional data, and analogical inference by data of similar chemical substances or products. Shin-Etsu Chemical Co. Ltd. provides no warranties, either expressed or implied, and assumes no responsibility for the accuracy or completeness of the data contained herein. Final determination of the suitability of any material is the sole responsibility of the user.

ADDITIONAL INFORMATION:

The information contained within this MSDS is released in good faith and believed to be accurate. No agent of Shin-Etsu Chemical Co., Ltd's, and its subsidiaries, are authorized vary any MSDS data, and its agents disclaim all liability for any action taken or foregone on reliance upon such data. Conditions of use are beyond Shin-Etsu Chemical Co., Ltd's, and its subsidiaries control and therefor the users are responsible to verify this data under their own particular purposes and they alone assume all risks of their use, handling, disposal and reliance upon the information provided herein. This information applies only to the product designated above and does not necessarily apply to its use in combination with other materials, products, chemical compounds, structures or processes.

SRL/GTL Inventory for hydrofluoric acid

FRL Safety Office - Ben Wong at bwong@ford.com or Scott Larkins at slarkins@ford.com.

Location	Date Listed	Substance	Mixture	Owner	Quantity	Units	Container ID
CM008630	26-Jan-01	hydrofluoric acid		lhaack	500	ml	CM004484
CM008642	22-Mar-95	hydrofluoric acid		dkubinsk	100.0ML	-	CM016481
CM008642	22-Mar-95	hydrofluoric acid		dkubinsk	100.0ML	-	CM016482
CM008655	02-Aug-96	hydrofluoric acid		mnichols	500.0ML	-	CM024402
CM008651	23-Mar-98	hydrofluoric acid		knieteri	500.0ML	-	CM034123
CM008651	23-Mar-98	hydrofluoric acid		knieteri	500.0ML	-	CM034124
CM008633	25-Oct-01	hydrofluoric acid		wstewar3	500	grams	CM036920

EA82-827-C 4173

SRL/GTL Inventory for hydrogen peroxide 50% in

FRL Safety Office - Ben Wong at bwong@ford.com or Scott Larkins at slarkins@ford.com.

Location	Date Listed	Substance	Mixture	Owner	Quantity	Units	Container ID
CM008677	20-Nov-00	hydrogen peroxide 50% in water		jszente	500	ml	CM034041

Material Safety Data Sheet
Hydrofluoric Acid (48-51%), Reagent ACS

ACC# 00758

Section 1 - Chemical Product and Company Identification

MSDS Name: Hydrofluoric Acid (48-51%), Reagent ACS
Catalog Numbers: AC423800000, AC423800250, AC423805000
Synonyms: Fluohydric Acid, Fluoric Acid, Hydrofluoric Acid Solution.
Company Identification:
Acros Organics N.V.
One Reagent Lane
Fair Lawn, NJ 07410
For information in North America, call: 800-ACROS-01
For emergencies in the US, call CHEMTREC: 800-424-9300

Section 2 - Composition, Information on Ingredients

CAS#	Chemical Name	Percent	EINECS/ELINCS
7664-39-3	Hydrofluoric acid	48-51	231-634-8
7732-18-5	Water	49-52	231-791-2

Hazard Symbols: T+ C
Risk Phrases: 26/27/28 35

Section 3 - Hazards Identification

EMERGENCY OVERVIEW

Appearance: clear, colorless. **Danger!** Corrosive. Causes severe digestive and respiratory tract burns. Causes severe eye and skin burns. Toxic. Harmful if inhaled. May cause kidney damage. May cause skeletal abnormalities.
Target Organs: Kidneys, skeletal structures.

Potential Health Effects
Eye: Contact with liquid or vapor causes severe burns and possible irreversible eye damage.
Skin: May be fatal if absorbed through the skin. Causes severe burns with delayed tissue destruction. Substance is rapidly absorbed through the skin. Penetration may continue for several days. Causes severe tissue necrosis and bone destruction.
Ingestion: Causes severe digestive tract burns with abdominal pain, vomiting, and possible death. May cause systemic toxic effects on the heart, liver, and kidneys. Ingestion of large amounts of fluoride may include salivation, nausea, vomiting, abdominal pain, fever, labored breathing. Inorganic fluorides can be harmful. Acute exposure to fluorine compounds can lead to digestive tract burns, and abdominal pain. Exposure to fluoride compounds can result in systemic toxic effects on the heart, liver, and kidneys. It may also deplete calcium levels in the body leading to hypocalcemia and death. Contains fluoride. Human fatalities have been reported from acute poisoning. Fluoride can reduce calcium levels leading to fatal hypocalcemia.
Inhalation: Harmful if inhaled. May cause severe irritation of the upper respiratory tract with

pain, burns, and inflammation. May cause pulmonary edema and severe respiratory disturbances. Depletes calcium levels in the body which can lead to hypocalcemia and death.
Chronic: Chronic inhalation and ingestion may cause chronic fluoride poisoning (fluorosis) characterized by weight loss, weakness, anemia, brittle bones, and stiff joints. Repeated inhalation may cause chronic bronchitis. Prolonged or repeated exposure may cause permanent bone structure abnormalities. Chronic exposure to fluoride compounds may cause systemic toxicity.

Section 4 - First Aid Measures

Eyes: Get medical aid immediately. Do NOT allow victim to rub or keep eyes closed. Eye exposure may be treated by irrigation with 1% calcium gluconate drops after immediate and copious irrigation with water for at least 30 minutes. Spills of HF should be flushed until medical attention arrives. SPEEDY ACTION IS CRITICAL! GET MEDICAL ATTENTION IMMEDIATELY!
Skin: Wash clothing before reuse. Discard contaminated clothing in a manner which limits further exposure. Destroy contaminated shoes. For exposures to hydrofluoric acid concentrations less than 20%, liberal and frequent applications of a 2.5% calcium gluconate gel may be applied. Spills of HF should be flushed until medical attention arrives. SPEEDY ACTION IS CRITICAL! GET MEDICAL ATTENTION IMMEDIATELY
Ingestion: Do NOT induce vomiting. If victim is conscious and alert, give 2-4 cupfuls of milk or water. Never give anything by mouth to an unconscious person. Get medical aid immediately. SPEED IS ESSENTIAL. A DOCTOR MUST BE NOTIFIED AT ONCE.
Inhalation: Remove from exposure to fresh air immediately. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Do NOT use mouth-to-mouth resuscitation. SPEED IS ESSENTIAL, OBTAIN MEDICAL AID IMMEDIATELY.
Notes to Physician: Due to delayed and persistent symptoms, observe patient closely for 48 hours. Prompt action is essential in all cases of contact.
Antidote: The use of Calcium gluconate to precipitate the oxalate should be determined by only qualified medical personnel. Always have calcium gluconate gel on hand. The use of infiltration therapy and intraarterial therapy for hydrofluoric acid burns resulting from concentrations greater than 20% should be made by qualified medical personnel.

Section 5 - Fire Fighting Measures

General Information: As in any fire, wear a self-contained breathing apparatus in pressure-demand, MSHA/NIOSH (approved or equivalent), and full protective gear. During a fire, irritating and highly toxic gases may be generated by thermal decomposition or combustion. Reacts with most metals to form highly flammable hydrogen gas which can form explosive mixtures with air. Containers may explode in the heat of a fire. Vapors may be heavier than air. They can spread along the ground and collect in low or confined areas. Contact with metals may evolve flammable hydrogen gas. Non-combustible, substance itself does not burn but may decompose upon heating to produce irritating, corrosive and/or toxic fumes.
Extinguishing Media: Use water spray to cool fire-exposed containers. Substance is nonflammable; use agent most appropriate to extinguish surrounding fire. Do NOT get water inside containers. For large fires, use water spray, fog or alcohol-resistant foam. Do NOT use straight streams of water. For small fires, use carbon dioxide, dry chemical, dry sand, or alcohol-resistant foam.

Section 6 - Accidental Release Measures

General Information: Use proper personal protective equipment as indicated in Section 8.
Spills/Leaks: Avoid runoff into storm sewers and ditches which lead to waterways. Wear a self contained breathing apparatus and appropriate Personal protection. (See Exposure Controls, Personal Protection section). Neutralize spill with sodium bicarbonate. Use water spray to disperse the gas/vapor. Remove all sources of ignition. Absorb spill using an absorbent, non-combustible material such as earth, sand, or vermiculite. Do not use combustible materials such as saw dust. Provide ventilation.

Section 7 - Handling and Storage

Handling: Wash thoroughly after handling. Remove contaminated clothing and wash before reuse. Use only in a well-ventilated area. Do not breathe dust, vapor, mist, or gas. Do not get in eyes, on skin, or on clothing. Keep container tightly closed. Do not allow contact with water. Discard contaminated shoes. Use caution when opening.
Storage: Store in a cool, dry, well-ventilated area away from incompatible substances. Corrosives area. Do not store in metal or glass containers.

Section 8 - Exposure Controls, Personal Protection

Engineering Controls: Use process enclosure, local exhaust ventilation, or other engineering controls to control airborne levels below recommended exposure limits. Facilities storing or utilizing this material should be equipped with an eyewash facility and a safety shower.
Exposure Limits

Chemical Name	ACGIH	NIOSH	OSHA - Final PELs
Hydrofluoric acid	C 3 ppm (as F)	as F: 3 ppm TWA; 2.5 mg/m3 TWA as F: 30 ppm IDLH	3 ppm TWA
Water	none listed	none listed	none listed

OSHA Vacated PELs: Hydrofluoric acid: as F: 3 ppm TWA; as F: 6 ppm STEL Water: No OSHA Vacated PELs are listed for this chemical.
Personal Protective Equipment
Eyes: Wear appropriate protective eyeglasses or chemical safety goggles as described by OSHA's eye and face protection regulations in 29 CFR 1910.133 or European Standard EN166.
Skin: Wear appropriate protective gloves to prevent skin exposure.
Clothing: Wear a chemical apron. Wear appropriate protective clothing to prevent skin exposure.
Respirators: Follow the OSHA respirator regulations found in 29CFR 1910.134 or European Standard EN 149. Always use a NIOSH or European Standard EN 149 approved respirator when necessary.

Section 9 - Physical and Chemical Properties

Physical State: Liquid
Appearance: clear, colorless
Odor: strong odor

pH: < 2.0
Vapor Pressure: Not available.
Vapor Density: 2.21 (Air=1).
Evaporation Rate: Not available.
Viscosity: Not available.
Boiling Point: 66.1 deg C
Freezing/Melting Point:-71 deg C
Autoignition Temperature: Not available.
Flash Point: Not available.
Decomposition Temperature: Not available.
NFPA Rating: (estimated) Health: 3; Flammability: 0; Reactivity: 0
Explosion Limits, Lower: Not available.
Upper: Not available.
Solubility: Soluble in water.
Specific Gravity/Density:1.2 (Water=1).
Molecular Formula:HF
Molecular Weight:20.0054

Section 10 - Stability and Reactivity

Chemical Stability: Stable at room temperature in closed containers under normal storage and handling conditions.
Conditions to Avoid: Incompatible materials, metals.
Incompatibilities with Other Materials: Substance is incompatible with over 35 specific chemicals. Please refer to the NFPA Fire Protection Guide for specifics.
Hazardous Decomposition Products: Irritating and toxic fumes and gases, hydrogen fluoride, fluoride fumes.
Hazardous Polymerization: Has not been reported.

Section 11 - Toxicological Information

RTECS#:
CAS# 7664-39-3: MW7875000
CAS# 7732-18-5: ZC0110000
LD50/LC50:
CAS# 7664-39-3:
Inhalation, mouse: LC50 = 342 ppm/1H;
Inhalation, rat: LC50 = 1276 ppm/1H;
CAS# 7732-18-5:
Oral, rat: LD50 = >90 mL/kg;
Carcinogenicity:
CAS# 7664-39-3:
ACGIH: A4 - Not Classifiable as a Human Carcinogen (as F) (listed as Fluorides).
IARC: Group 3 carcinogen (listed as Fluoride compounds, inorganic, n.o.s.). CAS# 7732-18-5: Not listed by ACGIH, IARC, NIOSH, NTP, or OSHA.
Epidemiology: No information available.
Teratogenicity: No information available.
Reproductive Effects: TCLo - Lowest published toxic concentration: Inhalation, Rodent - rat: 470 ug/m3/4H : female 1-22 day(s) after conception.
Neurotoxicity: No information available.
Mutagenicity: Cytogenetic analysis: Inhalation, Rodent - rat: 1 mg/m3/6H/24D (Intermittent).

Other Studies: See actual entry in RTECS for complete information.

Section 12 - Ecological Information

Ecotoxicity: No data available. Fish (fresh water) 60 ppm lethal (time period not specified).
Environmental: No information reported.
Physical: Bone retains about 60% of iv-injected fluoride and that the half-time for this uptake is only about 13 min; both blood and extracellular fluid levels therefore decr rapidly. After ingestion of sodium fluoride, plasma fluoride levels show a much slower change with a half-life of about 3 hr.
Other: None.

Section 13 - Disposal Considerations

Chemical waste generators must determine whether a discarded chemical is classified as a hazardous waste. US EPA guidelines for the classification determination are listed in 40 CFR Parts 261.3. Additionally, waste generators must consult state and local hazardous waste regulations to ensure complete and accurate classification.
RCRA P-Series: None listed.
RCRA U-Series: CAS# 7664-39-3; waste number U134; (Corrosive waste, Toxic waste).

Section 14 - Transport Information

	US DOT	IATA	RID/ADR	IMO	Canada TDG
Shipping Name:	(TOXIC), HYDROFLUORIC ACID				HYDROFLUORIC ACID SOLUTION
Hazard Class:	8				8(6.1)(9.2)
UN Number:	UN1790				UN1790
Packing Group:	II				II

Section 15 - Regulatory Information

US FEDERAL

TSCA
CAS# 7664-39-3 is listed on the TSCA inventory.
CAS# 7732-18-5 is listed on the TSCA inventory.
Health & Safety Reporting List
None of the chemicals are on the Health & Safety Reporting List.
Chemical Test Rules
None of the chemicals in this product are under a Chemical Test Rule.
Section 12b
CAS# 7664-39-3: 4a/12b
TSCA Significant New Use Rule
None of the chemicals in this material have a SNUR under TSCA.
SARA

Section 302 (RQ)
CAS# 7664-39-3: final RQ = 100 pounds (45.4 kg)
Section 302 (TPQ)
CAS# 7664-39-3: TPQ = 100 pounds; RQ = 100 pounds
SARA Codes
CAS # 7664-39-3: acute, chronic.
Section 313
This material contains Hydrofluoric acid (CAS# 7664-39-3, 48 51%),which is subject to the reporting requirements of Section 313 of SARA Title III and 40 CFR Part 373.
Clean Air Act:
CAS# 7664-39-3 is listed as a hazardous air pollutant (HAP). This material does not contain any Class 1 Ozone depletors. This material does not contain any Class 2 Ozone depletors.
Clean Water Act:
CAS# 7664-39-3 is listed as a Hazardous Substance under the CWA. None of the chemicals in this product are listed as Priority Pollutants under the CWA. None of the chemicals in this product are listed as Toxic Pollutants under the CWA.
OSHA:
CAS# 7664-39-3 is considered highly hazardous by OSHA.
STATE
CAS# 7664-39-3 can be found on the following state right to know lists: California, New Jersey, Florida, Pennsylvania, Minnesota, Massachusetts.
CAS# 7732-18-5 is not present on state lists from CA, PA, MN, MA, FL, or NJ.
California No Significant Risk Level: None of the chemicals in this product are listed.

European/International Regulations

European Labeling in Accordance with EC Directives
Hazard Symbols:
T+ C
Risk Phrases:
R 26/27/28 Very toxic by inhalation, in contact with skin and if swallowed.
R 35 Causes severe burns.

Safety Phrases:
S 26 In case of contact with eyes, rinse immediately with plenty of water and seek medical advice.
S 36/37 Wear suitable protective clothing and gloves.
S 45 In case of accident or if you feel unwell, seek medical advice immediately (show the label where possible).
S 7/9 Keep container tightly closed and in a well-ventilated place.

WGK (Water Danger/Protection)
CAS# 7664-39-3: 1
CAS# 7732-18-5: No information available.
Canada
CAS# 7664-39-3 is listed on Canada's DSL List. CAS# 7664-39-3 is listed on Canada's DSL List.
CAS# 7732-18-5 is listed on Canada's DSL List. CAS# 7732-18-5 is listed on Canada's DSL List.

This product has a WHMIS classification of D1A, E.
CAS# 7664-39-3 is listed on Canada's Ingredient Disclosure List.
CAS# 7732-18-5 is not listed on Canada's Ingredient Disclosure List.
Exposure Limits
CAS# 7664-39-3: OEL-ARAB Republic of Egypt:TWA 2 ppm (2 mg/m3) OEL-

AUSTRALIA:TWA 3 ppm (2.5 mg/m3) OEL-BELGIUM:STEL 3 ppm (2.6 mg/m3) O
EL-CZECHOSLOVAKIA:TWA 1 mg/m3;STEL 1 mg/m3 OEL-DENMARK:TWA 2 ppm (1.6
mg/m3) OEL-FINLAND:STEL 6 ppm;Skin OEL-FRANCE:STEL 3 ppm (2.5 mg/m3
) OEL-GERMANY:TWA 3 ppm (2 mg/m3) OEL-HUNGARY:TWA 0.5 mg/m3;STEL 1 m
g/m3 OEL-JAPAN:TWA 3 ppm (25 mg/m3) OEL-THE NETHERLANDS:TWA 3 ppm (2
mg/m3) OEL-THE PHILIPPINES:TWA 3 ppm (2 mg/m3) OEL-POLAND:TWA 0.5 m
g/m3 OEL-RUSSIA:TWA 3 ppm (0.1 mg/m3);STEL 0.5 mg/m3 OEL-SWEDEN:STEL
2 ppm (1.7 mg/m3) OEL-SWITZERLAND:TWA 1.8 ppm (1.5 mg/m3);STEL 3.6 p
pm (3 mg/m3) OEL-TURKEY:TWA 3 ppm (2 mg/m3) OEL-UNITED KINGDOM:TWA 3
ppm (2.5 mg/m3);STEL 6 ppm (5 mg/m3) OEL IN BULGARIA, COLOMBIA, JORD
AN, KOREA check ACGIH TLV OEL IN NEW ZEALAND, SINGAPORE, VIETNAM chec
k ACGI TLV

Section 16 - Additional Information

MSDS Creation Date: 2/20/1998
Revision #5 Date: 8/24/2001

SRL/GTL Inventory for hydrogen peroxide 30% in

FRL Safety Office - Ben Wong at bwong@ford.com or Scott Larkins at slarkins@ford.com.

Location	Date Listed	Substance	Mixture	Owner	Quantity	Units	Container ID
CM008670	12-Jul-01	hydrogen peroxide 30% in water		wyoung2	500	ml	CM036768
CM008670	12-Jul-01	hydrogen peroxide 30% in water		wyoung2	500	ml	CM036769
CM008670	12-Jul-01	hydrogen peroxide 30% in water		wyoung2	500	ml	CM036770
CM008670	12-Jul-01	hydrogen peroxide 30% in water		wyoung2	500	ml	CM036771
CM008670	12-Jul-01	hydrogen peroxide 30% in water		wyoung2	500	ml	CM036772
CM008670	12-Jul-01	hydrogen peroxide 30% in water		wyoung2	500	ml	CM036773
CM008671	04-Dec-01	hydrogen peroxide 30% in water	part of a mixture	wyoung2	500	ml	CM036984
CM008670	05-Feb-02	hydrogen peroxide 30% in water		wyoung2	500	ml	CM037220
CM008670	05-Feb-02	hydrogen peroxide 30% in water		wyoung2	500	ml	CM037221
CM008670	05-Feb-02	hydrogen peroxide 30% in water		wyoung2	500	ml	CM037222
CM008670	05-Feb-02	hydrogen peroxide 30% in water		wyoung2	500	ml	CM037223

CM008670	05-Feb-02	hydrogen peroxide 30% in water	wyoung2	500	ml	CM037224
CM008670	05-Feb-02	hydrogen peroxide 30% in water	wyoung2	500	ml	CM037225
CM008670	05-Feb-02	hydrogen peroxide 30% in water	wyoung2	500	ml	CM037226
CM008670	05-Feb-02	hydrogen peroxide 30% in water	wyoung2	500	ml	CM037227
CM008670	05-Feb-02	hydrogen peroxide 30% in water	wyoung2	500	ml	CM037228

Material Safety Data Sheet
Hydrogen Peroxide, 30%

ACC# 91650

Section 1 - Chemical Product and Company Identification

MSDS Name: Hydrogen Peroxide, 30%
Catalog Numbers: BP2633-500, BP2633-500ML
Synonyms: Carbamide Peroxide; Hydrogen Dioxide; Peroxide; Hydroperoxide; Urea Peroxide; Hydrogen Peroxide 100 Volumes.
Company Identification:
Fisher Scientific
1 Reagent Lane
Fair Lawn, NJ 07410
For information, call: 201-796-7100
Emergency Number: 201-796-7100
For CHEMTREC assistance, call: 800-424-9300
For International CHEMTREC assistance, call: 703-527-3887

Section 2 - Composition, Information on Ingredients

CAS#	Chemical Name	Percent	EINECS/ELINCS
7722-84-1	Hydrogen Peroxide	30%	231-765-0
7732-18-5	Water	Balance	231-791-2

Hazard Symbols: O C
Risk Phrases: 34 8

Section 3 - Hazards Identification

EMERGENCY OVERVIEW

Appearance: clear, colorless. **Danger!** Strong oxidizer. Contact with other material may cause a fire. Eye contact may result in permanent eye damage. May cause central nervous system effects. Causes eye and skin irritation and possible burns. Corrosive. May cause severe respiratory tract irritation with possible burns. May cause severe digestive tract irritation with possible burns. Mutagen. Light sensitive. May be harmful if swallowed. May cause blood abnormalities.
Target Organs: Blood, central nervous system.

Potential Health Effects
Eye: Contact with liquid is corrosive to the eyes and causes severe burns. Contact with the eyes may cause corneal damage.
Skin: Causes severe skin irritation and possible burns. May cause discoloration, erythema (redness), swelling, and the formation of papules and vesicles (blisters).
Ingestion: Causes gastrointestinal irritation with nausea, vomiting and diarrhea. Causes gastrointestinal tract burns. May cause vascular collapse and damage. May cause damage to the

red blood cells. May cause difficulty in swallowing, stomach distension, possible cerebral swelling and death. Ingestion may result in irritation of the esophagus, bleeding of the stomach and ulcer formation.
Inhalation: Causes chemical burns to the respiratory tract. May cause ulceration of nasal tissue, insomnia, nervous tremors with numb extremities, chemical pneumonia, unconsciousness, and death. At high concentrations, respiratory effects may include acute lung damage and delayed pulmonary edema.
Chronic: Prolonged or repeated skin contact may cause dermatitis. Laboratory experiments have resulted in mutagenic effects. Repeated contact may cause corneal damage.

Section 4 - First Aid Measures

Eyes: Get medical aid immediately. Do NOT allow victim to rub or keep eyes closed. Extensive irrigation with water is required (at least 30 minutes).
Skin: Get medical aid immediately. Immediately flush skin with plenty of soap and water for at least 15 minutes while removing contaminated clothing and shoes. Wash clothing before reuse. Destroy contaminated shoes.
Ingestion: Do NOT induce vomiting. If victim is conscious and alert, give 2-4 cupfuls of milk or water. Never give anything by mouth to an unconscious person. Get medical aid immediately. Wash mouth out with water. Vomiting may occur spontaneously. If vomiting occurs and the victim is conscious, give water to further dilute the chemical.
Inhalation: Get medical aid immediately. Remove from exposure to fresh air immediately. If breathing is difficult, give oxygen. Do NOT use mouth-to-mouth resuscitation. If breathing has ceased apply artificial respiration using oxygen and a suitable mechanical device such as a bag and a mask.
Notes to Physician: Treat symptomatically and supportively. Attempts at evacuating the stomach via emesis induction or gastric lavage should be avoided. In the event of severe distension of the stomach or esophagus due to gas formation, insertion of a gastric tube may be required. To treat corneal damage, careful ophthalmologic evaluation is recommended and the possibility of local corticosteroid therapy should be considered.

Section 5 - Fire Fighting Measures

General Information: As in any fire, wear a self-contained breathing apparatus in pressure-demand, MSHA/NIOSH (approved or equivalent), and full protective gear. Water runoff can cause environmental damage. Dike and collect water used to fight fire. Strong oxidizer. Contact with combustible materials may cause a fire. During a fire, irritating and highly toxic gases may be generated by thermal decomposition or combustion. Use water spray to keep fire-exposed containers cool. Substance is noncombustible. Use water with caution and in flooding amounts. Vapors may be heavier than air. They can spread along the ground and collect in low or confined areas. Some oxidizers may react explosively with hydrocarbons(fuel). May decompose explosively when heated or involved in a fire. May accelerate burning if involved in a fire.
Extinguishing Media: Use water only! Do NOT use carbon dioxide. Do NOT use dry chemical. Do NOT get water inside containers. Contact professional fire-fighters immediately. Cool containers with flooding quantities of water until well after fire is out. For large fires, flood fire area with large quantities of water, while knocking down vapors with water fog.

Section 6 - Accidental Release Measures

General Information: Use proper personal protective equipment as indicated in Section 8.
Spills/Leaks: Avoid runoff into storm sewers and ditches which lead to waterways. Clean up spills immediately, observing precautions in the Protective Equipment section. Use water spray to disperse the gas/vapor. Remove all sources of ignition. Absorb spill using an absorbent, non-combustible material such as earth, sand, or vermiculite. Do not use combustible materials such as saw dust. Flush spill area with water. Provide ventilation. Do not get water inside containers. Keep combustibles (wood, paper, oil, etc.,) away from spilled material.

Section 7 - Handling and Storage

Handling: Wash thoroughly after handling. Remove contaminated clothing and wash before reuse. Use only in a well-ventilated area. Contents may develop pressure upon prolonged storage. Do not get in eyes, on skin, or on clothing. Keep container tightly closed. Avoid contact with clothing and other combustible materials. Do not ingest or inhale. Store protected from light. Discard contaminated shoes. Unused chemicals should not be returned to the container. Rinse empty drums and containers thoroughly with water before discarding.
Storage: Keep away from heat, sparks, and flame. Do not store near combustible materials. Keep container closed when not in use. Store in a cool, dry, well-ventilated area away from incompatible substances. Store protected from light. Keep away form alkalies, oxidizable materials, finely divided metals, alcohols, and permanganates. Store below 35°C. Store only in light-resistent containers fitted with a safety vent.

Section 8 - Exposure Controls, Personal Protection

Engineering Controls: Use explosion-proof ventilation equipment. Facilities storing or utilizing this material should be equipped with an eyewash facility and a safety shower. Use adequate general or local exhaust ventilation to keep airborne concentrations below the permissible exposure limits.
Exposure Limits

Chemical Name	ACGIH	NIOSH	OSHA - Final PELs
Hydrogen Peroxide	1 ppm TWA	1 ppm TWA; 1.4 mg/m3 TWA 75 ppm IDLH	1 ppm TWA; 1.4 mg/m3 TWA
Water	none listed	none listed	none listed

OSHA Vacated PELs: Hydrogen Peroxide: 1 ppm TWA; 1.4 mg/m3 TWA Water: No OSHA Vacated PELs are listed for this chemical.
Personal Protective Equipment
Eyes: Wear appropriate protective eyeglasses or chemical safety goggles as described by OSHA's eye and face protection regulations in 29 CFR 1910.133 or European Standard EN166.
Skin: Wear appropriate protective gloves to prevent skin exposure.
Clothing: Wear appropriate protective clothing to prevent skin exposure.
Respirators: A respiratory protection program that meets OSHA's 29 CFR §1910.134 and ANSI Z88.2 requirements or European Standard EN 149 must be followed whenever workplace conditions warrant a respirator's use.

Section 9 - Physical and Chemical Properties

Physical State: Liquid
Appearance: clear, colorless
Odor: slight acid odor
pH: 3.3 (30% solution)
Vapor Pressure: 23 mm Hg @ 30C
Vapor Density: 1.10
Evaporation Rate:>1.0 (Butyl acetate=1)
Viscosity: 1.25 cP
Boiling Point: 108 deg C @ 760 mmHg
Freezing/Melting Point:-33 deg C
Autoignition Temperature: Noncombustible
Flash Point: Noncombustible
Decomposition Temperature: Not available.
NFPA Rating: (estimated) Health: 2; Flammability: 0; Reactivity: 1
Explosion Limits, Lower:40 vol %
Upper: 100 vol %
Solubility: Miscible in water.
Specific Gravity/Density:1.1-1.2 (30-50%)
Molecular Formula:H2O2
Molecular Weight:34.0128

Section 10 - Stability and Reactivity

Chemical Stability: Decomposes slowly to release oxygen. Unstable when heated or contaminated with heavy metals, reducing agents, rust, dirt or organic materials. Stability is reduced when pH is above 4.0.
Conditions to Avoid: Mechanical shock, incompatible materials, light, ignition sources, dust generation, excess heat, combustible materials, reducing agents, alkaline materials, strong oxidants, rust, dust, pH > 4.0.
Incompatibilities with Other Materials: Strong oxidizing agents, strong reducing agents, acetic acid, acetic anhydride, alcohols, brass, copper, copper alloys, finely powdered metals, galvanized iron, hydrazine, iron, magnesium, nitric acid, sodium carbonate, potassium permanganate, cyanides (e.g. potassium cyanide, sodium cyanide), ethers (e.g. dioxane, furfuran, tetrahydrofuran (THF)), urea, chlorosulfonic acid, alkalies, lead, nitrogen compounds, triethylamine, silver, nickel, palladium, organic matter, charcoal, sodium borate, aniline, platinum, formic acid, cyclopentadiene, activated carbon, tert-butyl alcohol, hydrogen selenide, manganese dioxide, mercurous chloride, rust, ketones, carboxylic acids, glycerine, sodium fluoride, sodium pyrophosphate, soluble fuels (acetone, ethanol, glycerol), wood, wood, asbestos, hexavalent chromium compounds, salts of iron, copper, chromium, vanadium, tungsten, molybdenum, and platinum.
Hazardous Decomposition Products: Oxygen, hydrogen gas, water, heat, steam.
Hazardous Polymerization: Will not occur.

Section 11 - Toxicological Information

RTECS#:
CAS# 7722-84-1: MX0887000; MX0890000; MX0899000; MX0899500; MX0900000
CAS# 7732-18-5: ZC0110000
LD50/LC50:
CAS# 7722-84-1:
Inhalation, rat: LC50 = 2 gm/m3/4H;

Oral, mouse: LD50 = 2 gm/kg;
Oral, rabbit: LD50 = 820 mg/kg;
Oral, rat: LD50 = 1518 mg/kg;
Oral, rat: LD50 = 910 mg/kg;
Oral, rat: LD50 = 376 mg/kg;
Skin, rat: LD50 = 3 gm/kg;
Skin, rat: LD50 = 4060 mg/kg;
CAS# 7732-18-5:
Oral, rat: LD50 = >90 mL/kg;
Carcinogenicity:
CAS# 7722-84-1:
ACGIH: A3 - Animal Carcinogen
IARC: Group 3 carcinogen CAS# 7732-18-5: Not listed by ACGIH, IARC, NIOSH, NTP, or OSHA.
Epidemiology: No information available.
Teratogenicity: No information available.
Reproductive Effects: No information available.
Neurotoxicity: No information available.
Mutagenicity: CAS#: 7722-84-1 Mutation in Microorganisms: Salmonella typhimurium = 100 ug/plate.; Hyman, embryo = 50 umol/L.; Cytogenetic Analysis: Human, embryo = 20 umol/L. Mutation in Mammalian Somatic Cells: Hamster, lung = 1mmol/L.
Other Studies: No data available.

Section 12 - Ecological Information

Ecotoxicity: Fish: Carp: LC50 = 42 mg/L; 48 Hr; Unspecified Fathead Minnow: LC50 = 16.4 mg/L; 96 Hr; Fresh water Fathead Minnow: NOEC = 5 mg/L; 96 Hr; Fresh water flea Daphnia: EC50 = 2.4 mg/L; 48 Hr; Fresh water Channel catfish: LC50 = 37.4 mg/L; 96 Hr; Fresh water No data available.
Environmental: Rain washout is expected due to condensation of hydrogen peroxide on contact with water droplets. In the atmosphere, indirect photooxidation is perdicted with a half-life of 10 to 20 hours. Non-significant evaporation and adsorption from water surfaces and soil/sediments is expected. Rapid and considerable aerobic biodegradation was determined with a half-life < 1 minute (biological treatment sludge) and 0.3 to 2 days (fresh water). Hydrogen peroxide is non-bioaccumulable.
Physical: No information available.
Other: No information available.

Section 13 - Disposal Considerations

Chemical waste generators must determine whether a discarded chemical is classified as a hazardous waste. US EPA guidelines for the classification determination are listed in 40 CFR Parts 261.3. Additionally, waste generators must consult state and local hazardous waste regulations to ensure complete and accurate classification.
RCRA P-Series: None listed.
RCRA U-Series: None listed.

Section 14 - Transport Information

	US DOT	IATA	RID/ADR	IMO	Canada TDG
Shipping Name:	No information available.				No information available.
Hazard Class:					
UN Number:					
Packing Group:					

Section 15 - Regulatory Information

US FEDERAL

TSCA
CAS# 7722-84-1 is listed on the TSCA inventory.
CAS# 7732-18-5 is listed on the TSCA inventory.
Health & Safety Reporting List
None of the chemicals are on the Health & Safety Reporting List.
Chemical Test Rules
None of the chemicals in this product are under a Chemical Test Rule.
Section 12b
None of the chemicals are listed under TSCA Section 12b.
TSCA Significant New Use Rule
None of the chemicals in this material have a SNUR under TSCA.
SARA

Section 302 (RQ)
None of the chemicals in this material have an RQ.
Section 302 (TPQ)
CAS# 7722-84-1: concentration > 52%: TPQ = 1000 pounds; RQ = 1000 poun ds
SARA Codes
CAS # 7722-84-1: acute, flammable.
Section 313
No chemicals are reportable under Section 313.
Clean Air Act:
This material does not contain any hazardous air pollutants. This material does not contain any Class 1 Ozone depletors. This material does not contain any Class 2 Ozone depletors.
Clean Water Act:
None of the chemicals in this product are listed as Hazardous Substances under the CWA. None of the chemicals in this product are listed as Priority Pollutants under the CWA. None of the chemicals in this product are listed as Toxic Pollutants under the CWA.
OSHA:
CAS# 7722-84-1 is considered highly hazardous by OSHA.
STATE
CAS# 7722-84-1 can be found on the following state right to know lists: California, New Jersey, Florida, Pennsylvania, Minnesota, Massachusetts.
CAS# 7732-18-5 is not present on state lists from CA, PA, MN, MA, FL, or NJ.
California No Significant Risk Level: None of the chemicals in this product are listed.

European/International Regulations

European Labeling in Accordance with EC Directives
Hazard Symbols:
O C
Risk Phrases:
R 34 Causes burns.

R 8 Contact with combustible material may cause fire.

Safety Phrases:
S 28 After contact with skin, wash immediately with...
S 3 Keep in a cool place.
S 36/39 Wear suitable protective clothing and eye/face protection.
S 45 In case of accident or if you feel unwell, seek medical advice immediately (show the label where possible).

WGK (Water Danger/Protection)
CAS# 7722-84-1: 0
CAS# 7732-18-5: No information available.
Canada
CAS# 7722-84-1 is listed on Canada's DSL List. CAS# 7722-84-1 is listed on Canada's DSL List.
CAS# 7732-18-5 is listed on Canada's DSL List. CAS# 7732-18-5 is listed on Canada's DSL List.

This product has a WHMIS classification of C, E, D2A.
CAS# 7722-84-1 is listed on Canada's Ingredient Disclosure List.
CAS# 7732-18-5 is not listed on Canada's Ingredient Disclosure List.
Exposure Limits
CAS# 7722-84-1: OEL-AUSTRALIA:TWA 1 ppm (1.5 mg/m3) OEL-BELGIUM:TWA 1 ppm (1.4 mg/m3) OEL-DENMARK:TWA 1 ppm (1.4 mg/m3) OEL-FINLAND:TWA 1 ppm (1.4 mg/m3);STEL 3 ppm (4.2 mg/m3) OEL-FRANCE:TWA 1 ppm (1.5 m g/m3) OEL-GERMANY:TWA 1 ppm (1.4 mg/m3) OEL-THE NETHERLANDS:TWA 1 pp m (1.4 mg/m3) OEL-THE PHILIPPINES:TWA 1 ppm (1.4 mg/m3) OEL-SWITZERL AND:TWA 1 ppm (1.4 mg/m3);STEL 2 ppm (2.8 mg/m3) OEL-TURKEY:TWA 1 ppm (1.4 mg/m3) OEL-UNITED KINGDOM:TWA 1 ppm (1.5 mg/m3);STEL 2 ppm (3 m g/m3)

Section 16 - Additional Information

MSDS Creation Date: 9/07/2000
Revision #2 Date: 9/07/2000
The information above is believed to be accurate and represents the best information currently available to us. However, we make no warranty of merchantability or any other warranty, express or implied, with respect to such information, and we assume no liability resulting from its use. Users should make their own investigations to determine the suitability of the information for their particular purposes. In no event shall Fisher be liable for any claims, losses, or damages of any third party or for lost profits or any special, indirect, incidental, consequential or exemplary damages, howsoever arising, even if Fisher has been advised of the possibility of such damages.

Computer Simulation Labora

WHAT IS ELECTROMIGRATION?

INTRODUCTION

Modern semiconducting chips include a dense array of narrow, thin-film metallic conductors that s various devises on the chip. These metallic conductors are called interconnects.

As integrated circuits become progressively more complex, the individual components must beco reliability of the whole is to be acceptable. However, due to continuing miniaturization of very large s film metallic conductors or interconnects are subject to increasingly high current densities. Under th lead to the electrical failure of interconnects in relatively short times, reducing the circuit lifetime to s al., 1996). It is therefore of great technological importance to understand and control ***electromigration***

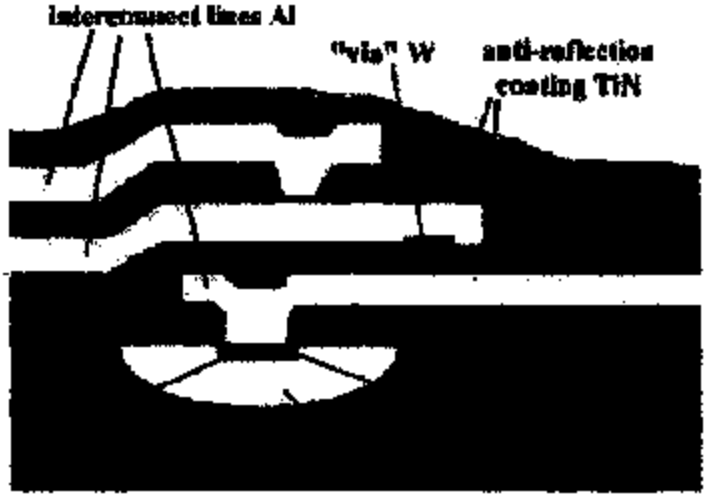


Figure 1. a cross-sectional view of the interconnect structure

In conventional metal wires like those used in house wiring, joule heating limits the allowable cur densities higher than this the wire will heat up and fuse. Because they are deposited onto large effici thin film interconnects in integrated circuits can sustain current densities up to 10^{10} $A.cm^{-2}$ (Wa damage.

Electromigration causes several different kinds of failure in narrow interconnect. The most familiar the line (called internal failures) and diffusive displacements at the terminals of the line that destroy el shown that both of these failure modes are strongly affected by the microstructure of the line and can, metallurgical changes that alter the microstructure.

Electromigration is generally considered to be the result of momentum transfer from the electrons field, to the ions which make up the lattice of the interconnect material. (Arzt, and Nix, 1991)

When electrons are conducted through a metal, they interact with imperfections in the lattice and sc atom is out of place for any reason. Thermal energy produces scattering by causing atoms to vibrate metals. The higher the temperature, the more out of place the atom is, the greater the scattering and the

For ***electromigration*** we need a lot of electrons, and also we need electron scattering *El* semiconductors, but may in some semiconductor materials if they are so heavily doped that they exhibi

Driving Forces :

a) Direct Force : Direct action of the external field on the charge of the migrating ion.

b) Wind Force : Scattering of the conduction electrons by the metal atom under consideration.

$$F_{total} = F_{direct} + F_{wind} = Z^{*}eE$$

For simplicity, the term "**electron wind force**" often refers to the net effect of these two electrical be used throughout the following discussion. The schematic picture of these forces can be seen in figur

F_{direct}: *Electrostatic interaction with the field*

F_{wind}: *Momentum transfer from the carriers (e^-)*

Figure 2. The driving force for electromigration.

Failure Mechanisms

The three predominant mechanism in ***electromigration*** failure process discussed here include those r statistical properties of the interconnect, (b) the thermal accelerating process, and (c) the healing effects

The metallurgical-statistical properties of a conductor film refer to the microstructure parameters of t grain size distribution, the distribution of grain boundary misorientation angles, and the inclinations of electron flow. These metallurgical parameters can only be dealt with statistically because they usually a 1994).

The variation of all these microstructural parameters over a film causes a non-uniform distribution o zero atomic flux divergence exists at the places where the number of atoms flowing into the area is not flowing out of that area per unit time (Lloyd, 1980). With the non-zero atomic flux divergence, there w (divergence > 0) or accumulation (divergence <0), leading to formation of voids and hillocks.

Failure results either from voids growing over the entire line width that cause breaking of the line or to neighboring lines. These failure modes can be seen in figure 3.

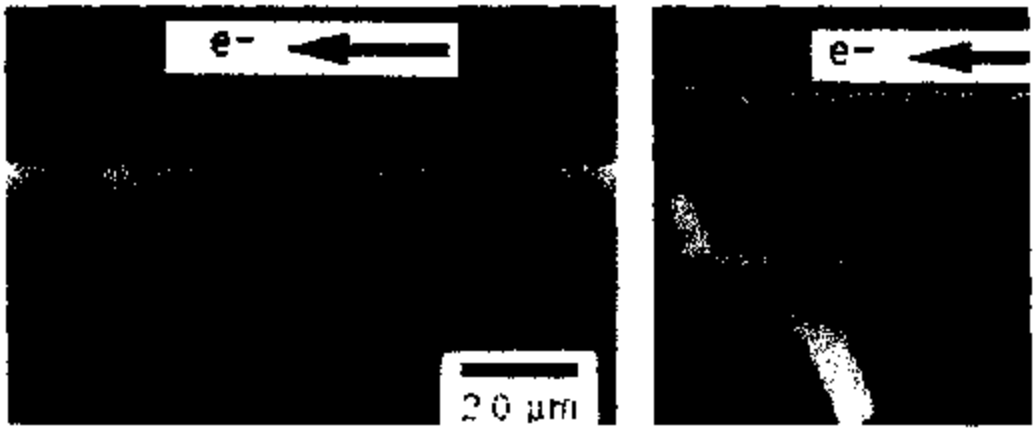


Figure 3. a) Open circuit failure. b) Hillocking, short circuit failure. (W. D. Nix

The thermal accelerating process refers to the acceleration process of ***electromigration*** damage due t
A uniform temperature distribution along an interconnect is possible only before any ***electromigration***
initiated, it causes the current density to increase in the vicinity around itself because it reduces the cro

The increase of the local current density is referred as the current crowding. Since joule heating is pr
density, the current crowding effect leads to a local temperature rise around the void that in turn further
whole process continues till the void is large enough to break the line (Sigsbee, 1973). Such a process c

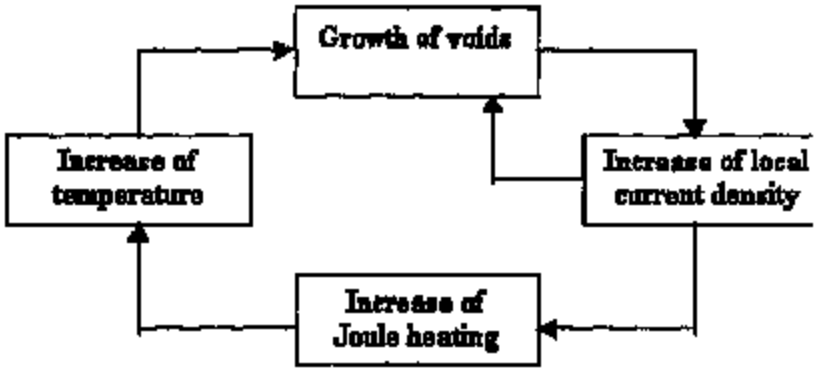


Figure 4. Thermal acceleration loop during electromigration.

The healing effects refer to those caused by the atomic flow in the direction opposite to the electron
after ***electromigration***. This back-flow of mass begins to take place once a redistribution of mass has
failure rate during ***electromigration*** and partially heals the damage after current is removed. The ca
inhomogenities, such as temperature and/or concentration gradients, resulting from ***electromigration*** d

Aim of the Following Studies

**Provide such a comprehensive picture of void dynamics and shape changes that one should e
reasons and conditions under which *electromigration* induced failure of metallic**

Web Admin : Ersin Emre OREN

Last updated : 01 November 2001

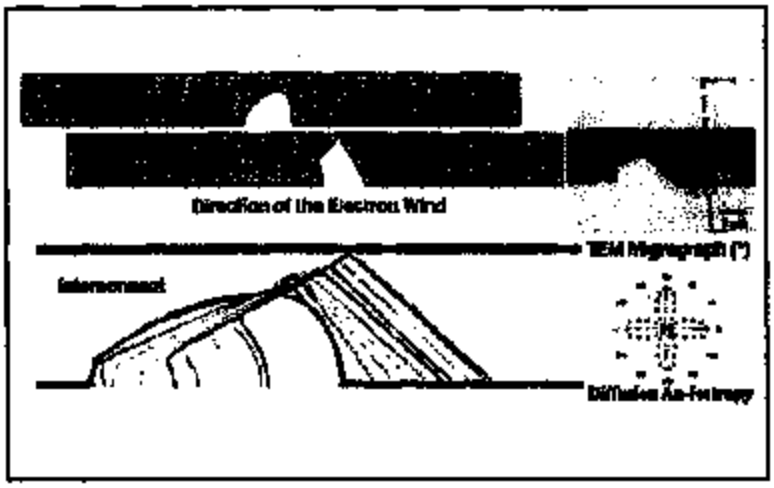
Computer Simulation Laboratory

ELECTROMIGRATION

Intragranual void motion in un-passivated lines

(with anisotropy and the void growth)

Figure 1: Void morphology evolution for a *Critical* initial void configuration lying on a ($\bar{1}10$) plane along [110] direction under the *Anisotropic* surface diffusion and *Void Growth* conditions. Electron wind intensity X=50. Scaled interconnect width w=1.5. Normalized time elapsed t=2.5x10^{-4} and about 2200 steps.

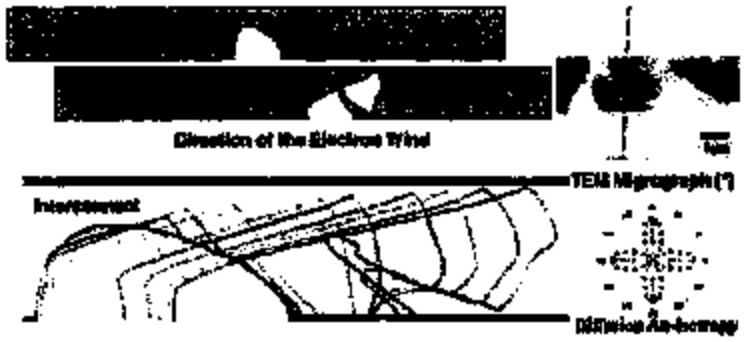


In Figure (1), the void shape chosen to be critical-asymmetric with respect to the direction of the electron flow. In this simulation experiment, we have taken into account the growth process, which is very important in the formation of the wedge shape final configuration before the complete failure of the embedding interconnect. Especially, the four-fold asymmetry (m=2, and {100} planes in Al) in the anisotropic diffusion coefficient becomes a main factor in the development of the straight advancing front (faceting), which somehow accelerates the early open circuit failure due to a wedge-shaped void hitting the upper edge of the interconnect.

Figure 2: Void morphology evolution for a *Critical* initial void configuration lying on a (001) plane along [100] direction under the *Anisotropic* surface diffusion and *Void Growth* conditions. Electron wind intensity X=100. Scaled interconnect width w=1.5. Normalized time elapsed $t=5.27\times10^{-4}$ and about 20000 steps.

In Figure (2), the void shape chosen to be critical-asymmetric with respect to the direction of the electron flow and in this experiment the interface controlled growth process is taken into account. The six-fold asymmetry (m=3, and {111} planes in Al) in the anisotropic diffusion coefficient becomes a factor in the development of the straight advancing front (faceting), which somehow comparing to the isotropic case still accelerates the early open circuit failure due to a wedge-shaped void hitting the upper edge of the interconnect.

Figure 3: Void morphology evolution for an *Un-critical* initial void configuration lying on a (001) plane along [100] direction under the *Anisotropic* surface diffusion and *Void Growth* conditions. Electron wind intensity X=100. Scaled interconnect width w=1.5. Normalized time elapsed $t=1.93\times10^{-3}$ and about 11300 steps.



This figure shows clearly that as an intermediate step; the shape is converted into the critical form as suggested by the experimental studies performed by Arzt *et al.*, Nix *et al.*, and Kraft *et al.* At the final stage, the occurrence of an unusual fragmentation into a wedge-shaped daughter cell takes place, which results premature failure of the interconnect at an elapsed time of $t=1.93\times10^{-3}$. This situation is also observed by experimentally as can be seen from the attached TEM micrograph.

A simple comparison of Figures (2) and (3) namely the critical and un-critical initial void configurations, indicates very clearly that the critical void configuration yields about a factor of four shorter life time for the interconnect then the uncritical initial void shape defects. This tendency is also suggested by the experimental studies performed by Arzt *et al.*,[25] which are given in the last column of Table I. Therefore, on the long run, both shapes are detrimental for aluminum interconnects having (001) x[100] texture.

Table I: Influence of the initial configuration on the normalized effective time to failure ($\bar{t}$ x X).

Initial Configuration	$\bar{t}$	X	$\langle \bar{t} \times X \rangle$	t (hour)
Un-critical	1.93×10^{-3}	100	1.93×10^{-1}	780.6
Critical	5.27×10^{-4}	100	5.27×10^{-2}	190.1
Un-critical / Critical			3.61	4.11

From our simulation experiments, some of which are presented by figures (1) and (2), the effect of the degree of surface diffusion anisotropy in connection with the normalized effective time to failure $\bar{t}$ x X is observed and the relevant data is tabulated in Table I. It can be seen immediately that the normalized effective time to failure increases drastically as the degree of surface diffusion anisotropy increases. According to last column of this table the normalized effective time to failure ($\bar{t}$ x X) shows about one order of magnitude enhancement going from two fold symmetry to six fold symmetry. This result is in excellent agreement with the experimental findings of Joo and Thompson, which are given as t_{50} in the last column of Table II, concerning Al (110) and Al (111) on SiO_2 substrates.

Table II: Influence of the degree of surface diffusion anisotropy on the normalized effective time to failure.

Fold Number,(Texture for Al)	$\bar{t}$	X	$\langle \bar{t} \times X \rangle$	t_{50}
2, ($\bar{1}$10) - [110]	2.50×10^{-4}	50	1.25×10^{-2}	8170
4, (001) - [100]	5.27×10^{-4}	100	5.27×10^{-2}	
6, (111) - [$\bar{1}$10]	3.55×10^{-3}	50	1.78×10^{-1}	59000
6 Fold / 2 Fold			14.24	7.22

Web Admin : Ersin Emre OREN

Last updated : 01 November 2001

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Next: Electromigration Up: No Title Previous: Introduction

The Problem: VLSI metal interconnect ``wears out'' due to electromigration

As semiconductor process engineering pushes towards providing increased circuit integration, circuit designers continue to take advantage of these gains by increasing circuit complexity and performance. To increase circuit performance, circuit currents often remain comparable despite the increased density. Thus, as the level of integration increases, so does the current density and the probability of circuit failure due to some electromigration induced phenomena.

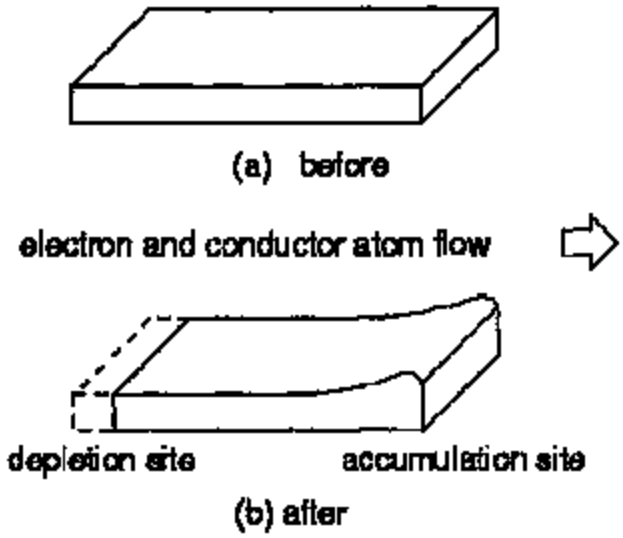

Figure 1: Simplified schematic of electromigration effect on metal interconnect segment

Francis M. Doughty
Mon Jun 16 15:34:50 EDT 1997

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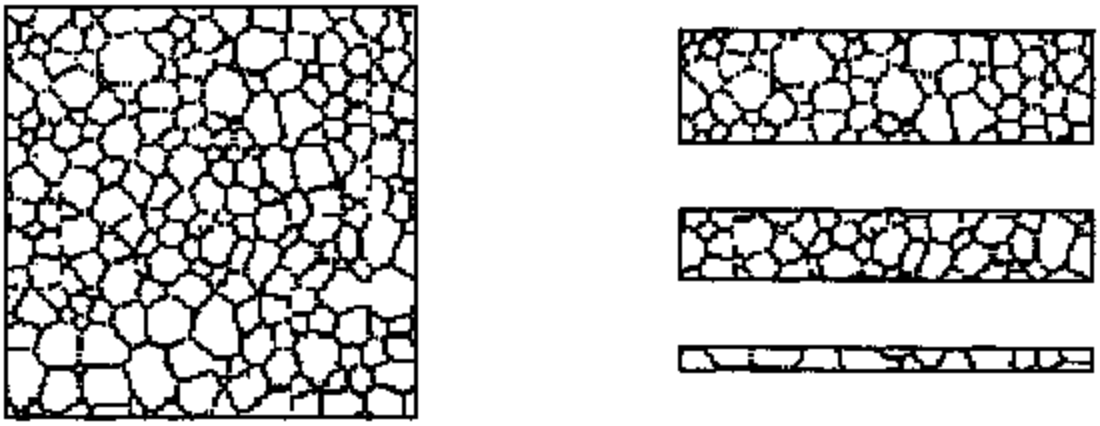
Interconnect microstructure and electromigration

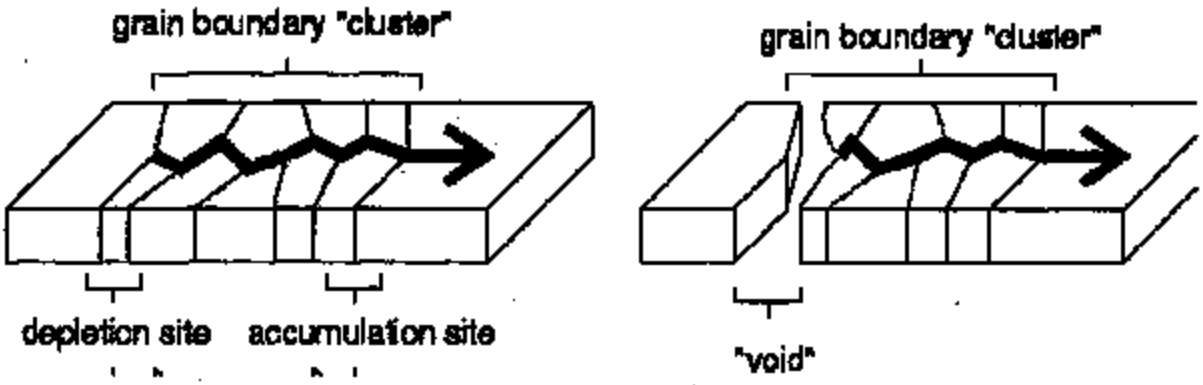
Unlike the simplified drawing of figure 1, the formation of voids and accumulations is dependent on the underlying microstructure of the metal film from which the interconnect has been patterned [24]. Once deposited, the metal film has a distribution of grain sizes, as the example film depicts in figure 2. This metal film is then etched to produce the desired interconnect layer.



(a) metal film (b) different width patterned lines

Figure 2: Metal microstructures for film and patterned lines (about 8, 4, and 1 μm wide)

Depending on the ratio of the etched line width to the average grain size, lines etched from the film will have characteristically different polycrystalline microstructures. As shown at the top of figure 2b, wide lines will look similar to the film, with several crystals spanning the width and many grain boundary paths from end to end. Assuming the same monomodal distribution of grain sizes, as the the etch width is decreased, the number of spanning grains decreases and the longer grain boundary paths associated with wider lines is replaced by some distrubtion of short grain boundary clusters.



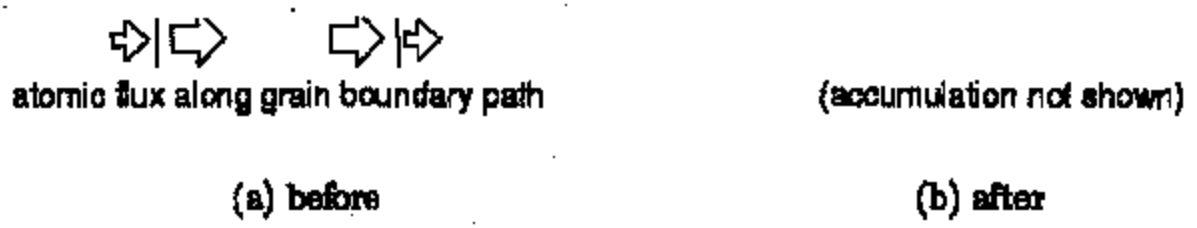


Figure 3: Electromigration and metal micro-structure

These grain boundary clusters are the failure sites for real interconnect. As shown in figure 3 ❑, under high current stress, electromigration causes material transport along the grain boundary paths (thick dark arrow). The resulting flux divergence associated with the grain boundary cluster eventually causes metal grains to erode (near the depletion site) giving rise to a void, as depicted in 3b ❑. In passivated metal interconnect, hillocks as shown in figure 1b ❑ are not usually seen. Instead, a higher mechanical compressive stress results from the electromigration induced accumulation, potentially causing the surrounding oxide to crack, extrude, and short-circuit to neighboring metal lines [23].

Francis M. Doughty
Mon Jun 16 15:34:50 EDT 1997

Next Up Previous

Next: Interconnect microstructure and electromigration **Up:** The Problem: VLSI metal **Previous:** The Problem: VLSI metal

Electromigration

Electromigration is the current induced transport of the conducting material (see figure 1). In the presence of high current stresses, electron momentum is transferred to atoms in the conducting material yielding a net atomic flux [2][3] . This net flux causes conducting material to be depleted ``up wind'' and accumulated ``down wind''. Regions where the interconnect material has been depleted will form a *void*, leading to interconnect failure due to the formation of an open-circuit. Likewise, interconnect material can also accumulate and extrude to make electrical contact with neighboring interconnect segments, potentially leading to circuit failure due to the formation of a *short circuit*. Either outcome can contribute to the gradual ``wearing out'' of current stressed interconnect over time.

Francis M. Doughty
Mon Jun 23 13:34:50 EDT 1997

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

From: Pepitone, Gil (J.)
Sent: Thursday, October 10, 2002 12:00 PM
To: Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Fournelle, Gilbert (G.); Suarez, Rhae (R.); Corbett, Sandra (S.M.)
Cc: Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.); Noteboom, Jim (J.E.)
Subject: Additonal Proposed Revisions/Inclusions to Exhisting TSB 02-11-6 3.0L Escape Stalls
Importance: High

Good morning everyone: on Sept 19th, I had called into the Escape Stalls Team meeting to present my proposed changes to this existing TSB. My discussion centered upon the possibility of an EVAP (VMV) duty cycle which does NOT change from a zero % value while at idle. TNI for VMV is the result.
The meeting's conclusion was that there would be a follow-up series of discussions and I would be informed of those results.
Please provide any decisions which may have been made.

Since that time, I have been repeatedly contacted by local Florida Technicians regarding the Concern of 3.0L Escape Stalls. Of course I cited the existence of the above TSB, and referenced not only the need to follow it exactly, but mentioned the above potential VMV cycling issue mentioned above.

But I also found myself including the ADDITIONAL, known issues which are included in numerous SSM and ISMs, which reference vehicle harness ground checks, engine connection checks, kickpanel connector checks and the possibility of MAFs affected by local EMC.
Also, I mentioned the most recent issue of WDS level updates prior to 21.3 NOT having the latest calibration updates. Please note that these updates were thought to have been included, but were inadvertently left out. I have recent E-mails describing these details if one requires.

Also, I found that the TSB's Step 4 and 5 required a more simple "translation" for most Techs to understand. Without my specific effort to describe them in a more basic manner, these steps are indeed skipped. The Techs are quick to replace a part (a.k.a. the IAC update), but when it comes to interpreting a complicated diagnostic step, that part is often overlooked.

As a result, I further suggest that in addition to the first issue of a lazy VMV duty cycle, (which may need the prompting with short drive cycle), the inclusion of the details ALL the existing SSMs and ISMs, plus a review of the wording of some Steps of the existing TSB. We need to reach our audience better to help lower Warranty costs.

For the short term, an SSM could be released asap highlighting some (i.e. the WDS level/calibration issue) of these items.

I volunteer to assist in the re-writing of those sections and/or a review of any changes prior to re-publication.
If a re-publication is in process regarding my first suggestion for the VMV cycle issue, these additional changes could coincide with this re-release.

Please advise,
Gil Pepitone
954-753-9989 Office
954-242-2066 Cell

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

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.); Ayneseazian, 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.); 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.); 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.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Mateos, 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, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lem (.); Benintende, 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.); Benintende, Robert (R.F.); Wexler, Mark (M.A.); Amely, Felix (F.A.)
Cc: Pepitone, 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 Driveability Concerns
Importance: High

Good evening everyone:

Here's my report on my trip.

[redacted]

results of Virgin Island
scap...

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: 7673538, then hit #

I thank the Team for all their assistance.

Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" In
South Florida
Office/Answering Machine: 954-753-9969
Cell Phone 954-242-2066
"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 Pepitone 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

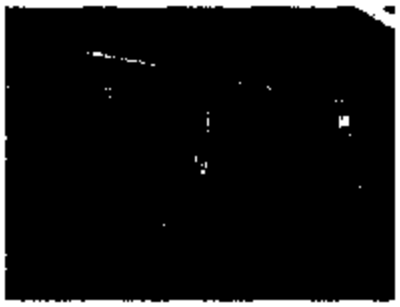


Figure 4 Service area at Metro Motors

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,

[redacted]

Shariant to St. Croix Escape Vehicle Inspection Sheet.lsk , 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:

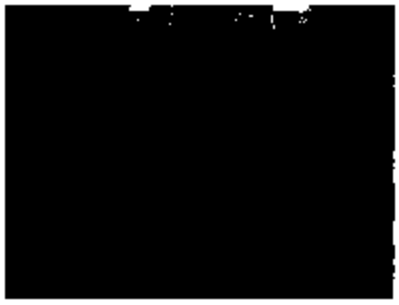


Figure 6 Contaminated fuel, after sitting overnight

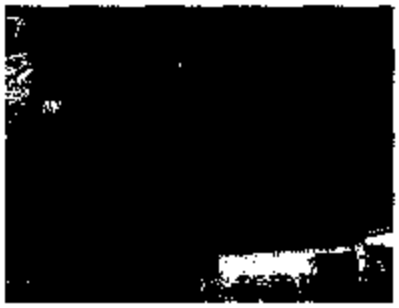


Figure 7 Bottom view of the fuel sample-Nasty Stuff

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 uncertainly 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 YL8U-9643-BC Airbox Lid.

<u>Intake Airflow Control (IAC) Solenoid Duty Cycle Value Results</u>

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 indicts 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.

<u>Recommendations</u>

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 PNs, 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

gpepiton@ford.com
Office 954-753-9989
Cell 954-242-2066

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Sent: Monday, July 01, 2002 2:32 PM
To: Jensen, Ted (T.E.)
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Subject: RE: PFQS's Investigation Results of Virgin Islands Escape Driveability Concerns

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This is just a framework. I am open to suggestions and improvements. Please advise. This includes those cc'ed.

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I thank the Team for all their assistance.

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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 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: Jensen, Ted (T.E.)
Sent: Monday, July 01, 2002 8:50 AM
To: Pepitone, 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: 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.); Aynaszian, Kim (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.); Delbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Fescetti, 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.); Limtiaco, Steven (S.); Linde, 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.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nemariollahi, Sonya (S.); Notebaum, 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.); Shiraishi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhea (R.); Takatsawa, Keith (K.D.); Takubo, Hirokichi (H.); Veenstra, Tim (T.W.); Wakanell, Ray (R.A.); Weldach, Bill (B.); Williams, Lee (L.W.); Young, Leon (.); Benintande, 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.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Terzes, Laura (L.D.); Benintande, Robert (R.F.); Weder, Mark (M.A.); Amely, Felix (F.A.)
Cc: Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Berenter, 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 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: 1-630-693-1704
Passcode: 7673538, then hit #

I thank the Team for all their assistance.

Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9969
Cell Phone 954-242-2066
"With Warranty you are Paying for the Sins of the Past"

From: Altoonian, Don (D.J.)
Sent: Wednesday, July 03, 2002 9:11 AM
To: Fournelle, Gilbert (G.)
Cc: Packer, Ernest (E.G.); Corbett, Sandra (S.M.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Gilbert, I know Ernie pretty well, I will contact him on Monday ,and if you want I will call the dealer on Friday ,and get more info on what he has done. I am on vacation till Monday.

-----Original Message-----
From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 7:28 AM
To: Suarez, Rhae (R.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.); Steckler, Mike (C.M.); Conroy, Don (D.C.)
Subject: RE: Escape Stalling

If this problem is repeatable, I would like to get a WDS recording of the event for analysis. This would be very important for us, since we still cannot repeat the concern ourselves.

I would like to see the following PIDS:

RPM
IAC
MAF
TP
LOAD
VSS
EGRVR
SPARKADV
EVAPVM
FLI
FUELPW1
FUELPW2
FTP
O2S11
O2S21
longft1
longft2
shrtft1
shrtft2
EGRVR
B+

Sincerely,

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

-----Original Message-----
From: Suarez, Rhae (R.)

Sent: Tuesday, July 02, 2002 2:11 PM
To: Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.); Steckler, Mike (C.M.); Conroy, Don (D.C.)
Subject: RE: Escape Stalling

Team,

Here is the newest stall vehicle. From the email below you can read that it has been into the dealership 3 times now. I looked up the VIN in CQIS and the only report in the system is during the second visit. I tried to contact the FSE (Ernie Packer) but he is out on vacation during this week. I left a message with Rod Gautier (playing phone tag) at Kip Killmon's Tyson Ford to get more information on what was done to the vehicle. His direct number is (703) 442-7448 if any one would like to contact him directly.

Would any of you like to get this vehicle back if it gets bought back? Is there anything you can offer before the buyback occurs?

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
Fax: 313-33-78337
Email: rsuarez8@ford.com

Rpt#: 2FQK6003 NHL Rpt: 06/17/2002 Odom: 3,774 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04122KB77107 Bld: 01/12/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 00012 Kip Killmon's Tysons Ford Ph#: (703) 448-0100
State: Virginia City: Vienna Orig/Caller: SHAWN KRAMER
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT. STALLING, NO CODES St: CCRG/EFRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: JCRUZ25 Phone: 313 248-8201 Regn Cd: 27 Washington - 27
Engineering: Phone: TAR:
Dlr Contact: Phone: Title Cde: T

REPAIR TECH STATES VEHICLE HAS AN INT. STALLING CONCERN. STATES THAT IT HAPPENED ON A DECEL. STATES HE HAS PERFORMED TSB 02-11-6 TO NO AVAIL. TECH STATES THE STALLING IS VERY INTERMITTENT, HE CANNOT VERIFY AND NO OTHER DRIVEABILITY CONCERNS, STATES HE MADE SURE IT HAS LATEST CALIBRATION. CALLING FOR KNOWNS.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADV. TECH OF ISM INFO. ADV. OF NO OTHER KNOWNS AT THIS TIME. CONSULTED SME MPRICE.

REPAIR 07/01/2002 11:07AM MICHAEL SCHMILLE MSS - FCSD - TECH SVC HOTLINE TECH IS CALLING BACK ON THE SAME CONCERN. TECH STATES THAT HE CAN VERIFY THE CONCERN. THE VEHICLE STALLS ON A AFTER GETTING TO A TOP OF A HILL ON A DECELL. TECH STATES THE IAC IS 37%, TECH HAS

2L8A-AD IN THE PCM AND WANTED TO VERIFY THAT HE HAS THE LATEST CALIBRATION. TECH IS CALLING FOR FURTHER SUGGESTIONS.
RECOMM ADVISED TECH THAT THAT IS THE LATEST CALIBRATION FOR THE VEHICLE. ADVISED TECH TO CHECK PIDS OR MAKE A VDR RECORDING OF THE STALL AND LOOK FOR ANYTHING ADNORMAL, DISCONNECT VMV, EGR, AND ADJUST IAC TO 34%. TECH MAY WANT TO INSTALL REVISED DPFE OR MAF.

-----Original Message-----
From: Steckler, Mike (C.M.)
Sent: Monday, July 01, 2002 5:11 PM
To: Conroy, Don (D.C.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Don, if you all end up buying this car back let me know and I am going to send to engineering (don't do anything else to it).

Rhae, I assume you will be contacting the dealer or the FSE Ernie Packer to advise?

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE202
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

-----Original Message-----
From: Terzes, Laura (L.D.)
Sent: Monday, July 01, 2002 5:08 PM
To: Suarez, Rhae (R.)
Cc: Fast, Mathew (M.F.); Steckler, Mike (C.M.)
Subject: FW: Escape Stalling

Rhae, need to follow up with dealer to make absolutely sure they have the latest service info. Then if they do, forward this information to engineering and ask if they would like the vehicle for investigation.
Mike, would it be possible to quarantine the veh? immediately after we buyback before any further repairs attempted? If the dealer has performed all the latest repair info, this veh. may be something engineering wants. Pls. advise.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

-----Original Message-----
From: Steckler, Mike (C.M.)
Sent: Monday, July 01, 2002 10:47 AM
To: Terzes, Laura (L.D.)
Cc: dale@tysonsford.com; kipsbox@aol.com; 'rgautier1@juno.com'
Subject: RE: Escape Stalling

Laura, would you or someone on your team look at the repair history and contact Rod at Tyson's Ford....Look at the recent repair dates....Thanks

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE202
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

-----Original Message-----
From: rgautier1@juno.com [mailto:rgautier1@juno.com]
Sent: Thursday, June 27, 2002 11:55 AM
To: msteckl1@ford.com
Cc: dale@tysonsford.com; kipsbox@aol.com
Subject: Escape Stalling

Mike,

How are you? The heat is on here. 100 degree days, high humidity and code red air quality. Along with the heat comes the return of the Escape stalling. Ernie Packer is here and he told me an interesting story that Mazda is doing something different with the idle speed. Any more news?

Here's the latest 3 time loser:

[redacted]
Reston, Va. [redacted]

1FMCU04122KB77107

Repairs:

5/25/02 423 miles
6/17/02 3744 miles
6/26/02 4211 miles

All of these have been unduplicated attempts to address the symptom with repairs either suggested by SSM or the hotline. This one qualifies for Lemon Law. Pass it on that we need some real fix to keep these on the road. You should see the panic in the customer's face when they come in after their car stalls out. This is getting ugly. Fire them up!

Rod Gautier
Fixed Operations Manager
Kip Killmon's Tysons Ford

From: Bob Dalbo (1-313-2484847) [vlwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: SCORBETT
Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Dalbo, Bob (R.J.)
Sent: Wednesday, July 17, 2002 6:10 PM
To: Grossmann, Richard (R.A.)
Cc: Fast, Mathew (M.F.); Suarez, Rhae (R.); Klarr, Jerry (G.T.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: RE: Stalling Escapes

Rick,
We can get you an experimental PCM (with our latest, not-quite-released changes) late next week. This would have to be replaced with the released version in a month or two. Would the customer be interested in this arrangement?

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: Terzes, Laura (L.D.)
Sent: Tuesday, July 16, 2002 5:53 PM
To: Corbett, Sandra (S.M.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Fast, Mathew (M.F.); Suarez, Rhae (R.); Klarr, Jerry (G.T.)
Subject: FW: Stalling Escapes

Sandra, Bob or Bob: Please let Rick Grossman the FSE know directly (copy to me) if you want to utilize this vehicle to test the newest fix (calibration and h/w chgs.). I confirmed with Rick, the dealer has performed the latest TSB 02-11-06 and ISM 02-05-043, and the stalling concern has returned. One other troubling point, this customer is in their 2nd Escape. We bought back the first vehicle for the same concern. A quick response would be helpful, as Rick needs to decide how to manage the customer and dealer. I have conveyed to him, the approximate new calibration timing. PLS. ADVISE.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

---Original Message---
From: Grossmann, Richard (R.A.)
Sent: Tuesday, July 16, 2002 5:02 PM
To: Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.)
Subject: FW: Stalling Escapes

Laura,

Neither service manager has been contacted by anyone at the Kansas City Assembly Plant, so I assume someone has resolved this concern and does not need to inspect any vehicles. However, the final resolution has not been communicated to our dealers. This is a problem because the customer that owns Escape 1FMCU03172KB22346 reports the vehicle still stalls and we don't know how to repair it. We need immediate help on this or we will be buying this vehicle back. You may contact me by E-mail, by phone at cell phone 816-676-6004 or directly contact Metro Ford Service Manager Cory Thompson at 816-254-9600. Thank you.

---Original Message---
From: Terzes, Laura (L.D.)
Sent: Thursday, June 13, 2002 7:30 AM
To: Grossmann, Richard (R.A.); Suarez, Rhae (R.)
Subject: RE: Stalling Escapes

Richard, there is a conf. call today on Escape Stalls, we will bring this info into the mtg. and Rhae has sent same to the engineers working on the Stalls team, Powertrain engineers at KCAP. You should hear something soon regarding further investigation of these units. Thanks for the help. We really need more hands on to get the final root cause.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-66161 / lterzes.ford.com

-----Original Message-----
From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 11:56 PM
To: Suarez, Rhae (R.)
Cc: Terzes, Laura (L.D.)
Subject: FW: Stalling Escapes

Rhae,

Since Bob is out, you may be interested in this.

-----Original Message-----
From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 10:53 PM
To: Terzes, Laura (L.D.); King, Robert (R.P.)
Cc: MacRitchie, Janice (J.V.)
Subject: Stalling Escapes

Bob and Laura,

Cory Thompson, service manager at Metro Ford (816-254-9800), tells me the Escape listed below is in the process of being required since it has been to the dealer multiple times for stalling. TSB 02-05-043 and ISM 02-05-043 have been performed on the vehicle.

Mike Hawes, service manager a Bill Woods Ford (816-454-4200), reports he has an Escape that reportedly stalls after TSB 02-05-043 and ISM 02-05-043 have been performed. Please see the CQIS report listed below. I asked Mike to put the VDR on that vehicle and try to get a recording of the stall.

As both of these vehicles are close to the Kansas City Assembly Plant, and both reports indicate the latest fix is not effective, I thought you might be interested in taking a look at them.

Please let me know if you wish to inspect these vehicles.

Rpt#: 2E3CY004 NHL Rpt: 05/29/2002 Odom: 2,615 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X2,XLT ,WAGON 1FMCU03172KB22346 Bld: 11/09/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73C A/C: YES
Dealer Id: 05158 Metro Ford, Inc. Ph#: (816) 254-9803
State: Missouri City: Independence Orig/Caller: JOHN LARGENT
Symptom: 6 07 7 00 DRVABL,STALL/QUITS,DECELERATION,OTHER-CODE NA
Addl Sym: ALLEDGED STALLS St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: RSTEGEMA Phone: 313 317-0000 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR VEHICLE WAS BROUGHT IN FOR A STALL CONCERN EVE AFTER TSB 02-08-06 WAS PERFORMED. TECH IS UNABEL TO DUPLICATE CONCERN. SEEKING ADVICE.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, SUGGESTED OF ISM ABOVE.

ADD-ON 06/12/2002 11:32PM RICK GROSSMAN(FSE) MSS - FCSD - REG - KANSAS CTY SERVICE MANAGER CORY THOMPSON REPORTS AFTER DILLEGENTLY PERFORMING TSB 02-08-06 AND ISM 02-05-043, CUSTOMER REPORTS VEHICLE STILL INTERMITTE NTLY STALLS. DUE TO THE NUMBER OF TIMES IN FOR THIS CONCERN, CORY REPO RTS THE COMPANY HAS AGREED TO RAV THE VEHICLE.

==> _____ 1 of 1

Rpt#: 2FFA7020 NHL Rpt: 06/06/2002 Odom: 2,163 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04192KD11746 Bld: 04/11/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 05079 Bill Woods Ford Ph#: (816) 454-4200
State: Missouri City: Kansas City Orig/Caller: TOM WOODROOF
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT STALLS, NO CODES St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: KAVERY3 Phone: 313 317-9356 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES CUST ALLEGES INT STALLS, CANNOT GET FROM CUST ANY DETAILS AS TO CONDITIONS WHEN VEHICLE STALLS, DID TSB 02-11-06 AND CANNOT VERIFY, PASSES TSB, SEEKING KNOWNS.

RECOMM TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM) ADV TECH NO FURTHER KNOWNS, ADV TRY TO DETERMINE VEH SPEED AT TIME OF CONCERN, IF ACCEL/DECEL/CRUISE, AND IF GOING DOWNHILL/UPHILL/LEVEL GROUND.

REPAIR 06/06/2002 03:33PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE SM IS CALLING BACK AND HAD REMEMBERED SOME OTHER GROUNDS AND STUFF THAT WE HAVE TOLD THEN TO CHECK ON.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADVISED THE SM OF THE INFO LISTED IN THE ABOVE ISM.

Rick Grossmann

Field Service Engineer
913-541-4883

From:	Dalbo, Bob (R.J.)
Sent:	Monday, June 17, 2002 6:18 PM
To:	Moorhouse, Scott (S.R.); Goodhart II, Dennis (D.P.); Powers, Ken (K.W.)
Cc:	Terzes, Laura (L.D.); Suarez, Rhee (R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Bauer, Scott (S.C.); Senders, Muriel (M.S.); Fourneile, Gilbert (G.); Fascetti, Bob (R.J.)
Subject:	RE: Hot Issue on 2002 Escape allegedly stalling

Ford Motor Company apparently has a quandry in that we expect technicians to verify the stalling issue before replacing any parts, but the Escape/Tribute stalls have been impossible to verify. This is preventing the deployment of the fixes in the TSB (all of which have proven to be effective against their intented issues) as well as those in the ISM (which are potential contributors whose likelyhood of occurrence is assumed to be low).

The stall team's recommendation is the same as Scott's (surprise - he is on the team). Performing all the actions in the TSB and ISM will fix the vast majority of the stall complaints.

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:	Moorhouse, Scott (S.R.)
Sent:	Monday, June 17, 2002 5:18 PM
To:	Goodhart II, Dennis (D.P.)
Cc:	Powers, Ken (K.W.); Terzes, Laura (L.D.); Suarez, Rhae (R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject:	FW: Hot Issue on 2002 Escape allegedly stalling

Dennis,

Our direction is to perform both the TSB and ISM on the vehicles in question, regardless if whether the dealer has been able to duplicate the concern or not. Due to the intermittent nature of this failure, it is not surprising to hear that the dealers could not duplicate the concern (most dealers have not).

The TSB and ISM represent those failure modes identified on vehicles evaluated in the field, and all items are in the process of being incorporated into the build process here at KCAP.

Please call with any other questions, I will be happy to discuss.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

—Original Message—

From:	Powers, Ken (K.W.)
Sent:	Monday, June 17, 2002 10:20 AM
To:	Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject:	FW: Hot Issue on 2002 Escape allegedly stalling

Ken Powers
Escape/Tribute PVT Manager, KCAP
Ph: 816-469-1729; Fax: -1726

---Original Message---
From: Goodhart II, Dennis (D.P.)
Sent: Monday, June 17, 2002 7:35 AM
To: Powers, Ken (K.W.)
Subject: FW: Hot Issue on 2002 Escape allegedly stalling

Ken-

I still have not heard from any of your counterparts on this.

Serve the customer. Serve the customer. Serve the customer.
Bernard Marcus C.E.O. Home Depot

Regards-

Dennis P. Goodhart II
Field Engineer, Pittsburgh Region
Ford Motor Company, FCSD

D/N 831-3122
Cell: (440)796-5273
VM : (412)928-3122
Fax: (330)725-2329
e-mail: dgoodhar@ford.com

---Original Message---
From: Goodhart II, Dennis (D.P.)
Sent: Tuesday, June 11, 2002 9:59 PM
To: Powers, Ken (K.W.)
Cc: Ozbolt, Thomas (T.W.)
Subject: Hot Issue on 2002 Escape allegedly stalling

Ken-

I have an issue here that I could use some help with. We have a customer in our market that was bought out of an Escape recently and put into this 2002 model. His original vehicle was reaquired due to a verified stalling concern. He now has approx. 1600 miles on his new unit and is now complaining of the same stall. Teh stall is alegedly occuring on decel going down hill. To date the concern has not been verified by the dealership. The dealer has gone through TSB's 02-08-06 and 02-11-06 but replaced no parts because the concern has not been duplicated yet. Being as this may result in another buyback, I don't want them to replace parts (proving that there is a problem) unless those parts being replaced will prove to be a robust fix for the concern.

I spoke to the tech service hotline who advised of a revised DPFE sensor starting with part number "2F" or being marked with a white dot on top, and also they advised me of some possible issues of RFI getting into the MAF causing a stall. I am reluctant to replace parts without some assurance that it will fix the concern not having verifed the concern on this particular vehicle yet. This is where I am looking to you for assistance. Is there anything coming down the pipe as to another fix for this concern. Can you recommend any repair procedures or parts replacements that should be a robust fix? If you have any reccomendations I will gladly follow them to a "T", even without verifying the concern to try to prevent another buyback, I just need some reassurance that anything I do to the vehicle will prove to be robust. The customer has filed a DSB case and they will most likely buy it back without even sending it to the board for review based the the unfortunate history of this concern with this line, thus we have somewhat of a short timeframe to take action. Any help would be greatly appreciated. Thanks much in advance for you assistance. Here is the VIN number for you. 1FMYU04192KC99694.

Serve the customer. Serve the customer. Serve the customer.

Bernard Marcus C.E.O. Home Depot

Regards-

Dennis P. Goodhart II
Field Engineer, Pittsburgh Region
Ford Motor Company, FCSD

D/N 831-3122
Cell: (440)796-5273
VM : (412)928-3122
Fax: (330)726-2329
e-mail: dgoodhar@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, June 17, 2002 11:22 AM
To: Pepitone, Gil (J.)
Cc: Corbett, Sandra (S.M.); Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.); DiAngelo, Renaldo (R.)
Subject: RE: Inspection Sheet for St. Croix Vehicle Inspection

Gil,
Per the TSB, if the ISC duty cycle is out of spec, first change the IACV and recheck; if the duty cycle is still out of spec change the throttle body. We will ship you parts.

Don,
Can you get/ship some T/Bs to Gil?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31766
Pager: (313) 795-2869 Email: *rdalbo@ford.com*

-----Original Message-----
From: Pepitone, 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.); Pepitone, 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 954-242-2068
"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) 32-31786
Pager: (313) 795-2869 Email: *rdalbo@ford.com*

---Original Message---
From: Pepitone, Gil (J.)
Sent: Friday, June 14, 2002 3:23 PM
To: Johnson, Jim (J.S.); Ellicid, John (J.R.); Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); Altoonian, Don (D.J.); Aynessazian, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.L.); 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.); 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.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); Mcdonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Koaiko, Jeff (J.R.); Kwon, Soon (S.K.); Limdaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Matsea, 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.); Orfman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (L.H.W.); Yeung, Lam (.); 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.); Weider, Mark (M.A.); Amely, 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.

<< File: St. Croix Escape Vehicle Inspection Sheet.doc >>

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"

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 10:56 AM
To: Corbett, Sandra (S.M.)
Subject: RE: Updated U204 stall presentation with prevent re-occurrence slide

I can if you want me to. Bob just asked me to send you the file so that you could update the board. Let know what you would like to do.

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

-----Original Message-----
From: Corbett, Sandra (S.M.)
Sent: Wednesday, July 03, 2002 10:54 AM
To: Fournelle, Gilbert (G.)
Subject: RE: Updated U204 stall presentation with prevent re-occurrence slide

Will you be bringing that slide to update the board?

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----
From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 10:44 AM
To: Corbett, Sandra (S.M.)
Subject: Updated U204 stall presentation with prevent re-occurrence slide

Sandra,

Attached is the updated presentation. The only difference is the addition of a prevent re-occurrence slide.
<< File: u204_stall_7_2.ppt >>

Regards,

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

From: Hansen, George (G.C.)
Sent: Wednesday, June 12, 2002 3:14 PM
To: Corbett, Sandra (S.M.)
Subject: Stall Comments

http://www.escape-central.com/1forum/showthread.php?s=&threadid=2633

--

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51600
ghansen4

From: Powers, Ken (K.W.)
Sent: Monday, June 17, 2002 11:20 AM
To: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: FW: Hot issue on 2002 Escape allegedly stalling

Ken Powers
Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1726

-----Original Message-----
From: Goodhart II, Dennis (D.P.)
Sent: Monday, June 17, 2002 7:35 AM
To: Powers, Ken (K.W.)
Subject: FW: Hot issue on 2002 Escape allegedly stalling

Ken-

I still have not heard from any of your counterparts on this.

Serve the customer. Serve the customer. Serve the customer.
Bernard Marcus C.E.O. Home Depot

Regards-

Dennis P. Goodhart II
Field Engineer, Pittsburgh Region
Ford Motor Company, FCSD

D/N 831-3122
Cell: (440)796-5273
VM : (412)928-3122
Fax: (330)725-2329
e-mail: dgoodhar@ford.com

-----Original Message-----
From: Goodhart II, Dennis (D.P.)
Sent: Tuesday, June 11, 2002 9:59 PM
To: Powers, Ken (K.W.)
Cc: Ozbolt, Thomas (T.W.)
Subject: Hot issue on 2002 Escape allegedly stalling

Ken-

I have an issue here that I could use some help with. We have a customer in our market that was bought out of an Escape recently and put into this 2002 model. His original vehicle was reaquired due to a verified stalling concern. He now has approx. 1500 miles on his new unit and is now complaining of the same stall. Teh stall is alegedly occuring on decel going down hill. To date the concern has not been verifed by the dealership. The dealer has gone through TSB's 02-08-06 and 02-11-06 but replaced no parts because the concern has not been duplicated yet. Being as this may result in another buyback, I don't want them to replace parts (proving that there is a problem) unless those parts being replaced will prove to be a robust fix for the concern.

I spoke to the tech service hotline who advised of a revised DPFE sensor starting with part number "2F" or being marked with a white dot on top, and also they advised me of some possible issues of RFI getting into the MAF causing a stall. I am reluctant to replace parts without some assurance that it will fix the concern not having verifed the concern on this particular vehicle yet. This is where I am looking to you for assistance.

Is there anything coming down the pipe as to another fix for this concern. Can you recommend any repair procedures or parts replacements that should be a robust fix? If you have any reccomendations I will gladly follow them to a "T", even without verifying the concern to try to prevent another buyback, I just need some reassurance that anything I do to the vehicle will prove to be robust. The customer has filed a DSB case and they will most likely buy it back without even sending it to the board for review based the the unfortunate history of this concern with this line, thus we have somewhat of a short timeframe to take action. Any help would be greatly appreciated. Thanks much in advance for you assistance. Here is the VIN number for you. 1FMYU04192KC89694.

Serve the customer. Serve the customer. Serve the customer.

Bernard Marcus C.E.O. Home Depot

Regards-

Dennis P. Goodhart II
Field Engineer, Pittsburgh Region
Ford Motor Company, FCSD

D/N 831-3122
Cell: (440)796-5273
VM : (412)928-3122
Fax: (330)725-2329
e-mail: dgoodhar@ford.com

From: Powers, Ken (K.W.)
Sent: Monday, May 13, 2002 8:54 AM
To: Corbett, Sandra (S.M.)
Subject: FW: Action Req: Escape EMF

fyi.

Ken Powers

Escape/Tribute PVT Manager, KCAP
Ph: 818-459-1729; Fax: -1728

---Original Message---
From: Lipa, Jeffrey (J.A.)
Sent: Monday, May 13, 2002 7:51 AM
To: Bodnar, Les (L.R.); Nematollahi, Sonya (S.)
Cc: Takagawa, Keith (K.D.); Powers, Ken (K.W.); Class, Craig (C.M.)
Subject: Action Req: Escape EMF

Sonya/Les,
Can you please investigate these vehicles with the dealer and assess if we have an issue lurking?

Jeffrey A. Lipa
Escape Vehicle Engineering Manager
Phone: 313-59-43010
Pager: 313-813-1482

---Original Message---
From: Class, Craig (C.M.)
Sent: Monday, May 13, 2002 6:45 AM
To: Lipa, Jeffrey (J.A.)
Subject: Escape EMF

Jeff,

I got your name from the U204 website and thought that you might like to know about this.

I am sending you this note because a relative of mine informed me that a dealership in New Holland, PA has found that there were several vehicles that they had to tow into the service department because they stalled on the road. The funny thing is that they all stalled in the same area, near a water tower.
After looking at the vehicles and having them restart when they got back to the dealership, they believe that there is an EMF near the tower that is shutting the ignition systems down. Just thought that you should know about this. If you have further questions, please let me know and I will get you any information that I can.
Thanks for your time and effort.

Craig M. Class

Ford Motor Company
GCE - TASE - Heat Management Technical Specialist

- Location: AEC Cube 4607, Mail Drop 68
- Phone : 313-64-64158
- Fax : 313-39-06082
- E-Mail : [illegible]
- TASE Web: [illegible]
- HM Web : [illegible]

From: Altoonian, Don (D.J.)
Sent: Friday, March 15, 2002 3:00 PM
To: Corbett, Sandra (S.M.)
Subject: FW: Escapes/stalling/Bob Townsend Ford

This one sounds bad.

—Original Message—
From: Hazel, Jeff (J.D.)
Sent: Friday, March 15, 2002 2:22 PM
To: Altoonian, Don (D.J.)
Cc: Hazel, Jeff (J.D.); Rivers, Monica (M.A.)
Subject: Escapes/stalling/Bob Townsend Ford

Don,

Per our conversation this morning, here are the VINs and build dates of the 2 Escapes that are at the dealership right now.

1FMYU03112KC16261 has 950 miles on it and was built 1/28/02. It was towed in today for the 3rd time. It does restart, but the customer refuses to drive it since it stalled in rush hour traffic...she's afraid per the service manager.

1FMYU03171KB12288 has 10,800 miles on it and was built 3/30/01. I'm told that this one has now been bought back from the customer. It is still at the dealership.

Ric Young is the service manager at the dealership. His phone # is 513-385-8427 if you have any questions and can't get in contact with me.

Ric states that they have performed all recommendations from the Hotline and performed all aspects of the SSM on OASIS.

My cell phone # is 513-520-2226

Regards,

Jeffrey D. Hazel
FSE Markets A1 & A2
Cincinnati Region
4580 Parkway Drive Suite 410
Mason, OH 45040
513-573-1078 fax 513-459-0665
jhazel@ford.com

From: Altoonian, Don (D.J.)
Sent: Tuesday, March 05, 2002 6:30 PM
To: Dalbo, Bob (R.J.)
Cc: Moorhouse, Scott (S.R.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.)
Subject: RE: U204 stall vehicle in Tennessee

Bob, build date 1/18/02, complant date 1/27/02, 60-70 miles, accelerating uphill it shut off. Started backup ok. I plan to look at the car on 3/21/02, and then go on to pick up our new RAV in Allentown Pa.
I talked to the customer tonight, I will call the dealer on Wed. This is another typical deal where the customer went 50 miles away to get the vehicle he wanted, and couldn't get one at his local dealer, and now he takes it back to his local dealer, and it sounds like he is getting a little run around. I will know more on Wed.

---Original Message---
From: Dalbo, Bob (R.J.)
Sent: Tuesday, March 05, 2002 9:58 AM
To: Altoonian, Don (D.J.); Hofman, Michael (M.V.); Moorhouse, Scott (S.R.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: U204 stall vehicle in Tennessee

Don/Mike/Scott,
What are the particulars (build date, complaint date, mileage, etc.) on this vehicle? They would help focus the investigation.

Don,
When do you plan to leave?

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: Altoonian, Don (D.J.)
Sent: Tuesday, March 05, 2002 7:57 AM
To: Hofman, Michael (M.V.)
Cc: Dalbo, Bob (R.J.); Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: U204 stall vehicle in Tennessee

Mike, I could fit it in with picking up our new 2002 RAV in Penn. I can get a flight to Nashville, and then after checking out the car in Tn, flight on to Allentown,.Pa and pickup our new Rav and drive it back.
I played around online , American Express, and got a $206 dollar fair. The one way from Detroit to Allentown is $497.00. The customer in Tn. is 45 miles from the dealer, I am trying to get it set up so he can get it to the local Ford dealer. If it is ok I will get Scott to send the required parts.

---Original Message---
From: Hofman, Michael (M.V.)
Sent: Monday, March 04, 2002 6:17 PM
To: Moorhouse, Scott (S.R.); Pascetti, Bob (R.J.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.)
Subject: RE: U204 stall vehicle in Tennessee

OK with me -

Bob / Bob - Do you have a preference in sending anyone from your team? (either with Don or solo - your call)

Don - Are you able to go?

Sandra - Info

Thanks - Mike

—Original Message—

From: Mourhouse, Scott (S.R.)
Sent: Monday, March 04, 2002 5:43 PM
To: Hofman, Michael (M.V.)
Subject: U204 stall vehicle in Tennessee

Mike, we have identified our first U204 stall vehicle in ICCD which had the calibration revisions for idle air robustness. KCAP was interested in this, of course. We didn't expect the calibration to correct everything, but wonder if it is not in the best interest to all if Altoonian reviewed this vehicle. What do you think?

From: Dakhlallah, Hassan (H.A.)
Sent: Wednesday, May 08, 2002 7:11 PM
To: Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Dennis, Matt (M.A.); Sabin, Scott (S.M.)
Subject: Engine Stalls Cause and Effect Summary Matrix

Attached is the Engine Stalls Cause and Effect Summary Matrix agreed upon at today's affinity team meeting. Please review, update, and send back to me by COB Thursday 5/9/02.

Sandra, As a reminder, Please send me the 3.0L Escape Anotated Engine Stalls trend chart by COB Thursday as well so that I can have overhead slides ready for the Jerry Klarr Meeting on Friday. Thanks!!

Engine_Stalls_CE_Matrix.xls

Regards,
Hassan Dakhlallah (HDAKHLAL)
Explorer PTQRT Supervisor
Telephone: (313) 390-5922/Pager (313)851-4375/Fax (313)390-0579

From: Sanders, Muriel (M.S.)
Sent: Thursday, April 04, 2002 4:00 PM
To: Corbett, Sandra (S.M.); Jensen, Ted (T.E.)
Subject: U204 Stalls 2-page Update

Here is the 2-page update that I have on the stalls. It is based off the last update that Les wrote several month ago. Please let me know if I missed something or if anything is incorrect. It does not include any new information given in today's meeting.

J204 Phantom Stall Update 04_0...

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Schuck, Jeff (J.D.) [jschuck1@visteon.com]
Sent: Monday, October 14, 2002 10:51 AM
To: 'Grimes, Jeff (J.R.)'; McKee, Mike (M.T.)
Subject: RE: TB's and Piston Clip

That's much better. We will start shipping 2L8E-AB's tonight.

Jeff Schuck
MP&L Rawsonville
Phone (734)484-9429

-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Monday, October 14, 2002 10:48 AM
To: 'McKee, Mike (M.T.)'; Schuck, Jeff (J.D.)
Subject: RE: TB's and Piston Clip
Importance: High

My note got cut off...the intended message was NO MORE YL8U-9E926-DE(F)'s should be delivered to CEP2.

Sorry for the confusion.

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: Monday, October 14, 2002 9:00 AM
To: Schuck, Jeff (J.D.)
Cc: ''mmckee@visteon.com'; 'Grimes, Jeff (J.R.)'
Subject: 'RE: TB's and Piston Clip

Jeff, are we getting 2L8E-9E926-AB releases yet?

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: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Friday, October 11, 2002 10:14 AM
To: 'mmckee@visteon.com'

Subject: FW: TB's and Piston Clip

Are you getting releases for 2L8E-9E926-AB777

Under no circumstances are you to ship ANY

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: 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. Yeramalli'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
623-2902 Ford Net
216-676-2950 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) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

From: Dalbo, Bob (R.J.)
Sent: Tuesday, September 17, 2002 6:27 PM
To: Ichikawa, Jiyunichiro (J.); Shiraishi, Masaru (M.); Grimes, Jeff (J.R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Corbett, Sandra (S.M.); Bogema, John (P.)
Cc: Szczepanski, Kyoko (K.); Yeung, Lem (.); Takubo, Hiroichi (H.); Hamano, Naoumi (N.); Ohga, Muneyuki (M.)
Subject: RE: C11393964 Duratec Throttle Body Design Change to Increase Robustness

Ichikawa-san,

We do not believe that this change has any calibration impact. The closed throttle airflow will be the same as manufactured and we don't believe it will change sufficiently over time to present any problems, given the latest calibration improvements (already discussed with Mazda).

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2659 Email: rdalbo@ford.com

——Original Message——
From: Ichikawa.J@mazda.co.jp [mailto:ichikawa.j@mazda.co.jp]
Sent: Tuesday, September 17, 2002 5:42 AM
To: shiraishi.m@pt.mazda.co.jp; jgrimes1@ford.com; rdalbo@ford.com; gfournel@ford.com; scorbett@ford.com; jbogema@ford.com
Cc: kszczepa@ford.com; lyeung@ford.com; takubo.h@mazda.co.jp; hamano.n@mazda.co.jp; ohga.m@mazda.co.jp
Subject: C11393964 Duratec Throttle Body Design Change to Increase Robustness

Dalbo-san, Bogema-san
Mazda PT Engineer has received the attached Pink report today regarding
Duratec Throttle Body Design Change.
We have to reply by the end of this week.

One question. Does this change affect the calibration ?
If you have generated the whitepaper, please send us.

Thank you.

Best Regards,

From: Page, James (J.A.)
Sent: Tuesday, August 20, 2002 12:53 PM
To: Grimes, Jeff (J.R.)
Subject: FW: U204 Test at Perkin-Elmer

FYI

-----Original Message-----
From: Walsh, Tim (T.)
Sent: Tuesday, August 20, 2002 12:51 PM
To: Page, James (J.A.)
Subject: RE: U204 Test at Perkin-Elmer

Jim
Thanks for the update. So Steve has the necessary info to submit to the request to dyno? I will do my best to locate some of these parts. I will let you know what I come up with. I will plan on going to the dealership tomorow to pick up any parts that we dont have.
Tim

-----Original Message-----
From: Page, James (J.A.)
Sent: Tuesday, August 20, 2002 12:46 PM
To: Walsh, Tim (T.)
Cc: Penkevich, Steven (S.P.); Grimes, Jeff (J.R.)
Subject: FW: U204 Test at Perkin-Elmer

Tim, the engine number Steve will need for a TR at Dyno. is **1G-754-AB-991916007**. This engine was removed from a new test vehicle with very low (exact number not known) miles. It is a production built engine. This engine is in the ME crib/Bay Logistics crib.

Steve mentioned to me that he would write request to have engine prepped at Dyno.

I have the Dyno. exhaust manifolds w/gaskets, Air induction system and a EGR Hot tube (not positive this tube will fit until exhaust manifolds are installed. I also have a Alternator for this engine.

I have these parts and can deliver to Dyno. once I know engine is at Dyno. and ready to be prepped.

Below are the parts I would recommend you purchase (you mentioned you might be able to purchase) from the dealer if timing is critical.

Production 02 will work.

P/S Pump w/fasteners
A/C Compressor w/fasteners
FEAD Belt
DPFE
FEAD tensioner
Alternator fasteners

I will continue to see if I can track down any of the parts listed above.

-----Original Message-----
From: Penkevich, Steven (S.P.)
Sent: Tuesday, August 20, 2002 12:05 PM
To: Page, James (J.A.)
Subject: U204 Test at Perkin-Elmer

Jim, the guy that has been contacting me is Tim Walsh (twalsh11). He's an FCG working for Kosko.

Regards,

Steve Pankevich
Technical Specialist - Engine Development
Engine Performance and Development Department
V-Engine Engineering
Phone: (313)89-03593 Fax: (313)248-9564
E-mail: spankevi@ford.com
Text Pager: (313)795-5090

From: Page, James (J.A.)
Sent: Tuesday, August 20, 2002 12:46 PM
To: Walsh, Tim (T.)
Cc: Penkevich, Steven (S.P.); Grimes, Jeff (J.R.)
Subject: FW: U204 Test at Perkin-Elmer

Tim, the engine number Steve will need for a TR at Dyno. is **1G-754-AB-991918007**. This engine was removed from a new test vehicle with very low (exact number not known) miles. It is a production built engine. This engine is in the ME crib/Bay Logistics crib.

Steve mentioned to me that he would write request to have engine prepped at Dyno.

I have the Dyno. exhaust manifolds w/gaskets, Air induction system and a EGR Hot tube (not positive this tube will fit until exhaust manifolds are installed. I also have a Alternator for this engine.

I have these parts and can deliver to Dyno. once I know engine is at Dyno. and ready to be prepped.

Below are the parts I would recommend you purchase (you mentioned you might be able to purchase) from the dealer if timing is critical.

Production 02 will work.

P/S Pump w/fasteners
A/C Compressor w/fasteners
FEAD Belt
DPFE
FEAD tensioner
Alternator fasteners

I will continue to see if I can track down any of the parts listed above.

—Original Message—
From: Penkevich, Steven (S.P.)
Sent: Tuesday, August 20, 2002 12:05 PM
To: Page, James (J.A.)
Subject: U204 Test at Perkin-Elmer

Jim, the guy that has been contacting me is Tim Walsh (twalsh11). He's an FCG working for Kosko.

Regards,

Steve Penkevich

Technical Specialist - Engine Development
Engine Performance and Development Department
V-Engine Engineering
Phone: (313)89-03593 Fax: (313)248-9564
E-mail: spenkevi@ford.com
Text Pager: (313)795-5090

From: Durfee, Tom (T.P.)
Sent: Tuesday, July 02, 2002 6:49 AM
To: Grimes, Jeff (J.R.)
Subject: Throttle Body Info as of 6:45 AM

Still at the packager

SERVICE PART: 2L8Z- 9E926-AB___ BODY ASY - CARBURETTOR THROTTLE

A REC C LOC	Total Salable	Total Alloc	Intrans Avail	Special Asn/Xfr	Special Pgm	-Un-- Salable	-Recv- S	-Recv- NYS	Rst D Rework Ind I
AF1DA	0	0	0	0	0	0	0	0	1
AF1KA	0	0	0	0	0	0	0	0	1
AF1TA	0	0	0	0	0	0	0	0	1
AF34A	0	0	0	0	0	0	0	0	1
AF35A	0	0	0	0	0	0	0	0	1
AF38A	0	0	0	0	0	0	0	0	1
AF44A	0	0	0	0	0	0	0	0	1
AF46A	0	0	0	0	0	0	0	0	1
AF49A	0	0	0	0	0	0	0	0	1
AF50A	0	0	0	0	0	0	0	0	1
AF30A	0	0	0	0	0	0	0	0	1
L9V0C	0	0	0	0	0	0	0	0	7
R3MSA	0	0	0	0	0	0	0	0	7
P7AKA	1250	1250	0	0	0	0	0	0	1

From: Abbasi, Basel (B.A.)
Sent: Monday, June 17, 2002 8:55 AM
To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.)
Subject: RE: 3.0L SBG testing

I gave away the parts I have to R. Smaldone.

A dealer may be the quickest way to get parts. GPIRS would also be fairly quick since this would be a low cost order and they are in production today.

Part numbers are: cable: YL84-9A758-AF
bracket: YL84-9677-AE

Basel Abbasi
Escape-U204 Design & Release
Accelerator Controls, EVMV, Shifter Bracket
Outfitters Stationary Components
(313)-59-41866

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Thursday, June 13, 2002 9:03 AM
To: Corbett, Sandra (S.M.); Abbasi, Basel (B.A.)
Subject: FW: 3.0L SBG testing
Importance: High

Can anyone help with 5 sets of Throttle cable brackets and cables...

VERY HOTT!!!! Need ASAP to support QSF team.

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 13, 2002 9:00 AM
To: 'Grimes, Jeff (J.R.)'; Smaldone, Ronald (R.P.)
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: RE: 3.0L SBG testing

We need cables and brackets - or at least part numbers - so we can go to a dealer and order them.
I plan to take the intakes and throttle bodies to IEL later today.
-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, June 13, 2002 8:54 AM
To: 'Parkinson, Tim (T.M.)'; Smaldone, Ronald (R.P.); Grimes, Jeff

(J.R.)
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: RE: 3.0L SBG testing

Where do we stand...testing starting today?
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: Tuesday, June 11, 2002 2:04 PM
To: 'ramaldon@ford.com'; 'jgrimes1@ford.com'
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: 3.0L SBG testing

I visited IEL this morning and dropped off the one intake manifold and discussed the testing with them. In order to give us a quick turnaround time, they need 5 more intake manifolds, cables, and all the brackets. Without this, the cost will be higher and the test time increases by a factor of 6.
Can we get more hardware?
Tim Parkinson
tparkin1@visteon.com
(313) 755-3831

From: Khan, Muhammad (M.S.)
Sent: Friday, June 14, 2002 11:20 AM
To: Basel Abbasi; Bill Grewal; Bob Dalbo; Brian Miller; Chad Patterson; Dave Cunningham (Visteon); Don Altoonian; Donald Moore; Ed Godlewski; Edward Gates; George Hansen; Jeff Grimes; Jeff Kosko; John Bogema; John Chancey III; Karim Rashidi; Lem Yeung; Micheel Holman; Mike McKee (Visteon); Muhammad Khan; Ronald Smaldone; Sandra Corbett; Sarah Padula; Scott Moorhouse; Steve Buettner; Tom Foley
Subject: HIMI (Throttle Body) Updated Proformas on Web

We have uploaded the Throttle Body High Mileage updated proformas on the PT Quality Web Site at:

http://www.homepages.ford.com/ptse/quality/sitefiles.asp?CURRDIR=%2FOutfitters%2FHigh+Mileage

Thanks,

Muhammad S. Khan
RIE, *Ford Outfitters*-PTSE
(PDC) 2B-G63
Tel.: (313)-62-14782

Subject:	FW: NAT PTSE High Mileage/QRT/Quality Steering Team Mtgs
Location:	PDC 1JE69
Start:	Tue 1/15/02 8:00 AM
End:	Tue 1/15/02 11:00 AM
Show Time As:	Tentative
Recurrence:	Weekly
Recurrence Pattern:	every 2 week(s) on Tuesday from 8:00 AM to 11:00 AM
Meeting Status:	Not yet responded
Required Attendees:	Tracy, Lynn (L.J.); Ward, Sheila (S.A.); Grimes, Jeff (J.R.); Mitchell, Harold (H.J.)

QST meeting notice

-----Original Appointment-----

From:	Tracy, Lynn (L.J.)
Sent:	Tuesday, November 20, 2001 1:09 PM
To:	Tracy, Lynn (L.J.); Grewal, Bill (B.S.); McClment, Bob (R.S.); Buddington, Christopher (C.R.); Coffey, Dan (D.C.); Hollister, Dave (D.); Mazzella, Gary (G.R.); Poush, Gary (G.); Dakhlallah, Hassan (H.A.); Anyanwu-Ebo, Ike (I.C.); Williams Jr., James (J.P.); Conroy, Jerry (J.R.); Klarr, Jerry (G.T.); Haugen, Jim (J.); Rashidi, Karim (K.K.); Secrest, Lawrence (L.M.); Blair, Mark (M.C.); Dan, Mirella (M.A.); Guys, Philip (P.R.); Thomas, Phillip (P.F.); Levergood, Rich (R.); Carpenter, Rory (R.R.); Patel, Sam (S.N.); McDonagh, Scot (S.M.); Ali, Zulfikar (Z.); Pascetti, Bob (R.J.); Preston, Carla Trad (C.T.); Miller, Cary (C.D.); Freese, Charles (C.E.); Schuetzler, Dennis (D.E.); Brewer, Gary (G.L.); Hansen, George (G.C.); Schmidt, Gregory (G.A.); Lowman, Harold (H.R.); Zhou, Jianhua (J.); Van Gilder I, Jim (J.); Owens, Karen (K.E.); Layden, Kevin (K.E.); Neutgens, Kurt (K.J.); Hofman, Michael (M.V.); Brennan, Patrick (P.M.); Bess, Raynard (R.); Corbett, Sandra (S.M.); Ward, Sheila (S.A.); Judge, Surinder (S.S.)
Subject:	NAT PTSE High Mileage/QRT/Quality Steering Team Mtgs
When:	Occurs every 2 week(s) on Tuesday effective 1/15/02 until 12/17/02 from 8:00 AM to 11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where:	PDC 1JE69

Agendas will be sent out before each meeting.

Meetings are to be the following: 1 1/2 hours for High Mileage
1 1/2 hours for QST and QRT.

From: Suarez, Rhae (R.)
Sent: Friday, April 12, 2002 9:30 AM
To: Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Grimes, Jeff (J.R.)
Cc: King, Robert (R.F.)
Subject: throttle bodies

Recently I noticed in CQIS, Dan Myers (FQE) was involved in fixing some sticky accel vehicles. He kept the parts and I had them shipped to me. They are now sitting at my desk. Would any of you like them (see CQIS reports below)?

Thanks,
Rhae

Here is the CQIS reports:
Rpt#: 2B2F9003 CQD Rpt: 02/28/2002 Odom: 15,339 M
Rvwd: Y File: _ Folder: 02005233 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2001 ESCAPE 4X4,XLT ,WAGON 1FMYU04151KB51461 Bld: 04/30/2001
Engine: 3.0L DUR Calb: 0M11A30A Trans: CD4E E Axle: A/C: YES
Dealer Id: 20238 Lindquist Ford, Inc. Ph#: (319) 449-9001
State: Iowa City: Bettendorf Orig/Caller: DAN MYERS
Symptom: 6 24 1 04 DRVABL,ACCEL PEDAL,STICK/BIND,AT IDLE
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: BODY ASY-AIR CHARGE — RPL Condition Code:

Region Code: 41 Region Name: Chicago - 41

CONCER THROTTLE STICKS, WORSE WHEN COLD.
REPAIR VERIFIED THAT THROTTLE STICKS WHEN COLD. CHECKED THROTTLE CABLE AND
ACCEL PEDAL FOR PROBLEMS, NONE FOUND. ISOLATED TO THROTTLE BODY.
REPLACED THROTTLE BODY AND RETESTED COLD, OK.
REPORT SENT TO ECITEAM.
PARTS WILL BE HELD 7 DAYS. IF NO SCRAP ORDER IS RECEIVED, WILL SEND
PARTS TO ECITEAM FOR REVIEW.
PARTS TO ECITEAM FOR REVIEW.
DAN MYERS FQE - IOWA 563-289-9991

Rpt#: 2CRG5001 CQD Rpt: 03/18/2002 Odom: 7,066 M
Rvwd: Y File: _ Folder: 02005233 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04172KA92110 Bld: 10/08/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 20051 DAHL FORD DAVENPORT INC Ph#: (319) 391-2600
State: Iowa City: Davenport Orig/Caller: DAN MYERS
Symptom: 6 24 1 04 DRVABL,ACCEL PEDAL,STICK/BIND,AT IDLE
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: BODY ASY-AIR CHARGE — RPL Condition Code:

Region Code: 41 Region Name: Chicago - 41

CONCER ACCEL PEDAL STICKS
REPAIR VERIFIED THAT ACCEL PEDAL STICKS WHEN ACCELERATING OFF IDLE. CHECKED
CABLE AND PEDAL ASSEMBLY, OK. ISOLATED TO THROTTLE BODY, REPLACED
THROTTLE BODY, RETESTED OK. FQE WILL HOLD PART FOR 30 DAYS.
DAN MYERS FQE - IOWA 563-289-9991

Rpt#: 2DBK0003 CQD Rpt: 04/02/2002 Odom: 10,951 M
Rvwd: Y File: _ Folder: 02005233 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLS ,WAGON 1FMYU021X2KB21585 Bld: 11/06/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 20147 SEXTON FORD SALES INC Ph#: (309) 797-3911
State: Illinois City: Moline Orig/Caller: DAN MYERS
Symptom: 6 24 1 04 DRVABL,ACCEL PEDAL,STICK/BIND,AT IDLE
Addl Sym: St: CCRG/EPRC: S Rvwd: A Dt: 04/10/2002
Fix: Caus. Comp: BODY ASY-AIR CHARGE – RPL Condition Code:

Region Code: 41 Region Name: Chicago - 41

CONCER ACCEL PEDAL STICKS OF IDLE AT TIMES.
REPAIR VERIFIED THAT ACCEL PEDAL STICKS WHEN COLD. CHECKED ACCEL CABLE AND PEDAL ASSEMBLY FOR ISSUES, NONE FOUND. ISOLATED TO THROTTLE BODY, REPLACED THROTTLE BODY AND RECHECKED, OK.
FQE WILL HOLD PART FOR 30 DAYS.
DAN MYERS FQE - IOWA 563-289-9991

Subject:	Escape/T/S Throttle Sticking Closed Team Meeting
Location:	Mike Mckee's office Rawsonville Plant
Start:	Mon 4/15/02 8:30 AM
End:	Mon 4/15/02 9:30 AM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Smaldone, Ronald (R.P.); Altoonian, Don (D.J.); Boardley, Brian (B.A.); Dave Cunningham; Gates, Edward (E.); Kosko, Jeff (J.R.); Mike McKee (E-mail); Sam Avery (E-mail); Sarah Padula (E-mail); Thomas Foley (E-mail)
Optional Attendees:	Moore, Donald (D.R.); Yeung, Lem (.); Grimes, Jeff (J.R.)

Please call in if you can't make it to Rawsonville.

Dial In: 1 (866) 514-4307
Alternate Dial-In:
FordNet # & International Participants #: 9-1-954-1161, 1 (847) 413-3777
Pass code 7015448, followed by the pound key (#).

Agenda

Item	Who	Time
• Review Gage R & R.	Sarah	15 min
• Review Charting of data	Sarah	15 min
• Review Throttle body plate dia. and bore capability data.	Dianna	5 min
• Plan parts tear down for 2002 Taurus/Escape warranty return	All	10 min
• Discuss DOE questions	Ron	10 min
• Summarize/Next Steps	all	5 min

Escape T/S throttle Sticking C...

Subject: Escape/T/S Throttle Sticking Closed Team Meeting
Location: Mike Mckee's office Rawsonville Plant

Start: Mon 4/15/02 8:30 AM
End: Mon 4/15/02 10:00 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: remaldon@ford.com

Call in if you can't make

Dial In: 1 (866) 514-4307
Alternate Dial-In:
FordNet # & International Participants #: 9-1-954-1161, 1 (847) 413-3777
Pass code 7016448, followed by the pound key (#).

Agenda

Item	Who	Time
* Review Gage R & R.	Sarah	15 min
* Review Charting of data	Sarah	15 min
* Review Throttle body plate dia. and bore capability data.	Dianna	5 min
* Plan parts tear down for 2002 Taurus/Escape warranty return	All	10 min
* Discuss DOE questions	Ron	10 min
* Summarize/Next Steps	all	5 min

From: Shane, Don (D.L.)
Sent: Wednesday, May 01, 2002 2:56 PM
To: Grimes, Jeff (J.R.)
Subject: FW: FW: Adhesive on cam baffles for U204 and Escape... - EDIT

Correction - see below

Regards,
D. Shane, Subsystem Engr, V6 RFF Sealing, Comp. A, V-Engine Engineering, Cube CG041, 313/390-3680,
FAX: 313/248-4317, Email dshane@ford.com, Text pager (248) 539-5560

-----Original Message-----
From: Kevin.Bodin@dana.com [mailto:Kevin.Bodin@dana.com]
Sent: Wednesday, May 01, 2002 2:51 PM
To: dshane@ford.com
Subject: Re: FW: Adhesive on cam baffles for U204 and Escape... - EDIT

EDIT: Correction: Approval date was 4/23/01. Sorry.
KB

Regards,

Kevin J. Bodin
North American O.E. Sales Manager
Dana Corporation Plumley Division
Customer and Engineering Support Center
27404 Drake Road, Farmington Hills, MI 48331
Phone (248) 324-6628 Fax (248) 324-6630 DanaNet 433-6628

"Shane, Don (D.L.)" <dshane@ford.com> 05/01/2002 01:40 PM

To: "kevin.bodin@dana.com" <kevin.bodin@dana.com>
cc: "Grimes, Jeff (J.R.)" <jgrimes1@ford.com>
Subject: FW: Adhesive on cam baffles for U204 and Escape...

Can you answer this?

Regards,
D. Shane, Subsystem Engr, V6 RFF Sealing, Comp. A, V-Engine Engineering,
Cube CG041, 313/390-3680,
FAX: 313/248-4317, Email dshane@ford.com, Text pager (248) 539-5560

> -----Original Message-----
> From: Grimes, Jeff (J.R.)
> Sent: Wednesday, May 01, 2002 12:12 PM
> To: Shane, Don (D.L.)
> Subject: Adhesive on cam baffles for U204 and Escape...

>
> Don, what date was the baffle adhesive removed from the U204/D186 cam covers> ...> ?
>
> Jeff R.Grimes
> Duratec Engine Programe
> Ph: (313) 32-25237 Fax: (313) 59-47323
> email: jgrimes1@ford.com
>

From: Kosko, Jeff (J.R.)
Sent: Wednesday, May 15, 2002 4:59 PM
To: 'tparkin1@visteon.com'; Grimes, Jeff (J.R.)
Subject: FW: Airflow vs. bore size

Idle Airflow Vs. Bore Diameter...

Tim, thanks for the proforma below. This will be a valuable resource when completed.
Jeff Kosko

-----Original Message-----
From: Parkinson, Tim (T.M.) [mailto:tparkin1@visteon.com]
Sent: Wednesday, May 15, 2002 3:25 PM
To: Foley, Tom (T.M.); 'jkosko@ford.com'
Cc: Wise, David (D.L.)
Subject: Airflow vs. bore size

We are going to do some testing to get an accurate answer on minimum flow vs. bore size on mechanical throttle bodies. The attached document summarizes the plan. It will take several weeks to complete, but we'll have a good answer.

<<Idle Airflow Vs. Bore Diameterdoc.doc>>

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

From: Kevin.Bodin@dana.com
Sent: Thursday, May 02, 2002 8:27 AM
To: jgrimes1@ford.com
Subject: Re:

The last day we applied adhesive was 4/23/01. Each cover has a Julian (spelling??) date on it. Example 01 423 12AM (year, month/day, time) = 4/23/01 @ 12:AM.

Regards,

Kevin J. Bodin
North American O.E. Sales Manager
Dana Corporation Plumley Division
Customer and Engineering Support Center
27404 Drake Road, Farmington Hills, MI 48331
Phone (248) 324-6628 Fax (248) 324-6630 DanaNet 433-6628

"Grimes, Jeff (J.R.)" <jgrimes1@ford.com>
05/01/2002 03:57 PM

To: "'Kevin.Bodin@dana.com'" <Kevin.Bodin@dana.com>
cc:
Subject:

Thanx for the approval date on the adhesive removal for Duratec covers...

...Can you confirm the date of the first shipment of parts to CEP2?

Jeff R.Grimes
Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323
email: jgrimes1@ford.com

From: Hansen, George (G.C.)
Sent: Thursday, May 16, 2002 11:40 AM
To: Abbasi, Basel (B.A.); Altoonian, Don (D.J.); Bogema, John (P.); Buettner, Steve (S.B.); Chancey III, John (J.E.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dave Cunningham (Visteon) (E-mail); Gates, Edward (E.); Godlewski, Ed (E.V.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hofman, Michael (M.V.); Kosko, Jeff (J.R.); Mike McKee (Visteon) (E-mail); Miller, Brian (B.J.); Moore, Donald (D.R.); Moorhouse, Scott (S.R.); Patterson, Chad (C.S.); Rashidi, Karim (K.K.); Sarah Padula (E-mail); Smaldone, Ronald (R.P.); Tom Foley; Yeung, Lem (.)
Subject: Throttle Body Sticking Monday 5/16/02 Meeting - DEARBORN

Please Review the Agenda for Today's Meeting:

TB Sticking Meeting 5_16_02.do...

--

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

STICKING THROTTLE BODY MEETING
Dearborn 2H D72
Thursday 5/16/02 1:00 – 2:00 PM

Domestic: 888 – 252 - 9164
Ford Net: 954 -1125
International: 630 - 424 -2074
Pass code: 6621247#

1) Summary of parts provided, needed and timing for transparency testing.
   - Engine Bob Dalbo
   - Trans Jennifer Meredith

2) 2nd DOE Update Ron Smaldone

3) STA / Capability Plan John Chancey

4) DD to DE status (airflow set change) Cunningham
   When did this occur?

5) Stack Up Analysis Cunningham

6) Next Steps All

From: Hansen, George (G.C.)
Sent: Thursday, May 09, 2002 9:04 AM
To: Abbasi, Basel (B.A.); Altoonian, Don (D.J.); Bogema, John (P.); Buettner, Steve (S.B.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dave Cunningham (Visteon) (E-mail); Gates, Edward (E.); Godlewski, Ed (E.V.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hofman, Michael (M.V.); Kosko, Jeff (J.R.); Mike McKee (Visteon) (E-mail); Moore, Donald (D.R.); Moorhouse, Scott (S.R.); Patterson, Chad (C.S.); Rashidi, Karim (K.K.); Sarah Padula (E-mail); Smaldone, Ronald (R.P.); Tom Foley; Yeung, Lam (.)
Subject: Throttle Body Meeting 5/9/02

Please review the attached files for today's meeting:

Throttle Body Timing Plan P95...

TB Sticking Meeting 5_9_02.doc...

--

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

STICKING THROTTLE BODY MEETING

Dearborn 2H D72
Thursday 5/9/02 1:00 – 2:00 PM

Domestic: 888-252-9164
Ford Net: 954-1125
International: 630-424-2074
Pass code: 6621247#

1) **QSF Update**

2) **Update P-Diagram**
   - Put in specifics for control factors

3) **DOE UPDATE**

4) **THROTTLE BODY TEARDOWN**
   - Field return vs. Specification

5) **Timing Plan**

From: Hansen, George (G.C.)
Sent: Monday, May 06, 2002 10:56 AM
To: Abbasi, Basel (B.A.); Altoonian, Don (D.J.); Bogarna, John (P.); Buettner, Steve (S.B.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dave Cunningham (Visteon) (E-mail); Gates, Edward (E.); Godlewski, Ed (E.V.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hofman, Michael (M.V.); Kosko, Jeff (J.R.); Mike McKee (Visteon) (E-mail); Moore, Donald (D.R.); Moorhouse, Scott (S.R.); Patterson, Chad (C.S.); Rashidi, Karim (K.K.); Sarah Padula (E-mail); Smaldone, Ronald (R.P.); Yeung, Lam (.)
Subject: Throttle Body Meeting 5/6/02

Attached is the agenda and timing plan for the High Mileage Throttle Body meeting today at Rawsonville:

Throttle Body Timing Plan.mpp

Monday TB Sticking Meeting 5_6...

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

STICKING THROTTLE BODY MEETING

RAWSONVILLE PLANT
Monday 5/6/02 1:30 – 2:30 PM
Call-In Number: (866) 263-5175
Pass code: 7050089

1) **Update P-Diagram**
   - Put in specifics for control factors

2) **DOE UPDATE**

3) **THROTTLE BODY TEARDOWN**

   - Field return vs. Specification

4) **Timing Plan**

From: Hansen, George (G.C.)
Sent: Thursday, May 02, 2002 1:02 PM
To: Altoonian, Don (D.J.); Bogema, John (P.); Buettner, Steve (S.B.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dave Cunningham (Visteon) (E-mail); Gates, Edward (E.); Godlewski, Ed (E.V.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hofman, Michael (M.V.); Kosko, Jeff (J.R.); Mike McKee (Visteon) (E-mail); Moore, Donald (D.R.); Moorhouse, Scott (S.R.); Patterson, Chad (C.S.); Rashidi, Karim (K.K.); Sarah Padula (E-mail); Smaldone, Ronald (R.P.); Yeung, Lem (.)
Subject: Timeing Plan for Today's meeting

Throttle Body Timing Plan.mpp

–
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Fiorini, John (J.J.)
Sent: Thursday, June 13, 2002 12:20 PM
To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.)
Cc: Abbasi, Basel (B.A.); Smaldone, Ronald (R.P.)
Subject: RE: 3.0L SBG testing

Jeff,
We provide Ron two cables earlier in the week which is what we had laying around. Dealer will be your best bet since Basel is on vacation until Monday.

If you ask the dealer for the parts, they will pull up exploded drawings and a picture will come up so you should be able to get the parts in question without part numbers. The production part numbers are as follows:

ESCAPE/TRIBUTE (3.0L V6) R/B 5L84-C0	YL84	9A758	AF	Accelerator Cable
ESCAPE/TRIBUTE (3.0L V6)	YL84	9677	AE	Bracket - Accel Cable

I'm guessing if you replace the "4" in the prefix with a "Z", that is what your looking for.

Let me know if you need anything else.

John J.Fiorini
Supervisor, Accelerator Controls - Outfitters
Stationary Components, PTSE
PDC, 2D-G46, MD 197
* Phone: (313) 33-73654
* Fax: (313) 32-31153
* Page: (734) 651-0854
* E-mail: <mailto:jfiorini@ford.com>

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Thursday, June 13, 2002 10:10 AM
To: Fiorini, John (J.J.)
Subject: FW: 3.0L SBG testing
Importance: High

John, can you help us...Basel is out...

At the very least I need part numbers...we can try to get the parts from dealers...
Best case: you have parts in a local crib that we can get...

Than in advance

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

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Thursday, June 13, 2002 9:03 AM
To: Corbett, Sandra (S.M.); Abbasi, Basel (B.A.)
Subject: FW: 3.0L SBG testing
Importance: High

Can anyone help with 5 sets of Throttle cable brackets and cables...
VERY HOTT!!!! Need ASAP to support QSF team.
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 13, 2002 9:00 AM
To: 'Grimes, Jeff (J.R.)'; Smaldone, Ronald (R.F.)
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: RE: 3.0L SBG testing

We need cables and brackets - or at least part numbers - so we can go to a dealer and order them.
I plan to take the intakes and throttle bodies to IEL later today.
-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, June 13, 2002 8:54 AM
To: 'Parkinson, Tim (T.M.)'; Smaldone, Ronald (R.F.); Grimes, Jeff (J.R.)
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: RE: 3.0L SBG testing

Where do we stand...testing starting today?
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: Tuesday, June 11, 2002 2:04 PM
To: 'rsmaldon@ford.com'; 'jgrimes1@ford.com'
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: 3.0L SBG testing

I visited IEL this morning and dropped off the one intake manifold and discussed the testing with them. In order to give us a quick turnaround time, they need 5 more intake manifolds, cables, and all the brackets. Without this, the cost will be higher and the test time increases by a factor of 6.
Can we get more hardware?
Tim Parkinson
tparkin1@visteon.com
(313) 755-3831

From: Corbett, Sandra (S.M.)
Sent: Monday, May 20, 2002 12:59 PM
To: Grimes, Jeff (J.R.)
Subject: Quality Meetings

To avoid confusion, here's the run down on meeting that we are being asked to support for throttle body.

Every other Monday afternoon 3:30pm is the Escape Quality PST (used to be on Fridays) - Takasawa's Program meeting w/ plant
Every other Tuesday 8am is the Powertrain Outfitter's Quality QST - Klarr's backbone meeting
Every Wednesday is the CMT (Concern Monitoring Team) - FCSD's emerging issues/QSF meeting (Bob King chairs)

...and finally, we have our 2 times weekly working level reviews...so that is getting us close to daily!

Don supports the CMT and can give updates...but we need support for the others.

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-B66

From: Corbett, Sandra (S.M.)
Sent: Tuesday, April 02, 2002 10:50 AM
To: Grimes, Jeff (J.R.)
Subject: RE: U204 ThrottleBody QSF.XLS

Jeff, I'd like to add some of the field returns work that has already been done. I'll update it, add Hofman as champion, rename it with new rev level and submit and sent back to you.

Sandy Corbett
Escape P/T QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Tuesday, April 02, 2002 8:40 AM
To: Corbett, Sandra (S.M.); Smaldone, Ronald (R.P.)
Subject: U204 ThrottleBody QSF.XLS

Good morning.

Here is a first cut at the QSF pro-forma. Please review my briefly stated action plan...and the dates I used in the timeline.

I pulled ahead the deliverable (by 13 days)...But did change some of the "milestone" based on multiple causal factors to identify and validate a fix for...

Let me know if you have any changes...

Additionally, who should we name as "Champion"? Sventickas or Hoffman? Higher up?

Thanx

Jeff R.Grimes
Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323
email: jgrimes1@ford.com
<< File: U204 ThrottleBody QSF.XLS >>

From: Hansen, George (G.C.)
Sent: Friday, April 19, 2002 3:09 PM
To: Altoonian, Don (D.J.); Boardley, Brian (B.A.); Bogerna, John (P.); Buettner, Steve (S.B.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dave Cunningham (Visteon) (E-mail); Gates, Edward (E.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Hofman, Michael (M.V.); Kosko, Jeff (J.R.); Mike McKee (Visteon) (E-mail); Moorhouse, Scott (S.R.); Rashidi, Karim (K.K.); Sarah Padula (E-mail); Shui, Fang (F.); Smaldone, Ronald (R.P.)
Subject: High Mileage Meeting Minutes 4/18/02

Please see attached Meeting Minutes:

High Mileage Meeting Minutes 0...

Please note that the next meeting will be at Rawsonville Plant on Monday.

–

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 64-51800
ghansen4

High Mileage – Throttle Body Sticking
Meeting Minutes for 4/18/02

Meeting started: 1:05pm

THROTTLE BODY STICKING QSF OPEN 21 DAYS

- Samples have been made with no holes in plate. Jeff Kosko / Ed Gates have these parts.
- New CAM covers allow a direct path for oil into PCV hose. Jeff Grimes is looking into when the New CAM cover was introduced.
- DOE parts are being scheduled to be built
- DOE Parameters are:
  - Bore Diameter to Plate clearance
  - Plate – Holes vs. No Holes
  - Process to set plate angle – TPS vs. Airflow
- Number of replicates will be three (3)
- Teardown Results:
  - Lots of variability in bore size
  - Going to re-clean and re-measure the dimension of the bore
- Process capability will need to be provided at Monday's Meeting.
- Bob Dalbo was concerned that our solution won't cause another problem with Performance/Feel, sludging, airflow, etc...
- Particularly need to make sure that removing the holes does not increase sludge build up. Which could lead to low airflow.
- Need to make sure that whatever solution is found appropriate bench mark testing is done (LT26, P4-41, robustness testing, etc...)
- We will need to put together a timeline for testing, including a critical path.

- **UPDATING OF PRO FORMA**

Meeting Ended: 1:50 pm

NEXT MEETING WILL BE AT THE SAME TIME
CALL IN NUMBERS ARE:
Domestic: 888-252-9164
Ford Net: 954-1125
International: 630-424-2074
Pass code: 6621247#

Attendees:

Don Altoonian	Sandra Corbett	Bob Dalbo	Ed Gates
Bill Grewal	George Hansen	Mike McKee (Visteon)	Karim Rashidi
Ron Smaldone	Sarah Padula		

From: Hansen, George (G.C.)
Sent: Thursday, February 28, 2002 1:08 PM
To: Grimes, Jeff (J.R.)
Subject: FW: High Mileage Agenda 02_28_02 - 9E926

–
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

---Original Message---
From: Hansen, George (G.C.)
Sent: Thursday, February 28, 2002 12:37 PM
To: Altoonian, Don (D.J.); Bogema, John (P.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dave Cunningham (Visteon) (E-mail); Gates, Edward (E.); Grewal, Bill (B.S.); Hansen, George (G.C.); Hofmann, Michael (M.V.); Kosko, Jeff (J.R.); Rashidi, Karim (K.K.); Shui, Fang (F.); Smaldone, Ronald (R.P.)
Subject: High Mileage Agenda 02_28_02 - 9E926

9E926 – THROTTLE BODY ASSY
2002 HIGH MILEAGE PROJECT
2/28/02 MEETING AGENDA

CONF ROOM: PDC 2ND FLR - 2HD72
TIME/DATE: Thursday 1 – 2 PM
Call in Numbers:
Domestic: 888-252-9164
Ford Net: 954-1125
International: 630-424-2074
Pass code: 6621247#

1) **PHASE 2** (Karim Rashidi - Team)
   – Review of Phase 2 of the High Mileage Pro-forma

2) **Next Steps**

From: Lopez, Al [al.lopez@perkinelmer.com]
Sent: Friday, January 03, 2003 10:01 AM
To: 'spenkevi@ford.com'; 'Fedeson, Ken (K.S.)'; 'Daniel, Paul (P.A.)'; 'Koako, Jeff (J.R.)'; 'Wadley, Jeffrey (J.G.)'; 'Smaldone, Ronald (R.P.)'; 'Grimes, Jeff (J.R.)'
Cc: Bond, Stacy; Naegelin, Butch; Rivenburgh, John; Schoppe, Dean; Vasquez, Cat; Zalontz, Mike; Nicholson, Billie; Lopez, Al
Subject: PerkinElmer ORI/SBG Status (2001 3.0L Escape)

* Per Jeff's directive, the engine will be disassembled for post ORI test deposit measurements of the induction and piston tops. A complete photo shoot will be performed.
* Two throttle bodies were received from Visteon. They are tagged as old design and new design.
* The plan is to conduct 2 more tests with the updated speed and load set points. The first test will have a complete ORI evaluation and will be run with a fresh throttle body. The second test will have the new design throttle and will be conducted to prove out throttle stickiness.
* Jeff, we performed a cold torque trace on the throttle that ran the 576 hours but no stickiness was observed.

Thanks

Al Lopez
Sr. Project Engineer, Durability Testing
PerkinElmer Automotive Research
al.lopez@perkinelmer.com <mailto:al.lopez@perkinelmer.com>
210-647-9465

From: Grimes, Jeff (J.R.)
Sent: Friday, January 10, 2003 2:45 PM
To: Dixon, Matthew (M.H.)
Subject: Hello from the great White north

Hello, Matt. How are things going ... Blizzard like conditions today...hope its sunny and warm down there..

When you get a chance, I need some diagnostic data...

For current-production Escapes I need to know what IAC duty Cycle distribution looks like off EOL.

Can you check IAC duty cycle on 30 cars, and send me the data? I'll have a procedure forwarded from Durfee as soon as it's available.

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: Friday, January 10, 2003 2:17 PM
To: Durfee, Tom (T.P.)
Subject: RE: Service procedure for EGR Diagnostics

I'm not in THAT big of a hurry...just something I'd like to get to help diagnose some things...

Good luck on you fires ☺

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: Durfee, Tom (T.P.)
Sent: Friday, January 10, 2003 2:16 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Service procedure for EGR Diagnostics

Sorry the IAC TSB is hotter.

Give me till 3:00 PM today you should have one.

This will also help.

<< File: IAC TSB 087-2002-0263.doc >>

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Friday, January 10, 2003 2:13 PM
To: Durfee, Tom (T.P.)
Subject: Service procedure for EGR Diagnostics

Can you provide the subject section of the "book"???

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: Thursday, January 09, 2003 2:03 PM
To: Duriee, Tom (T.P.)
Subject: FW: Escape IAC Duty Cycle...

This is the 1 pager we discussed?

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: Moorhouse, Scott (S.R.)
Sent: Thursday, January 09, 2003 1:54 PM
To: Grimes, Jeff (J.R.)
Subject: RE: Escape IAC Duty Cycle...

Procedure would be helpful.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com <mailto:smoorhou@ford.com>

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 08, 2003 2:07 PM
To: Moorhouse, Scott (S.R.); Kraus, Robert (R.T.)
Subject: Escape IAC Duty Cycle...

Scott or Bob, In support of our IAC investigation...and concerns related to Duty cycle...We'd like to understand how they are coming of the line.

How so can you guys intercept 30 3.0L Escapes...and appropriately measure IAC duty Cycle...and send me the results? If you need a procedure to check it, I can provide it.

Thanx, in advance

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 <mailto:jgrimes1@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Thursday, January 09, 2003 9:31 AM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: Stalls Update for CTW

Looked at the presentation this morning, looks great. Thank You very much.

Your attendance is not going to be requested for this…as Ed reviews the book, if he has any questions I'll let you know.

Thanks for your support.

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: Thursday, January 09, 2003 9:17 AM
To: Arant, Michael (M.P.)
Cc: Janakiraman, Ram (V.); Wanat, Richard (R.L.); Jensen, Ted (T.E.)
Subject: IAC Contacts for RCon/Idle Strategy Study

Mike, Ram and Dick were going to support our quick study of the Escape's idle strategy.

Ram, Dick, I have quite a bit going on with '03 stuff, and solicited internal BB help on IAC's. Please support Mike in the strategy study we were setting up late last year.

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

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 08, 2003 3:59 PM
To: Jones, Shiela (S.M.)
Subject: Accepted: Updated: Hitachi IAC Quality Team Meeting

From: Grimes, Jeff (J.R.)
Sent: Wednesday, January 08, 2003 3:07 PM
To: Moorhouse, Scott (S.R.); Kraus, Robert (R.T.)
Subject: Escape IAC Duty Cycle...

Scott or Bob, In support of our IAC investigation...and concerns related to Duty cycle...We'd like to understand how they are coming of the line.

How so can you guys intercept 30 3.0L Escapes...and appropriately measure IAC duty Cycle...and send me the results? If you need a procedure to check it, I can provide it.

Thanx, in advance

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

Subject:	Updated: Feb 6, 2003 CTW Prep
Location:	POEE-A069 (18)
Start:	Wed 1/8/03 12:00 PM
End:	Wed 1/8/03 1:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Moore, Donald (D.R.); Yeung, Lam (.); West, Tony (T.); Rose, Robert (R.A.); Arnold, James (J.A.); Goodwin, William (W.R.); Gogate, Anil (A.B.); Wettach, Bill (B.); Ogden, Christopher (C.W.); Solski, 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.); Lemm, Pamela (P.J.); Makowski, Scott (S.A.)
Optional Attendees:	Sventickas, Ed (E.); Strick, Holly (H.A.)
Resources:	POEE-A069 (18)
Importance:	High

For those not in POEE...
Audio Call-in:

- *866-274-3057 or*
- *954-1146*

Passcode: 8132131

Review Roadmaps (should be 95% complete) and Deep Dives. A final followup will be held around the 21st of January, prior to publishing on the 28th.

1. Coil Diagnostics - Jeff Grimes
2. CEP#2 T-Joint cleanliness actions (Craig Heidinger)
3. Engine Exchanges - Ron Maclaren
4. Oil Aeration Improvements - Chris Ogden

Back up documentation should be pretty well ready as well...as below

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 Convertor Balance - Simon Antonov
8. Kavlico/Motorola DPFE - Joe Grandas

Please call me or Pam Lemm if you have any questions...

Jeff Grimes
Duratec OPD and Value Engineering
V-Engine Engineering

(313) 32-25237 *jgrimes1*

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Please call me or Pam Lemm if you have any questions...

Jeff Grimes
Duratec OPD and Value Engineering
V-Engine Engineering

(313) 32-25237 *jgrimes1*

From: Grimes, Jeff (J.R.)
Sent: Friday, January 03, 2003 7:50 AM
To: Durfee, Tom (T.P.)
Subject: RE: EGR / DPFE Service parameters

Thank You...

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: Durfee, Tom (T.P.)
Sent: Friday, January 03, 2003 6:18 AM
To: Grimes, Jeff (J.R.)
Cc: Grandas, Joseph (J.M.)
Subject: RE: EGR / DPFE Service parameters

Jeff,

This is closed Joe sent out the response.

-----Original Message-----
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. 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: Thursday, January 02, 2003 8:24 AM
To: Grandas, Joseph (J.M.); Durfee, Tom (T.P.)
Subject: EGR / DPFE Service parameters

Follow Up Flag: Reply
Due By: Monday, January 06, 2003 5:00 PM
Flag Status: Flagged

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. Thanx

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7328
e-mail: jgrimes1@ford.com

Subject:	Updated: Feb 6, 2003 CTW Prep
Location:	POEE-A069 (18)
Start:	Wed 1/8/03 12:00 PM
End:	Wed 1/8/03 1:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Moore, Donald (D.R.); Yeung, Lem (.); West, Tony (T.); Rose, Robert (R.A.); Arnold, James (J.A.); 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.); Lemm, Pamela (P.J.); Makowski, Scott (S.A.)
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Resources:	POEE-A069 (18)
Importance:	High

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Please call me or Pam Lemm if you have any questions...

Jeff Grimes
Duratec OPD and Value Engineering
V-Engine Engineering

Subject:	Updated: Feb 6, 2003 CTW Prep
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Please call me or Pam Lemm if you have any questions...

Jeff Grimes
Duratec OPD and Value Engineering
V-Engine Engineering

(313) 32-25237 *jgrimes1*

From: Grimes, Jeff (J.R.)
Sent: Friday, December 20, 2002 10:34 AM
To: Jones, Shiela (S.M.)
Subject: Accepted: Updated: Hitachi IAC Quality Team Meeting

From: Grimes, Jeff (J.R.)
Sent: Thursday, December 19, 2002 1:07 PM
To: Meyer, David (D.H.)
Subject: RE: CRID #290254, IMPROVED 2-ACTIVE LAYER HEAD GASKETS

It was not...team is trying for very early january

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: Meyer, David (D.H.)
Sent: Thursday, December 19, 2002 11:29 AM
To: Grimes, Jeff (J.R.)
Subject: FW: CRID #290254, IMPROVED 2-ACTIVE LAYER HEAD GASKETS

Jeff, do you know if this was incorporated? I'm trying to put together a year end report.

Thanks,

Dave Meyer

David Meyer
07MY Escape/Tribute Program Management
Body Interior & Electrical Systems
PDC, 2H-G43 , MD #402, 313-39-07422

-----Original Message-----
From: Meyer, David (D.H.)
Sent: Monday, December 16, 2002 11:48 AM
To: Beyer, Theodore (T.)
Subject: RE: CRID #290254, IMPROVED 2-ACTIVE LAYER HEAD GASKETS

Ted, could you let me know if the subject MCR was incorporated last week? I'm trying to update CRID to reflect year end status.

Thanks,

Dave Meyer

David Meyer
Escape/Tribute Program Management
PDC, 2H-G43 , MD #402, 313-39-07422

-----Original Message-----
From: Beyer, Theodore (T.)
Sent: Wednesday, December 04, 2002 11:19 AM
To: Meyer, David (D.H.)
Subject: RE: CRID #290254, IMPROVED 2-ACTIVE LAYER HEAD GASKETS

David,

It is supposed to be phased in next week. 12/9. We have a meeting tomorrow at CEP2 to discuss the implementation.

Ted Beyer

TBEYER2@FORD.COM
FAX 313-322-9255
PHONE 313-390-7084
V ENGINE ENGINEERING - FORD MOTOR CO.

—Original Message—

From: Meyer, David (D.H.)
Sent: Wednesday, December 04, 2002 11:07 AM
To: Beyer, Theodore (T.)
Subject: CRID #290254, IMPROVED 2-ACTIVE LAYER HEAD GASKETS

Ted, do you know if the subject MCR has been incorporated yet? Will it still be incorporated this year?

Thanks,

Dave Meyer

David Meyer
Escape/Tribute Program Management
PDC, 2H-G43 , MD #402, 313-39-07422

Subject:	TB SPC
Location:	Ron's office
Start:	Fri 12/20/02 9:00 AM
End:	Fri 12/20/02 10:00 AM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Smaldone, Ronald (R.P.)

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 18, 2002 10:47 AM
To: Jones, Shiela (S.M.)
Subject: Accepted: Hitachi IAC Quality Team Meeting

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 18, 2002 10:26 AM
To: Dalbo, Bob (R.J.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: CTW Deep Dives and backup material for February CTW.

Importance: High

Bob, you had a rather large presentation that you presented at the last CTW in Cleveland...I was hoping for just an updated version...

If it's easiest for you to write a 1 pager picking up from where the presentation left off...That's great...

Of course, V-Engine has a new 99-Panel chart system we like to use for vehicle problems...I'll send you a pro-forma, if you could just redo everything you've done in the past in the new format, come down to Cleveland, and ...

I'm just kidding...One pager as mentioned would be great, but spend the 1 page picking up where your presentation left off...If you don't have the pitch...let me know...I may still have it electronically!

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: Monday, December 16, 2002 3:21 PM
To: Grimes, Jeff (J.R.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: CTW Deep Dives and backup material for February CTW.

Jeff,
What do you need from me? Will a 1-pager do?

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: Monday, December 16, 2002 2:51 PM
To: Goodwin, William (W.R.); Gogate, Anil (A.B.); Wettach, Bill (B.); Ogden, Christopher (C.W.); Solski, Michael (M.E.); Peterson, Craig (C.); Arant, Michael (M.P.); Artonov, Simon (S.); Heidinger, Craig (C.W.); Maclaren, Ron (R.A.); Dalbo, Bob (R.J.); Grandas, Joseph (J.M.)
Cc: Lemm, Pamela (P.J.)
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, D156 and U204 - Bill Wettach
6. Cleanliness follow up to Kapp review - R. Maclaren
7. Torque Convertor 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 8:50 AM
To: Danes, Adam (A.V.); Wettach, Bill (B.)
Cc: Limatta, Gary (G.D.)
Subject: IAC for PTQR

OK, the January 10th PTQR is off...However, we are on February 6 at CEP2's CTW...and in March/April again at the PTQR...

Bill, when you get back in, please call me to ensure we're going to be ready.

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, December 16, 2002 2:51 PM
To: Goodwin, William (W.R.); Gogate, Anil (A.B.); Wettach, Bill (B.); Ogden, Christopher (C.W.); Solski, Michael (M.E.); Peterson, Craig (C.); Arant, Michael (M.P.); Antonov, Simon (S.); Heldinger, Craig (C.W.); Maclaren, Ron (R.A.); Dalbo, Bob (R.J.); Grandas, Joseph (J.M.)
Cc: Lemm, Pamela (P.J.)
Subject: CTW Deep Dives and backup material for February CTW.

Importance: High

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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, December 12, 2002 12:15 PM
To: Danes, Adam (A.V.)
Subject: RE: PTQR Agenda - Jan 10 Mtg

Me too, should get interesting

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, December 12, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Weltach, Bill (B.)
Cc: Lilmatta, Gary (G.D.)
Subject: RE: PTQR Agenda - Jan 10 Mtg

Bill, I see you as the lead on this.

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Thursday, December 12, 2002 11:24 AM
To: Weltach, Bill (B.); Danes, Adam (A.V.)
Subject: FW: PTQR Agenda - Jan 10 Mtg

Escape IAC will be discussed...I'll be looking to Bill and the task Force to lead ...

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: 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.); Buettner, 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 6 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.

PQQRT 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.

<< File: 2003 PTQR Cadence 120502a.xls >>
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>

From: Grimes, Jeff (J.R.)
Sent: Thursday, December 12, 2002 11:24 AM
To: Wettach, Bill (B.); Danes, Adam (A.V.)
Subject: FW: PTQR Agenda - Jan 10 Mtg

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Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
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2003 PTQR Cadence
12/09/2003

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>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, December 03, 2002 8:24 AM
To: Shulick, Michael (M.J.)
Subject: RE: Final Agenda - 12/3 PTQR (Updates in RED)

Mike, I spoke with Jerry Klarr (Outfitter's) yesterday, after reviewing an Idle Speed Control project I am just getting started on...he officially requested that we cover this at the PTQR, as IAC issues cross almost ALL our engine families...

To provide ample time for content...I'd recommend late January or early February...You should start with Bill Wettach and/or Adam Danes for ownership of the presentation...

Escape should definitely be included in their material...

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: Shulick, Michael (M.J.)
Sent: Monday, December 02, 2002 5:31 PM
To: Rourke, John (J.F.); Brennan, Patrick (P.M.); Robinson, John (J.W.); Anderson, Ed (E.S.); Wodarcyk, Chris (C.J.); Fischer, Troy (T.A.); Skrbina, John (J.R.); Hofman, Michael (M.V.); Fascetti, Bob (R.J.); Sabin, Scott (S.M.); Figurski, Patrick (P.M.); Dakhlallah, Hassan (H.A.); Anderson, Jeff (J.W.); Auller, Jim (J.E.); Blair, Mark (M.A.); Boxeth, Dan (D.D.); Brouwer, Larry (G.); Butler, Pamela (P.D.); Choi, Michael (M.); Christensen, Lou (L.R.); Danes, Adam (A.V.); DeSpirt, Bob (R.L.); Dorigo, Jack (J.J.); Eckhoff, Jeff (J.); Eakey, William (W.C.); Fitzgerald, Ronald (R.P.); Froney, Jayne (J.R.); Frye, Nancy (N.J.); Fasani, Frank (F.); Fullerton, Lisa (L.M.); Ganish, Dan (D.); Gill, Rajinder (R.S.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Gray, Chuck (C.E.); Grimes, Jeff (J.R.); Guys, Philip (P.R.); Hallauer, Julie (J.A.); Hanley, James (J.); Harrison, Mike (M.J.); Hoen, Tim (T.M.); Humes, Kimberly (K.R.); Johnson, Risa (R.A.); Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Koszewnik, John (J.J.); Kramer, Michael (M.T.); Kunde, Olaf (O.); Kurt Neutgens (K.J.) (E-mail); Lantor, Allen (A.I.); Laveute, Gerald (G.E.); Layden, Kevin (K.E.); Lowman, Harold (H.R.); Lucas, Jim (J.R.); Lymburner, Dan (D.R.); Maurin, Pete (P.W.); McClitment, Greg (G.A.); McCrary, Michael (M.A.); Pandolfi, Pete (P.G.); Pittel, Kimberly (K.L.); Rankin, Robert (R.W.); Samardzich, Raul (R.J.); Schiedling, Kurt (K.J.); Serrahn, Ed (E.R.); Sherard, Gail (G.); Suesila, Paul (P.C.); Sventickas, Ed (E.); Szczupak, Dave (D.T.); Szopo, Doug (Douglas S.); Vargo, Joseph (J.G.); Verga, Joseph (J.A.); Walega, Ken (K.G.); Ward, Larry (L.J.); Wasdyke Sr., Pat (P.); Wegner, Brian (B.F.); Whitworth, Rudy (A.R.); Wineland, Richard (R.J.); Wode, Rainer (R.); Wolfe, Brian (B.C.); Wright, Robin (R.A.); Wulleert, Michael (M.G.); Yuhasz, Philip (P.D.); Zaghati, Z. (.)
Subject: Final Agenda - 12/3 PTQR (Updates in RED)

Powertrain Quality Review (PTQR) Agenda

An audio bridge has been added for the December 3rd meeting.
Phone Numbers: 9-1-954-1144 (Ford Net), 1-877-870-3529, or 1-630-693-1704
Pass Code: 5520410 #

Please send future agenda items to: MSHULICK

Tuesday, December 3, 2002
4:00 pm - 5:30 pm

POEE CR B

<< OLE Object: Microsoft Word Document >>

Future Agenda Topics:
EMS vs. Motorola EGR Early Warranty Comparison (Barb Kaput) - 10 minutes
4.6L-4V/2V Valve Tick Update (Barb Kaput) - TBD minutes
ATO Fix P/T European C307 / NA C170 2004.5MY Quick Connector Change (John Rourke) - 20 minutes

Mike Shulick

Full Size SUV Powertrain Planning
Powertrain Strategy & Business Office
POEE, Office #2D050, MD 52
phone / voicemail / fax: (313)317-2301
text pager: 3137952766@alphapage.airtouch.com
e-mail: mshulick@ford.com

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Thanx

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Tuesday, December 3, 2002
4:00 pm - 5:30 pm

POEE CR B

<< OLE Object: Microsoft Word Document >>

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EMS vs. Motorola EGR Early Warranty Comparison (Barb Kaput) - 10 minutes
4.6L-4V/2V Valve Tick Update (Barb Kaput) - TBD minutes
ATO Fix P/T European C307 / NA C170 2004.5MY Quick Connector Change (John Rourke) - 20 minutes

Mike Shulick

Full Size SUV Powertrain Planning
Powertrain Strategy & Business Office
POEE, Office #2D050, MD 52
phone / voicemail / fax: (313)317-2301
text pager: 3137952765@alphapage.airtouch.com
e-mail: mshulick@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, December 02, 2002 11:03 AM
To: Wanat, Richard (R.L.); Janakiraman, Ram (V.); Varady, Arthur (A.J.)
Subject: RE: IAC Study - Escape

MPC-160 is the processor...

The scan tool is a relatively simple *patch that allows you to look at variables in the calibration...

If we need to archive data files, I'd expect to require an RCON...

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: **Wanat, Richard (R.L.)**
Sent: Monday, December 02, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Janakiraman, Ram (V.)
Subject: RE: IAC Study - Escape

We will need to take data files. If the MPC-160 is the so-called "flight recorder" then I expect that will be sufficient.

Regards,

Dick Wanat
Calibration Technical Specialist
PD/R&VT/P&AE-CAPE
Phone: (313)32-20165 FAX: (313)24-85399
Room: 1F08 Bldg: Dynamometer Lab
Email: rwanat@ford.com

-----Original Appointment-----
From: Grimes, Jeff (J.R.)
Sent: Monday, December 02, 2002 10:36 AM
To: Wanat, Richard (R.L.); Janakiraman, Ram (V.)
Subject: Canceled: IAC Study - Escape
When: Monday, December 02, 2002 12:00 PM-4:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: North Garage
Importance: High

Couldn't opull it off this morning...weather and vacations and all...

I'll reschedule in the near future...

Can we use a scan tool with the MPC-160? or is an RCON the only way to go?

Subject:	Canceled: IAC Study - Escape
Location:	North Garage
Start:	Mon 12/2/02 12:00 PM
End:	Mon 12/2/02 4:00 PM
Show Time As:	Free
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Wanat, Richard (R.L.); Janakiraman, Ram (V.)
Importance:	High

Couldn't opull it off this morning...weather and vacations and all...

I'll reschedule in the near future...

Can we use a scan tool with the MPC-160? or is an RCON the only way to go?

From: Grimes, Jeff (J.R.)
Sent: Monday, December 02, 2002 9:22 AM
To: Tiu Jr., Rogelio (R.G.); Chomyshyn, Mike (B.M.); 'Christine Nickols'
Cc: Santo, Michelle (M.C.); 'apower@us.dhl.com'; 'dyarde@us.dhl.com'; Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley, Miyako (M.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Ball, Karen (K.E.); Grahame, Maureen (M.); Corbett, Sandra (S.M.); Yeung, Lem (.); Sventickas, Ed (E.)
Subject: RE: Emergency Order for Old Level IAC Valve

Importance: High

Thank You all for your assistance.

Great Job!

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: Tiu Jr., Rogelio (R.G.)
Sent: Sunday, December 01, 2002 6:59 PM
To: Chomyshyn, Mike (B.M.); 'Christine Nickols'
Cc: Santo, Michelle (M.C.); 'apower@us.dhl.com'; 'dyarde@us.dhl.com'; Grimes, Jeff (J.R.); Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley, Miyako (M.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Ball, Karen (K.E.); Grahame, Maureen (M.)
Subject: RE: Emergency Order for Old Level IAC Valve

Hello Mike,

I tracked the package and it already arrived at the DHL Facility in Manila at around 2:30 AM. Its being processed for clearance. I am now asking the help of our Traffic and Custom Group to Expidite its release.

We appreciate every effort your team have done for us even if its a holiday for you guys. Thank you very much.

We will be waiting for further information about the next shipment of 210 pcs.
Thank you again.

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

-----Original Message-----
From: Chomyshyn, Mike (B.M.)
Sent: 30 November 2002 12:19

To: 'Christine Nickols'; Chomyshyn, Mike (B.M.)
Cc: Tiu Jr., Rogelio (R.G.); Santo, Michelle (M.C.);
'apower@us.dhl.com'; 'dyarde@us.dhl.com'; Grimes, Jeff (J.R.);
Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley,
Miyako (M.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano,
Raul Emmanuel (RVL.); Ball, Karen (K.E.); Grahame, Maureen (M.)
Subject: RE: Emergency Order for Old Level IAC Valve
Importance: High

Christine, please provide the invoice number as requested and fax a copy of that to Rogelio as requested.

Rogelio, please look for the material with the regular DHL freight. The AWB has already been identified for you to track, and the invoice copy will be available to you soon.
I hope this helps and I hope you receive the material early on Monday.

Please let us know how this worked out.

Regards,
B. M. Chomyshyn
B. M. Chomyshyn
International Distribution Operations (IDO)
Windsor, Ontario E-mail mchomysh@ford.com
Phone 951-1428 (Ford) 519-257-1428 (Bell)
Fax 951-1408

-----Original Message-----
From: Christine Nickols [mailto:cnickols@us.dhl.com]
Sent: Friday, November 29, 2002 9:44 PM
To: Chomyshyn, Mike (B.M.)
Cc: Tiu Jr., Rogelio (R.G.); Santo, Michelle (M.C.);
'apower@us.dhl.com'; 'dyarde@us.dhl.com'; Grimes, Jeff (J.R.);
Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley,
Miyako (M.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano,
Raul Emmanuel (RVL.); Ball, Karen (K.E.); Grahame, Maureen (M.)
Subject: Re: Emergency Order for Old Level IAC Valve

Mike,

Material was recvd but was not shipped seperately. It was included with
the regular nightly shipment.
AWB# 9207564693
Fax alert will be sent.

Kindest Regards,
Christine

"Chomyshyn, Mike (B.M.)" wrote:
>
> Diane Yarde (DHL), we need your assistance on a very special shipment to Ford Philippines going out of DPD tonight.
> The material will be picked late this afternoon and the invoice will not be available until it is ready for shipment after 5:00pm today.
> The Dest code is 56363 DOR number 02504 Invoice - not yet known

> Part is YF1Z-9F715-AA 210 pieces from Detroit depot (another 210 pcs to be referred to other depot later)
>
> There is a special "Ship To" address for this material; It is:
>
> Pls. Attn Parts to:
> Mr. Rogelio G. Tiu/Mr. Valery Valero
> Ford Motor Company Philippines
> #1 American Road, Green Field Automotive park - SEZ
> Santa Rosa, Laguna, Philippines 4026
> Tel: 63495415097 Fax: 63495415030
>
> What I need from DHL is to fax a copy of the invoice(s) to Ford Philippines to the pfax listed below and also to alert everyone in this e-mail note of the AWB for the shipment.
>
> Diane, my home phone is [redacted] in case you need additional info on this later tonight.
>
> Your usual attention to special requests is always appreciated. Thank you.
>
> Regards,
> B. M. Chomyshyn
> B. M. Chomyshyn
> International Distribution Operations (IDO)
> Windsor, Ontario E-mail mchomysh@ford.com
> Phone 951-1428 (Ford) 519-257-1428 (Bell)
> Fax 951-1408
>
> > -----Original Message-----
> > From: Tiu Jr., Rogelio (R.G.)
> > Sent: Friday, November 29, 2002 2:36 AM
> > To: Chomyshyn, Mike (B.M.); Santo, Michelle (M.C.); 'apower@us.dhl.com'
> > Cc: Grimes, Jeff (J.R.); Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley, Miyako (M.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Ball, Karen (K.E.); Grahame, Maureen (M.)
> > Subject: RE: Emergency Order for Old Level IAC Valve
> >
> > Hello Again,
> >
> > We appreciate all the support that you have been giving us. Thank you very much.
> >
> > Since we might not get in touch with you again until Monday, we would like to request that the following be done:
> >
> > a. Please fax a copy of the invoice to this number 6349-541-5030. We will use this for import permitt application
> > b. Please provide us of the airwaybill number or DHL tracking Number so that we can track the shipment at our end.
> >
> > Also please inform us if the shipment is freight prepaid (door to door) or not.
> >
> > We are very sorry for any inconvinience that we caused you. 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
> >
> > -----Original Message-----
> > From: Chomyshyn, Mike (B.M.)
> > Sent: 28 November 2002 21:22
> > To: Tiu Jr., Rogelio (R.G.); Santo, Michelle (M.C.)
> > Cc: Grimes, Jeff (J.R.); Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley, Miyako (M.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Ball, Karen (K.E.); Grahame, Maureen (M.); Chomyshyn, Mike (B.M.); Calimbahin, Jose (J.V.); Arreza, Leo Neil (L.C.); 'apower@us.dhl.com'
> > Subject: RE: Emergency Order for Old Level IAC Valve
> >
> > OK, here is what we can do for you:
> > Today, Thuresday Nov 28 and Friday Nov 29 are US holidays.
> > IDO office in Canada will submit the order for 420 pieces of service part YF1Z-9F715-AA
> > The order will be processed into the US system tomorrow Friday Nov 29. The depot is working for emergency orders only so they should process this order on friday afternoon.
> > Our master depot in Detroit does not have sufficient inventory to fill this entire order, so other depots will be referred and allocated for some material.
> > The Detroit depot will be able to ship out on Friday evenieing and we will send the material by DHL and we will co-ordinate expidited service for you. We also note that you have included a special "ship to" address.
> >
> > The material coming from our other depots will be transferred to Detroit (the normal consolidation point on all referred material for export markets) and will not be available until Monday or Tuesday of next week (Dec 2 or 3).>
> >
> > I can appreciate your urgency for these parts and our staff is working very hard to assist in delivering to you in the shortest possible time.
> >
> > Unfortunately, this order was received today during the US holiday and timing of this order is unfortunately poor. We will still do our best to assist.
> >
> > Regards,
> > B. M. Chomyshyn
> > B. M. Chomyshyn
> > International Distribution Operations (IDO)
> > Windsor, Ontario E-mail mchomysh@ford.com
> > Phone 951-1428 (Ford) 519-257-1428 (Bell)
> > Fax 951-1408
> >
> >
> > -----Original Message-----
> > From: Tiu Jr., Rogelio (R.G.)
> > Sent: Thursday, November 28, 2002 1:07 AM
> > To: Santo, Michelle (M.C.)
> > Cc: Chomyshyn, Mike (B.M.); Grimes, Jeff (J.R.); Fukushima, Takashi (T.); Beaudo, John (J.); Kreiger, Erik (E.); Foley, Miyako (M.); Sharif, Saj (S.G.);

Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.)
> > Subject: Emergency Order for Old Level IAC Valve
> >
> > Hello,
> >
> > You were referred to us as our Main contact for our order of 420 Pcs. of Old IAC valve. Attached is our firm order for the said part. Our parts are just enough to cover our production for this week. There are Duratec Engines that arrived in Manila today (288 units) but we are not very confident if there are still more old level engines in that shipment. Out of the 288 units that we checked last shipment, only 61 units were old level engines. We are assuming that the shipment coming in will most likely be pure New Level Engines. So, by Monday Morning, we will have no parts for our assembly line.
> >
> > We hope you understand our situation and facilitate our order with utmost urgency. Thank you very much.
> >
> > << File: P211281.xls >>
> >
> >
> >
> > 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
> >

Subject:	Canceled: IAC Study - Escape
Location:	North Garage
Start:	Mon 12/2/02 12:00 PM
End:	Mon 12/2/02 4:00 PM
Show Time As:	Free
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Wanat, Richard (R.L.); Janakiraman, Ram (V.)
Importance:	High

Couldn't opull it off this morning...weather and vacations and all...

I'll reschedule in the near future...

Can we use a scan tool with the MPC-160? or is an RCON the only way to go?

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 27, 2002 9:13 AM
To: Riberdy, Hank (H.A.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

OK, ignore my phone call ☺

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: Riberdy, Hank (H.A.)
Sent: Wednesday, November 27, 2002 9:09 AM
To: Grimes, Jeff (J.R.); Tiu Jr., Rogelio (R.G.)
Cc: Santo, Michelle (M.C.); Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.); Chu, Janny (.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Hi Jeff,

Ford Philippines are Michelle Santo's (MSANTO) customer. Please direct all future requests to her. Thanks.

Best Regards,
Hank A. Riberdy
Hank Riberdy
FCSD - IDO
☎ (519) 257-1458 / ■ (519) 257-1407
Ford Dial Net: ☎ 951-1458
<mailto:hriberdy@mail.ford.com>

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 27, 2002 8:57 AM
To: Tiu Jr., Rogelio (R.G.); Riberdy, Hank (H.A.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.); Chu, Janny (.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

My understanding is that 420 are available. Hank will work with you to place the order and expedite shipment...

I'll give Hank a call shortly to stress the urgency...

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: Tiu Jr., Rogelio (R.G.)
Sent: Tuesday, November 26, 2002 7:17 PM
To: Grimes, Jeff (J.R.); Riberdy, Hank (H.A.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.); Chu, Janny (.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Jeff,

We were provided only with the contact person (Hank Riberdy) but as to the availability of parts at FSCD we still dont have information. We also need to know how do we go about placing the order to FSCD.

Hank,

You were referred to us by Erik to help us get the parts from FSCD. We want to know if the parts are available at FCSD and how many are available. Right now, I estimate that we need atleast 420 pcs to cover October Pack Production. This is very urgent because all our stock of Duratec Engines might be new already (In our yard and In transit). Our stock of old level engines is only sufficient to cover our production today. Please let us know immediately if parts are available.

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

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: 26 November 2002 21:10
To: Tiu Jr., Rogelio (R.G.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Mr Tiu, It is my understanding that you have been provided the appropriate information to resolve this concern. If you require anything further, please let us know.

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: Tiu Jr., Rogelio (R.G.)
Sent: Tuesday, November 26, 2002 5:05 AM

To: Kreiger, Erik (E.); Foley, Miyako (M.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Grimes, Jeff (J.R.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lajano, Raul Emmanuel (RVL.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Hello Again,

Due to the urgency of the parts, whether or not the parts are available we would want to know the following Information so we can process orders tomorrow.

a. How do we go about placing the order? Will we place the order manually(Excel or Word Document); Through CMMS or Through GEOS? Taiwan placed the order through their FSCD according to Mr. Simon Chen.

b. Do you require any special method or process for this order?

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

-----Original Message-----
From: Tiu Jr., Rogelio (R.G.)
Sent: 26 November 2002 15:50
To: Kreiger, Erik (E.); Foley, Miyako (M.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Grimes, Jeff (J.R.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lajano, Raul Emmanuel (RVL.)
Subject: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Hello,

My name is Oggie Tiu. I am in Charged of Ford Motor Company Philippines Imported Parts Supply Chain. We are in need of your assistance in providing us Old Level IAC Valve (P/N AJ03-20660-A/YF1E-9F715-AB) for Duratec Engines. Yesterday, we already detected 36 units of Duratec Engines with NEW IAC Valve. We still have 288 units of engines coming in tomorrow and we fear that all these engines are new level engines also. Right now, I estimate that we need atleast 420 pcs worth of Old IAC Valve for us to match all our October 2002 Pack Kits. We want to know if these old level IAC valves are still available for us to procure and how many are in stock.

Fukushima San of OPED referred me to you.

I am attaching notes related to the issue for your reference.

Thanks.
<< Message: RE: Urgent : IAC Valve for Ford of Philippines >>
<< Message: RE: Effective Timing Issue on Engineering Change for U204/J14 -RESEND >>

Miyako,

From one of the notes above, Information about the Cums of Old level Engines was Provided to Taiwan that is why they were able to order old level IAC valve before the the problem hit them. This is thesame information we are looking for

before but apparently CEP2 informed you that this is not possible. Can you please clarify.

Thanks.

Rogelio G. Tiu Jr.
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Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
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From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 27, 2002 8:57 AM
To: Tiu Jr., Rogelio (R.G.); Riberdy, Hank (H.A.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.); Chu, Janny (.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

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Jeff Grimes
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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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Sent: Tuesday, November 26, 2002 7:17 PM
To: Grimes, Jeff (J.R.); Riberdy, Hank (H.A.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.); Chu, Janny (.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Jeff,

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Thanks.

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Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
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Email: rtiu@ford.com

-----Original Message-----
From: Grimes, Jeff (J.R.)

Sent: 26 November 2002 21:10
To: Tiu Jr., Rogelio (R.G.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Mr Tiu, it is my understanding that you have been provided the appropriate information to resolve this concern. If you require anything further, please let us know.

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: **Tiu Jr., Rogelio (R.G.)**
Sent: Tuesday, November 26, 2002 5:05 AM
To: Kreiger, Erik (E.); Foley, Miyako (M.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Grimes, Jeff (J.R.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Hello Again,

Due to the urgency of the parts, whether or not the parts are available we would want to know the following Information so we can process orders tomorrow.

a. How do we go about placing the order? Will we place the order manually(Excel or Word Document); Through CMMS or Through GEOS? Taiwan placed the order through their FSCD according to Mr. Simon Chen.

b. Do you require any special method or process for this order?

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

-----Original Message-----
From: Tiu Jr., Rogelio (R.G.)
Sent: 26 November 2002 15:50
To: Kreiger, Erik (E.); Foley, Miyako (M.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Grimes, Jeff (J.R.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.)
Subject: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

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Thanks.
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<< Message: RE: Effective Timing Issue on Engineering Change for U204/J14 -RESEND >>

Miyako,

From one of the notes above, Information about the Cums of Old level Engines was Provided to Taiwan that is why they were able to order old level IAC valve before the the problem hit them. This is thesame information we are looking for before but apparently CEP2 informed you that this is not possible. Can you please clarify.

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: Tuesday, November 26, 2002 10:02 AM
To: Suarez, Rhae (R.)
Subject: RE: Throttle body

Should be around...may spend a little time out of the office driving an Escape...If I'm not here...They are in a large box marked FRIGILE on my back desk (red wall...Grab 1.

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: Tuesday, November 26, 2002 9:55 AM
To: Grimes, Jeff (J.R.); Altoonian, Don (D.J.)
Subject: RE: Throttle body

sounds good. I'll see what I can come up with. I'll talk to the F-series person and see if they can get any parts back!!

are you around all day today? It's kind of slow with all the people out for the holiday. I'll try to stop by this afternoon.

Thanks!!

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 26, 2002 9:51 AM
To: Suarez, Rhae (R.); Altoonian, Don (D.J.)
Subject: RE: Throttle body

I have 4 left.

2 for Don Altoonian (Keith Takisawa and his Secretary, I believe)

The other two are on my desk...Stop by, but you'll owe me one ☺

How about some nifty F-150 Lightening headlights for my S-Crew

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: Tuesday, November 26, 2002 9:49 AM
To: Grimes, Jeff (J.R.); Altoonian, Don (D.J.)
Subject: Throttle body

Here is a stretch for a favor.... Do either of you have a non-sticking throttle body? I got someone here that has had her vehicle serviced for it earlier (before the fix) and the condition has returned. She basically had the TB replaced but it was the same old level. She has seen the message but she is at 40K miles and her warranty is up.

If you can help me (her) out, I would appreciate it.

Thanks!!! and have a good Turkey Day!!
Rhae

From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 26, 2002 9:51 AM
To: Suarez, Rhae (R.); Altoonian, Don (D.J.)
Subject: RE: Throttle body

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Jeff Grimes
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ph: (313) 322-5287 fax: (313) 594-7323
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Sent: Tuesday, November 26, 2002 9:49 AM
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If you can help me (her) out, I would appreciate it.

Thanks!!! and have a good Turkey Day!!
Rhae

From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 26, 2002 6:10 AM
To: Tiu Jr., Rogelio (R.G.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.); Kreiger, Erik (E.); Foley, Miyako (M.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Mr Tiu, it is my understanding that you have been provided the appropriate information to resolve this concern. If you require anything further, please let us know.

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: Tiu Jr., Rogelio (R.G.)
Sent: Tuesday, November 26, 2002 5:05 AM
To: Kreiger, Erik (E.); Foley, Miyako (M.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Grimes, Jeff (J.R.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Hello Again,

Due to the urgency of the parts, whether or not the parts are available we would want to know the following Information so we can process orders tomorrow.

a. How do we go about placing the order? Will we place the order manually(Excel or Word Document); Through CMMS or Through GEOS? Taiwan placed the order through their FSCD according to Mr. Simon Chen.

b. Do you require any special method or process for this order?

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

-----Original Message-----
From: Tiu Jr., Rogelio (R.G.)
Sent: 26 November 2002 15:50
To: Kreiger, Erik (E.); Foley, Miyako (M.)
Cc: Fukushima, Takashi (T.); Okazaki, Yoshinori (Y.); Corbett, Sandra (S.M.); Beaudo, John (J.); Grimes, Jeff (J.R.); Sharif, Saj (S.G.); Pedro, Romualdo 'Dong' (R.O.); Lejano, Raul Emmanuel (RVL.)
Subject: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Hello,

My name is Oggie Tiu. I am in Charged of Ford Motor Company Philippines Imported Parts Supply Chain. We are in need of your assistance in providing us Old Level IAC Valve (P/N AJ03-20660-A/YF1E-9F715-AB) for Duratec Engines. Yesterday, we already detected 36 units of Duratec Engines with NEW IAC Valve. We still have 288 units of engines coming in tomorrow and we fear that all these engines are new level engines also. Right now, I estimate that we need atleast 420 pcs worth of Old IAC Valve for us to match all our October 2002 Pack Kits. We want to know if these old level IAC valves are still available for us to procure and how many are in stock.

Fukushima San of OPED referred me to you.

I am attaching notes related to the issue for your reference.

Thanks.
<< Message: RE: Urgent : IAC Valve for Ford of Philippines >>
<< Message: RE: Effective Timing Issue on Engineering Change for U204/J14 -RESEND >>

Miyako,

From one of the notes above, Information about the Cums of Old level Engines was Provided to Taiwan that is why they were able to order old level IAC valve before the the problem hit them. This is thesame information we are looking for before but apparently CEP2 informed you that this is not possible. Can you please clarify.

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: Tuesday, November 26, 2002 8:07 AM
To: Kreiger, Erik (E.); 'John.Chick@hap.com'
Cc: Corbett, Sandra (S.M.)
Subject: RE: Urgent:Old IA Valve for Duratec 3.0 Liter Engine

Importance: High

Good Morning, Erik, John.

Do we have available the 420 parts needed here? If not, what can we support with? Timing on the remainder?

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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Thanks.
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<< Message: RE: Effective Timing Issue on Engineering Change for U204/J14 -RESEND >>

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Thanks.

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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, November 22, 2002 10:33 AM
To: Hansen, George (G.C.)
Subject: IAC

9492; 8213; 6553

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

Subject:	PR
Location:	TBD, breakout room
Start:	Fri 12/6/02 10:00 AM
End:	Fri 12/6/02 11:00 AM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Yeung, Lem (.)

From: Grimes, Jeff (J.R.)
Sent: Monday, November 18, 2002 9:17 AM
To: Wanat, Richard (R.L.); Janakiraman, Ram (V.)
Subject: RE: Low Mileage Failures of 2003 MY ISC on U204 and D186

Our section car is on-loan...I'm trying to track one down....

The RCON may be more difficult...

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: **Wanat, Richard (R.L.)**
Sent: Monday, November 18, 2002 8:16 AM
To: Janakiraman, Ram (V.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Low Mileage Failures of 2003 MY ISC on U204 and D186

It needs to be an automatic trans (perhaps they all are, I don't know).

-----Original Message-----
From: Janakiraman, Ram (V.)
Sent: Monday, November 18, 2002 8:12 AM
To: Wanat, Richard (R.L.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Low Mileage Failures of 2003 MY ISC on U204 and D186

Dick
I don't have the Escape yet. I am 'cc'ing this to Jeff also.

Jeff- please let us know if you can get us an Escape (with an RCON) for our testing. Thanks!

Ram

> -----Original Message-----
> **From:** Wanat, Richard (R.L.)
> **Sent:** Monday, November 18, 2002 5:43 AM
> **To:** Danes, Adam (A.V.); Janakiraman, Ram (V.)
> **Cc:** Wanat, Richard (R.L.)
> **Subject:** RE: Low Mileage Failures of 2003 MY ISC on U204 and D186
>
> Adam,
>
> Could be calibration or strategy issue Ram and I have been
> looking at. Calibration
> issue could be dashpot.
>
> Ram,
>

> Did we ever get an Escape? I was off Thursday afternoon.
>
> Regards,
>

> *Dick Wanat*
> Calibration Technical Specialist
> PO/R&VT/P&AE-CAPE
> Phone: (313)32-20185 FAX: (313)24-85399
> Room: 1F08 Bldg: Dynamometer Lab
> Email: rwanat@ford.com
>
>

> ----Original Message----
> **From:** Danes, Adam (A.V.)
> **Sent:** Thursday, November 14, 2002 11:28 AM
> **To:** Wineland, Richard (R.J.); Wanat, Richard (R.L.)
> **Subject:** FW: Low Mileage Failures of 2003 MY ISC on U204 and D186
>
> Rich,
> The driving stall is alarming. That typically isn't an IAC.
> Dick Wanat - what do you think?
>

> ----Original Message----
> **From:** Wineland, Richard (R.J.)
> **Sent:** Thursday, November 14, 2002 11:04 AM
> **To:** Danes, Adam (A.V.)
> **Cc:** Young, Lem (.); Moore, Donald (D.R.)
> **Subject:** Low Mileage Failures of 2003 MY ISC on U204 and D186
>
> Adam, the attached file shows the latest Parser data on the
> subject issue. Please review and advise.
>

> Richard J. Wineland
> rwineland@ford.com
> 6-Sigma Black Belt
> Duratec Engine Programs
> 313-337-5433 (phone & fax)
>

From: Grimes, Jeff (J.R.)
Sent: Monday, November 18, 2002 9:12 AM
To: Wineland, Richard (R.J.)
Subject: FW: Low Mileage Failures of 2003 MY ISC on U204 and D186

Rich, If you going to be getting into IAC's on Escape, please keep me in the loop...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7328
e-mail: jgrimes1@ford.com

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Cc: Grimes, Jeff (J.R.)
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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.); Yeung, 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
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-----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

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

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From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 12, 2002 3:27 PM
To: Buettner, Steve (S.B.); Maclaren, Ron (R.A.)
Subject: FW: Updated agenda - 11/12 PTQR

Latest...Lots have circulated...here is official.

Talk to you around 4:30

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: **Shulick, Michael (M.J.)**
Sent: Tuesday, November 12, 2002 3:19 PM
To: Grimes, Jeff (J.R.)
Subject: FW: Updated agenda - 11/12 PTQR

Mike Shulick
Full Size SUV Powertrain Planning
Powertrain Strategy & Business Office
POEE, Office #2D050, MD 52
phone / voicemail / fax: (313)317-2301
text pager: 3137952766@alphapage.airtouch.com <mailto:3137952766@alphapage.airtouch.com>
e-mail: mshulick@ford.com <mailto:mshulick@ford.com>

-----Original Message-----
From: Rumpsa, Todd (T.)
Sent: Tuesday, November 12, 2002 9:06 AM
To: Berndt, Terrence (T.R.); Claimont, Lesley (L.M.); Grimes, Jeff (J.R.); Pittel, Kimberly (K.L.); Gogata, Anil (A.B.); Maclaren, Ron (R.A.); Fischer, Troy (T.A.); Skrzina, John (J.R.); 'jdrisco1@visteon.com'; 'cbishop2@visteon.com'; Shulick, Michael (M.J.); Anderson, Jeff (J.W.); Auler, Jim (J.E.); Blair, Mark (M.A.); Brouwer, Larry (G.); Butler, Pamela (P.D.); Choi, Michael (M.); Christensen, Lou (L.R.); Danes, Adam (A.V.); DeSpirt, Bob (R.L.); Dorigo, Jack (J.J.); Eckhoff, Jeff (J.); Estey, William (W.C.); Fitzgerald, Ronald (R.P.); Ford, Roy (R.A.); Franey, Jayne (J.R.); Frye, Nancy (N.J.); Fasani, Frank (F.); Fullerton, Lisa (L.M.); Ganish, Dan (D.); Gill, Rajinder (R.S.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Gray, Chuck (C.E.); Grimes, Jeff (J.R.); Guys, Philip (P.R.); Hallauer, Julie (J.A.); Hanley, James (J.); Harrison, Mike (M.J.); Hoen, Tim (T.M.); Humes, Kimberly (K.R.); Johnson, Risa (R.A.); Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Koszewnik, John (J.J.); Kunda, Olaf (O.); Neutgens, Kurt (K.J.); Lantor, Allen (A.I.); Laviuta, Gerald (G.E.); Layden, Kevin (K.E.); Lowman, Harold (H.R.); Lucas, Jim (J.R.); Lymburner, Don (D.R.); Maurin, Pete (P.W.); McClinent, Greg (G.A.); McCrary, Michael (M.A.); Pandolfi, Pete (P.G.); Rankin, Robert (R.W.); Samardzich, Raul (R.J.); Schieding, Kurt (K.J.); Serrahn, Ed (E.R.); Sherard, Gail (G.); Suzalla, Paul (P.C.); Svantickas, Ed (E.); Szczupak, Dave (D.T.); Szopo, Doug (Douglas S.); Vargo, Joseph (J.G.); Verga, Joseph (J.A.); Wafaga, Ken (K.G.); Ward, Larry (L.J.); Wasdyke Sr., Pat (P.); Wagner, Brian (B.F.); Wetzler, Mitchell (Mitch.); Whitworth, Rudy (A.R.); Wineland, Richard (R.J.); Wode, Rainer (R.); Wolfe, Brian (B.C.); Wright, Robin (R.A.); Wulbert, Michael (M.G.); Yuhasz, Philip (P.D.); Bogenhagen, Sheri (S.L.)
Subject: RE: Updated agenda - 11/12 PTQR

Updated agenda: "P/T NVH QOS Fix P/T funding request" is deferred 1 week to Nov. 19.

An audio bridge has been added for the Nov. 12 meeting.
Phone Numbers: 9-1-954-1146 (Ford Net), 1-866-274-3057, or 1-630-424-4825

Pass Code: 8513943 #

Below is the agenda for the 11/12 PTQR meeting. **Please note that Mike Shullck will be taking over my role of facilitating future PTQR meetings.**

Date: Nov. 12, 2002
Time: 4:00-5:30 pm
Location: POEE CR B

1. U-8500 F-Series NAQPAM pre-review (Sheri Bogenhagen) - 15 mins
2. PDQOS process proposal (from Outfitters) for PTQR - 60 mins

4:30-4:45	3.0L Duratec Contamination	Jeff Grimes/CEP#2 Rep.
4:45-5:00	MAF Sensor	Jim Driscoll/Chris Bishop
5:00-5:15	5R55W Torque Converter Heat Treat Concern	Kim Pittel

Note: The "Remanufacturer Quality Audit Results and Next Steps" agenda item has been deleted from the agenda, and will be held in another forum.

Future Agenda Topics:
P/T NVH QOS Fix PT Funding Request (M. Choi) - Nov. 19 - 15 mins
P/T Leak Check project update (G. MacDonald / C. Trombetta) - Nov. 19 - 20 mins
ESM vs. Motorola EGR early warranty comparison (B. Kaput) - TBD

Todd Rumpsa
Ranger & F-Series P/T Planning
Ph: (313) 59-42515; Fax: (313)84-53377
POEE MD52, cube 2F046

From: Grimes, Jeff (J.R.)
Sent: Tuesday, November 12, 2002 10:16 AM
To: Shulick, Michael (M.J.)
Subject: RE: Powertrain Quality Review (PTQR)

Mike, can you canvass the attendees, I'd like to see a presentation on IAC's

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: **Shulick, Michael (M.J.)**
Sent: Monday, November 11, 2002 4:21 PM
To: Anderson, Jeff (J.W.); Auller, Jim (J.E.); Blair, Mark (M.A.); Brouwer, Larry (G.); Butler, Pamela (P.D.); Choi, Michael (M.); Christensen, Lou (L.R.); Danes, Adam (A.V.); DeSpirt, Bob (R.L.); Dorigo, Jack (J.J.); Eekhoff, Jeff (J.); Estey, William (W.C.); Fitzgerald, Ronald (R.P.); Ford, Roy (R.A.); Froney, Jayne (J.R.); Frye, Nancy (N.J.); Fasdni, Frank (F.); Fullerton, Lisa (L.M.); Ganlah, Dan (D.); Gill, Rajinder (R.S.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Gray, Chuck (C.E.); Grimes, Jeff (J.R.); Guys, Philip (P.R.); Hallauer, Julie (J.A.); Hanley, James (J.); Harrison, Mike (M.J.); Hoen, Tim (T.M.); Humes, Kimberly (K.R.); Johnson, Risa (R.A.); Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Kurt Neutgens (K.J.) (E-mail); Lantor, Allen (A.I.); Lavauts, Gerald (G.E.); Layden, Kevin (K.E.); Lowman, Harold (H.R.); Lucas, Jim (J.R.); Lymburner, Dan (D.R.); Maurin, Pete (P.W.); McClement, Greg (G.A.); McCrary, Michael (M.A.); Pandolfi, Pete (P.G.); Rankin, Robert (R.W.); Samardzich, Raul (R.J.); Schleding, Kurt (K.J.); Serrahn, Ed (E.R.); Sherard, Gail (G.); Susalla, Paul (P.C.); Sventickas, Ed (E.); Szczupak, Dave (D.T.); Szopo, Doug (Douglas S.); Vargo, Joseph (J.G.); Verga, Joseph (J.A.); Walega, Ken (K.G.); Ward, Larry (L.J.); Wasdyke Sr., Pat (P.); Wegner, Brian (B.F.); Wetzler, Mitchell (Mitch.); Whitworth, Rudy (A.R.); Wineland, Richard (R.J.); Wode, Rainer (R.); Wolfe, Brian (B.C.); Wright, Robin (R.A.); Wullaert, Michael (M.G.); Yuhasz, Philip (P.D.)
Subject: Powertrain Quality Review (PTQR)
When: Occurs every Tuesday effective 1/7/2003 until 12/30/2003 from 4:00 PM to 5:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: POEE CR B

Updated to extend meeting through 2003 calendar year. There is no change to the time or location.

Agendas will follow (please contact Mike Shulick at x-72301 to add items to the agenda).

From: Grimes, Jeff (J.R.)
Sent: Monday, November 11, 2002 10:35 AM
To: Maclaren, Ron (R.A.); Buettner, Steve (S.B.)
Subject: FW: Updated agenda - 11/12 PTQR

Importance: High

Audio ready to go...

Steve, we'll talk before hand to order the slides, and coordinate the pitch...

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: **Rumpes, Todd (T.)**
Sent: Monday, November 11, 2002 9:45 AM
To: Berndt, Terrence (T.R.); Claimont, Lesley (L.M.); Grimes, Jeff (J.R.); Pittel, Kimberly (K.L.); Gogate, Anil (A.B.); Maclaren, Ron (R.A.); Fischer, Troy (T.A.); Skrbina, John (J.R.); 'jdrisco1@visteon.com'; 'cbishop2@visteon.com'; Shulick, Michael (M.J.); Anderson, Jeff (J.W.); Auler, Jim (J.E.); Blair, Mark (M.A.); Brouwer, Larry (G.); Butler, Pamela (P.D.); Choi, Michael (M.); Christensen, Lou (L.R.); Danes, Adam (A.V.); DeSpirt, Bob (R.L.); Dorigo, Jack (J.J.); Eelkhoff, Jeff (J.); Estey, William (W.C.); Fitzgerald, Ronald (R.P.); Ford, Roy (R.A.); Froney, Jayne (J.R.); Frye, Nancy (N.J.); Faadni, Frank (F.); Fullerton, Lisa (L.M.); Garish, Dan (D.); Gill, Rajinder (R.S.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Gray, Chuck (C.E.); Grimes, Jeff (J.R.); Guys, Philip (P.R.); Hallauer, Julie (J.A.); Hanley, James (J.); Harrison, Mike (M.J.); Hoen, Tim (T.M.); Humes, Kimberly (K.R.); Johnson, Risa (R.A.); Kapp, Dan (Daniel R.); Kiarr, Jerry (G.T.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Neulgens, Kurt (K.J.); Lantor, Allen (A.I.); Lavaute, Gerald (G.E.); Layden, Kevin (K.E.); Lowman, Harold (H.R.); Lucas, Jim (J.R.); Lymburner, Dan (D.R.); Maurin, Pete (P.W.); McClinent, Greg (G.A.); McCrary, Michael (M.A.); Pandolfi, Pete (P.G.); Rankin, Robert (R.W.); Samardzich, Raul (R.J.); Schieding, Kurt (K.J.); Serrahn, Ed (E.R.); Sherard, Gail (G.); Suaella, Paul (P.C.); Sventickas, Ed (E.); Szczupak, Dave (D.T.); Szopo, Doug (Douglas S.); Vargo, Joseph (J.G.); Verga, Joseph (J.A.); Walega, Ken (K.G.); Ward, Larry (L.J.); Wasdyke Sr., Pat (P.); Wegner, Brian (B.F.); Wetzler, Mitchell (Mitch.); Whitworth, Rudy (A.R.); Wineland, Richard (R.J.); Wode, Rainer (R.); Wolfe, Brian (B.C.); Wright, Robin (R.A.); Wullaert, Michael (M.G.); Yuhasz, Philip (P.D.)
Subject: Updated agenda - 11/12 PTQR

An audio bridge has been added for the Nov. 12 meeting.

Phone Numbers: 9-1-954-1148 (Ford Net), 1-866-274-3057, or 1-630-424-4825

Passcode: 8513943 #

Below is the agenda for the 11/12 PTQR meeting. **Please note that Mike Shulick will be taking over my role of facilitating future PTQR meetings.**

Date: Nov. 12, 2002
Time: 4:00-5:30 pm
<u>Location: PQEE CR 6</u>

1. U-8500 F-Series NAQPAM pre-review (T. Berndt or L. Claimont) - 15 mins
2. PT NVH QOS Fix PT Funding Request (M. Choi) - 15 mins

3. PDQOS process proposal (from Outfitters) for PTQR - 60 mins

4:45-5:00	3.0L Duratec Contamination	Jeff Grimes/CEP#2 Rep.
5:00-5:15	MAF Sensor	Jim Driscoll/Chris Bishop
5:15-5:30	5R55W Torque Converter Heat Treat Concern	Kim Pittel

Note: The "Remanufacturer Quality Audit Results and Next Steps" agenda item has been deleted from the agenda, and will be held in another forum.

Future Agenda Topics:
ESM vs. Motorola EGR early warranty comparison (B. Kaput) - TBD

Todd Rumpsa
Ranger & F-Series P/T Planning
Ph: (313) 59-42515; Fax: (313)84-53377
POEE MD52, cube 2F046

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 3:27 PM
To: Rumpsa, Todd (T.)
Subject: RE: agenda - 11/12 PTQR

Importance: High

Is audio available...

CEP2 May pitch from the plant...

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: Rumpsa, Todd (T.)
Sent: Friday, November 06, 2002 1:24 PM
To: Berndt, Terrence (T.R.); Claimont, Lesley (L.M.); Grimes, Jeff (J.R.); Pittel, Kimberly (K.L.); Gogate, Anil (A.S.); Maclaren, Ron (R.A.); Fischer, Troy (T.A.); Skrbina, John (J.R.); 'jdrisco1@visteon.com'; 'cbishop2@visteon.com'; Shutick, Michael (M.J.); Anderson, Jeff (J.W.); Auler, Jim (J.E.); Blair, Mark (M.A.); Brouwer, Larry (G.); Butler, Pamela (P.D.); Choi, Michael (M.); Christensen, Lou (L.R.); Danas, Adam (A.V.); DeSpirt, Bob (R.L.); Dorigo, Jack (J.J.); Eekhoff, Jeff (J.); Estey, William (W.C.); Fitzgerald, Ronald (R.P.); Ford, Roy (R.A.); Froney, Jayne (J.R.); Frye, Nancy (N.J.); Faadni, Frank (F.); Fullerton, Lisa (L.M.); Ganish, Dan (D.); Gill, Rajinder (R.S.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Gray, Chuck (C.E.); Grimes, Jeff (J.R.); Guys, Philip (P.R.); Hallauer, Julie (J.A.); Hanley, James (J.); Harrison, Mike (M.J.); Hoen, Tim (T.M.); Humes, Kimberly (K.R.); Johnson, Rise (R.A.); Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Kurt Neutgens (K.J.) (E-mail); Lantor, Allen (A.I.); Lavaute, Gerald (G.E.); Layden, Kevin (K.E.); Lowman, Harold (H.R.); Lucas, Jim (J.R.); Lymburner, Dan (D.R.); Maurin, Pete (P.W.); McClement, Greg (G.A.); McCrary, Michael (M.A.); Pandolfi, Pete (P.G.); Rankin, Robert (R.W.); Samardzich, Raul (R.J.); Schieding, Kurt (K.J.); Serrahn, Ed (E.R.); Sherard, Gail (G.); Susalla, Paul (P.C.); Sventickas, Ed (E.); Szczupak, Dave (D.T.); Szopo, Doug (Douglas S.); Vargo, Joseph (J.G.); Verga, Joseph (J.A.); Walega, Ken (K.G.); Ward, Larry (L.J.); Wasdyke Sr., Pat (P.); Wegner, Brian (B.F.); Wetzler, Mitchell (Mitch.); Whitworth, Rudy (A.R.); Wineland, Richard (R.J.); Wode, Reiner (R.); Wolfe, Brian (B.C.); Wright, Robin (R.A.); Wullaert, Michael (M.G.); Yuhasz, Philip (P.D.)
Subject: agenda - 11/12 PTQR

Below is the agenda for the 11/12 PTQR meeting. **Please note that Mike Shutick will be taking over my role of facilitating future PTQR meetings.**

Date: Nov. 12, 2002
Time: 4:00-5:30 pm
Location: POEE CR B

1. U-8500 F-Series NAQPAM pre-review (T. Berndt or L. Claimont) - 15 mins
2. PT NVH QOS Fix PT Funding Request (M. Choi) - 15 mins
3. PDQOS process proposal (from Outfitters) for PTQR - 60 mins

4:45-5:00	3.0L Duratec Contamination	Jeff Grimes/CEP#2 Rep.
5:00-5:15	MAF Sensor	Jim Driscoll/Chris Bishop
5:15- 5:30	5R55W Torque Converter Heat Treat Concern	Kim Pittel

Note: The "Remanufacturer Quality Audit Results and Next Steps" agenda item has been deleted from the agenda, and will be held in another forum.

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ESM vs. Motorola EGR early warranty comparison (B. Kaput) - TBD

Todd Rumpsa
Ranger & F-Series P/T Planning
Ph: (313) 59-42515; Fax: (313)84-53377
POEE MD52, cube 2F046

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 1:26 PM
To: Sventickas, Ed (E.); Yeung, Lem (.); Gogate, Anil (A.B.); Bicking, Kevin (K.L.); Buettner, Steve (S.B.)
Cc: Klarr, Jerry (G.T.); Hofman, Michael (M.V.)
Subject: FW: agenda - 11/12 PTQR

This will replace the PDQR (the postponed until late November).

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: **Rumpse, Todd (T.)**
Sent: Friday, November 08, 2002 1:24 PM
To: Berndt, Terrence (T.R.); Clairmont, Lesley (L.M.); Grimes, Jeff (J.R.); Pittel, Kimberly (K.L.); Gogate, Anil (A.B.); Maclaren, Ron (R.A.); Fischer, Troy (T.A.); Skrbina, John (J.R.); 'jdrisco1@visteon.com'; 'cbishop2@visteon.com'; Shulick, Michael (M.J.); Anderson, Jeff (J.W.); Auller, Jim (J.E.); Blair, Mark (M.A.); Brouwer, Larry (G.); Butler, Pamela (P.D.); Choi, Michael (M.); Christensen, Lou (L.R.); Danes, Adam (A.V.); DeSpirt, Bob (R.L.); Dorigo, Jack (J.J.); Eekhoff, Jeff (J.); Estey, William (W.C.); Fitzgerald, Ronald (R.P.); Ford, Roy (R.A.); Froney, Jayne (J.R.); Frye, Nancy (N.J.); Fsadni, Frank (F.); Fullerton, Lisa (L.M.); Ganish, Dan (D.); Gill, Rajinder (R.S.); Giordano, Mike (M.A.); Godlewski, Ed (E.V.); Gray, Chuck (C.E.); Grimes, Jeff (J.R.); Guys, Philip (P.R.); Hallauer, Julie (J.A.); Hanley, James (J.); Harrison, Mike (M.J.); Hoen, Tim (T.M.); Humes, Kimberly (K.R.); Johnson, Risa (R.A.); Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Koszewnik, John (J.J.); Kunde, Olaf (O.); Kurt Neutgens (K.J.) (E-mail); Lantor, Allen (A.I.); Lavaute, Gerald (G.E.); Layden, Kevin (K.E.); Lowman, Harold (H.R.); Lucas, Jim (J.R.); Lymburner, Dan (D.R.); Maurin, Pete (P.W.); McClitment, Greg (G.A.); McCrary, Michael (M.A.); Pandolfi, Pete (P.G.); Rankin, Robert (R.W.); Samardzich, Raul (R.J.); Schieding, Kurt (K.J.); Serrahn, Ed (E.R.); Shenard, Gail (G.); Susalla, Paul (P.C.); Sventickas, Ed (E.); Szczupak, Dave (D.T.); Szopo, Doug (Douglas S.); Vargo, Joseph (J.G.); Verga, Joseph (J.A.); Walega, Ken (K.G.); Ward, Larry (L.J.); Wasdyke Sr., Pat (P.); Wegner, Brian (B.F.); Wetzler, Mitchell (Mitch.); Whitworth, Rudy (A.R.); Wineland, Richard (R.J.); Wode, Rainer (R.); Wolfe, Brian (B.C.); Wright, Robin (R.A.); Wullaert, Michael (M.G.); Yuhasz, Philip (P.D.)
Subject: agenda - 11/12 PTQR

Below is the agenda for the 11/12 PTQR meeting. **Please note that Mike Shulick will be taking over my role of facilitating future PTQR meetings.**

Date: Nov. 12, 2002
Time: 4:00-5:30 pm
<u>Location: PQEE CR B</u>

1. U-8500 F-Series NAQPAM pre-review (T. Berndt or L. Clairmont) - 15 mins
2. PT NVH QOS Fix PT Funding Request (M. Choi) - 15 mins
3. PDQOS process proposal (from Outfitters) for PTQR - 60 mins

4:45-5:00	3.0L Duratec Contamination	Jeff Grimes/CEP92 Rep.
5:00-5:15	MAF Sensor	Jim Driscoll/Chris Bishop
5:15- 5:30	5R55W Torque Converter Heat Treat Concern	Kim Pittel

Note: The "Remanufacturer Quality Audit Results and Next Steps" agenda item has been deleted from the agenda, and will be held in another forum.

Future Agenda Topics:
ESM vs. Motorola EGR early warranty comparison (B. Kaput) - TBD

Todd Rumpsa
Ranger & F-Series P/T Planning
Ph: (313) 59-42515; Fax: (313)84-53377
POEE MD52, cube 2F046

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 11:00 AM
To: Grewal, Bill (B.S.)
Subject: Accepted: Updated: Outfitters Powertrain Quality Steering Team (QST) Meeting

I'll support to discuss IAC only...

Cleanliness is planned for review Tuesday, at the PT QR with V-Engine management. TB, nothing to discuss...

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 11:00 AM
To: Grewal, Bill (B.S.)
Subject: Accepted: Updated: Outfitters Powertrain Quality Steering Team (QST) Meeting

I'll support to discuss IAC only...

Cleanliness is planned for review Tuesday, at the PT QR with V-Engine management. TB, nothing to discuss...

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 9:21 AM
To: Hansen, George (G.C.)
Subject: RE: Monday PST

I am working on one for IAC's though...to replace the t-stat slot.

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: Friday, November 08, 2002 8:51 AM
To: Grimes, Jeff (J.R.); Khan, Muhammad Salim (M.S.)
Cc: Corbett, Sandra (S.M.)
Subject: Monday PST

Why don't we just skip the Throttle Body Production altogether. Instead let's put the Thermostat Robustness on for Monday. We were going to have this be one of our five PDQR presentations anyway.

Jeff, are you able to pull the a Thermostat Six Panel together by Monday (11/11/02) ?

–

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51600
ghansen4

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 6:55 AM
To: Danes, Adam (A.V.)
Subject: RE: Task Force

I'm in front of Bennie Fowler tomorrow...I wanted to put together a 6-panel...I'll come by today to see you for bit.

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: Danes, Adam (A.V.)
Sent: Tuesday, October 29, 2002 6:04 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Task Force

What are you looking for? Specific to your program or general information? I just added you to the distribution list.

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 29, 2002 6:02 AM
To: Wettach, Bill (B.); 'John.Chick@hap.com'
Cc: Danes, Adam (A.V.)
Subject: Task Force
Importance: High

Is there a reason why no one is sending me IAC Task force information. I'm in front of an EXECUTIVE DIRECTOR tomorrow...and having NOTHING to present aside from the sticking issue.

I know I've asked for information at least three times.

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, October 29, 2002 8:02 AM
To: Wettach, Bill (B.); 'John.Chick@hap.com'
Cc: Danes, Adam (A.V.)
Subject: Task Force

Importance: High

Is there a reason why no one is sending me IAC Task force information. I'm in front of an EXECUTIVE DIRECTOR tomorrow...and having NOTHING to present aside from the sticking issue.

I know I've asked for information at least three times.

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 28, 2002 10:39 AM
To: 'mmckee@visteon.com'
Subject: My Central labs TB's

Mike, we still don't have the SBG testing on the 5 parts from Central Labs...

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, October 28, 2002 9:49 AM
To: Smaldone, Ronald (R.P.)
Subject: RE: TB's

How many, and what types were shipped?

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 9:46 AM
To: Grimes, Jeff (J.R.); Ed Ellcey (E-mail); 'jchara@visteon.com'
Cc: Kosko, Jeff (J.R.); Walsh, Tim (T.); Dave Cunningham (E-mail)
Subject: RE: TB's

Just got off the phone with Skip O'Hara. He shipped throttle bodies last week and estimates they will be received today.

Ed and Skip thank you very much for the very quick turn around to my request.

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: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 8:31 AM
To: Smaldone, Ronald (R.P.)
Subject: FW: TB's

I don't think this happened, did 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: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Monday, October 28, 2002 8:25 AM
To: 'Grimes, Jeff (J.R.)'
Subject: RE: TB's

I believe Skip O'Hara gave some parts to Mr. Smaldone Thursday or Friday.
Dave
-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Monday, October 28, 2002 8:22 AM
To: 'dcunnin1@visteon.com'
Subject: TB's

Any luck on my TB's???
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, October 28, 2002 8:49 AM
To: 'dcunnin1@visteon.com'
Subject: FW: TB's

Update...

How about my 5 TB's waiting on SBG???

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 8:48 AM
To: Grimes, Jeff (J.R.)
Subject: RE: TB's

I asked that they go directly to texas. I wasn't informed that they did, so I assume they didn't.
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: Grimes, Jeff (J.R.)
Sent: Monday, October 28, 2002 8:31 AM
To: Smaldone, Ronald (R.P.)
Subject: FW: TB's

I don't think this happened, did 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: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Monday, October 28, 2002 8:25 AM

To: 'Grimes, Jeff (J.R.)'
Subject: RE: TB's

I believe Skip O'Hara gave some parts to Mr. Smaldone Thursday or Friday.
Dave
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Sent: Monday, October 28, 2002 8:22 AM
To: 'dcunnin1@visteon.com'
Subject: TB's

Any luck on my TB's???
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, October 28, 2002 8:31 AM
To: Smaldone, Ronald (R.P.)
Subject: FW: TB's

I don't think this happened, did 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: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Monday, October 28, 2002 8:25 AM
To: 'Grimes, Jeff (J.R.)'
Subject: RE: TB's

I believe Skip O'Hara gave some parts to Mr. Smaldone Thursday or Friday.
Dave
-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Monday, October 28, 2002 8:22 AM
To: 'dcunnin1@visteon.com'
Subject: TB's

Any luck on my TB's???
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, October 28, 2002 8:22 AM
To: 'dcunnin1@visteon.com'
Subject: TB's

Any luck on my TB's???

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: Wednesday, October 23, 2002 12:26 PM
To: Nicholson, Jeanne (J.M.); Antonov, Simon (S.); Chappell, Jonathan (J.D.); Hale, Tony (A.S.); Page, James (J.A.); Pegg, Clare (C.A.); Yeung, Lem (.)
Subject: RE: Today's Meeting

Nothing to discuss on the IAC BB stuff...prep won't be complete until next week...Might want to find a filler for the 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: **Nicholson, Jeanne (J.M.)**
Sent: Wednesday, October 23, 2002 9:57 AM
To: Antonov, Simon (S.); Chappell, Jonathan (J.D.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Page, James (J.A.); Pegg, Clare (C.A.); Yeung, Lem (.)
Subject: Today's Meeting

<< File: U204 Agenda 10-23.doc >>

From: Grimes, Jeff (J.R.)
Sent: Monday, September 09, 2002 9:56 AM
To: Corbett, Sandra (S.M.)
Subject: Accepted: Mazda/Ford Powertrain (IAC and R11 changes)

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 27, 2002 8:42 AM
To: Hansen, George (G.C.)
Subject: Declined: Updated: U204 Powertrain QRT Weekly Meeting

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 temp[erature 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 20, 2002 10:05 AM
To: McWilliams, Kendel (K.)
Subject: TB meeting

Importance: High

Scrooth my Paul Plante Request..Ed wants it internal only!!!

Jeff Grimes
OPD Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5257 fax: (313) 594-7328
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 4:16 PM
To: Hwang-pang, Jennifer (H.)
Subject: RE: New DVT

Thank You

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: Hwang-pang, Jennifer (H.)
Sent: Monday, August 19, 2002 4:16 PM
To: Grimes, Jeff (J.R.)
Subject: FW: New DVT

Here it is.

Sincerely,

Hsiao-Yun (Jennifer) Hwang-Pang

2.5L/3.0L V6 Duratec Engine Program
J56 System Engineer
Phone/Fax: 313-337-5421
EMAIL: hhwangpa@ford.com

----Original Message----
From: Bickes, Timothy (T.C.)
Sent: Friday, August 09, 2002 8:56 AM
To: Hwang-pang, Jennifer (H.)
Subject: New DVT

Jennifer, here is the newest version of the Oil Pan DVT that I have.
<< File: dvt30204new.doc >>

Tim Bickes (TBICKES)
Michigan Proving Ground
(586) 752-8715
Fax: (586) 752-8701
EMAIL: TBICKES@FORD.COM

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) 322-5237 fax: (313) 594-7323
e-mail: 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

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 Rayburn

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

Fyi...

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: 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-E66

—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)

Thanx!!!

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> <<mailto:jgrimes1@ford.com>>

From: Grimes, Jeff (J.R.)
Sent: Monday, August 19, 2002 12:23 PM
To: Arnold-norris, Sonya (S.L.)
Subject: FW: C11390555

Fyi...

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: **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-E66

-----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)

Thanx!!!

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>

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)

Thanx!!!

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 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

Subject:	Updated: TB Study
Location:	MetLab
Start:	Tue 7/30/02 12:00 PM
End:	Tue 7/30/02 1:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Nalios, Patrick (P.J.)

Thank You

Subject:	Updated: TB Study
Location:	MetLab
Start:	Tue 7/30/02 12:00 PM
End:	Tue 7/30/02 1:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Nallos, Patrick (P.J.)

Thank You

From: Grimes, Jeff (J.R.)
Sent: Thursday, July 25, 2002 8:47 AM
To: Sventickas, Ed (E.); Klarr, Jerry (G.T.); Hofman, Michael (M.V.)
Cc: Lampman, Dean (D.A.)
Subject: Improved IDle Control Valve

Mazda has finned-pintle IAC valve for the J16L program.

We have kicked Hitachi off, and will work to introduce ASAP.

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

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 23, 2002 3:56 PM
To: 'spaduta@visteon.com'; 'mmckee@visteon.com'
Subject: Control Plan changes since investigation began

Importance: High

Mike, Sarah, can you please summarize the process control plan changes you have implemented on the plate, bore/housing, and assembly lines related to the U204 TB.

I know many items are now regularly charted, etc...but need the complete list.

Taurus is asking for a Wednesday meeting. Thanx
Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-6237
e-mail: *jgrimes1@ford.com*

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 23, 2002 8:16 AM
To: Corbett, Sandra (S.M.)
Subject: Accepted: Duratec '03 Crid actions review

I have to make a trip to Cleveland for the TB...If I can get down their today...I'll be there..If not, I'll go on Wednesday...But will review these items today.

From: Grimes, Jeff (J.R.)
Sent: Monday, July 22, 2002 10:12 AM
To: 'spadula@visteon.com'; 'mmckee@visteon.com'
Cc: Smaldone, Ronald (R.P.)
Subject: Throttle Body Build dates

Sarah, Mike, please compile the THROTTLE BODY build dates from the returned U204 and D186 TB's...

I expect that this is in your database, as part of the initial data recorded on inspection/return.

Please have for Thursday's meeting.

Thank You!

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 9:52 AM
To: Yeung, Lem (.)
Subject: RE: VO Quality Website

Cool...thanx

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

-----Original Message-----
From: **Yeung, Lem (.)**
Sent: Friday, July 19, 2002 9:42 AM
To: Grimes, Jeff (J.R.)
Subject: FW: VO Quality Website

Something you'll find helpful in solving OPD concerns.

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: Miller, Brian (B.J.)
Sent: Tuesday, July 16, 2002 10:27 AM
To: Mardanen, Ron (R.A.); Gogate, Anil (A.B.); Wajda, Tom (T.E.); Yeung, Lem (.); Sventickas, Ed (E.)
Subject: VO Quality Website

VO Website for 1MIS and 3MIS Trends Over Time, including Variable Function Group and Customer Concern Code breakdown.

Select "KAN Escape" at the "TGW VRTbyCCC" menu.

http://www.vo.ford.com/departments/quality/qlty_rpts/index.html

Brian Miller

Escape/Tribute Powertrain Quality Resident Engineer
Kansas City Assembly Plant
Ph: (816)469-1956 Fax: (816)459-1726
Pager: (913)567-7146 (bmiller9@ford.com) <mailto:bmiller9@ford.com)>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 22, 2002 2:29 PM
To: Yeung, Lem (.)
Subject: RE: Duratec Cost PAT

Already covering

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: Yeung, Lem (.) On Behalf Of McWilliams, Kendel (K.)
Sent: Tuesday, October 22, 2002 1:20 PM
To: Grimes, Jeff (J.R.)
Subject: FW: Duratec Cost PAT
When: Occurs every Friday effective 8/30/2002 until 12/20/2002 from 2:00 PM to 3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: TBD

yours. Will attend when it doesn't conflict with my physical therapy.

-----Original Appointment-----
From: McWilliams, Kendel (K.)
Sent: Tuesday, October 22, 2002 1:17 PM
To: McWilliams, Kendel (K.); Kaminski, Marcianne (M.); Sverdickas, Ed (E.); Arnold, James (J.A.); Mazzella, Brian (B.R.); Moore, Donald (D.R.); Rose, Robert (R.A.); West, Tony (T.); Yeung, Lem (.)
Cc: Mazzella, Brian (B.R.); Rose, Robert (R.A.); TWEST2 was deleted 20021014; Gutierrez, Joseph (J.A.)
Subject: Updated: Duratec Cost PAT
When: Occurs every Friday effective 8/30/02 until 12/20/02 from 2:00 PM to 3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: TBD

From: Grimes, Jeff (J.R.)
Sent: Monday, October 21, 2002 8:33 AM
To: Ondo, Bob (.)
Subject: RE: QST Meeting confirmation

I will be attending...What time am I on the agenda?

Planned topics are
1) Engine Cleanliness (Exchanges)
2) Was t-stat will probably be IAC
3) Update on Throttle Body (QSF Production incorporation)

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: Ondo, Bob (.)
Sent: Monday, October 21, 2002 8:23 AM
To: Grimes, Jeff (J.R.)
Subject: QST Meeting confirmation

Hello, can you please confirm that you will be attending today's QST meeting (12:30-2), and also which projects will be presented. Thanks!

Bob Ondo
Reliability Implementation Engineer
Ford Outfitters - Powertrain
PDC 2C-F51

From: Grimes, Jeff (J.R.)
Sent: Friday, October 18, 2002 8:44 AM
To: Corbett, Sandra (S.M.); Kreiger, Erik (E.); Hofman, Michael (M.V.)
Subject: RE: 10/17 U204/J14 FORD/MAZDA PT OPD Audio MEETING

Sandy, Eric Kreiger with FCSD has old level valves identified that can be provided to Mazda/Taiwan...Please advise Mazda to contact Eric directly to facilitate procurement/shipment.

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, October 18, 2002 4:56 AM
To: scorbett@ford.com
Cc: ichikawa.j@mazda.co.jp; rdalbo@ford.com; gfournel@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; yamada.hid@mazda.co.jp; fujioka.ke@mazda.co.jp; CBaxter@toledo.faurecia.com; yamashita.shig@mazda.co.jp; ohga.m@mazda.co.jp; jrober20@ford.com; bmcgee@ford.com; shimomuki.m@mazda.co.jp
Subject: RE: 10/17 U204/J14 FORD/MAZDA PT OPD Audio MEETING

Corbett-san,
I am letting you know the latest information.

[Agenda]
4.-2) Duratec IACX valve change

Taiwan informed Mazda that they had received 03MY Duratec sent by Ford.
Please decide which option below you will take and let us know urgently.
(1)Ford to prepare old IAC valves and ship them to Taiwan.

(2)Ford to send Taiwan the equipment for reflash and personnel who will instruct how to reflash PCMs.

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, October 16, 2002 5:57 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 Hiroichi (田窪 博一); Hamano Naoumi (濱野 直生); Yamada Hideki (山田 秀樹); Fujioka Kenji (藤岡 賢二); 'CBaxter@toledo.faurecia.com'; Marutani Tetsushi (丸谷 哲史); Kadokura Masaki (門倉 正樹); Yamashita Shigeki (山下 繁樹); 'Ford I4 U204 Calibr.;Dan Young-san (E-mail)'; Ohga Muneyuki (大神 宗之); 'jrober20@ford.com'; 'jaustin4@ford.com'; 'jmeridet@ford.com'
Subject: 10/17 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,
I send the agenda for PT OPD Audio Meeting on 10/17 below.

To Mazda members
Attention ; Conference Room# is 221 on 2nd floor.

Thank you.

[Agenda]

1.C11397685 Shift schedule change for Zetec Vehicle

--- attached E-mail by Hamano-san

2.W703933 Nut for Exhaust

In order to use W520103 in stead of W703933 in HOFU,

Mazda need some DV data due to confirm the fastener quality.

3.C11322608 V6 RH Manifold/Converter Shield design change

4.Follow Up the Current Status

1)PCM Ford Service Part# for 2003MY All Duratec/Zetec

Remained 4 parts --- attached a file

2)Duratec IAC valve change

Retrofit New IAC valve to Old One in Hiroshima and some KD Plants

5.Walk In

[Date/Location]

USA 17-October-2002 AM 7:00-8:30

JPN 17-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: 1598917#

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 16, 2002 8:43 AM
To: Grewal, Bill (B.S.)
Subject: RE: SAQ Projects Review Meeting

Then we squeeze both into Monday...The TB update is words only!

I'm usually prepared, and since we own the material, this review should be information only...I don't expect changes.

See you Monday.

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: Grewal, Bill (B.S.)
Sent: Wednesday, October 16, 2002 8:31 AM
To: Grimes, Jeff (J.R.)
Subject: RE: SAQ Projects Review Meeting

Jeff, you are only one on the agenda on Monday, there are no other projects. If there were additional projects, I would have definitely moved them from Monday to Friday.

Bill Grewal , CRE
Supervisor - Engineering Reliability-*Ford Outfitters* - PTSE
PDC 2GD41: e-mail : BGREWAL1@Ford.com
Tel. (313) 24-65519 Fax (313) 317-7296
Success is Never Final .....Failure is Never Fatal.....

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 16, 2002 8:17 AM
To: Grewal, Bill (B.S.)
Subject: RE: SAQ Projects Review Meeting

I'm receiving input for these presentations from other parties, Bill. I have requested their input no later than Friday morning, so that I can prepare Friday afternoon...Free up some time on Monday, by moving others to Friday...I shouldn't have to show up twice...and won't...

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: Grewal, Bill (B.S.)
Sent: Wednesday, October 16, 2002 8:15 AM
To: Grimes, Jeff (J.R.)

Cc: Ondo, Bob (.); Khan, Muhammad Salim (M.S.); Hansen, George (G.C.); Corbett, Sandra (S.M.)
Subject: RE: SAQ Projects Review Meeting

Jeff,
There is room for only one project review on Monday, but we have kept the agenda open for your projects on Friday.
I would really appreciate if you could support Friday meeting with two projects.

<< File: AGENDA 10-21-02 .doc >> << File: SAQ Projects Agenda 10-18-02(rev3).doc >>

Bill Grewal , CRE
Supervisor - Engineering Reliability- *Ford Outfitters* **- PTSE**
PDC 2GD41: e-mail : BGREWAL1@Ford.com
Tel. (313) 24-85519 **Fax** (313) 317-7296
Success is Never Final .....Failure is Never Fatal.....

-----Original Message-----
From: Khan, Muhammad Salim (M.S.)
Sent: Wednesday, October 16, 2002 8:09 AM
To: Grewal, Bill (B.S.); Corbett, Sandra (S.M.); Hansen, George (G.C.); Ondo, Bob (.)
Subject: FW: SAQ Projects Review Meeting

FYI:

Muhammad S. Khan
RIE, *Ford outfitters* **- PTSE**
(PDC) 2C-F34
Phone/Fax: (313)-20-64156
Email: mkhan87@ford.com

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 4:33 PM
To: Khan, Muhammad Salim (M.S.)
Subject: RE: SAQ Projects Review Meeting

I will review Throttle Body, T-stat and Cleanliness on Monday. IAC will wait until next P/T review.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: **(313) 322-6287** fax: **(313) 594-7323**
e-mail: **jgrimes1@ford.com**

-----Original Appointment-----
From: **Corbett, Sandra (S.M.) On Behalf Of Khan, Muhammad Salim (M.S.)**
Sent: Tuesday, October 15, 2002 4:08 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (.)
Subject: FW: SAQ Projects Review Meeting
When: Friday, October 18, 2002 8:30 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC Conf Rm 2B-F28

Review time with Jerry.
Please choose two for this Friday and one for the QST on Monday. I have let the team know that I

have not seem these projects and these will be first time through fro everybody.

Throttle body production fix	* Jeff Grimes
3.0L Duratec Thermostat	Jeff Grimes
3.0L Cleveland Cleanliness	TBD-Jeff Grimes to provide name
3.0L Duratec IAC	Jeff Grimes

*must be reviewed, FCSD is flagging it as over the QPF timing of 180 days

-----Original Appointment-----

From:	Khan, Muhammad Salim (M.S.)
Sent:	Monday, October 14, 2002 4:57 PM
To:	Khan, Muhammad Salim (M.S.); Thompson, Blair (B.C.); Ondo, Bob (.); Dorr, Francois (F.); Glowacz, Gary (G.J.); Dekirillah, Hassan (H.A.); Klarr, Jerry (G.T.); Jofroix, Sebastien (S.); Alashe, Waheed (W.D.); Haneen, George (G.C.); Grewal, Bill (B.S.); Ondo, Bob (.)
Cc:	Hoffman, Michael (M.V.); Corbett, Sandra (S.M.); Fascetti, Bob (R.J.); McCoy, Julie (J.); Brennan, Patrick (P.M.)
Subject:	SAQ Projects Review Meeting
When:	Friday, October 18, 2002 8:30 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where:	PDC Conf Rm 2B-F28

Agenda of the Meeting:

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http://www.homepages.ford.com/ptse/quality/siteflies.asp?CURRDIR=%2FOutfitters%2FSAQ+Projects+Review+Meeting

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 16, 2002 8:43 AM
To: Grewal, Bill (B.S.)
Subject: RE: SAQ Projects Review Meeting

Then we squeeze both into Monday...The TB update is words only!

I'm usually prepared, and since we own the material, this review should be information only...I don't expect changes.

See you Monday.

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: Grewal, Bill (B.S.)
Sent: Wednesday, October 16, 2002 8:31 AM
To: Grimes, Jeff (J.R.)
Subject: RE: SAQ Projects Review Meeting

Jeff, you are only one on the agenda on Monday, there are no other projects. If there were additional projects, I would have definitely moved them from Monday to Friday.

Bill Grewal , CRE
Supervisor - Engineering Reliability-*Ford Outfitters* - PTSE
PDC 2GD41: e-mail : BGREWAL1@Ford.com
Tel. (313) 24-65619 Fax (313) 317-7296
Success is Never Final .....Failure is Never Fatal.....

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 16, 2002 8:17 AM
To: Grewal, Bill (B.S.)
Subject: RE: SAQ Projects Review Meeting

I'm receiving input for these presentations from other parties, Bill. I have requested their input no later than Friday morning, so that I can prepare Friday afternoon...Free up some time on Monday, by moving others to Friday...I shouldn't have to show up twice...and won't...

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: Grewal, Bill (B.S.)
Sent: Wednesday, October 16, 2002 8:15 AM
To: Grimes, Jeff (J.R.)

Cc: Ondo, Bob (.); Khan, Muhammad Salim (M.S.); Hansen, George (G.C.); Corbett, Sandra (S.M.)
Subject: RE: SAQ Projects Review Meeting

Jeff,
There is room for only one project review on Monday, but we have kept the agenda open for your projects on Friday.
I would really appreciate if you could support Friday meeting with two projects.

<< File: AGENDA 10-21-02 .doc >> << File: SAQ Projects Agenda 10-18-02(rev3).doc >>

Bill Grewal , CRE

Supervisor - Engineering Reliability- *Ford Outfitters* **- PTSE**

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Sent: Wednesday, October 16, 2002 8:09 AM
To: Grewal, Bill (B.S.); Corbett, Sandra (S.M.); Hansen, George (G.C.); Ondo, Bob (.)
Subject: FW: SAQ Projects Review Meeting

FYI:

Muhammad S. Khan

RIE, *Ford Outfitters* **- PTSE**
(PDC) 2C-F34
Phone/Fax: (313)-20-84156
Email: mkhan97@ford.com

----Original Message----
From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 4:33 PM
To: Khan, Muhammad Salim (M.S.)
Subject: RE: SAQ Projects Review Meeting

I will review Throttle Body, T-stat and Cleanliness on Monday. IAC will wait until next P/T review.

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

----Original Appointment----
From: Corbett, Sandra (S.M.) On Behalf Of Khan, Muhammad Salim (M.S.)
Sent: Tuesday, October 15, 2002 4:06 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (.)
Subject: FW: SAQ Projects Review Meeting
When: Friday, October 18, 2002 8:30 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC Conf Rm 2B-F28

Review time with Jerry.
Please choose two for this Friday and one for the QST on Monday. I have let the team know that I

have not seem these projects and these will be first time through fro everybody.

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3.0L Duratec Thermostat	Jeff Grimes
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3.0L Duratec IAC	Jeff Grimes

*must be reviewed, FCSD is flagging it as over the QPF timing of 180 days

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From:	Khan, Muhammad Salim (M.S.)
Sent:	Monday, October 14, 2002 4:57 PM
To:	Khan, Muhammad Salim (M.S.); Thompson, Blair (B.C.); Ondo, Bob (.); Dorr, Francois (F.); Glowacz, Gary (G.J.); Dakhlallah, Hassan (H.A.); Kierr, Jerry (G.T.); Jofrolx, Sebastien (S.); Alashe, Waheed (W.D.); Hansen, George (G.C.); Grewal, Bill (B.S.); Ondo, Bob (.)
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Muhammad S. Khan
RIE, *Ford Outfitters* - PTSE
(PDC) 2C-F34
Phone/Fax: (313)-20-84156
Email: mkhan97@ford.com

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ph: **(313) 322-6237** fax: **(313) 594-7323**
e-mail: **jgrimes1@ford.com**

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From: Corbett, Sandra (S.M.) On Behalf Of Khan, Muhammad Salim (M.S.)
Sent: Tuesday, October 15, 2002 4:08 PM
To: Grimes, Jeff (J.R.); Yeung, Lam (.)
Subject: FW: SAQ Projects Review Meeting
When: Friday, October 18, 2002 8:30 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
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FYI:

Muhammad S. Khan
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Phone/Fax: (313)-20-64156
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Sent: Tuesday, October 15, 2002 4:08 PM
To: Grimes, Jeff (J.R.); Yeung, Lam (.)
Subject: FW: SAQ Projects Review Meeting
When: Friday, October 18, 2002 8:30 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
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Sent: Wednesday, October 16, 2002 8:02 AM
To: Yeung, Lem (.)
Subject: RE: SAQ Projects Review Meeting

Cleanliness is being put together by CEP2....I've got data for T-stat, which I hope to put into 8-panel Today/tomorrow..TB, nothing is going to be prepared...Visteon started shipping them on Monday.

All presentations to Klarr are on Monday, not Friday, as this note requests.

The IAC pitch I deferred until P/T's next PDQR

Lets sit down late Thursday or Friday..

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: Wednesday, October 16, 2002 7:01 AM
To: Grimes, Jeff (J.R.)
Subject: RE: SAQ Projects Review Meeting

I would like to review these issues today or tommorow please. let me know when is best for you.

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

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Where:	PDC Conf Rm 28-F28

Agenda of the Meeting:

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ph: **(313) 322-5237** fax: **(313) 594-7323**
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From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 3:48 PM
To: Corbett, Sandra (S.M.)
Subject: RE: Escape Projects

Leave IAC for NEXT TIME...I'll gather more info from the team working on strategy improvements...

This week, I'm OK with t-stat, cleanliness, and 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**

-----Original Message-----
From: **Corbett, Sandra (S.M.)**
Sent: Tuesday, October 15, 2002 3:38 PM
To: Grewal, Bill (B.S.); Khan, Muhammad Salim (M.S.); Ondo, Bob (.)
Cc: Grimes, Jeff (J.R.); Yeung, Lem (.)
Subject: Escape Projects

Here are the potentials for review on Friday and / or Monday with Jerry.

Throttle body production fix	* Jeff Grimes
3.0L Duratec Thermostat	Jeff Grimes
3.0L Cleveland Cleanliness	TBD-Jeff Grimes to provide name
3.0L Duratec IAC	Jeff Grimes

*must be reviewed, FCSD is flagging it as over the QPF timing of 180 days

Sandy Corbett
Escape Powertrain PMT & QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 15, 2002 3:48 PM
To: Corbett, Sandra (S.M.)
Subject: RE: Escape Projects

Leave IAC for NEXT TIME...I'll gather more info from the team working on strategy improvements...

This week, I'm OK with t-stat, cleanliness, and 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**

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Sent: Tuesday, October 15, 2002 3:38 PM
To: Grewal, Bill (B.S.); Khan, Muhammad Salim (M.S.); Ondo, Bob (.)
Cc: Grimes, Jeff (J.R.); Yeung, Lem (.)
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*must be reviewed, FCSD is flagging it as over the QPF timing of 180 days

Sandy Corbett
Escape Powertrain PMT & QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

From: Grimes, Jeff (J.R.)
Sent: Monday, October 14, 2002 11:01 AM
To: Yeramalli, Bharani (B.S.); Buettner, Steve (S.B.)
Subject: FW: TB's and Piston Clip

OK, how did it go? Bharani, how did the clips look? Are we ready for trials on the automation?

Bharani, where do we stand on dunnage?

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: 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. Yeramalli'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
623-2902 Ford Net
216-676-2950 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) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Monday, October 14, 2002 10:58 AM
To: 'Schuck, Jeff (J.D.)'
Subject: RE: TB's and Piston Clip

Great, 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: Schuck, Jeff (J.D.) [mailto:jschuck1@visteon.com]
Sent: Monday, October 14, 2002 10:51 AM
To: 'Grimes, Jeff (J.R.)'; McKee, Mike (M.T.)
Subject: RE: TB's and Piston Clip

That's much better. We will start shipping 2L8E-AB's tonight.

Jeff Schuck
MP&L Rawsonville
Phone (734)484-9429

-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Monday, October 14, 2002 10:48 AM
To: 'McKee, Mike (M.T.)'; Schuck, Jeff (J.D.)
Subject: RE: TB's and Piston Clip
Importance: High

My note got cut off...the intended message was NO MORE YL8U-9E926-DE(F)'s should be delivered to CEP2.

Sorry for the confusion.

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: Monday, October 14, 2002 9:00 AM
To: Schuck, Jeff (J.D.)
Cc: ''mmckee@visteon.com'; 'Grimes, Jeff (J.R.)'
Subject: 'RE: TB's and Piston Clip

Jeff, are we getting 2L8E-9E926-AB releases yet?

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: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Friday, October 11, 2002 10:14 AM
To: 'mmckee@visteon.com'
Subject: FW: TB's and Piston Clip

Are you getting releases for 2L8E-9E926-AB???

Under no circumstances are you to ship ANY

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: Thursday, October 10, 2002 2:24 PM
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Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com <mailto:sbuettne@ford.com>
216-676-2902 external
823-2902 Ford Net
216-676-2950 Fax

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Sent: Thursday, October 10, 2002 1:45 PM
To: Buettner, Steve (S.B.)
Subject: TB's and Piston Clip

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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 <mailto:jgrimes1@ford.com>

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To: 'McKee, Mike (M.T.)'; Schuck, Jeff (J.D.)
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Importance: High

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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: McKee, Mike (M.T.) [mailto:mmckee@visteon.com]
Sent: Monday, October 14, 2002 9:00 AM
To: Schuck, Jeff (J.D.)
Cc: ''mmckee@visteon.com'; 'Grimes, Jeff (J.R.)'
Subject: 'RE: TB's and Piston Clip

Jeff, are we getting 2L8E-9E926-AB releases yet?

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: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Friday, October 11, 2002 10:14 AM
To: 'mmckee@visteon.com'
Subject: FW: TB's and Piston Clip

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Under no circumstances are you to ship ANY

Jeff Grimes
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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
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sbuettne@ford.com <mailto:sbuettne@ford.com>
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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: Friday, June 28, 2002 10:10 AM
To: Corbett, Sandra (S.M.)
Subject: Fuel System

Sandra, who is the OPD fuel system (fuel filter) engineer...The stalls team is looking to understand the differences between taurus and Escape.

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

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Sent: Friday, June 28, 2002 10:10 AM
To: Corbett, Sandra (S.M.)
Subject: Fuel System

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Jeff Grimes
Outfitter's Liaison
Duratec Engine Programs
Ph: 313-322-6237
e-mail: *jgrimes1@ford.com*

From: Grimes, Jeff (J.R.)
Sent: Thursday, June 27, 2002 11:09 AM
To: Sanders, Muriel (M.S.)
Subject: Stalls Meeting

Muriel, I'm still chasing the QSF for sticking throttle bodies...and won't be at the meeting today...

I'm hoping Lem will update on PCV testing, although I don't believe there has been any movement.

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

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 8:29 AM
To: Suarez, Rhae (R.)
Subject: Accepted: IAC parts to Hofu

Subject:	FW: U204 Phantom Stall Meeting
Location:	TEE Conf. Rm. 2
Start:	Thu 3/21/02 2:00 PM
End:	Thu 3/21/02 3:00 PM
Show Time As:	Tentative
Recurrence:	Weekly
Recurrence Pattern:	every Thursday from 2:00 PM to 3:00 PM
Meeting Status:	Not yet responded
Required Attendees:	Sanders, Muriel (M.S.); Grimes, Jeff (J.R.)

-----Original Appointment-----

From:	Sanders, Muriel (M.S.)
Sent:	Friday, May 03, 2002 1:33 PM
To:	Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Amanda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Delbo, Bob (R.J.); Rothweiler, Daniel (D.); 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.); 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.); Kloetermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Linttaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marck, Edmond (E.C.); Matese, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); 'McDonald, John'; Mooney, Larry (L.); Moorhouse, Scott (S.R.); 'Morgan, Tom'; Morishima, Shigeki (S.); Naveed Khan'; Nematollahi, Sonya (S.); 'Nikolai, Bernie'; Noteboom, Jim (J.E.); Ortman, James (J.W.); 'Powell, Cary'; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rose (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakeneh, Ray (R.A.); Weibach, Bill (B.); Willams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Subject:	Updated: U204 Phantom Stall Meeting
When:	Occurs every Thursday effective 3/21/02 until 8/1/02 from 2:00 PM to 3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where:	TEE Conf. Rm. 2

<u>New Dial-in Numbers & Passcode</u> (Effective 5/9/02)
Dial in: 1-877-870-3529 or Fordnet: 9-1-954-1144
International Participants # 1 (630) 693-1704
Passcode: 7673538#

Subject:	FW: U204 Phantom Stall Meeting
Location:	TEE Conf. Rm. 2
Start:	Thu 3/21/02 2:00 PM
End:	Thu 3/21/02 3:00 PM
Show Time As:	Tentative
Recurrence:	Weekly
Recurrence Pattern:	every Thursday from 2:00 PM to 3:00 PM
Meeting Status:	Not yet responded
Required Attendees:	Sanders, Muriel (M.S.); Grimes, Jeff (J.R.)

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Sent:	Friday, May 03, 2002 1:33 PM
To:	Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Amenda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Fascetti, Bob (R.L); Fourmile, Gilbert (G.); Freeland, Mark (M.); 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.); Jensen, Ted (T.E.); 'John McDonald'; 'Jones, Andy'; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Kostermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limitaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marck, Edmond (E.C.); Matsse, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); 'McDonald, John'; Mooney, Larry (L.); Moorhouse, Scott (S.R.); 'Morgan, Tom'; Morishima, Shigeki (S.); 'Naveed Khan'; Nematollahi, Sonya (S.); 'Nikolai, Bernie'; Notsboom, Jim (J.E.); Ortman, James (J.W.); 'Powell, Cary'; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wattach, Bill (B.); Williams, Les (L.W.); Williamson, David (D.E.); Yeung, Lem (.)
Subject:	Updated: U204 Phantom Stall Meeting
When:	Occurs every Thursday effective 3/21/02 until 8/1/02 from 2:00 PM to 3:00 PM (GMT-05:00) Eastern Time (US & Canada).
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<u>New Dial-in Numbers & Passcode</u> (Effective 5/9/02)
Dial in: 1-877-870-3529 or Fordnet: 9-1-954-1144
International Participants # 1 (630) 693-1704
Passcode: 7673538#

From: Grimes, Jeff (J.R.)
Sent: Thursday, June 27, 2002 10:18 AM
To: Kwon, Soon (S.K.); Wittbrodt, Frank (F.J.); Yeung, Lem (.)
Subject: RE: Engine Specs. for 2003 3.0L U204 Europe

Current production Throttle Body is:
YL8E-9E926-DF and will be changing to 2L8E-9E926-AA in July.

Otherwise, looks good!

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

---Original Message---
From: Kwon, Soon (S.K.)
Sent: Thursday, June 27, 2002 9:42 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Engine Specs. for 2003 3.0L U204 Europe

Pls check the accuracy of Duratec engine specs. Thanks.

Regards,
Soon Kwon
Powertrain P&T Leader
Pre<KO> Engineering
1D-149, MD 370, PDC Dearborn 48126
Phone (313) 322-8844, Fax
Pager (313) 796-1536, email: skwon@ford.com

---Original Message---
From: Wittbrodt, Frank (F.J.)
Sent: Wednesday, June 26, 2002 1:09 PM
To: Bogema, John (P.); Kwon, Soon (S.K.)
Cc: Yeung, Lem (.); Bottenberg, John (J.A.)
Subject: Engine Specs. for 2003 3.0L U204 Europe

John/Soon,

Please review the attached European 3.0L U204 files before I release them to the web site for staff use in export certification? I must release them tomorrow (6/27) so that they are available Friday which is what I committed us to do. The information is mostly carry over with changes mainly affecting engine emission calibration parts list. All revisions are marked in red or blue.

Regards,

Frank J Wittbrodt
FAP/EEME/PTSE
fwittbro@ford.com 313-84(58658)
53G113 MD-5000
"Only a virtuous people can be truly free"

<< File: st03es-e.xls >> << File: st03es-e.doc >>

From: Grimes, Jeff (J.R.)
Sent: Thursday, October 10, 2002 3:43 PM
To: Corbett, Sandra (S.M.)
Subject: Purchasing contact for Mazda

Sandy, do you know who would be best to work with for supplying IAC valves to Mazda. We're going to need a buyer, or purchasing contact...And...

The good thing is FCSD wants the NEW valves...and Mazda wants the old...I think a trade is in the works...

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 3:18 PM
To: Yeramalli, Bharani (B.S.)
Subject: FW: TB's and Piston Clip

Are you going Monday?

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: Thursday, October 10, 2002 2:24 PM
To: Grimes, Jeff (J.R.)
Subject: RE: TB's and Piston Clip

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Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com <mailto:sbuettne@ford.com>
216-676-2902 external
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216-676-2950 Fax

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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...

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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**

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 03, 2000 3:50 PM
To: Lake, Brian (B.E.)
Cc: Wittbrodt, Frank (F.J.)
Subject: RE: Korean LS EM-08

Brian, this has already been done and can be found on the web. I don't recall the URL...please contact Frank Wittbrodt for details...

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6287 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----
From: Lake, Brian (B.E.)
Sent: Wednesday, May 03, 2000 1:53 PM
To: Grimes, Jeff (J.R.)
Subject: Korean LS EM-08

Fred Baldin suggested that I have you review the LS Korean EM-08 document prior to submission. I have faxed it to you on X47323. Please review it for accuracy. I need to know your response by close of business today. Sorry for the short notice. Thanks

Brian Lake
phone: 24-81814 fax: 24-81844
23B06 Bldg. #2

From: Grimes, Jeff (J.R.)
Sent: Monday, May 01, 2000 1:38 PM
To: Wallin, Chuck (C.M.)
Subject: RE: Customer Call Backs

Will I be present for support? Be making the call???

If the latter, do I need my own questions, or will questions be provided for me?

Jeff Grimes
Engine Systems Engineer
DEW98 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: Rose, Robert (R.A.)
Sent: Monday, May 01, 2000 1:37 PM
To: Wallin, Chuck (C.M.)
Cc: Ronzi, Bill (W.C.); Grimes, Jeff (J.R.); Papaefthimiou, Sam (S.)
Subject: RE: Customer Call Backs

Chuck Jeff Grimes will handle the Thursday V6 call back session.

Bob Rose
DEW98 V6 Engine Programs
2.5/3.0L V6 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rrose1 @ford.com

-----Original Message-----
From: Wallin, Chuck (C.M.)
Sent: Monday, May 01, 2000 10:55 AM
To: Papaefthimiou, Sam (S.); Nguyen, Ted (T.L.); Sieter, Steve (S.); Islam, Kazi (K.); Sovel, Ken (K.E.); Bertcher, Terese (T.A.); Chesney, Craig (C.D.); Lotrey, Larry (L.G.); Rose, Robert (R.A.); Ronzi, Bill (W.C.); Wallin, Chuck (C.M.); Cook, Mike (W.M.); Beaver, Larry (E.L.)
Cc: Brouwer, Larry (G.); Koche, Bill (B.J.)
Subject: FW: Customer Call Backs

Sam has done a great job, he anticipated my schedule. We will meet in the ATNPC Lobby CR at 6PM Tuesday thru Friday as directed in the previous meeting notice. As you can see, Friday is open and we may use that time for customers we could not reach. I will supply Pizza & Salad for us during the call backs. See you there.

-----Original Message-----
From: Papaefthimiou, Sam (S.)
Sent: Saturday, April 29, 2000 6:08 PM
To: Wallin, Chuck (C.M.)
Cc: Nguyen, Ted (T.L.)
Subject: Customer Call Backs

Chuck:

I am not sure if you already released dates for call-backs. You may already made a list, if not here is what I thought:

- Larry Lottry can only participate Thursday night. Visteon falls under Terese Bertcher so she needs

to be there also!

- NVH Mike Cook and V8 Kazi Islam overlap so need to stay together
- V8 Kazi Islam and Trans Ken Sovel overlap so need to stay together

In conclusion:

Tuesday	Wednesday	Thursday	Friday
NVH - Mike Cook	V8 - Kazi Islam (Steve Slater)	PTSE - Craig Cheeney (Teresa Bertcher)	TBD
V6 - Kazi Islam (Steve Slater)	Trans - Ken Sovel	Visteon - Larry Lottry	Open
Trans - Ken Sovel		V8 - Bill Ronzi (Bob Ross)	

WHAT DO YOU THINK?

PS I attached the latest and greatest file for call backs, I made some minor modifications:
<< File: Call-Back-Universe.xls >>

Sam Papaefthimiou
Lincoln LS QRT
Wixom Assembly Plant
Phone 313-206-4391
Pager 313-798-4775
spapaeft@ford.com

From: Grimes, Jeff (J.R.)
Sent: Monday, April 03, 2000 6:37 AM
To: Wittbrodt, Frank (F.J.)
Cc: Kleeow, Mark (M.C.); Knight, Tim (T.L.); Ban Jr., John (J.S.); Baldin, Fred (F.)
Subject: RE: Korea Spec's

Frank, here is the calibration numbers for 2001MY LS to Korea!

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 [illegible]-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

---Original Message---
From: Ban Jr., John (J.S.)
Sent: Monday, April 03, 2000 8:35 AM
To: Baldin, Fred (F.); Grimes, Jeff (J.R.)
Cc: Kleeow, Mark (M.C.); Knight, Tim (T.L.)
Subject: RE: Korea Spec's

THE CALIBRATION NUMBERS ARE AS FOLLOWS:
3.0L A/T 1LQ16B0K00 BASE PKG.
1LQ16S0K00 SPORT PKG.

Regards, John S. Ban Jr
Program Timing Coordinator
4K Cert. Timing
Emissions Compliance Dept.
SN-95 DEW-98 M-205

313.322.4705

Fax - 313.337.5592

EMAIL - JBAN1@FORD.COM

Pager: 313.795.9564 or Text Page Me <mailto:3137959564@alphapage.airtouch.com>

---Original Message---
From: Baldin, Fred (F.)
Sent: 04/01/2000 12:46 PM
To: Grimes, Jeff (J.R.)
Cc: Kleeow, Mark (M.C.); Knight, Tim (T.L.); Ban Jr., John (J.S.)
Subject: RE: Korea Spec's

Mark Kleeow is working on that. The calibration number will come from John Ban who is filling in for Tim Knight.

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: Tuesday, March 28, 2000 2:22 PM
To: Baldin, Fred (F.)
Subject: Korea Spec's

Fred, do we have a released calibration for 2001 1G-237-AA for the Korean market? If so, please provide the number so I can appropriately update the homologation stuff

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6297 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Monday, April 03, 2000 8:14 AM
To: Kleeow, Mark (M.C.)
Cc: Wittbrodt, Frank (F.J.)
Subject: FW: Korea Spec's

Mark, Can you please forward the calibration releases to Frank Wittbrodt. This is per your phone call that Frank sits "down the aisle"...

Frank, this is called for in your Korean info...and I forgot to add it before returning it to you!

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.)
Sent: Saturday, April 01, 2000 12:46 PM
To: Grimes, Jeff (J.R.)
Cc: Kleeow, Mark (M.C.); Knight, Tim (T.L.); Ban Jr., John (J.S.)
Subject: RE: Korea Spec's

Mark Kleeow is working on that. The calibration number will come from John Ban who is filling in for Tim Knight.

Fred Baldin
D/EW98 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 <mailto:FBALDIN@FORD.Com>

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Tuesday, March 28, 2000 2:22 PM
To: Baldin, Fred (F.)
Subject: Korea Spec's

Fred, do we have a released calibration for 2001 1G-23?-AA for the Korean market? If so, please provide the number so I can appropriately update the homologation stuff

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>
Text Page: Internal External

Subject:	High Mileage Durability Fleet
Location:	TBD
Start:	Thu 4/6/00 12:00 PM
End:	Thu 4/6/00 12:30 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Cantrell Jr, David (D.D.); Elkins, Donly (D.); Reynolds, Mike (M.L.); Ronzi, Bill (W.C.); Rose, Robert (R.A.)

Discussion around note that preceded this notice!

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 29, 2000 2:45 PM
To: Wittbrodt, Frank (F.J.)
Subject: Previous note

Frank, I forgot to tell you...ALL my changes are highlighted in RED

Jeff Grimes
Engine Systems Engineer
DEW96 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Friday, March 24, 2000 8:45 AM
To: Bovo, Frank (F.)
Subject: RE: Requirements: J71 Batch#2 Phase 2

Please remove me from this distribution...I no longer wortk on the I4/I5 program!

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7328 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Message-----
From: Bovo, Frank (F.)
Sent: Friday, March 24, 2000 8:21 AM
To: Aldrich, Daniel; Bacon, Jim; Brocious, Bob; Burvatic, Jim; Chapman, Ian; Coein, Volker; Daehnke, Kay; Eade, Derek; Exley, Peter; Falzon, Simon; Festag, Georg; Grimes, Jeff; Heidkamp, Juergen; Hewitt, Mick; Huegen, Stefan; Ishino, Tokio; Johnston, Ian; Kirrage, Steve; Kraemer, Ulrich; Lamb, Steve; Lardizabal, Sergio; Lehmann, Guido; Lenzen, Benedikt; Lippe, Thomas; Mitobe, Noriaki; Monetha, Kay; Montes, Javier; Morales, Jorge; Neatby, John; Paull, Rainer; Peters, Mark; Phillips, Mark; Piringer, Hans Peter; Pullen, Steve; Rix, Mike; Roulson, Nathan; Saiki, 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
Subject: 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.

<< File: 23L for J71-B#2ph2.xls >>

Mit freundlichem Gruss / Best regards
Frank Bovo PPM
D-MD/FL-2P1
Phone : 903-5534 Fax : 903-3024

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 10:52 AM
To: Suarez, Rhae (R.)
Subject: RE: IAC Quantities

I don't need Mazda #'s...I need US FCSD inventory on hand...We may need to pull those for Hofu production support.

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, October 09, 2002 10:48 AM
To: Grimes, Jeff (J.R.)
Cc: Durfee, Tom (T.P.)
Subject: RE: IAC Quantities

The email has been sent to my counter parts in Mazda. The person that should be able to get the info works in California. I am not sure what time he gets in over there. I'll try to call him and I'll let you know what I find out.

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 10:46 AM
To: Durfee, Tom (T.P.); Suarez, Rhae (R.)
Subject: IAC Quantities

Do we have Quantities available for the OLD IAC valves yet? I need them to support a Mazda review at 7AM tomorrow.

We may be able to ship them to Japan to support production on RHD...Although the shortage of new valves is going to cause a problem.

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, October 09, 2002 10:46 AM
To: Durfee, Tom (T.P.); Suarez, Rhae (R.)
Subject: IAC Quantities

Do we have Quantities available for the OLD IAC valves yet? I need them to support a Mazda review at 7AM tomorrow.

We may be able to ship them to Japan to support production on RHD...Although the shortage of new valves is going to cause a problem.

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, October 09, 2002 8:53 AM
To: Buettner, Steve (S.B.)
Subject: RE: U204 Rubber Coated Stat

We have not received VC approval yet...Incorporation date for U204 is TBD

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: Buettner, Steve (S.B.)
Sent: Wednesday, October 09, 2002 7:02 AM
To: Grimes, Jeff (J.R.)
Subject: U204 Rubber Coated Stat

What is the estimated incorporation date of the rubber coated stat. I know this has been discussed before, but I can't find a record. Do you have the notice number? Thanks.

Steve Buettner
CEP11 Resident Engineer
sbuettne@ford.com
216-676-2902 external
623-2902 Ford Net
216-676-2950 Fax

From: Sanders, Muriel (M.S.)
Sent: Friday, May 03, 2002 1:30 PM
To: Altoonian, Don (D.J.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dan Rothweiler; 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.); John McDonald; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Mateea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; 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.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Williamson, David (D.E.); Young, Lem (.)
Subject: New Dial-in No. for Stalls Meeting

The dial-in information has changed for the weekly stalls meeting. Please note the new information below. This will be effective next Thursday (May 9, 2002).

<u>New Dial-in Numbers & Passcode</u>
Dial in: 1-877-870-3529 or Fordnet: 9-1-954-1144
International Participants # 1 (630) 693-1704
Passcode: 7673538#

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

Subject:	FW: Quality Value Analysis Pre-Workshop Meeting - Wabash
Location:	TCMC - Room 118
Start:	Tue 3/20/01 2:15 PM
End:	Tue 3/20/01 4:15 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Rychcik, Edward (E.T.); Grimes, Jeff (J.R.)

-----Original Appointment-----

From:	Rychcik, Edward (E.T.)
Sent:	Wednesday, March 14, 2001 9:18 AM
To:	Rychcik, Edward (E.T.); Goodwin, William (W.R.); Pistores, O (O.); Zebko, Gary (G.J.); Beyer, Annette (A.E.); Kadiwala, Pushpakant (P.C.); Martin, Jim (J.E.); Zurow, Timothy (T.); Kharbas, Vijay (V.S.); Wright, Anne (A.S.)
Cc:	Finn, Shari (S.I.); Gutierrez, Joseph (J.A.); Rychcik, Edward (E.T.); Moore, Donald (D.R.); Grimes, Jeff (J.R.)
Subject:	Quality Value Analysis Pre-Workshop Meeting - Wabash
When:	Tuesday, March 20, 2001 2:15 PM-4:15 PM (GMT-05:00) Eastern Time (US & Canada).
Where:	TCMC - Room 118

A pre-workshop meeting is scheduled for Tuesday, March 20th from 1 pm to 3 pm at the TCM Center located at 15011 Commerce Park South Drive in Dearborn. Room location - TBD (will be posted in the lobby of the building)

Subject: - QVA Blitz at Wabash- Mexicali
Please confirm your attendance. If unable to attend this meeting, please send a representative.
At the Pre-Meeting, the attendees will establish the scope and objectives for the actual QVA workshop. Determine the dates and location for the workshop, determine customer wants and team members required for a successful workshop. The pre-meeting will also determine what info is necessary for the workshop and assign individuals to bring the info to the workshop.

Vijay Kharbas - Please invite Mr. Carl Scaringelli and Kevin McCrocklin to this meeting.

Thank you. Any questions, please give me a call on 313-322-3238. The pre-workshop meeting will be facilitated by Mr. Gary Zebko. TCM Center Workshop No. - 25254.

From: Grimes, Jeff (J.R.)
Sent: Wednesday, August 22, 2001 2:21 PM
To: Kropp, Robert (R.A.)
Cc: Gates, Edward (E.)
Subject: Latest MA and Dimension check

Hi Bob...To support a water-heat ETC meeting tomorrow morning...can you please forward the latest MA#...And also, can you check worst-case (static) dimension of the ETB to Hood-line for DEW03?

Thanx

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

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 21, 2001 8:27 AM
To: Oppon, Sam (S.A.); Gates, Edward (E.)
Subject: 2003 DEW / M205 ETC Open Issues

Item 23b references a V6 validation plan is underway...

Can either of you forward me this plan?

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: Oppon, Sam (S.A.)
Sent: Tuesday, August 21, 2001 7:19 AM
To: Arnold, Michael (M.J.); Baldin, Fred (F.); Baskins, Robert (R.S.); bbeyer1@visteon.com; Bertcher, Terese (T.A.); Born, Dave (D.W.); ccole2@visteon.com; Cheaney, Craig (C.D.); Childress, Terry (T.W.); Ciarrocchi, Rob (R.K.); Cibulas, Steve (S.M.); Cook, Mike (W.M.); Das, Kaushik (K.K.); dbates@yazaki-na.com; dcunnin1@visteon.com; dholmgre@yazaki-na.com; dkotikov@yazaki-na.com; Domino, Bob (R.F.); Ducklow, Corey (C.S.); Eckenrode Jr., William (W.R.); Fougnier, Ray (R.J.); Gates, Edward (E.); Gaw, Ron (R.M.); Gibson, Randy (R.L.); gmausolf@tfxauto.com; Grimes, Jeff (J.R.); Groeneveld, Arie (A.); Gryc, Bill (W.S.); Gwozdek, Tom (T.M.); Islam, Kazi (K.); jhedrick@visteon.com; jim.lotito@motorola.com; jzych@tfxauto.com; Kalla, Steve (S.J.); Kovalsky, Mark (M.S.); Leroux, Mark (M.O.); Lipcsky, Lawrence (L.J.); Livernois, Stephen (S.M.); Lukens, Ted (T.); McCormick, Lynn (L.T.); Miller, Anita (A.M.); Mizer, Rick; Oppon, Sam (S.A.); Payne, Steve (S.E.); Powers, Steven (S.M.); rcilsch@yazaki-na.com; Rose, Robert (R.A.); rtrackwe@yazaki-na.com; Ruffin, Karensa (K.C.); Savic, George (G.); Schwager, Bryce (B.A.); Seifert, Thomas (T.S.); shannon.points@motorola.com; Sims, Steven (S.W.); Skodack, Gary (G.J.); Slater, Steve (S.); Stals, Jerry (J.); Stanhope, Karen (K.A.); Stinson Sr., Jeffrey (L.); tboucher@yazaki-na.com; Tran, Dan (D.H.); Ulrey, Joseph (N.); Walton, Mike (M.E.); White, Douglas (D.B.); White, Matthew (J.); Wilson, Gregory (G.M.)
Cc: Childress, Terry (T.W.)
Subject: 2003 DEW / M205 ETC Open Issues

Attached for for your review and updates is 2003 DEW/M205 ETC Open Issues List. The Issues List will be reviewed for updates at today's Flawless Execution Meeting at POEE LC2, 3 - 4pm.

<< File: etc_o2.xls >>

Regards,
Sam Oppon
FN145/EN114 Accel. Cntrls.

Subject:	Standard Thomson QVA Report Out
Location:	TBD
Start:	Thu 8/23/01 3:00 PM
End:	Thu 8/23/01 4:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Grimes, Jeff (J.R.); Fsadni, Frank (F.); Sventickas, Ed (E.); Chen, Roger (R.); Gutierrez, Joseph (J.A.)

Place Holder for Standard-Thomson Thermostat QVA review. Location (POEE) is tbd...

From: Grimes, Jeff (J.R.)
Sent: Monday, July 23, 2001 10:16 AM
To: Jabbour, Paul (P.)
Subject: RE: Contact for competitive vehicle fleet

Might??? I demand it ☺

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

---Original Message---
From: Jabbour, Paul (P.)
Sent: Monday, July 23, 2001 9:33 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Contact for competitive vehicle fleet

Try Tom Barnes's group (TBarnes1), I believe his man is Dave Petrikoff or something like that, look up Barnes and you will find out. They have competitive vehicles. If this happens, plz cc me and if time permits I might participate. Thanks.

Paul Jabbour
(313)-323-2546 @ Deerborn or 246-344-4128 @ WAP
2002 Lincoln LS Powertrain PMT/Launch
Text Pager (313)-795-0546
http://vm4.deerborn.ford.com/cgi/testpage?
http://webmsg.airtouch.com/textmsg_body.html

---Original Message---
From: Grimes, Jeff (J.R.)
Sent: Thursday, July 19, 2001 3:23 PM
To: Jabbour, Paul (P.)
Subject: Contact for competitive vehicle fleet
Importance: High

Hi Paul...I have a summer intern to keep busy...her primary assignment is to set up a drive evaluation at the test track for V6 LS and its competitive set.

Can you advise who on the vehicle team would be a starting point to identify which competitive vehicles are available and scheduling them for 1 day or two at the track???

Jeff Grimes

Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 10, 2001 11:07 AM
To: Gates, Edward (E.)
Subject: RE: Shake and Bake

ESM's can come from Alex Seizew or Freeman Gates

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: Gates, Edward (E.)
Sent: Tuesday, May 08, 2001 2:38 PM
To: Grimes, Jeff (J.R.)
Subject: Shake and Bake

I am getting 2 non functioning ETBs for shake and bake. I would like to get a couple EGR valves also for the same purpose. Any chance you know who to get them from? Thanks.

E. J. Gates
(313) 845-1292

From: Grimes, Jeff (J.R.)
Sent: Monday, April 23, 2001 4:08 PM
To: Chesney, Craig (C.D.)
Subject: RE: '03 ETB Responsibility

Craig...was this meeting cancelled?

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 332-6337 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Appointment-----
From: **Chesney, Craig (C.D.)**
Sent: Thursday, April 19, 2001 2:24 PM
To: Chesney, Craig (C.D.); Rose, Robert (R.A.); Slater, Steve (S.); Grimes, Jeff (J.R.); Gates, Edward (E.); Schwager, Bryce (B.A.); Islam, Kazi (K.); Limatta, Gary (G.D.); Kosko, Jeff (J.R.); Gibson, Randy (R.L.)
Subject: '03 ETB Responsibility
When: Monday, April 23, 2001 4:00 PM-4:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Teleconference

Discussion on status of ETB responsibility with Randy Gibson. Reference "FSS Statement of Work - Visteon".

Dial In: 877-870-3528
Pass Code: 6763741

From: Grimes, Jeff (J.R.)
Sent: Thursday, May 17, 2001 9:56 AM
To: 'Cunningham, David (D.N.)'; Grimes, Jeff (J.R.); Gates, Edward (E.)
Subject: RE: Production release 2003 3.0L DEW ETB, 3L5U-9F991-AE

Thanx for the quick response and follow-through...It's much appreciated

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: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Thursday, May 17, 2001 8:09 AM
To: 'jgrimes1@ford.com'; 'egates1@ford.com'
Subject: Production release 2003 3.0L DEW ETB, 3L5U-9F991-AE

Jeff/Ed,
The ETB is now at "P" status per DF00-E-11196469-002.

Dave C.

Regards,
David N. Cunningham
Visteon Energy Management Applications
Tel: 313 755-0684 Fax: 313 755-2992

From: Grimes, Jeff (J.R.)
Sent: Friday, May 18, 2001 2:36 PM
To: Johnson, Joseph (J.H.)
Subject: FW: Shake and Bake

Joe, can we get two non-functioning (if available) ESM valves for Shake/bake testing for sealing?

If I need to order..ok..hoping you have a couple..

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: Gates, Edward (E.)
Sent: Friday, May 18, 2001 2:23 PM
To: Gates, Freeman (F.C.); Seizew, Alex (A.R.)
Cc: Grimes, Jeff (J.R.)
Subject: FW: Shake and Bake

I never got any reply. Any chance I can get some of these parts? What is the piece cost for this part?

Thank you very much.

E. J. Gates
(313) 845-1292

----Original Message----
From: Gates, Edward (E.)
Sent: Friday, May 11, 2001 7:09 AM
To: Gates, Freeman (F.C.); Seizew, Alex (A.R.)
Subject: FW: Shake and Bake

Can you please help with some parts? Thanks.

E. J. Gates
(313) 845-1292

----Original Message----
From: Grimes, Jeff (J.R.)
Sent: Thursday, May 10, 2001 11:07 AM
To: Gates, Edward (E.)
Subject: RE: Shake and Bake

ESM's can come from Alex Seizew or Freeman Gates

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>
Text Page: Internal External

----Original Message----
From: Gates, Edward (E.)

Sent: Tuesday, May 08, 2001 2:38 PM
To: Grimes, Jeff (J.R.)
Subject: Shake and Bake

I am getting 2 non functioning ETBs for shake and bake. I would like to get a couple EGR valves also for the same purpose. Any chance you know who to get them from? Thanks.

G. J. Gates
(313) 845-1282

From: Grimes, Jeff (J.R.)
Sent: Monday, May 21, 2001 8:26 AM
To: Johnson, Joseph (J.H.); Grandas, Joseph (J.M.)
Subject: RE: Shake and Bake

Disregard request...Late Friday afternoon I found a couple...We are all set.

Thanx ☺

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: Johnson, Joseph (J.H.)
Sent: Friday, May 18, 2001 4:05 PM
To: Grandas, Joseph (J.M.)
Cc: Grimes, Jeff (J.R.)
Subject: FW: Shake and Bake

Joe, can you help Jeff out?

Jeff, what kind of shake and bake test are you running for sealing of what?

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Friday, May 18, 2001 2:35 PM
To: Johnson, Joseph (J.H.)
Subject: FW: Shake and Bake

Joe, can we get two non-functioning (if available) ESM valves for Shake/bake testing for sealing?

If I need to order..ok..hoping you have a couple..

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: Gates, Edward (E.)
Sent: Friday, May 18, 2001 2:23 PM
To: Gates, Freeman (F.C.); Seizew, Alex (A.R.)
Cc: Grimes, Jeff (J.R.)
Subject: FW: Shake and Bake

I never got any reply. Any chance I can get some of these parts? What is the piece cost for this part?

Thank you very much.

E. J. Gates
(313) 845-1292

—Original Message—
From: Gates, Edward (E.)
Sent: Friday, May 11, 2001 7:09 AM
To: Gates, Freeman (F.C.); Seizew, Alex (A.R.)
Subject: FW: Shake and Bake

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E. J. Gates
(313) 845-1292

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From: Grimes, Jeff (J.R.)
Sent: Thursday, May 10, 2001 11:07 AM
To: Gates, Edward (E.)
Subject: RE: Shake and Bake

ESM's can come from Alex Seizew or Freeman Gates

Jeff Grimes
Engine Systems Engineer
DEW98 V8 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

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Sent: Tuesday, May 08, 2001 2:38 PM
To: Grimes, Jeff (J.R.)
Subject: Shake and Bake

I am getting 2 non functioning ETBs for shake and bake. I would like to get a couple EGR valves also for the same purpose. Any chance you know who to get them from? Thanks.

E. J. Gates
(313) 845-1292

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 23, 2001 11:04 AM
To: Selzew, Alex (A.R.); Gates, Edward (E.); Gates, Freeman (F.C.)
Subject: RE: Shake and Bake

Done already

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 844-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

—Original Message—
From: Selzew, Alex (A.R.)
Sent: Wednesday, May 23, 2001 6:14 AM
To: Gates, Edward (E.); Gates, Freeman (F.C.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Shake and Bake

Jeff, please let me know the parts numbers for the EGR Valve and ESM and I will try to get them for you.

Have a nice day.

—Original Message—
From: Gates, Edward (E.)
Sent: Friday, May 18, 2001 2:23 PM
To: Gates, Freeman (F.C.); Selzew, Alex (A.R.)
Cc: Grimes, Jeff (J.R.)
Subject: FW: Shake and Bake

I never got any reply. Any chance I can get some of these parts? What is the piece cost for this part?

Thank you very much.

E. J. Gates
(313) 845-1292

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Sent: Friday, May 11, 2001 7:09 AM
To: Gates, Freeman (F.C.); Selzew, Alex (A.R.)
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E. J. Gates
(313) 845-1292

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Sent: Thursday, May 10, 2001 11:07 AM
To: Gates, Edward (E.)
Subject: RE: Shake and Bake

ESM's can come from Alex Seizew or Freeman Gates

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

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To: Grimes, Jeff (J.R.)
Subject: Shake and Bake

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E. J. Gates
(313) 845-1292

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 10:24 AM
To: Benson, Carl (C.L.); Arnold, Michael (M.J.)
Subject: Shipping caps for DEW03 ETB

I have them on my desk...

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 11:30 AM
To: Benson, Carl (C.L.)
Subject: RE: Shipping caps for DEW03 ETB

Keith is gone...

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: Benson, Carl (C.L.)
Sent: Tuesday, July 31, 2001 10:29 AM
To: Grimes, Jeff (J.R.)
Cc: Haven, Keith (K.)
Subject: RE: Shipping caps for DEW03 ETB

Jeff,

Could you drop those by Keith Haven's desk? He is coming here to CEP2. I don't know when he is leaving though.

Thanks
Carl Benson
Manufacturing Engineer POEE/CEP2
DEW03 Program Focus
CEP2 phone 216-676-7149
POEE bld. phone 313-323-8292
Pager 313-796-9063, Email: cbenson9@ford.com

—Original Message—
From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 10:24 AM
To: Benson, Carl (C.L.); Arnold, Michael (M.J.)
Subject: Shipping caps for DEW03 ETB

I have them on my desk...

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

From: Grimes, Jeff (J.R.)
Sent: Tuesday, July 31, 2001 1:28 PM
To: Benson, Carl (C.L.)
Subject: RE: Bracket and TB Caps.

Great...Can you see any reason why having a duplicate tab on the rear side of that bracket would cause you any problems...

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ford Motor Company
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

---Original Message---
From: Benson, Carl (C.L.)
Sent: Tuesday, July 31, 2001 1:26 PM
To: Pebley, Kirk (K.R.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: Bracket and TB Caps.

Kirk, Jeff,
Excellent for TB Caps.

Jeff,
I just tried out the new intake support bracket for clearance of the test stand and it is good for that.

Thanks
Carl

---Original Message---
From: Pebley, Kirk (K.R.)
Sent: Tuesday, July 31, 2001 1:18 PM
To: Benson, Carl (C.L.)
Cc: Grimes, Jeff (J.R.)
Subject: RE: TB Caps

Carl, Jeff just found Keith and he is heading to Cleveland tomorrow. Keith will drop them off to you.

Kirk Pebley
Lincoln LS - V6 Duratec Engine System
Phone: (313) 59-47069
Email: kpebley@ford.com

---Original Message---
From: Benson, Carl (C.L.)
Sent: Tuesday, July 31, 2001 12:21 PM
To: Pebley, Kirk (K.R.)
Subject: RE: TB Caps

Kirk,

Thank You for trying. I will pick them up on Friday.

Carl

-----Original Message-----
From: Pebley, Kirk (K.R.)
Sent: Tuesday, July 31, 2001 12:12 PM
To: Benson, Carl (C.L.)
Subject: TB Caps

Carl, I now have the TB dust caps from Jeff and I tried getting a hold of Keith Haven before he left, but was unable to do it. Do you know of anyone else going down to Cleveland?

Kirk Pebley
Lincoln LS - V6 Duratec Engine System
Phone: (313) 59-47069
Email: kpebley@ford.com

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: 'mmckee@visteon.com'
Subject: FW: TB's and Piston Clip

Are you getting releases for 2L8E-9E926-AB???

Under no circumstances are you to ship ANY

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: **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. Yeramalli'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
216-676-2950 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) 322-5237** fax: **(313) 594-7323**
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 9:57 AM
To: Ferrise, Sam (S.J.); Suarez, Rhae (R.); Durfee, Tom (T.P.)
Subject: RE: TB's and Piston Clip

As we discussed in the audio...You have NOT ordered the 2l8E-9E926-AB...Regardless of your service number...

You'll need to put releases in the system for Visteon, and begin ordering the new part...This action needs to be immediate, I'd prefer no more -AA's get used.

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: **Ferrise, Sam (S.J.)**
Sent: Friday, October 11, 2002 7:55 AM
To: Grimes, Jeff (J.R.); Suarez, Rhae (R.); Durfee, Tom (T.P.)
Subject: RE: TB's and Piston Clip

Inventory is already available at FCSD for 2L8E 9E926 AB.

Regards,
Sam Ferrise, QSF Parts Specialist
Ford Customer Service Division
CDS ID: sferrise Ph: 734-523-3184
E-Mail: sferrise@ford.com

—Original Message—
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) 322-5237** 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. Yeramalli'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
216-676-2950 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) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com <mailto:jgrimes1@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 09, 2002 1:30 PM
To: Miller, Brian (B.J.); Moorhouse, Scott (S.R.)
Subject: re-Flash Time at EOL

Brian, Scott, your probably aware of the issues we have at Hofu regarding the new IAC change being on the "boat"...and PCM's not available until December.

Mazda's plan right now is to inspect all incoming engines, and swap NEW IAC's for OLD until new processors come up.

The service calibration is available, and I am highly recommending that they reflash PCM's instead...

The issue that may come up is resources and time...

How long would it take to reflash PCM's at EndOfLine? Can it be done there? Would it have to be an offline process?

If possible, please advise this afternoon, we have the audio with Mazda in the morning.

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

Escape Stalls Concern Vehicle Inspection Data
In St. Croix by Gil Pepitone 6/15/-6/24/2002

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/AXB &ATF1 Catch word is latest/ "160" or "161"?

Connectors/Grounds in order of inspection flow
C270b
G300
G104
G105
G101
C110
C133
G100
C270c
C270d
CPS pigtail 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:

Does Engine stay running w/ IAC disconnected?

If so, what is base RPM?

TPS voltage {Bogie .9 +-.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 Viv if web found?
New IAC D.C.?
Replaced TB?
Tightened any Ground/stalled connectors?
Changed DPFE?
Remove IAC/Inspect for sludge/Oil in rear hole?
Changed IAC?
Changed MAF?
Cleaned DTCs?

Additional Comments:

From: Grimes, Jeff (J.R.)
Sent: Thursday, April 19, 2001 2:27 PM
To: Chesney, Craig (C.D.)
Subject: Accepted: '03 ETB Responsibility

From: Grimes, Jeff (J.R.)
Sent: Tuesday, April 10, 2001 8:32 AM
To: Chesney, Craig (C.D.)
Subject: RE: '03 LS ETB Responsibility

Note was fine...Bob's reviewing with other Supervisors today...We hopefully will have a consensus this week

Jeff Grimes
Engine Systems Engineer
DEW98 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: Chesney, Craig (C.D.)
Sent: Tuesday, April 10, 2001 8:21 AM
To: Grimes, Jeff (J.R.)
Subject: FW: '03 LS ETB Responsibility

Jeff,

I'm not sure if what I sent Bill was more detail than what you requested, but I did not ask him for intervention at this time. Being the ETC PAT leader and knowing the types of follow-up questions that Bill would ask (pretty detailed), I don't think that he would have bought into me simply stating that 'more questions were generated'. I don't mean to give this a 'rat you out' flavor and don't want to deteriorate any relations between our activities.

Hope you understand.

Craig

—Original Message—
From: Chesney, Craig (C.D.)
Sent: Monday, April 09, 2001 2:36 PM
To: Koche, Bill (B.J.)
Cc: Childress, Terry (T.W.); Bertcher, Terese (T.A.); Grimes, Jeff (J.R.); Ulrey, Joseph (N.)
Subject: FW: '03 LS ETB Responsibility

Bill,

I had a meeting today with two of the V8 engine people (GSR) and Visteon regarding the '03 ETB's. Engine is aware of what Ford is responsible for based on their statement of work with Visteon, but they are not aware of what needs to be completed (i.e. SDS requirements) or who is responsible for what (split of responsibilities) between activities. Jeff Grimes, the V6 Engine Systems engineer, took on the assignment to raise this to a management level in his organization. I haven't received any responses or feedback from the LL6 level.

Craig

—Original Message—
From: Chesney, Craig (C.D.)
Sent: Wednesday, April 04, 2001 7:16 AM
To: Schwager, Bryce (B.A.); Gates, Edward (E.)
Cc: Lilmatta, Gary (G.D.); Kosko, Jeff (J.R.)
Subject: RE: '03 LS ETB Responsibility

Gentlemen,

I haven't received a written reponse from you regarding the note below. Please forward me an e-mail. It's important that the responsible parties be identified.

Thanks.

Best Regards,

Craig Chesney
x25178

---Original Message---

From: Chesney, Craig (C.D.)
Sent: Thursday, March 29, 2001 3:20 PM
To: Schwager, Bryce (B.A.); Gates, Edward (E.)
Cc: Limatta, Gary (G.D.); Kosko, Jeff (J.R.)
Subject: '03 LS ETB Responsibility

<< File: etc_resp.xls >>

Bryce / Ed,

I am writing this note to you to confirm design/release responsibility for the '03 LS V6 and V8 electronic throttle bodies:

- '03 Lincoln LS 3.0L V6 ETB Design and Release: Edward Gates (reports to J. Kosko)
- '03 Lincoln LS 3.9L V8 ETB Design and Release: Bryce Schwager (reports to G. Limatta)

In the attached file, your supervisors are listed as "approvers" of your respective throttle bodies. This implies that you are responsible for delivering the ETB's to your program that meet all requirements and that you are the policeman of your supplier (Visteon).

I have Ford d&r responsibility for the ETC accelerator pedal. Some of my responsibilities include:

- Insuring that my supplier provides a pedal assembly that conforms to all of Ford's requirements. The supplier is responsible for FMEA's/DVP's on a component level (i.e. key life tests, ...).
- Developing a FMEA for the pedal assembly from a vehicle application point of view.
- Developing a DVP for the pedal assembly from a vehicle application point of view. This DVP is derived from my subsystem SDS. These are not component level FMEA's/DVP's and would include such items as in-vehicle clearance checks, vehicle durability/corrosion, dash mount fatigue testing, NVH.....
- Insuring all DVP testing is conducted

Your responsibilities would be similar in nature for the ETB's.

Please confirm via e-mail that you are in fact responsible for the design and release of the ETB's. In other words, if there was an issue with the ETB, you would be the Ford responsible person that people would contact to resolve.

I would still like to meet with the both of you on 4-9 as rescheduled by E. Gates.

Any questions, please call.

Best Regards,

Craig Chesney

From: Grimes, Jeff (J.R.)
Sent: Monday, April 09, 2001 3:17 PM
To: Rose, Robert (R.A.)
Subject: FW: '03 LS ETB Responsibility

FYI

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: Chesney, Craig (C.D.)
Sent: Monday, April 09, 2001 2:36 PM
To: Koche, Bill (B.J.)
Cc: Childress, Terry (T.W.); Bertcher, Terese (T.A.); Grimes, Jeff (J.R.); Ulrey, Joseph (N.)
Subject: FW: '03 LS ETB Responsibility

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Craig

—Original Message—
From: Chesney, Craig (C.D.)
Sent: Wednesday, April 04, 2001 7:16 AM
To: Schwager, Bryce (B.A.); Gates, Edward (E.)
Cc: Limatta, Gary (G.D.); Kosko, Jeff (J.R.)
Subject: RE: '03 LS ETB Responsibility

Gentlemen,

I haven't received a written reponse from you regarding the note below. Please forward me an e-mail. It's important that the responsible parties be identified.

Thanks.

Best Regards,

Craig Chesney
x25178

—Original Message—
From: Chesney, Craig (C.D.)
Sent: Thursday, March 29, 2001 3:20 PM
To: Schwager, Bryce (B.A.); Gates, Edward (E.)
Cc: Limatta, Gary (G.D.); Kosko, Jeff (J.R.)
Subject: '03 LS ETB Responsibility

<< File: etc_resp.xls >>

Bryce / Ed,

I am writing this note to you to confirm design/release responsibility for the '03 LS V6 and V8 electronic throttle bodies:

- '03 Lincoln LS 3.0L V6 ETB Design and Release: Edward Gates (reports to J. Kosko)
- '03 Lincoln LS 3.9L V8 ETB Design and Release: Bryce Schwager (reports to G. Lilmatta)

In the attached file, your supervisors are listed as "approvers" of your respective throttle bodies. This implies that you are responsible for delivering the ETB's to your program that meet all requirements and that you are the policeman of your supplier (Visteon).

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- Developing a FMEA for the pedal assembly from a vehicle application point of view.
- Developing a DVP for the pedal assembly from a vehicle application point of view. This DVP is derived from my subsystem SDS. These are not component level FMEA's/DVP's and would include such items as in-vehicle clearance checks, vehicle durabilty/corrosion, dash mount fatigue testing, NVH.....
- Insuring all DVP testing is conducted

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Please confirm via e-mail that you are in fact responsible for the design and release of the ETB's. In other words, if there was an issue with the ETB, you would be the Ford responsible person that people would contact to resolve.

I would still like to meet with the both of you on 4-9 as rescheduled by E. Gates.

Any questions, please call.

Best Regards,

Craig Chesney

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 28, 2001 12:34 PM
To: Gates, Edward (E.)
Subject: Accepted: Rescheduled ETB Responsibility Definition

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 28, 2001 11:35 AM
To: Gates, Edward (E.); Kosko, Jeff (J.R.)
Cc: Rose, Robert (R.A.)
Subject: FW: ETB Responsibility Definition

Ed, please do schedule a time that is convenient for you. If you have concerns regarding R&R for the throttle body, please address them with Jeff...Jeff can then discuss this further with Bob to identify the individual to be added to this team.

Thanx

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7333 e-mail: jgrimes1@ford.com
Text Page: Internal External

---Original Message---
From: Chesney, Craig (C.D.)
Sent: Wednesday, March 28, 2001 11:18 AM
To: Islam, Kazi (K.); Schwager, Bryce (B.A.); Gates, Edward (E.); Grimes, Jeff (J.R.)
Subject: RE: ETB Responsibility Definition

Ed,

I noticed that you declined this meeting. This definitely needs to happen and you are a major participant. Could you please reschedule with everyone in the "to" box when convenient for you?

Thanks.

Craig

---Original Appointment---
From: Chesney, Craig (C.D.)
Sent: Wednesday, March 28, 2001 8:08 AM
To: Chesney, Craig (C.D.); Islam, Kazi (K.); Schwager, Bryce (B.A.); Gates, Edward (E.); Grimes, Jeff (J.R.)
Subject: ETB Responsibility Definition
When: Wednesday, March 28, 2001 4:00 PM-4:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: POEE Cafeteria

Would like to get together briefly today to go over ETB roles and responsibilities.

Bryce/Ed: Between the two of you, could you please bring a copy of the SDS for the ETB?

Thanks.

Craig

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 28, 2001 7:47 AM
To: Koche, Bill (B.J.)
Cc: Rose, Robert (R.A.); Slater, Steve (S.); Bertcher, Terese (T.A.); Childress, Terry (T.W.)
Subject: RE: 6-27 ETC Responsibilities - Meeting Minutes

Bill, V-Engine is not requesting help in determining D&R responsibility for ETC. Throttle-body engineering lies within engine...We will work through the R&R's.

Additionally, Craig failed to mention my statement that in the absence of support from Component Engineering, Engine Systems will fully support.

Jeff Grimes
Engine Systems Engineer
DEW98 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: Chesney, Craig (C.D.)
Sent: Wednesday, March 28, 2001 6:51 AM
To: Grimes, Jeff (J.R.); Gates, Edward (E.); Born, Dave (D.W.); Islam, Kazi (K.)
Subject: FW: 6-27 ETC Responsibilities - Meeting Minutes

Info. Can any of you help resolve?

Thanks.

----Original Message----
From: Chesney, Craig (C.D.)
Sent: Wednesday, March 28, 2001 6:20 AM
To: Koche, Bill (B.J.)
Cc: Childress, Terry (T.W.); Rose, Robert (R.A.); Slater, Steve (S.); Bertcher, Terese (T.A.)
Subject: FW: 6-27 ETC Responsibilities - Meeting Minutes

<< File: etc_resp.xls >>
Bill,

I had a conversation with Jeff Grimes, the V6 Engine Systems Engineer, yesterday. It came out in our conversation that Engine Systems does not feel that they own the d&r, or Ford "approver", responsibility for the electronic throttle body. I believe this is the underlying issue to the notes that were exchanged in the past few weeks regarding support for the ETB. This would also explain the confusion when I was asked detailed questions about the ETB DVP by the Engine Systems group - it was my understanding that it was their responsibility.

Roles and responsibilities were agreed upon last June (please see note below) and the 'approver' roles for the ETB were assigned at a GSR level to Bob Rose's and Steve Slater's activities. They were revised again early this year (please see file attached above) at your request making the Supervisors responsible, or the Ford "approvers" and was re-distributed to the affected supervisors. Yesterday was the first time I had heard that engine systems denied responsibility for the 'approver' role. Jeff Grimes was unclear as to who actually owned the ETB on a component level on the Ford side, but believed it may reside with the intake manifold engineer.

Unless someone can forward me the individual's name who is responsible for the V6/V8 ETB from a Ford 'approver' side, we would need assistance in resolving this issue at a management level.

Best Regards,

Craig Chesney
x25178

---Original Message---

From: Chesney, Craig (C.D.)
Sent: Tuesday, June 27, 2000 3:53 PM
To: Baskins, Robert (R.S.); Childress, Terry (T.W.); Hippley, Rick (R.J.); McCormick, Lynn (L.T.); Perry, Brian (B.J.); Powers, Steven (S.M.); Szuszman, Paul (P.J.); Bronzetti, Marc (M.M.); Beyer, Bruce (B.R.); Lotrey, Larry (L.G.); Born, Dave (D.W.); Reynolds, Mike (M.L.); Cunningham, David (D.N.); Semeyn Jr., Mark (M.W.); Baldin, Fred (F.); Stala, Jerry (J.); Lukens, Ted (T.); Wilber, Bob (R.J.); Eckenrode Jr., William (W.R.); Clarrocchi, Rob (R.K.); Cook, Mike (W.M.); Slater, Steve (S.); Cole, Charles (C.L.); Hedrick, Jeff (J.R.); Islam, Kazi (K.)
Cc: Kocha, Bill (B.J.); Bertcher, Terase (T.A.); Kalis, Steve (S.J.); Arbanas, Kelly (K.M.)
Subject: 6-27 ETC Responsibilities - Meeting Minutes

<< File: min6_27_00.doc >> << File: etc_resp.xls >>

Please call with any discrepancies or questions.

I will set up a pre-design review meeting tomorrow morning for July 10 or 11.

Best Regards,

Craig Chesney
313-322-5178

From: Grimes, Jeff (J.R.)
Sent: Monday, March 19, 2001 3:19 PM
To: Danes, Adam (A.V.)
Subject: Declined: IAC Blitz Task Force Kickoff

Please contact an RFF supervisor for Duratec Representation

Don Moore, Taurus
Rich Wineland, Escape
Brian Mazzella, 2.5L

From: Grimes, Jeff (J.R.)
Sent: Friday, March 16, 2001 1:20 PM
To: Danes, Adam (A.V.)
Subject: Accepted: IAC Blitz Task Force Kickoff

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 07, 2001 8:36 AM
To: Cheeney, Craig (C.D.)
Subject: RE: 3/6 LS ETC Open Issues Update

Craig...Everything still looks good for V6...

As of yesterday, I have been formally given responsibility for ETC, and other components...(I continue to own my other job, which is current/past).

What do you see as the most efficient means to bring me up to speed on the issues, plans, timing...

Thanx

Jeff Grimes
Engine Systems Engineer
DEW98 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: Cheeney, Craig (C.D.)
Sent: Tuesday, March 06, 2001 4:09 PM
To: Anita Miller; Arie Groeneveld VII; bbeyer1@visteon.com; Bill Gryc; Bob Domino; Brian Perry; ccole2@visteon.com; Corey Ducklow; Dan Tran; Dave Born; dbates@yazaki-na.com; dcunnin1@visteon.com; dholmgre@yazaki-na.com; dkotikov@yazaki-na.com; Edward Gates; Fred Baldin; Gary Skodack; gmausolf@tfxauto.com; Gregory Wilson; Jeff Grimes; Jeffrey Stinson Sr.; Jerry Stale; jhedrick@visteon.com; jim.lotto@motorola.com; Joseph Ulrey; jzych@tfxauto.com; Karen Stanhope; Karensa Ruffin; Kaushik Das; Kazi Islam; Lynn McCormick; Mark Kovalsky; Matthew White; Michael Arnold; Mike Cook; Mike Walton; Ray Fournier; rclisch@yazaki-na.com; Rob Clarrocchi; Robert Baskins; Robert Rose; rtrackwe@yazaki-na.com; shannon.points@motorola.com; Stephen Livernois; Steve Kallis; Steve Payne; Steve Slater; Steven Powers; Steven Sima; tboucher@yazaki-na.com; Ted Lukens; Terry Childress; Thomas Seifert; Tom Gwozdek; Victor Michaels; William Eckenrode Jr.
Cc: Koche, Bill (B.J.); Bertcher, Terese (T.A.); Liposky, Lawrence (L.J.)
Subject: 3/6 LS ETC Open Issues Update

<< File: etc_ol.xls >>

Open issues update from today.

Please note that B. Perry requested that PCM requirements (beyond CP builds) be submitted to him (i.e. rig testing, spares,...).

Also, Bill Gryc has been identified as the reliability engineer for the ETC system.

Also, I now have a dial-in # for the meetings (up to 10 spots):

toll free: 877-870-3528
Ford net: 954-1142

Pass code: 6763741

Any questions, please call.

Best Regards,

Craig Chesney
313-32-25178

From: Grimes, Jeff (J.R.)
Sent: Wednesday, March 07, 2001 8:13 AM
To: Rose, Robert (R.A.)
Subject: RE: 3/6 LS ETC Open Issues Update

Thanx, I'm on the distribution list already

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
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: Wednesday, March 07, 2001 5:47 AM
To: Grimes, Jeff (J.R.)
Cc: Arnold, Michael (M.J.)
Subject: FW: 3/6 LS ETC Open Issues Update

For your review and reading pleasure.

---Original Message---
From: Chesney, Craig (C.D.)
Sent: Tuesday, March 06, 2001 4:09 PM
To: Anita Miller; Arto Gruenewald VII; bbeyer1@visteon.com; Bill Gryc; Bob Domina; Brian Perry; cole2@visteon.com; Carey Ducklow; Dan Tran; Dave Born; dbates@yazaki-na.com; dcunnin1@visteon.com; dholmgre@yazaki-na.com; dkotikov@yazaki-na.com; Edward Gates; Fred Baldin; Gary Skodack; gmausolf@tfxauto.com; Gregory Wilson; Jeff Grimes; Jeffrey Stinson Sr.; Jerry Stals; jhedrick@visteon.com; jim.loftito@motorola.com; Joseph Uirey; jzych@tfxauto.com; Karen Stanhope; Kenneth Ruffin; Kaushik Das; Kazi Islam; Lynn McCormick; Mark Kovalsky; Matthew White; Michael Arnold; Mike Cook; Mike Walton; Ray Fougnier; rdlach@yazaki-na.com; Rob Ciarrocchi; Robert Baskins; Robert Rose; rtradowe@yazaki-na.com; shannon.points@motorola.com; Stephen Livernois; Steve Kellie; Steve Payne; Steve Slater; Steven Powers; Steven Sims; tboucher@yazaki-na.com; Ted Lukens; Terry Childress; Thomas Seifert; Tom Gwozdek; Victor Michaels; William Eckenrode Jr.
Cc: Koche, Bill (B.J.); Bertcher, Terese (T.A.); Lipsky, Lawrence (L.J.)
Subject: 3/6 LS ETC Open Issues Update

<< File: etc_oi.xls >>

Open issues update from today.

Please note that B. Perry requested that PCM requirements (beyond CP builds) be submitted to him (i.e. rig testing, spares,...).

Also, Bill Gryc has been identified as the reliability engineer for the ETC system.

Also, I now have a dial-in # for the meetings (up to 10 spots):

toll free: 877-870-3528
Ford net: 954-1142

Pass code: 6763741

Any questions, please call.

Best Regards,

Craig Chesney

From: Grimes, Jeff (J.R.)
Sent: Friday, February 09, 2001 7:55 AM
To: Rose, Robert (R.A.)
Cc: Arnold, Michael (M.J.)
Subject: RE: MANDATORY -- '03 LS ETC Meeting

Already talked to Craig...Our attendance is NOT required. Thanx though!

Jeff Grimes
Engine Systems Engineer
DEW98 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: Rose, Robert (R.A.)
Sent: Friday, February 09, 2001 6:21 AM
To: Arnold, Michael (M.J.)
Cc: Grimes, Jeff (J.R.)
Subject: FW: MANDATORY -- '03 LS ETC Meeting

Mike can you fill in for Jeff if need at Chesney meeting?

----Original Message----
From: Grimes, Jeff (J.R.)
Sent: Thursday, February 08, 2001 3:55 PM
To: Chesney, Craig (C.D.)
Cc: Rose, Robert (R.A.)
Subject: RE: MANDATORY -- '03 LS ETC Meeting

I will be out of the office Tues-Thurs

Jeff Grimes
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

----Original Appointment----
From: Chesney, Craig (C.D.)
Sent: Thursday, February 08, 2001 3:34 PM
To: Koche, Bill (B.J.); EVB EXEC CR, 2ND FL (35); Islam, Kazi (K.); Arie Groeneveld VII; bbeyer1@visteon.com; Bob Domino; ccole2@visteon.com; Corey Ducklow; Dan Tran; Dave Born; dbates@yazaki-na.com; dounnin1@visteon.com; dholmgre@yazaki-na.com; dkotikov@yazaki-na.com; Edward Gates; Fred Baldin; Gary Skodack; gmausolf@tfxauto.com; Jeff Grimes; Jeffrey Stinson Sr.; Jerry Stala; jhedrick@visteon.com; jim.lotito@motorola.com; jzych@tfxauto.com; Karenaa Ruffin; Kaushik Das; Lynn McCormick; Mark Kovalsky; Matthew White; Michael Arnold; Mike Cook; Mike Walton; Ray Fougnier; rclisch@yazaki-na.com; Rob Cianrocchi; Robert Baskins; Robert Rose; rtrackwe@yazaki-na.com; shannon.points@motorola.com; Stephen Livernois; Steve Kallis; Steve Payne; Steve Slater; Steven Powers; Steven Sims; tboucher@yazaki-na.com; Ted Lukens; Terry Childress; Thomas Seifert; Tom Gwozdek; Victor Michaels; William Eckenrode Jr.
Cc: Cox, Darleen (D.A.)
Subject: MANDATORY -- '03 LS ETC Meeting
When: Tuesday, February 13, 2001 9:30 AM-10:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: EVB Exec Conf Room
Importance: High

Bill Koche has requested this MANDATORY meeting. 100% Attendance required by all.

Action items will be assigned.

From: Grimes, Jeff (J.R.)
Sent: Thursday, February 08, 2001 3:56 PM
To: Cheaney, Craig (C.D.)
Cc: Rose, Robert (R.A.)
Subject: RE: MANDATORY – '03 LS ETC Meeting

Sorry, meant to ask if we can sit down on Monday or Friday to discuss V8 issues...

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Appointment-----
From: **Cheaney, Craig (C.D.)**
Sent: Thursday, February 08, 2001 3:34 PM
To: Koche, Bill (B.J.); EVB EXEC CR, 2ND FL (35); Islam, Kazi (K.); Arie Groenevald VII; bbeyer1@visteon.com; Bob Domino; ccole2@visteon.com; Corey Duckfow; Dan Tran; Dave Born; dbates@yazaki-na.com; dcunnin1@visteon.com; dholmgre@yazaki-na.com; dkotikov@yazaki-na.com; Edward Gates; Fred Baldin; Gary Skodack; gmausolf@ttxauto.com; Jeff Grimes; Jeffrey Stinson Sr.; Jerry Stals; jhedrick@visteon.com; jim.iotto@motorola.com; jzych@ttxauto.com; Karensa Ruffin; Kaushik Das; Lynn McCormick; Mark Kovalsky; Matthew White; Michael Arnold; Mike Cook; Mike Walton; Ray Fougnier; rclisch@yazaki-na.com; Rob Ciarrocchi; Robert Baskins; Robert Rose; rtrackwe@yazaki-na.com; shannon.points@motorola.com; Stephen Livernois; Steve Kalils; Steve Payne; Steve Slater; Steven Powers; Steven Sims; tboucher@yazaki-na.com; Ted Lukens; Terry Childress; Thomas Seifert; Tom Gwozdek; Victor Michaels; William Eckenrode Jr.
Cc: Cox, Darleen (D.A.)
Subject: MANDATORY – '03 LS ETC Meeting
When: Tuesday, February 13, 2001 9:30 AM-10:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: EVB Exec Conf Room
Importance: High

Bill Koche has requested this MANDATORY meeting. 100% Attendance required by all.

Action items will be assigned.

From: Grimes, Jeff (J.R.)
Sent: Thursday, February 08, 2001 3:55 PM
To: Chesney, Craig (C.D.)
Cc: Rose, Robert (R.A.)
Subject: RE: MANDATORY -- '03 LS ETC Meeting

I will be out of the office Tues-Thurs

Jeff Grimes

Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

-----Original Appointment-----
From: Chesney, Craig (C.D.)
Sent: Thursday, February 08, 2001 3:34 PM
To: Koche, Bill (B.J.); EVB EXEC CR, 2ND FL (35); Islam, Kazi (K.); Arie Groeneveld VII; bbeyer1@visteon.com; Bob Domino; ccole2@visteon.com; Corey Ducklow; Dan Tran; Dave Born; dbates@yazaki-na.com; dcunnin1@visteon.com; dholmgre@yazaki-na.com; dkotikov@yazaki-na.com; Edward Gates; Fred Baldin; Gary Skodack; gmausoff@tfxauto.com; Jeff Grimes; Jeffrey Stinson Sr.; Jerry Stals; jhedrick@visteon.com; jim.lotito@motorola.com; jzych@tfxauto.com; Karensa Ruffin; Kaushik Das; Lynn McCormick; Mark Kovalsky; Matthew White; Michael Arnold; Mike Cook; Mike Walton; Ray Fougnier; rollach@yazaki-na.com; Rob Ciarrocchi; Robert Baskins; Robert Rose; rtrackwe@yazaki-na.com; shannon.points@motorola.com; Stephen Livernois; Steve Kalis; Steve Payne; Steve Slater; Steven Powers; Steven Sims; tboucher@yazaki-na.com; Ted Lukens; Terry Childress; Thomas Seifert; Tom Gwozdek; Victor Michaels; William Eckenrode Jr.
Cc: Cox, Darlsen (D.A.)
Subject: MANDATORY -- '03 LS ETC Meeting
When: Tuesday, February 13, 2001 9:30 AM-10:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: EVB Exec Conf Room
Importance: High

Bill Koche has requested this MANDATORY meeting. 100% Attendance required by all.

Action items will be assigned.

From: Grimes, Jeff (J.R.)
Sent: Tuesday, February 06, 2001 2:58 PM
To: Chesney, Craig (C.D.)
Subject: RE: Map and revised agenda for 2/7 Lincoln LS Design Review

Craig, I will be in Cleveland on Wednesday and Thursday...Please make sure I get the minutes..Thanx

Jeff Grimes
Engine Systems Engineer
DEW98 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: Chesney, Craig (C.D.)
Sent: Tuesday, February 06, 2001 2:53 PM
To: Arie Groeneveld VII; bbeyer1@visteon.com; Bob Domino; ccole2@visteon.com; Corey Ducklow; Dan Tran; Dave Born; dbates@yazaki-na.com; dcunnin1@visteon.com; dholmgre@yazaki-na.com; dkotlkov@yazaki-na.com; Edward Gates; Fred Baldin; Gary Skodack; gmauseif@tfxauto.com; Jeff Grimes; Jeffrey Stinson Sr.; Jerry Stais; jhedrick@visteon.com; jim.lotito@motorola.com; jzych@tfxauto.com; Karansa Ruffin; Kaushik Das; Lynn McCormick; Mark Kovalsky; Matthew White; Michael Arnold; Mike Cook; Mike Walton; Ray Fougnier; rclisch@yazaki-na.com; Rob Ciarrocchi; Robert Baskins; Robert Ross; rtrackwa@yazaki-na.com; shannon.points@motorola.com; Stephen Livernois; Steve Kallis; Steve Payne; Steve Slater; Steven Powers; Steven Sims; tboucher@yazaki-na.com; Ted Lukens; Terry Childress; Thomas Seifert; Tom Gwozdek; Victor Michaels; William Eckenrode Jr.
Subject: FW: Map and revised agenda for 2/7 Lincoln LS Design Review

Please see attached note tomorrow. The ETC portion of the design review will commence around noon tomorrow -- this time has been updated since the last communication. The note below also contains directions.

----Original Message----
From: Froney, Jayne (J.R.)
Sent: Tuesday, February 06, 2001 1:12 PM
To: Koche, Bill (B.J.); Abar, Robert (R.B.); Brouwer, Larry (G.); Dona, Alan (A.R.); Bacon, Jim (J.D.); Baldin, Fred (F.); Bertcher, Terese (T.A.); Boaner, Robert (R.E.); Campagnoli, Mark (M.P.); Cibulas, Steve (S.M.); Cook, Mike (W.M.); Droste, Timothy (T.A.); Evelt, George (G.J.); Froney, Jayne (J.R.); Groves Jr., Tom (T.); Hein, Burk (B.); Hildreth, Brian (B.S.); Hong, Sue (S.); Jorgensen, Glenn (G.B.); Larkins, Paul (P.E.); Lopez, Rodney (R.L.); May, David (D.A.); McCarthy, Kevin (K.L.); McNamara, Patrick (P.S.); Oldani, Pat (P.E.); Reeck, Don (D.A.); Rietsch, Donald (D.R.); Rodin, Chris (C.P.); Scheuer, Mike (M.A.); Schonclorf, Kristin (K.M.); Stais, Jerry (J.); Temple, William (W.H.); Tinskey, Michael (M.R.); Wehr, Michael (M.P.); Young, Mike (R.M.); Zak, Mary (M.T.)
Cc: Kovalsky, Mark (M.S.); Ross, Robert (R.A.); Slater, Steve (S.); Perry, Brian (B.J.); Garrett, Dave (D.M.); Hawver, Kristine (K.M.); Chesney, Craig (C.D.); McCarthy, Joe (J.E.); Malik, Mansoor (M.); Coopridor, Bruce (B.F.); Twark, Norman (N.L.); Matthews, Patrick (P.H.); Arnold, Anthony (A.A.); McCormick, Lynn (L.T.); Behm, Jerry (J.D.)
Subject: Map and revised agenda for 2/7 Lincoln LS Design Review

<< File: feb6DRagenda.xls >>

A map to 339 Republic Dr. can be found at http://www.w3o.ford.com/arts/maps/images/FairBusPark.gif (see building "e"). Attendees should use the north entrance.

Regards,
Jayne Froney
Lincoln Powertrain Quality
(313) 32-31245

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 08, 2002 12:15 PM
To: Fascetti, Bob (R.J.)
Subject: IAC's

Bob, I was not directly aware of Hitachi having shipment problems for service...

Bill Wettach is out until Thursday, I'll be contacting the supplier 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**

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 08, 2002 12:19 PM
To: 'John.Chick@hap.com'
Subject: URGENT: IAC's for Escape Service

Importance: High

John, please e-mail me (no phone today) the reason for delaying the IAC's for service...Does it have anything to do with exhausting old valves? If so, please begin shipment immediately of the new, and we'll write a concern to scrap old valves...

If the issue is capacity for such a large order, then incrementally ship to aid in getting a TSB to dealers...

If a call is necessary, give me a phone number, and I'll walk to another desk to call 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**

From: Grimes, Jeff (J.R.)
Sent: Monday, October 16, 2000 10:34 AM
To: Wittbrodt, Frank (F.J.)
Cc: Peterson, Craig (C.); Rose, Robert (R.A.)
Subject: Homolgation for 2002

Frank, per our phone conversation Craig Peterson (cpeter38) is the DEW systems engineer with 2002 LS responsibility.

I have forwarded your spec sheet to him...please contact him for any follow up questions...

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-6237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

From: Grimes, Jeff (J.R.)
Sent: Monday, October 07, 2002 8:15 AM
To: Lawler, Dave (D.A.)
Subject: RE: Agenda 10/7 Ford/Mazda Contingency Planning Meeting

Dave, I understand that Brian has responded to your request. If you need anything further, please let me know.

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: Lawler, Dave (D.A.)
Sent: Friday, October 04, 2002 3:50 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.); Logel, 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 12, 2000 9:50 AM
To: Peterson, Craig (C.)
Subject: FW: Updates

This is a request for update on the 180hr high-speed for G05 coolant

Jeff Grimes
Engine Systems Engineer
DEW98 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: Chang, Cheng-yu Sunny (C.S.)
Sent: Monday, October 09, 2000 11:04 AM
To: Hill, Barry (B.C.); Wright, Robert (R.J.); Mastrogiacomo, Patrick (P.); Ciesiak, Robert (R.W.); Buettner, Steve (S.B.); Thornton, David (D.H.); Lane, Bill (B.C.); Payne, John (J.D.); Truman, Darin (D.R.); Dummer, Eric (E.); Gaslor, David (D.M.); Grimes, Jeff (J.R.)
Subject: Updates

Hi,

Can you please email me the updates on the dyno tests you were/are running? Thanks.

Sunny Chang
Ford College Graduate
Engine Cooling, V-Engine Engineering
☎ (313) 20-62167
✉ cchang7@ford.com <mailto:cchang7@ford.com>
POEE Building, Cube BM041

From: Grimes, Jeff (J.R.)
Sent: Friday, October 06, 2000 3:22 PM
To: Elkins, Donly (D.); Rose, Robert (R.A.); Baldin, Fred (F.)
Cc: Opasik, Rick (RMO.); Rohde, Richard (R.J.); Moran, Kevin (K.L.); Hankins, Michael (M.W.); Moore, Clifford (C.); Wu, Ruowen (R.); Zajac, Patrick (P.)
Subject: RE: Updating vehicle with new Exh. Cam Shaft

Fred, If this timing doesn't support your requirements, please get with Bob. I will be out Mon-Wed next week...

Thanx

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: Elkins, Donly (D.)
Sent: Friday, October 06, 2000 12:28 PM
To: Rose, Robert (R.A.); Baldin, Fred (F.); Grimes, Jeff (J.R.)
Cc: Opasik, Rick (RMO.); Rohde, Richard (R.J.); Moran, Kevin (K.L.); Hankins, Michael (M.W.); Moore, Clifford (C.); Wu, Ruowen (R.); Zajac, Patrick (P.)
Subject: RE: Updating vehicle with new Exh. Cam Shaft

I have been working on getting a work plan together for the two V6 LS Cert cars needing the new revised ramp exhaust cams.

The vehicle Tag # are: 589T902
589T800

Both engines are older level CEP2 production engines with 3/8 cam drive.
Engine codes are: **XG-232-AA**
XG-231-AA
The engines will need the 8mm cam drive hardware update along with cast intake and exhaust cams.

Here is the plan to get the vehicles updated along with estimated timing:

- Rick Opasik is going to have vehicles delivered to Carron-Beech Daly Attn: Rick Rohde(Monday)
- Donly Elkins will write WORQ orders(Friday 10/06/00) to have Carron disassemble engines down to cam drive.
- Donly Elkins will work with PPM to obtain all necessary hardware for cam update (Monday 10/09/00)
- Carron will disassemble engines to cam drive(remove cam covers & front cover) Date:TBD
- Donly Elkins will take an EMDO mechanic to install the new cams and cam drive and check cam events after Carron gets required parts removed. Date: Wed/Thurs 10/11-12.
- Carron will reassemble engine(T.B.D.)

Please note, dates are tentative.

If anyone has any questions, please feel free to contact me. Thanks for everyone's help.

Donly Elkins
Lincoln LS V6 Engine Technologist
Powertrain Operations
delkins1@ford.com <mailto:delkins1@ford.com>

Phone: 313 32-36236
Fax: 313 59-47323
Pager: 313-851-2536

----Original Message----
From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 04, 2000 11:37 AM
To: Elkins, Donly (D.)
Subject: FW: Updating vehicle with new Exh. Cam Shaft

Any news on this??

Jeff Grimes
Engine Systems Engineer
DEW98 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: Grimes, Jeff (J.R.)
Sent: Tuesday, October 03, 2000 2:23 PM
To: Elkins, Donly (D.)
Cc: Rose, Robert (R.A.)
Subject: FW: Updating vehicle with new Exh. Cam Shaft

Donly, I was under the impression that all of Fred's vehicles WERE built using the revised exhaust cams...Can you follow up, see if that's indeed not the case...If we need to update a couple of cars...let me know what I can do to help.

Thanx

Jeff Grimes
Engine Systems Engineer
DEW98 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: Peterson, Craig (C.)
Sent: Tuesday, October 03, 2000 11:31 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Updating vehicle with new Exh. Cam Shaft

Actually this is YOUR (☺☺☺) model year - It is the running change to the camshaft.

Craig Peterson
Engine Systems Engineer
DEW98 V6 Engine Programs
Powertrain Operations
Ph: 313 248-5573 Fax: 313 594-7323 e-mail: cpeter38@ford.com

----Original Message----

From: Grimes, Jeff (J.R.)
Sent: Monday, October 02, 2000 8:47 AM
To: Peterson, Craig (C.)
Subject: FW: Updating vehicle with new Exh. Cam Shaft

Craig, I presume your all over this one...Need assistance?

Jeff Grimes
Engine Systems Engineer
DEW98 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: Rose, Robert (R.A.)
Sent: Monday, October 02, 2000 6:09 AM
To: Elkins, Donly (D.); Craig Peterson (C.) (E-mail); Grimes, Jeff (J.R.)
Subject: FW: Updating vehicle with new Exh. Cam Shaft

Pls note hardware updates required. I assume your are already working on it. 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 <mailto:rose1@ford.com>

-----Original Message-----
From: Baldin, Fred (F.)
Sent: Thursday, September 28, 2000 8:12 AM
To: Wu, Ruowen (R.); Ban Jr., John (S.)
Cc: Rose, Robert (R.A.); Reid, Robert (R.A.); Douglas, Scot (S.); Kostin, Bill (W.A.)
Subject: RE: Updating vehicle with new Exh. Cam Shaft

Bob Rose's team is in process of getting the hardware. Mondays meeting should concentrate on the logistics (ie who does the work, where can it be done, how soon can we do it, when will we be ready run baseline testing, etc).

Fred Baldin
D/EW98 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 <mailto:FBALDIN@FORD.Com>

-----Original Message-----
From: Wu, Ruowen (R.)
Sent: Wednesday, September 27, 2000 3:46 PM
To: Baldin, Fred (F.); Ban Jr., John (S.)
Subject: Updating vehicle with new Exh. Cam Shaft

Fred,
I got your message. Just had a quick word with Bill Kostin, the conclusion is YES for going ahead with
the hardware update for two vehicles. One A/T and one M/T, the A/T will be

258, manual 256.
Is this OK with you?
John, are we still having Mtg. on Monday Oct. 2?

Ruowen Wu
Certification Engineering
1500 Enterprise Dr. Suite 3W-200
Allen Park, MI 48101-2053
Tel. 313/390-7247 Fax. 313/390-1243
e-mail. rwu5@ford.com <mailto:rwu5@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Monday, September 25, 2000 9:09 AM
To: Dixon, Matthew (M.H.)
Subject: FW: 2001 3.0L for Taiwan

Matt, a Taurus question...

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: Monday, September 25, 2000 9:07 AM
To: Grimes, Jeff (J.R.)
Cc: Torsky, Leonard (L.J.)
Subject: 2001 3.0L for Taiwan

Jeff,

Can you get us the engine speed limit rpm for the 3.0L engine for Taurus/Sable when the transmission is in neutral? Thanks.

Regards,

Frank J Wittbrodt
R&VT/EEME/Reg Support Section
fwittbro@ford.com <mailto:fwittbro@ford.com> 313-84(58658)
53G113 MD-5000

From: Grimes, Jeff (J.R.)
Sent: Tuesday, August 01, 2000 9:18 AM
To: Rose, Robert (R.A.)
Subject: RE: Update of Engine MCR Contact List!

done
-----Original Message-----
From: Rose, Robert (R.A.)
To: Grimes, Jeff (J.R.); Arnold, Michael (M.J.)
Sent: 8/1/00 7:13 AM
Subject: FW: Update of Engine MCR Contact List!

Note

Bob Rose
DEW98 V6 Engine Programs
2.5/3.0L V6 Duratec Engine Programs
Phone: (313) 39-03053; Pager: (313) 795-3853
e-mail: rrosel@ford.com

> -----Original Message-----
>From: Olaniran, Moses (M.A.)
>Sent: Monday, July 31, 2000 3:15 PM
>To: Peters, Ed (E.W.); Peters, Edward (E.); Krause, Edward (E.K.);
>Wright, Anne (A.S.); Mastrogiacomo, Patrick (P.); Behrman, Brent
>(B.R.); Wade, Robert (R.A.); Gercak, James (J.); Beck, Jim (J.); Ross,
>Blake (B.); Unser, Dennis (D.K.); Rose, Robert (R.A.); Slater, Steve
>(S.); Reynolds, Mike (M.L.); Islam, Kazi (K.); Elkins, Donly (D.);
>Asaro, John (J.G.)
>Cc: Gibbons, Jim (J.J.); Neckel, Jeffrey (J.J.)
>Subject: FW: Update of Engine MCR Contact List!
>
>Dear Engine MCR Stakeholder,
>
>Friendly Reminder!
>Just to remind you that if you have not forwarded your information to
>me...to please do it by the close of business tomorrow (8/1/2000).
>Thank you for your cooperation.
>
>Sincerely,
>
>Moses Olaniran
>
>NAC "Engine" MCR
> -----Original Message-----
>From: Olaniran, Moses (M.A.)
>Sent: Thursday, July 27, 2000 12:50 PM
>To: Peters, Ed (E.W.); Peters, Edward (E.); Krause, Edward (E.K.);
>Wright, Anne (A.S.); Mastrogiacomo, Patrick (P.); Behrman, Brent
>(B.R.); Wade, Robert (R.A.); Gercak, James (J.); Beck, Jim (J.); Ross,
>Blake (B.); Unser, Dennis (D.K.); Rose, Robert (R.A.); Slater, Steve
>(S.); Reynolds, Mike (M.L.); Islam, Kazi (K.); Elkins, Donly (D.);
>Asaro, John (J.G.)
>Cc: Gibbons, James (J.); Neckel, Jeffrey (J.J.)
>Subject: Update of Engine MCR Contact List!

>
>Dear Engine MCR Stakeholder,
>
>I am writing this note to inform you that we are currently updating the
>NAC "Engine" MCR stakeholders and contact people list for the year
>2000. I will appreciate it if you would update your record and forward
>to me no later than cob on Tuesday, August 1, 2000.
>
>What To Do Now:
>
>* Please forward your role/involvement in the Engine MCR effort;
>indicate whether..."Supervisor", "Engineer", or "CRID Updater"
>* Forward your PROFS ID and Phone Number
>* Indicate Engines and Car Lines you support
>* If you are no longer involved with MCR, please forward to the
>person doing it and have them provide the needed information by the due
>date
>
>I look forward to your cooperation in this effort! If you have any
>questions, please feel free to contact me at
>313-594-0283 or via email. Thank you in advance for your assistance.
>
>Sincerely,
>
>Moses Olaniran
>
>NAC "Engine" MCR

From: Grimes, Jeff (J.R.)
Sent: Friday, July 28, 2000 1:28 PM
To: Olaniran, Moses (M.A.)
Subject: RE: Engine CRID Deck 7/25

Done!

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: Olaniran, Moses (M.A.)
Sent: Friday, July 28, 2000 12:06 PM
To: Grimes, Jeff (J.R.); Elkins, Donly (D.)
Cc: Neckel, Jeffrey (J.J.)
Subject: FW: Engine CRID Deck 7/25

Hi Jeff and Donly,

I am forwarding this list for your review and update. We have some "fixit" items for DEW98 that needs updating. I'll appreciate it if you can update by the close of business. Thanks a million!

Moses

—Original Message—
From: Olaniran, Moses (M.A.)
Sent: Tuesday, July 25, 2000 3:06 PM
To: Gercak, James (J.); Unser, Dennis (D.K.); Mastrogiacomo, Patrick (P.)
Cc: Gibbons, James (J.); Behrman, Brent (B.R.); Golani, Victor (B.Y.); Neckel, Jeffrey (J.J.)
Subject: FW: Engine CRID Deck 7/25

Gentlemen,

I look forward to receiving your CRID updates by Friday July 28, 2000. If you have any questions, please contact me ASAP in order to resolve things before the deadline. Thank you!

Regards,

Moses Olaniran
NAC "Engine" MCR

—Original Message—
From: Neckel, Jeffrey (J.J.)
Sent: Tuesday, July 25, 2000 2:06 PM
To: Gercak, James (J.); Olaniran, Moses (M.A.)
Subject: Engine CRID Deck 7/25

Gentlemen,

Attached is the latest CRID deck for engine. Please review actions with scheduled incorp. dates that have passed and update accordingly. If you need help, please let me know.

<< File: aJuly25 ENGINE LVC PTSE CRID.xls >>

From: Grimes, Jeff (J.R.)
Sent: Friday, July 28, 2000 10:26 AM
To: Cousino, Daniel (D.P.)
Subject: RE: Duratec: dvpr status for running change; timing for RC and for 03/04; imminent OASIS

What is this for?

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 Appointment——
From: **Cousino, Daniel (D.P.)**
Sent: Friday, July 28, 2000 10:19 AM
To: Schwessinger, William (W.T.)
Cc: Grimes, Jeff (J.R.)
Subject: Tentative: Duratec: dvpr status for running change; timing for RC and for 03/04; imminent OASIS
When: Friday, August 04, 2000 10:30 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TBD

Bill, please add Jeff Grimes to this list as it sounds DEW is affected also.

From: Grimes, Jeff (J.R.)
Sent: Friday, July 28, 2000 9:36 AM
To: Olaniran, Moses (M.A.)
Subject: FW: Update of Engine MCR Contact List!

Moses, add me for the MCR Engineer on 'LS'

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

—Original Message—
From: Reynolds, Mike (M.L.)
Sent: Friday, July 28, 2000 7:57 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Update of Engine MCR Contact List!

They want YOU !!!!

—Original Message—
From: Olaniran, Moses (M.A.)
Sent: July 27, 2000 12:50 PM
To: Peters, Ed (E.W.); Peters, Edward (E.); Krause, Edward (E.K.); Wright, Anne (A.S.); Mastrogiacomo, Patrick (P.); Behrman, Brent (B.R.); Wade, Robert (R.A.); Gercak, James (J.); Beck, Jim (J.); Ross, Blake (B.); Unser, Dennis (D.K.); Rose, Robert (R.A.); Slater, Steve (S.); Reynolds, Mike (M.L.); Islam, Kazi (K.); Elkins, Donly (D.); Asaro, John (J.G.)
Cc: Gibbons, James (J.); Neckel, Jeffrey (J.J.)
Subject: Update of Engine MCR Contact List!

Dear Engine MCR Stakeholder,

I am writing this note to inform you that we are currently updating the NAC "Engine" MCR stakeholders and contact people list for the year 2000. I will appreciate it if you would update your record and forward to me no later than cob on **Tuesday, August 1, 2000.**

<u>What To Do Now:</u>

- Please forward your role/involvement in the Engine MCR effort; indicate whether..."Supervisor", "Engineer", or "CRID Updater"
- Forward your PROFS ID and Phone Number
- Indicate Engines and Car Lines you support
- If you are no longer involved with MCR, please forward to the person doing it and have them provide the needed information by the due date

I look forward to your cooperation in this effort! If you have any questions, please feel free to contact me at
313-594-0263 or via email. Thank you in advance for your assistance.

Sincerely,

Moses Olaniran

NAC "Engine" MCR

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...thanx

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 04, 2002 10:22 AM
To: Kamat, Prasad (P.P.)
Subject: PCV Freeze

Off the server...

W:\N472\Dew98 - jgrimes1\2003\testing\PCV Freeze

From: Grimes, Jeff (J.R.)
Sent: Friday, October 04, 2002 10:22 AM
To: Karnat, Prasad (P.P.)
Subject: PCV Freeze

Off the server...

W:\N472\Dew98 - jgrimes1\2003\testing\PCV Freeze

From: Grimes, Jeff (J.R.)
Sent: Friday, June 16, 2000 10:26 AM
To: Arnold-norris, Sonya (S.L.); Elkins, Donly (D.); Mike Arnold (E-mail); Reynolds, Mike (M.L.); Ronzi, Bill (W.C.); Rose, Robert (R.A.)
Cc: Wittbrodt, Frank (F.J.)
Subject: FW: Hong Kong and Singapore cancellation until Europe

FYI

Jeff Grimes
Engine Systems Engineer
DEW98 V8 Engine Programs
Powertrain Operations
Ph: 313 322-5237 Fax: 313 594-7323 e-mail: jgrimes1@ford.com
Text Page: Internal External

—Original Message—
From: Emke, Susan (S.M.)
Sent: Friday, June 16, 2000 10:12 AM
Subject: FW: Hong Kong and Singapore cancellation until Europe

FYI.....cancel of Hong Kong and Singapore!!!!!!!!!!!

Susan Emke
Lincoln LS Powertrain Project Management
39.06787

—Original Message—
From: Uy, Ignar (I.M.)
Sent: Friday, June 16, 2000 9:33 AM
To: Aldo Dekovich; Allen Briggs; Allen Szemak; Allen Thiele; Alun Wong; Amanda Demouthe; Amy Crawley; Andy Richardson; Arie Groeneveld VII; Azhar Piracha; Bai Kacholiya; Bang Cao; Becky Nickels; Belinda Burks; Bill Koche; Brendan Tetro; Candy Sexon; Charles Brown; Charles Rapp; Curt Pillsbury; Dalanda Diallo; Dan Andersen; Dana Rossiter; Daniel Rivard; David Burns; David Cantrell Jr; David Jaworski; David Orkosley; David Patrick; Dean Pichette; Deb Ruone; Donna Patrick; Douglas Brown; Douglas Gaffka; Frank Condon; Gary Berlin; Gary Braddock; Gerald Crawford; Greg Myers; Gregory Genna; Harish Patel; Heather Bress; Ignar Uy; James Gruba; Jeffrey DeTone; Jennifer Hocking; Jerry Brown; Jim Tasiopoulos; John Edwards; John Eyes; John Licker; Jonathan Crocker; Joseph Toth; Joseph Williams; Julie Keelan; Karen Wakeford; Katherine Howard; Kathy Woods; Kaushik Das; Kenny Hamel; Kevin Seymour; Kim Pitts; Larry Brouwer; Larry Smith; Larry Stover; Laura Garza; Lewis Jones; Linda Pavlic; Lisa Medalle Baumbick; Lisa Wash; Lung Wu; Manda Mustaine; Marc Lomain; Mark Graesnig; Mark Malkowski; Marius Bimbrich; Mary Spleth; Mary Swift; Michael Chang; Michael Dean; Michael Fontana; Michael Rodak; Michael Ruby; Michael Shepherd; Mike Sovine; Nancy McKee; Omer Kurtuldu; Pam Roman; Patrick Garrett; Patrick Smartt; Paul Beer; Pravin Shah; Rafiu Ajayi; Rick Gall; Rick Hinston; Rick Ragone; Robert Haberstroh; Robert Mince; Roby Demanche; Roger Fleming; Roman Loguez; Sandra Postell; Sanjay Mehta; Shekar Bracala; Steve Cibulas; Steve McDowell; Steve Sidkun; Steven Eisenberg; Susan Emke; Teresa Bertcher; Terry Cox; Tim Doyle; Tom Barnes; Tom Gwozdek; Venkatesha Hollabbi; William Faulk; William Safran
Subject: FW: Hong Kong and Singapore cancellation until Europe

Request team members to stop all work immediately on Hong Kong and Singapore. Next PDL update after ST will pick-up this change. Thanks

—Original Message—
From: Piracha, Azhar (A.)
Sent: Friday, June 16, 2000 8:41 AM
To: Shah, Pravin (P.N.); Hollabbi, Venkatesha (V.N.)
Cc: Shepherd, Michael (M.L.); Hinston, Rick (.)
Subject: FW: Hong Kong and Singapore cancellation until Europe

Please note direction regarding Hong Kong and Singapore launch plans – deferred until Europe Launch (F236). Please advise the team. Thanks.

Regards,
Azhar Piracha
Lincoln LS Global Product Marketing
(313) 24-55975 Fax: (313) 54-53152
apiracha@ford.com <mailto:apiracha@ford.com>

—Original Message—
From: DeMouthe, Amanda (A.G.)
Sent: Wednesday, June 14, 2000 9:38 PM
To: John, Brian (B.C.); Jablonski, Mike (M.T.); Bimbrich, Markus (M.M.); Kacholiya, Bal (B.P.); Grasenig, Mark (M.S.)
Cc: Repp, Charles (C.E.); Doyle, Tim (T.K.); Piracha, Azhar (A.)
Subject: Hong Kong and Singapore cancellation until Europe

We finally have final direction on Hong Kong and Singapore launch status. They will defer launch until Europe comes back in the program, when there will be a better business case for the UK derivative, and there will be other Lincoln products to support launching Lincoln as a brand, consistent with the global strategy. Sorry for the long delay in decision.

FYI - Taiwan is much more likely to launch sometime in 2001 model year. Global Distribution strategy folks are in Taiwan in the next few weeks to review market and firm up timing. Will let you know asap.

Amanda DeMouthe
Lincoln LS Global Product Marketing Manager
313-845-5889 Fax 621-6372
ademouth@ford.com <mailto:ademouth@ford.com>

From: Grimes, Jeff (J.R.)
Sent: Tuesday, May 30, 2000 10:44 AM
To: Eckenrode Jr., William (W.R.); Baldin, Fred (F.)
Cc: Wittbrodt, Frank (F.J.)
Subject: RE: Additional Korean 3.0L LS Information

Bill, Fred, thanx for the help...

Frank let us know if you need more.

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: Eckenrode Jr., William (W.R.)
Sent: Tuesday, May 30, 2000 10:16 AM
To: Baldin, Fred (F.)
Cc: Wittbrodt, Frank (F.J.); Grimes, Jeff (J.R.)
Subject: RE: Additional Korean 3.0L LS Information

I think this should do it.

<< File: kordoc.doc >>

Thanks.
William Eckenrode
Lincoln LS-8 Pt. Dev.
Ph. 32-36819 Note: My phone is not working.
Text Page 796-0942 or weckenro
EVB MD X4

---Original Message---
From: Baldin, Fred (F.)
Sent: Saturday, May 27, 2000 11:22 AM
To: Eckenrode Jr., William (W.R.)
Cc: Wittbrodt, Frank (F.J.); Grimes, Jeff (J.R.)
Subject: FW: Additional Korean 3.0L LS Information

Bill please answer the question if you can.

Fred Baldin
D/EW98 V6 Powertrain Development
Location: 1EK02/EVB
Mail: MD X1/EVB
Phone: (313)322-3105
Fax: (313)323-2413
Pager: (313)795-4648 (text capable)
E-mail: FBALDIN@FORD.Com

-----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!

Thanx

Jeff Grimes

Engine Systems Engineer
DEW98 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: 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: kordoc.doc >>

From: Grimes, Jeff (J.R.)
Sent: Wednesday, October 02, 2002 11:44 AM
To: 'dcunnin1@visteon.com'
Cc: 'mmckee@visteon.com'
Subject: 9 Sample throttle bodies for "sludge" testing

Importance: High

Dave, any news on our TB's? last news was they were waiting on SBG testing?

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, September 30, 2002 8:17 AM
To: Beyer, Theodore (T.)
Subject: RE: Fresh Eyes Review Next Week

Ted, I am not involved...My name was put on, but the management here delegated to others....

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: **Beyer, Theodore (T.)**
Sent: Friday, September 27, 2002 12:45 PM
To: Grimes, Jeff (J.R.); Grealis, Terry (T.M.); Belveal, Scott (S.)
Subject: Fresh Eyes Review Next Week

Jeff,

I planned to participate in CEP2's fresh eye review next week for the RFF assembly line. My responsibility is for the head gaskets. Can you tell me what day would be best and what the day's schedule would be?

Thank you.

Ted Beyer
TBEYER2@FORD.COM
FAX 313-322-9265
PHONE 313-390-7064
V ENGINE ENGINEERING - FORD MOTOR CO.

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 26, 2002 12:05 PM
To: Danes, Adam (A.V.); Smaldone, Ronald (R.P.); Kosko, Jeff (J.R.); Lilmatta, Gary (G.D.)
Subject: FW: Lab # 21489 (Sludge on Throttle Body)

FYI...

Parts are going back to Visteon for SBG...and then back to CL for further teardown.

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: Tuesday, September 17, 2002 10:25 AM
To: Grimes, Jeff (J.R.)
Subject: FW: Lab # 21489 (Sludge on Throttle Body)

Jeff, attached are the chemical analysis of the sludge on the throttle bodies that you submitted, as well as a FRL report on IAC valve deposits which may be an analogous condition. Alan Reaume is the Materials Engineering contact that you might want to talk with further. Any word on whether you are going to resubmit the throttle bodies?

Patrick J. Nallos (pnallos)
Laboratory Development Analyst
(313) 33-75358 (313) 32-21614 FAX

Ford Internal, visit the Central Lab website at <http://www.dearborn3.ford.com/met/northamer/central.htm>

-----Original Message-----
From: Cooper, Vicki (V.A.)
Sent: Thursday, September 12, 2002 3:24 PM
To: Nallos, Patrick (P.J.)
Subject: Lab # 21489 (Sludge on Throttle Body)

Hi, Pat!

Here is the report on the sludge. I'm also giving you a Ford Research Lab report on IAC valve deposits, which also contain ammonium sulfate. You can refer Jeff Grimes to Alan Reaume if you think it would be helpful.


21489vc.doc


IAC
onclyseinterpretationd.do...

Affectionately yours,
Vicki

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 26, 2002 11:42 AM
To: Corbett, Sandra (S.M.)
Subject: FW: Engines to Hofu (IAC Change)

FYI, from this morning's audio, Steve replied ...

He is working on quantities and shipping frequency!

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: Buettner, Steve (S.B.)
Sent: Thursday, September 26, 2002 8:02 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Engines to Hofu (IAC Change)

The start date was 8/29 with some parts. The engines on this shipment would have had to leave this plant, get repacked by TDS, and leave TDS on the same day. While this is unlikely it is possible, and I have no way of 100% confirming. So in my mind it is unlikely that any engines on the shipment have the new IABV, but I picked the date to be sure.
When you ask for how often shipments leave for Hofu, are you asking how often they leave from here or TDS? This number varies depending on orders and build schedules, but I can get you a ballpark or a listing of shipments over the past few months.
Steve Buettner
CEPII 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: Thursday, September 26, 2002 7:28 AM
To: Buettner, Steve (S.B.)
Subject: Engines to Hofu (IAC Change)

Steve, the invoice# you provided is showing a ship date of 8/29/02.
You had mentioned verbally that incorp was 8/30/02.
Mazda is now claiming that one day could make/break there plan to use/exhaust processors with old engines...
1) Please confirm first ship date
2) How frequently do shipments leave for Hofu...

Thanx...
Jeff Grimes

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 26, 2002 9:14 AM
To: Buettner, Steve (S.B.)
Subject: RE: Engines to Hofu (IAC Change)

A ball park is fine...And how many engines (average) per shipment..

This info will help us determine balance out requirements 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: Buettner, Steve (S.B.)
Sent: Thursday, September 26, 2002 8:02 AM
To: Grimes, Jeff (J.R.)
Subject: RE: Engines to Hofu (IAC Change)

The start date was 8/29 with some parts. The engines on this shipment would have had to leave this plant, get repacked by TDS, and leave TDS on the same day. While this is unlikely it is possible, and I have no way of 100% confirming. So in my mind it is unlikely that any engines on the shipment have the new IABV, but I picked the date to be sure.

When you ask for how often shipments leave for Hofu, are you asking how often they leave from here or TDS? This number varies depending on orders and build schedules, but I can get you a ballpark or a listing of shipments over the past few months.

Steve Buettner
CEPII 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: Thursday, September 26, 2002 7:28 AM
To: Buettner, Steve (S.B.)
Subject: Engines to Hofu (IAC Change)

Steve, the invoice# you provided is showing a ship date of 8/29/02.

You had mentioned verbally that incorp was 8/30/02.

Mazda is now claiming that one day could make/break there plan to use/exhaust processors with old engines...

1) Please confirm first ship date
2) How frequently do shipments leave for Hofu...

Thanx...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs - U204

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 26, 2002 7:28 AM
To: Buettner, Steve (S.B.)
Subject: Engines to Hofu (IAC Change)

Steve, the invoice# you provided is showing a ship date of 8/29/02.

You had mentioned verbally that incorp was 8/30/02.

Mazda is now claiming that one day could make/break there plan to use/exhaust processors with old engines...

1) Please confirm first ship date
2) How frequently do shipments leave for Hofu...

Thanx...

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs - U204

From: Grimes, Jeff (J.R.)
Sent: Thursday, September 26, 2002 7:06 AM
To: Smaldone, Ronald (R.P.)
Subject: Accepted: Tbody Status

From: Grimes, Jeff (J.R.)
Sent: Tuesday, September 24, 2002 11:24 AM
To: Smaldone, Ronald (R.P.)
Cc: Limatta, Gary (G.D.)
Subject: Prevent Recurrence: U204 SBG TB

Importance: High

Ron, you were working with Rom Suram (not sure of spelling) to update design guides, guidelines, and DVP&R's for TB's...

Has Rom made any progress? I'd like to close this issue completely within a month! 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

From: Grimes, Jeff (J.R.)
Sent: Wednesday, September 18, 2002 7:50 AM
To: Buettner, Steve (S.B.)
Subject: FW: 9/19 U204/J14 FORD/MAZDA PT OPD Audio MEETING

Importance: High

Looks like we missed a digit on the Shipper...Can you get the tracking number for the first lot of engines sent with updated IAC's..?

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, September 18, 2002 5:47 AM
To: scorbett@ford.com; rdalbo@ford.com; gfournel@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; yamada.hid@mazda.co.jp; fujioka.ke@mazda.co.jp; ohga.m@mazda.co.jp; yamashita.shig@mazda.co.jp
Cc: bmcgee@ford.com; mfoley8@ford.com; asazuki.h@mazda.co.jp
Subject: 9/19 U204/J14 FORD/MAZDA PT OPD Audio MEETING
Importance: High

To Team,

03MY Service PCM
I send part No.is he agenda for PT OPD Audio Meeting on 9/19 below.
If you have any item that should discuss in this meeting, please add this under "4. Walk in".
Thank you.

[Agenda]
1. Engines with new IAC valves implementation timing at Hofu Plant
1)Shipping Information for Hofu Plant
Mazda generally receive the invoice information from IEO.
Then Mazda and IEO don't know what is tracking# 6388159.
IEO;Miyako Foley -san sent a note to Lem Yeung -san due to confirm.
Mazda and IEO are waiting Lem Yeung -san's reply.
2.PCM Ford Service Part# for 2003MY All Duratec/Zetec
Mazda PCM Engineer; Fujioka-san requested this info. in the last OPD Meeting.
Would you please fill the PCM Ford Service Part# on the attached file.
3.C11393964 Duratec Throttle Body Design Change to Increase Robustness 1)Mazda would like to know the implementation timing at CEP#2.
2)Mazda would like to get new drawing for this change, if available.

4.Walk In

[Date/Location]
USA 19-September-2002 AM 7:00-8:00

JPN 19-September-2002 PM 8:00-9:00 MAZDA Technical Main Bldg. 2F
221 Conference Room

[Audio conference numbers]
Domestic:877-877-7127
Ford Net: 7 (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

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Thursday, October 03, 2002 10:38 AM
To:	McCoy, James (J.D.); Poma, Amy (A.)
Subject:	MAZDA TRIBUTE

Vehicle mileage is 24,730 with no drivability issues or concerns. No DTC's.

Regards

Jerry Kazmer
IVBT Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcss.pcss.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Wednesday, July 31, 2002 7:28 AM
To:	Poma, Amy (A.); McCoy, James (J.D.)
Subject:	Mazda mileage

Vehicle has 21,540 miles with no drivability issues or concerns. No DTC's. KOEO & KOER passed.

Regards

Jerry Kazmer
RV&T Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.ncse.ncse.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Janda, Jon (J.M.)
Sent:	Friday, July 12, 2002 2:26 PM
To:	Poma, Amy (A.)
Subject:	Test Vehicle-Week end drives
Importance:	High

Amy,
Please forward to the team.

The following people are the ***ONLY*** ones approved for week end drives:

Jim McCoy
Dennis Kryzske
Jim Maurer
Jerry Kazmer
Freeman Gates
Gary Eltul

It's expected that those on the list accumulate notable mileage.

Thank You,
Jon Janda

V-Engine Engineering - Ford
2V - V6 Certified Black Belt
Ph: 313-24-82589 Pgr: 313-795-5869
E-mail: JJANDA@ford.com
Fax: 313-84-50613

10/3/02 #2

24,730 miles

No issues

Vehicle # 2

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

VIN:	1FAFP3437W120555	Veh Line:	C/AK - FOCUS (CW170) [99-03]	Eng Serial No:	*
Model Year:	2001	Market Derived:	C/F - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	C	Drive Code:	C/A - 2 WHL L/H FRONT DRIVE	Engine:	C/EQ - ZETEC 2.0L DOHC I
Ent. Dealer:	02887	Body Cab Style:	C/FC - 4 DOOR SEDAN-6 LITE	Transmission:	C/KP - 5 SPD MAN TRANS
		Version/Series:	C/DE - SERIES 35		

BUILD INFORMATION:

Region: NA - ########## Plant: AZ - WAYNE PLANT BUILD
Country: USA - ########## Prod Date: 18-SEP-2000

SALE INFORMATION:

Region: NA - ########## Selling Dealer: 113557 - *
Country: USA - ########## Selling Dlr St/Prov: NY
Buyer St/Prov: NY

Arrival Date: 26-SEP-2000 Bad Carpet Loss: *
Sale Date: 04-DEC-2000 Fleet/Retail/Co. Loan: R
Warranty Start Date: 04-DEC-2000 Modified Vehicle: *
Orig Warranty Date: 04-DEC-2000 Recycled Vehicle: * Vehicle Report Flag: N

VOC/EOC:

```
---------1---------2---------3---------4---------5---------6---------7---------8---------9---------0

B161B13B35X2648  0  2 2136084     DF 0 3X2VF 38 44 J  XXLA  F    138597  2  PO     HS3        XL

B2F7 6          693589   Y                          1H
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	CB - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	A	GVW Class Code:	F
Audio Disk:	* - [N/A]	Instrumentation:	AJ - HIGH SERIES ANALOG CLUSTER
Auto Brake:	* - [N/A]	Mirror(Driver Side):	AD - DRIVER POWER MIRROR
Auto Type:	* - [N/A]	Mirror(Pasgr Side):	AD - PASS POWER CONVEX MIRROR
Battery Amp Rating:	3B	Paint:	PNZIF - SILVER FROST C/C
Brake Code:	* - [N/A]	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	BQ -
Calibration Code:	1AK2AZDA	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Suspe Tandem Axle:	* - [N/A]
Color(Trim):	00082 -	Tire Manufacturer:	CC -
Delivery Type:	0	Tire Brand:	* -
Drivetrain Code:	*	Tire Size:	D3GNY - 195/60R15-S BSW
Front Seat:	* - [N/A]	Traction Control:	* - [N/A]
Fuel Type:	* - [N/A]	Wheel Base:	* - [N/A]

E982-827-C 5672

TIRE DOT INFORMATION:

LF:	*	RF:	*
LR:	*	RR:	*
LI:	*	RI:	*
SPARE:	*	DOT Plant Manufacturer:	* - *

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	CIC - CIC
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Decal Suffix:	HFZ
ESP Plan Year:	*	Engine Family:	1FMXV020VT3
ESP Signature Date:			

Any comments? You can contact

webmaster

ER02-027-C 5873

Vehicle # 2

Poma, Amy (A.)

From: Kazmer, Jerry (J.)
Sent: Friday, October 04, 2002 5:31 AM
To: McCoy, James (J.D.); Poma, Amy (A.)
Subject: MAZDA TRIBUTE

Vehicle mileage is 24,861 with no drivability issues or concerns, no DTC's.

Regards

Jerry Kazmer
RVBT Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@.ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcse.pcse.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Monday, August 26, 2002 7:23 AM
To:	Poma, Amy (A.); McCoy, James (J.D.)
Subject:	MAZDA TRIBUTE

Vehicle has 22,779 miles with no drivability issues or concerns.

Regards

Jerry Kazmer
RV&T Powertrain Esc. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcse.pcee.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Monday, July 29, 2002 6:57 AM
To:	Poma, Amy (A.); McCoy, James (J.D.)
Subject:	MAZDA TRIBUTE

Vehicle mileage is 21,289 with no drivability issue or concerns. No DTC's.

Regards

Jerry Kazmer
RVST Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcss.pcss.ford.com/page/others.htm

Poma, Amy (A.)

From: McCoy, James (J.D.)
Sent: Tuesday, July 23, 2002 9:30 AM
To: Poma, Amy (A.)
Subject: Updates

The Tribute mileage is 21026 with no issues. Attached is the updated Excel spreadsheet (instrumentation of the Focus at MPG).

dpfe sensor vehicle
testing st...

Regards,

Jim McCoy
Fuel Metering, Emissions & Ignition Systems Engineering
Hardware Control Interface Group
V-Engine Engineering
POEE - MD#69 - Rm. D142 - Cube DP186
Phone (313) 33-79690 / Fax (313) 39-04084
E-Mail: jmccoy1@ford.com

Poma, Amy (A.)

From: Kazmer, Jerry (J.)
Sent: Monday, July 22, 2002 7:54 AM
To: Poma, Amy (A.); McCoy, James (J.D.)

Vehicle mileage is 20,878 with no scope triggers or drivability issues.

Regards

Jerry Kazmer
RV&T Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcse.poes.ford.com/page/others.htm

Poma, Amy (A.)

From:	McCoy, James (J.D.)
Sent:	Friday, July 19, 2002 8:47 AM
To:	Poma, Amy (A.)
Subject:	Tribute Mileage

7-19-02 Mileage: 20,758 No Issues

Regards,

Jim McCoy
Fuel Metering, Emissions & Ignition Systems Engineering
Hardware Control Interface Group
V-Engine Engineering
POEE - MD#69 - Rm. D142 - Cube DF186
Phone (313) 33-79690 / Fax (313) 39-04084
E-Mail: jmccoy1@ford.com

Poma, Amy (A.) #2

From: McCoy, James (J.D.)
Sent: Thursday, July 18, 2002 7:42 AM
To: Poma, Amy (A.)
Subject: Tribute Mileage

Update on Tribute Mileage for July 18th: 20665, No Concerns, No DTC's

Regards,

Jim McCoy
Fuel Metering, Emissions & Ignition Systems Engineering
Hardware Control Interface Group
V-Engine Engineering
POHE - MD#69 - Rm. D142 - Cube DF186
Phone (313) 33-79690 / Fax (313) 39-04084
E-Mail: jmccoy1@ford.com

Poma, Amy (A.)

'rom: Kazmer, Jerry (J.)
Sent: Monday, July 15, 2002 6:43 AM
To: Poma, Amy (A.); McCoy, James (J.D.)
Subject: MAZDA MILEAGE

Vehicle now has 20,463 miles with no drivability issues or concerns. Scope did not trigger. No DTC's, KOEO & KOER both passed.

Regards

Jerry Kazmer
RVBT Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcsa.ppes.ford.com/pager/others.htm

Poma, Amy (A.)

From: Kazmer, Jerry (J.)
Sent: Thursday, July 11, 2002 10:36 AM
To: Poma, Amy (A.); McCoy, James (J.D.)
Subject: MAZDA MILEAGE

The vehicle now has 20,103 miles with no drivability issues or concerns. No DTC's. KOEO System passed, KOER System passed.

Regards

Jerry Kazmer
EVAT Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcse.pose.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Wednesday, July 10, 2002 9:24 AM
To:	Poma, Amy (A.); McCoy, James (J.D.)
Subject:	MAZDA MILEAGE

Vehicle has 19,979 miles with no issues or concerns. I used the NGS to test for DTC's none were found, KOEO passed, KOER passed.

Regards

Jerry Kazmer
PVAT Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcee.ooea.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Tuesday, July 09, 2002 7:01 AM
To:	Poma, Amy (A.)
Cc:	McCoy, James (J.D.)
Subject:	MAZDA TRIBUTE MILEAGE

Current mileage is 19,850 with no drivability issues or concerns detected.

Regards

Jerry Kazmer
RV&T Powertrain Rec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@.ford.com
Phone/Fax: 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.ocse.ocse.ford.com/pager/others.htm

Poma, Amy (A.)

From:	Kazmer, Jerry (J.)
Sent:	Monday, July 08, 2002 10:48 AM
To:	Poma, Amy (A.)
Cc:	McCoy, James (J.D.); Maurer, James (J.B.)
Subject:	MAZDA TRIBUTE

Amy, I plan on driving this vehicle overnight tonight and possibly tomorrow night also.

Regards

Jerry Kazmer
RVST Powertrain Doc. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@ford.com
Phone/Fax: 313 84-59134
Pager: 800-562-2675
Text Page Web:
http://www.pcse.pcee.ford.com/pager/others.htm

Poma, Amy (A.) Vehicle #2

From:	Kazmer, Jerry (J.)
Sent:	Wednesday, July 03, 2002 5:48 AM
To:	Poma, Amy (A.)
Cc:	McCoy, James (J.D.)
Subject:	MAZDA TRIBUTE

Amy,

I drove the vehicle overnight 7/02/2002.

Mileage is now 19,714, 162 miles were put on with no drivability issues or concerns.

Regards

Jerry Kazmer
RV&T Powertrain Elec. Appl. Dept.
Ford Motor Company
e-mail: jkazmer@.ford.com
Phone/Fax 313 84-59134
Pager: 800-582-2675
Text Page Web:
http://www.pcse.pcee.ford.com/pager/others.htm

Vehicle # 3

#3

2001 Focus VIN# 1FAFP36381W115569

Yokagawa 1740 DSO , Pearson Ring 2877, Tripp Lite PV-1000

Horizontal Menu:

Time Base – Main (Scale: 5.0us)
Trigger Position – 50%
Record Length - 100k

Vertical Menu:

CH1 – 1M 2V (DPFE Sig Out Volts)
CH2 – 1M 2V (VREF @ Sensor)
CH3 – 1M 200mV (VREF Current)
Coupling – DC
Bandwidth – Full
Offset – 0V

Trigger Menu:

Type – Width
Width Type – Pulse>T
Source – CH3
Polarity – Positive
Trigger When – Pulse> 1.0uS
HF Reject 15kHz
Level – 100mV
Mode – Normal/Single Acquisition
Window – OFF

Acquire Menu:

Mode – Normal/Single Acquisition
Stop After – Single Acquisition Sequence

Poma, Amy (A.)

From: McCoy, James (J.D.)
Sent: Tuesday, July 23, 2002 9:37 AM
To: Poma, Amy (A.)
Subject: Focus 1FAFP36381W115569 SCOPE CONFIG

For your records, the Green Focus 1FAFP36381W115569 scope configuration.

focusinst2.doc

Regards,

Jim McCoy
Fuel Metering, Emissions & Ignition Systems Engineering
Hardware Control Interface Group
V-Engine Engineering
POEE - MD#69 - Rm. D142 - Cube DF186
Phone (313) 33-79690 / Fax (313) 39-04084
E-Mail: jmccoy1@ford.com

Poma, Amy (A.)

'rom: Akolkar, Shrikant (S.V.)
Sent: Thursday, July 11, 2002 5:49 PM
To: Poma, Amy (A.)
Cc: Maurer, James (J.B.)
Subject: RE: Vehicle Testing status

Amy,

Here are details of 566B656 Focus I am holding for MPG test.

---Original Message---
From: Poma, Amy (A.)
Sent: Wednesday, July 10, 2002 9:49 AM
To: Allen, Sharon (S.A.); Akolkar, Shrikant (S.V.); 'kpark@kavlico.com'
Subject: Vehicle Testing status

Gentlemen:

Can you please provide me with an update on where you are at with your vehicles and the testing you have been conducting.

#3 The following info is needed to add to the spreadsheet:

Test equipment used- MPG Chassis Rolls Test
Configuration- 2 Pressure transducers on EGR tube, Delsa Die sensor thermocoupled in tubes & top
Mileage at start- 22055
Total miles driven- None, test may start within a week
Trigger configuration- None yet. TBD if required
Comments on tests conducted, etc. status.- I am delivering vehicle on 7/15, expected start date-7/22

Amy Poma
V-Engine Engineering-Project Mgmt.
POEE Building, FMEI Cube CO162
phone-313-390-8849, fax: 313-390-4084
apoma2@ford.com

Poma, Amy (A.)

From: Akolkar, Shrikant (S.V.)
Sent: Tuesday, June 25, 2002 10:18 AM
To: Sturzenegger, Larry (L.W.)
Cc: Maurer, James (J.B.); Powers, Marty (M.L.); Poma, Amy (A.)
Subject: FW: Buy back vehicle for MPG test

Larry,

I am handing over the vehicle to you for instrumentation.

-----Original Message-----
From: Maurer, James (J.B.)
Sent: Monday, June 24, 2002 3:34 PM
To: Powers, Marty (M.L.)
Cc: Akolkar, Shrikant (S.V.)
Subject: Buy back vehicle for MPG test

Marty,
This note is to inform you that I gave the buy back vehicle 568B866 to Shri Akolkar to use for a chassis rolls durability test at MPG. I expect that he will have the vehicle for a few months while the test is running.

Regards,
Jim Maurer
James B. Maurer
V-Engine 6-Sigma Team Leader
Fuel Metering Dept. V Engine Engineering
Phone (313) 390-3672, Fax (313) 390-4084
Text Page: (313) 795-5219
Email: jmaurer@Ford.com

Vehicle # 47

2001 Focus VIN# 3FAFP313X1R108133

Yokogawa 1740 DSO

Horizontal Menu:

Time Base – Main (Scale: 5.0us)
Trigger Position – 50%
Record Length - 100k

Vertical Menu:

CH1 – 1M 2V (DPFE Sig Out Volts)
CH2 – 1M 2V (VREF @ Sensor)
CH3 – 1M 200mV (VREF Current)
Coupling – DC
Bandwidth – Full
Offset – 0V

Trigger Menu:

Type – Width
Width Type – Pulse>T
Source – CH3
Polarity – Positive
Trigger When – Pulse> 1.0uS
HF Reject 15kHz
Level – 100mV
Mode – Normal/Single Acquisition
Window – OFF

Acquire Menu:

Mode – Normal/Single Acquisition
Stop After – Single Acquisition Sequence

#4 Sheran Alles
Sci Lab
Focus

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

VIN:	3FAFP3133X1B168133	Veh Line:	C/AX - FOCUS (CWT70) [99-03]	Eng Serial Nbr	*
Model Year:	2001	Market Derived:	C/F - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	C	Drive Code:	C/A - 2 WHL L/H FRONT DRIVE	Engine:	C/BQ - ZETEC 2.0L DOHC1
Inv. Dealer:	00031	Body Cab Style:	C/DA - 3 DOOR SEDAN-4 LITE	Transmission:	C/D2 - 4-SPD AUTO TRAN
		Version/Series:	C/DR - SERIES 22		

BUILD INFORMATION:

Region: NA - ########## Plant: A3 - HERMOSILLO PLANT BUILD
Country: MEX - ########## Prod Date: 01-SEP-2000

SALE INFORMATION:

Region: NA - ########## Selling Dealer: 127044 - *
Country: USA - ########## Selling Dlr St/Prov: VA
Buyer St/Prov: VA

Arrival Date: 21-SEP-2000 Red Carpet Lease: *
Sale Date: 01-OCT-2000 Fleet/Retail/Co. Lease: R
Warranty Start Date: 01-OCT-2000 Modified Vehicle: *
Orig Warranty Date: 01-OCT-2000 Repurchased Vehicle: * Vehicle Export Flag: N

VOC/EOC:

```
---------1---------2---------3---------4---------5---------6---------7---------8---------9---------0

F111EL8133Y  6  0   2 3138897      KF G   A8W 3EF4F    K3L 8  1     173044  2  YR     CN          33

PAFX 5    1        ESQAWA    7                          16
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	C/B - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	A	GVW Class Code:	F
Audio Disk:	* - [N/A]	Instrumentation:	AJ - HIGH SERIES ANALOG CLUSTER
Axle Ratio:	* - [N/A]	Mirror(Driver Side):	* - [N/A]
Axle Type:	* - [N/A]	Mirror(Pasgr Side):	* - [N/A]
Battery Amp Rating:	BB	Paint:	PNZF - SILVER FROST C/C
Brake Code:	* - [N/A]	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	BQ -
Calibration Code:	LAK1AZDA	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Suspn Tandem Axle:	* - [N/A]
Color(Trim):	* - [N/A]	Tire Manufacturer:	AC -
Delivery Type:	0	Tire Brand:	* -
Driveshaft Code:	*	Tire Size:	D3JAQ - 205/50VR-16 BSW RUN FLAT
Front Seat:	* - [N/A]	Traction Control:	* - [N/A]
Fuel Type:	* - [N/A]	Wheel Base:	* - [N/A]

E962-827-C 5895

TIRE DOT INFORMATION:

LF:	* RF:	*
LR:	* RR:	*
LI:	* RI:	*
SPARE:	* DOT Plant Manufacturer:	* - *

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	C/B - C/B
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Dual Refill:	HLG
ESP Plan Year:	*	Engine Family:	1FMXV020VP5
ESP Signature Date:			

Any comments? You can contact

webmaster

EA62-827-C 5000

Vehicle # 5

vehicle # 4

#67

Vehicle Information Report

GENERAL VEHICLE INFORMATION: (Related Claims)

Mountaineer VIN# verified.

VIN:	4M2ZU66W62ZJ07945	Veh Line:	T/U5 - EXPLORER (U152/251) [01-03]	Eng Serial No:	*
Model Year:	2002	Market Derived:	T/M - L-M DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	T	Drive Code:	T/B - 2 WHL L/H REAR DRIVE	Engine:	T/VN - R-M 4.6L SOHC EFI
Inv. Dealer:	8406L	Body Cab Style:	T/WD - 4 DOOR WAGON	Transmission:	T/T3 - 5 SPD AUTO TRANS
		Version/Series:	T/BL - LINCOLN/MERCURY SERIES		

BUILD INFORMATION:

Region: NA - ########## Plant: AV - ST. LOUIS PLANT BUILD
Country: USA - ########## Prod Date: 04-APR-2001

SALE INFORMATION:

Region: NA - ########## Selling Dealer: 8406L - *
Country: USA - ########## Selling Dlr St/Prov: MI
Buyer St/Prov: *

Arrival Date: 06-JUL-2001 Red Carpet Lease: *
Sale Date: 22-JUN-2001 Fleet/Rental/Co. Lease: L
Warranty Start Date: 06-JUL-2001 Modified Vehicle: *
Orig Warranty Date: 22-JUN-2001 Unrecalled Vehicle: B Vehicle Report Flag: N

VOC/EOC:

---------1---------2---------3---------4---------5---------6---------7---------8---------0

[illegible]

[illegible]

INSTALLED OPTION INFORMATION:

Air Conditioning:	T/B - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	*	GVW Class Code:	Z
Audio Disk:	* - [N/A]	Instrumentation:	* - [N/A]
Auto Radar:	* - [N/A]	Mirror(Driver Side):	* - [N/A]
Auto Type:	* - [N/A]	Mirror(Passg Side):	* - [N/A]
Battery Amp Rating:	BL	Paint:	PNLDB - MEDIUM WEDGEWOOD C/C
Brake Code:	* - [N/A]	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	BS - ELSTR PREM STEO/CSTB/DISC/CLK
Calibration Code:	1U51A50A	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Stage Tandem Axle:	* - [N/A]
Color(Trim):	00028 -	Tire Manufacturer:	AG -
Delivery Type:	*	Tire Brand:	* -
Driveshaft Code:	D	Tire Size:	D3JVD - P245/70R-16 BSW A-S
Front Seat:	* - [N/A]	Traction Control:	* - [N/A]
Fuel Type:	* - [N/A]	Wheel Base:	* - [N/A]

E802-827-C 5889

TIRE DOT INFORMATION:

LF:	PD9LHMD1101	RF:	M37PDH8X1101
LR:	PD9LHMD1101	RR:	M37PDH8X1101
LO	*	RO:	*
SPARE:	PD9LHMD1101	DOT Plant Manufacturer	* - *

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code	*	Emission Code:	T/B - T/B
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Decal Suffix:	JTD
ESP Plan Year:	*	Engine Family:	2FMXT0462P5
ESP Signature Date:			

Any comments? You can contact

webmaster

E982-627-C 5706

"Yellow Cab"

ANALYTICAL WARRANTY SYSTEM

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN:	1FMYU04191KA73881	Veh Line:	T3M1 - ESCAPE (U204) [2001]	Eng Serial No:	803848087
Model Year:	2001	Market Derived:	T3F - FORD DIVISION DERIVATIVE	Body Shell:	*
Veh Type:	T	Drive Code:	T3F - 4 WHL L/H FULL TIME DRIVE	Engine:	T/LD - MOD 3.0L DOHC EFI NA V6 G*NAAO
Inv. Dealer:	43946	Body Cab Style:	T/WD - 4 DOOR WAGON	Transmission:	T/D3 - 4 SPD AUTO TRANS NAAO CDME
		Version/Series:	T3F - FORD SERIES		

BUILD INFORMATION:

Region: NA - ########## Plant: AJ - KANSAS CITY PLANT BUILD
Country: USA - ########## Prod Date: 23-FEB-2001

SALE INFORMATION:

Region: NA - ########## Selling Dealer: 171816 - *
Country: USA - ########## Selling Dlr St/Prov: OK
Buyer St/Prov: OK

Arrival Date:	02-MAR-2001	Red Carpet Lease:	*
Sale Date:	13-MAR-2001	Fleet/Retail/Co. Lease:	F
Warranty Start Date:	15-MAR-2001	Modified Vehicle:	*
Orig Warranty Date:	13-MAR-2001	Reacquired Vehicle:	* Vehicle Export Flag: N

EM02-427-C 07102

VOC/EOC:

```
---------1---------2---------3---------4---------5---------6---------7---------8---------9---------
0041NA738811833YP  V LA25A0668      5N F 2 469 63  563 2263 5 8NHAMXF718818  0VAN2  A  12A   3 2  1

1FMYS 4    2C A      14CA F                 90M01H2007       5N
```

INSTALLED OPTION INFORMATION:

Air Conditioning:	T/B - MANUAL AIR CONDITIONER	GVW Code:	* - [N/A]
Alternator Amp Rating:	C	GVW Class Code:	Y
Audio Disk:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	* - [N/A]	Mirror(Driver Side):	AD - DRIVER POWER MIRROR
Axle Type:	* - [N/A]	Mirror(Passgr Side):	AD - PASS POWER CONVEX MIRROR
Battery Amp Rating:	A	Paint:	PNAFB - CHROME YELLOW
Brake Code:	FEAAB - 4 WHL ANTI-LOCK BRAKES	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AQ - ELECTR PREMIUM AM/FM STEREO/CSTE
Calibration Code:	G611A30A	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Suspn Tandem Axle:	* - [N/A]
Color(Trim):	000ZV -	Tire Brand:	AB - ANY BRAND
Delivery Type:	H	Tire Size:	D3RJT - P235/70R-16 OWL A-S
Driveshaft Code:	D	Traction Control:	* - [N/A]
Front Seat:	* - [N/A]	Wheel Base:	* - [N/A]
Fuel Type:	* - [N/A]		

TIRE DOT INFORMATION:

LF: W2 8AWM0701 RF: W2 8AWM0701
LR: W2 8AWM0701 RR: W2 8AWM0701
LI: * RI: *
SPARE: HY8A1R80601

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	*	Emission Code:	D/C - D/C
ESP Coverage(Miles):	*	Emission Cert Type:	5
ESP Coverage(Time):	*	Emission Decal Suffix:	HK3
ESP Plan Year:	*	Engine Family:	1FMXT03.01P6
ESP Signature Date:			

Any comments?

Greg
Wujcik
~~43304~~
47 304
~~X46902~~

Julie Anderson

Ford Motor Company

Anne Wallace
Office Clerk
Administrative Section

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AWALLACE

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Arsen
Terjiman Tan
59-46698
TGA + DSC
air/argon

Shin-Etsu
Shin-Etsu Chemical Co., Ltd.

Product Information

New Functional Materials Department I

● Photoresist ● Pellicles ● Liquid fluoroelastomers ("SHIN-ETSU SI

With the release of a photoresist for semiconductor manufacturing processes using excir and a pellicle (a dust cover for photomask), the Shin-Etsu Chemical Co., Ltd. is providir materials required in the lithography process for manufacturing semiconductor devices. Shin-Etsu Chemical was also the first company in the world to develop a liquid fluoroel material provides the reliability demanded by products that require a high degree of safe vehicles and aircraft.

Operations

Photoresist, Pellicles, Liquid fluoroelastomers ("SHIN-ETSU SIFEL")

For more Information

New Functional Materials Department I
Photoresist
* Phone: +81-3-3246-5346
Pellicles
* Phone.: +81-3-3246-5345
Liquid fluoroelastomers
* Phone.: +81-3-3246-5345

Photoresist

Photoresist is light-sensitive resin solution that enable the manufacture to produce high-i highly integrated circuits for semiconductors.

Shin-Etsu Chemical is the only company that performs every stage of the KrF photoresist manufacturing process, from base polymer to finished product. KrF photoresist can be used with excimer laser processes, and consumer demand is increasing rapidly in response to the increasing miniaturization of semiconductor chips. We have the top world market share of KrF photoresist.

Pellicles

Pellicles are dust covers used for photomask in semiconductor manufacturing processes. pellicles increase the yield of the photo lithography process. Shin-Etsu Chemicals, using developed internally for the manufacture of semiconductor silicon wafers, photomask su Large Scale Integration (LSI) molding compounds, can now offer high performance pell on these original and unique materials and manufacturing techniques, meeting today's q requirements.

Characteristics

- Extremely low particle count capability
- High light transmission and strength
- Unique film and reticle adhesives based on original Shin-Etsu research.
- The pellicle case is available to pellicle auto mounter.

Liquid fluoroelastomers "SHIN-ETSU SIFEL"

SHIN-ETSU SIFEL, Shin-Etsu Chemical's liquid fluoroelastomer, is a completely new developed by creating the technology to bond a fully-fluorinated polyether base polyme bridging radical at the molecule's edges. This new material is used in a variety of produc bonding, sealing, coating and potting applications not possible with conventional fluoro Also. We have both Liguid type silicone injection molding system(LIMS) and Heat cure rubber(HCR) types of manufactures to cast the rubber. These products offer significantl resistance to cold, oils, solvents and chemicals than conventional products, and have out processing characteristics

Characteristics

- Paste or liquid
- Outstanding resistance to solvents or oils
- Outstanding low-temperature characteristics
- Outstanding electrical insulation characteristics
- Incombustible
- Good chemical resistance
- Good heat resistance
- Low-permeable by water vapor

Applications

Used in applications demanding a high degree of safety and reliability, such as vehicles,

Shin-Etsu
Shin-Etsu Chemical Co., Ltd.

Corporate Information Product Information

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* Phone: +81-3-3246-5346
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Liquid fluoroelastomers
* Phone.: +81-3-3246-5345

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Characteristics

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- Outstanding low-temperature characteristics
- Outstanding electrical insulation characteristics
- Incombustible
- Good chemical resistance
- Good heat resistance
- Low-permeable by water vapor

Applications

Used in applications demanding a high degree of safety and reliability, such as vehicles, aerospace engineering, electronic equipment, semiconductors, and chemical plants.

EX02-027-C 5711

Ford Motor Company

Roscoe D. (ROC) Carter, Ph.D.
Staff Technical Specialist
Physical and Environmental Sciences Department

Scientific Research Lab, P.O. Box 2053, Room 1221, MD 3083
2101 Village Road, Dearborn, Michigan 48124 USA
313 322 1739 • Fax 313 621 0646
rcarter@ford.com

DPFE

From: Hansen, George (G.C.)
Sent: Wednesday, May 29, 2002 12:52 PM
To: Boals, Sandra (S.L.)
Cc: Corbett, Sandra (S.M.)
Subject: MAFS WARRANTY

Sandy Boals,

Here is the data that you requested. There was no useful data on the gasket. I have attached the data for the MAFS (12B579) If you have any questions let me know. I will be at the meeting this afternoon.

MAFS 02_04_30.xls

--

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Hansen, George (G.C.)
Sent: Friday, May 17, 2002 9:20 AM
To: Corbett, Sandra (S.M.)
Subject: RE: chart updates

Updates have been made....

StallsPieChart.xls

--

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-61800
ghansen4

---Original Message---
From: Corbett, Sandra (S.M.)
Sent: Friday, May 17, 2002 8:58 AM
To: Hansen, George (G.C.)
Subject: chart updates

<< File: StallsPieChart.xls >> Here is what we decided for the pie chart...I will forward a note from Scott regarding the latest ICCD info...It's by month. Please replace the 3 bar chart with this info.

Thanks. Got you page...

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-B66

From: Hofman, Michael (M.V.)
Sent: Tuesday, June 25, 2002 6:48 PM
To: Corbett, Sandra (S.M.); Moorhouse, Scott (S.R.)
Subject: FW: Stall 1 pager for VQR

Info (Bob and I discussed and agreed - OK to proceed with this response! ..... if Ken and Keith concur) - Thx - Mike

-----Original Message-----
From: Fascetti, Bob (R.J.)
Sent: Tuesday, June 25, 2002 5:45 PM
To: Powers, Ken (K.W.); Takasawa, Keith (K.D.)
Cc: Hofman, Michael (M.V.)
Subject: Stall 1 pager for VQR

Ken, Keith,
Per your recommendation, attached is the stalls one pager for the VQR. I'll be prepared with backup that will include trend charts, fishbone diagram, p-diagram, and engineering evidence for each of the recommended actions.

My assumption is that this data will be back-up only, and that if we want to go through it in detail, we can do so in Dearborn at at PDQOR. However, I'll have it all just in case.

Let me know what you think, please.

Bob F.

U204 VQR1 Stall Summary.doc

From: Pepitone, 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.); Altoonian, Don (D.J.); Ayneesazian, 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.); Delbo, Bob (R.J.); Rothweiler, Daniel (D.); 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.); 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.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Merck, Edmond (E.C.); Metesa, 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, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirokhi (H.); Veenstra, Tim (T.W.); Wakeneti, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Yeung, Lem (.); Benintende, 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.); Benintende, Robert (R.F.); Wexler, Mark (M.A.); Amely, Felix (F.A.); Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Pepitone, 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 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: Jensen, Ted (T.E.)
Sent: Monday, July 01, 2002 8:50 AM
To: Pepitone, 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: Pepitone, Gil (J.)
Sent: Thursday, June 27, 2002 2:11 AM
To: Johnson, Jim (J.S.); Billeld, 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.); Diez, Timothy (T.P.); Fescetti, 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.); 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.); 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.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirokhi (H.); Vaenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Young, Lam (.); Benintende, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Martin, Mike (M.S.); Weder, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Terzes, Laura (L.D.); Benintende, Robert (R.F.); Weder, Mark (M.A.); Amely, Felix (F.A.)
Cc: Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Berenter, 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 Decell Stalls Investigation.doc >>

I will be calling in on the Conference all at 2pm today.

Call-In Info: 1-877-670-3529 or Ford net 9-1-954-1144
International Participants: 1-630-693-1704
Passcode: 7673538, then hit #

I thank the Team for all their assistance.

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"

From:	Pepitone, Gil (J.)
Sent:	Friday, June 28, 2002 6:15 PM
To:	Fournelle, Gilbert (G.)
Cc:	Pepitone, Gil (J.); Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); Altoonian, Don (D.J.); Daibo, Bob (R.J.)
Subject:	VDR Data your requested from St. Croix

Hi Gilbert: I got the two Drive Items on the last morning before I left St. Croix- this the data you wanted via WDS VDR recordings.

However..... When I tried to copy it to a floppy, I could not figure it out. I called NHL WDS desk and they tried, but failed. I also was going to catch my plane in 1 1/2 hrs that past Tues morning.

Good News: I DO have the data still in the VDR. I SHOULD be able to copy to on a local WDS and then call another Hotliner to find out how to copy it to a floppy. I will also perform this on a WDS with a Fordstar Link so you can download it directly if I cannot make my copy. But I think I could, since I will have more time, this time.

I took a quick look at the Purge Cycle Vs. Rich HEGO shift: none of the three events showed a rich shift longer than 4 seconds. This is good. But Don told me today that you have data showing much longer rich shift time periods. Oh well.....

As for the Mod Engine Temp Heavy Hesitation, I go that too. I did not look at the data, but I DID get all the PIDS you wanted. Pls recall I had recorded this same type of event on other Units {sans spark advance}, but did not see anything wrong. Recall this event is with your new calibration, which was in use for some time before the Test. No empty KAM fuel strategy in this case..

I will try to download and copy Monday. You will be hearing from me on this.

Lastly, maybe you wanna try this "cold" engine temp Accel yourself at the Test Track's "hill". Start up at the fuel fill area after a overnight soak, and then stop at the start of the grade while stilling at an angle. Try a lite {1.5v-2v TP} Accel. Repeat until you get to full operating temp. Just roll backwards to repeat.

I hope my experience was due to local Island fuel, and not the new calibration.

Thank you,
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"

From: Pepitone, Gil (J.)
Sent: Thursday, June 27, 2002 9:38 AM
To: Johnson, Jim (J.S.); Blicki, John (J.R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Aynesazian, 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.); Delbo, Bob (R.J.); Rothweiler, Daniel (D.); 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.); 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.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Merck, 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, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lam (.); Benintende, 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.); Benintende, Robert (R.F.); Wexler, Mark (M.A.); Amely, Felix (F.A.)
Cc: Pepitone, 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 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: Pepitone, Gil (J.)
Sent: Friday, June 14, 2002 6:50 PM
To: Delbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.); DiAngelo, Renaldo (R.); Pepitone, 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
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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) 32-31786
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.); Ellicid, John (J.R.); Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); 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.); 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.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); Mcdonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.P.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Merck, Edmond (E.C.); Matsea, 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, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasewa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lam (.); 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.); Amely, 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.

<< File: St. Croix Escape Vehicle Inspection Sheet.doc >>

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 Gil Pepitone 6/15/-6/24/2002

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/AXB &ATF1 Catch word is latest/ "160" or "161"?

Connectors/Grounds in order of inspection flow
C270b
G300
G104
G105
G101
C110
C133
G100
C270c
C270d
CPS pigtail 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:

Does Engine stay running w/ IAC disconnected?

If so, what is base RPM?

TPS voltage {Bogie .9 +-.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 Viv if web found?
New IAC D.C.?
Replaced TB?
Tightened any Ground/stalled connectors?
Changed DPFE?
Remove IAC/inspect for sludge/Oil in rear hole?
Changed IAC?
Changed MAF?
Cleaned DTCs?

Additional Comments:

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, Renaldo (R.); Altoonian, Don (D.J.); Ayressazian, 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.); Diez, Timothy (T.P.); Fescetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Ranuka (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.); Limtlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Merck, Edmond (E.C.); Malesa, 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, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Yeung, Lem (.); 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.); Amely, 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...

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Escape Stalls Concern Vehicle Inspection Data
In St. Croix by Gil Pepitone 6/15/-6/24/2002

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 pigtail 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 {Bogie .9 +-.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 Viv 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: Sanders, Muriel (M.S.)
Sent: Wednesday, May 15, 2002 1:41 PM
To: Corbett, Sandra (S.M.)
Cc: Klarr, Jerry (G.T.)
Subject: FW: Escape Stall TSB

Sandy, I just got your message. Here is the TSB for Escape Stalls. Let me know if you need anything else.

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: Suarez, Rhae (R.)
Sent: Tuesday, April 23, 2002 6:32 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Les (LHW.)
Cc: King, Robert (R.F.); Prios, Martin (M.)
Subject: Stall TSB

Next/Previous Article (N/P): _ Article #: TSB 02-08-06 Date: 04/24/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm Vl Mdl Trans Engine Calib Axle
Criteria: 2001 T MR

DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE SOME VEHICLES EQUIPPED WITH THE 3.0L DURATEC ENGINE MAY EXHIBIT AN INTERMITTENT ENGINE QUIT CONDITION. THIS IS USUALLY A ONE TIME EVENT DURING CLOSED THROTTLE DECELERATION WITH NO DIAGNOSTIC TROUBLE CODES (DTCS) AND NO MALFUNCTION INDICATOR LAMP (MIL). THE ENGINE WILL RESTART IMMEDIATELY. WHEN NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB FOR DETAILS.

TSB 02-08-06.doc

Let me know if you need anything else.

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

TSB 02-08-06

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately.

ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

SERVICE PROCEDURE

1. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, verify that Idle Air Control (IAC) duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification, then proceed to Step 2 now. If IAC duty cycle is out of specification, replace IAC with part YF1Z-9F715-AA. Verify that IAC duty cycle is between 32-40% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then proceed to Step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part YL8Z-9E926-DA. Verify corrective action, then proceed to Step 2.

   NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.

2. **For vehicles sold in the U.S. and Canada perform the following:** If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A650-AXB. Proceed to Step 4.
3. **For vehicles sold in Mexico perform the following:** If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A650-AZB. Proceed to Step 4.

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.
5. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 60 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (F0AZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.
8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM.

From:	Dalbo, Bob (R.J.)
Sent:	Tuesday, August 20, 2002 1:26 PM
To:	Veenstra, Tim (T.W.); Gaihotra, Kumar (A.)
Cc:	Takasawa, Keith (K.D.); Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.); Inoue, Hiroshi (H.); Fascetti, Bob (R.J.)
Subject:	RE: Concern Status - R10 Fix
Importance:	High

Kumar/Tim,
Please see the attached note. In it (please refer to the third note down), Inoue-san mentions that he discussed this concern with Takasawa-san and they agreed to proceed.

I hope this is sufficient evidence to approve the concern. Keith is on vacation and if we wait for him to return we will be able to meet our timing commitments.

RE: Bug in 3.0L U204 Stall Fix...

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:	Veenstra, Tim (T.W.)
Sent:	Tuesday, August 20, 2002 6:59 AM
To:	Dalbo, Bob (R.J.)
Cc:	Takasawa, Keith (K.D.); Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject:	RE: Concern Status - R10 Fix

I am waiting for KDT's review & approval. Thanks.

----Original Message----

From:	Dalbo, Bob (R.J.)
Sent:	Monday, August 19, 2002 6:21 PM
To:	Veenstra, Tim (T.W.); Shiraishi, Masaru (M.); Ichikawa, Jiyunichiro (J.)
Cc:	Rusu, Jessica (J.L.); Johnson, Valerie (V.D.); Corbett, Sandra (S.M.); Takubo, Hiroichi (H.); Inoue, Hiroshi (H.); Takasawa, Keith (K.D.); Peters, Robin (R.S.); Bob Fascetti
Subject:	FW: Concern Status - R10 Fix
Importance:	High

Gentlemen,
Concerns C11402381 (for production) and C11404407 (for service) release improved stalls robustness calibrations that do not have the R10 random initialization issue. This issue manifested itself at KCAP as high (4000 RPM) idle speeds for 30 seconds after the first start or a hard first start. Improper initialization of a keep-alive memory parameter is the root cause for the issue.

We have been testing this software for a week and are convinced that this new (R11) release has successfully addressed the issue. The functionality beyond the first 30 seconds is identical to that of the R10 calibrations being replaced.

Please approve these concerns as soon as possible so that we can proceed to a production trial of a

significant number of PSW'd PCMs to absolutely validate this software prior to implementation of the improved stall robustness calibration.

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:	Dalbo, Bob (R.J.)
Sent:	Monday, August 19, 2002 1:55 PM
To:	Veenstra, Tim (T.W.)
Cc:	Peters, Robin (R.S.); John Bogema
Subject:	FW: Concern Status
Importance:	High

Tim,
If you're still the right person, we need to have the concerns below approved asap to fix the calibrations that we just took out of production. Inoue-san gave approval via email for this issue (assuming MC Japan is still on holiday). Please call/write with any questions.

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:	Bogema, John (P.)
Sent:	Monday, August 19, 2002 1:41 PM
To:	Dalbo, Bob (R.J.)
Subject:	Concern Status

C11402381 - Production R11 Release for 2003 MY
{Awaiting Approval of Program Management}

C11404407 - Service Release for 2001 and 2002 MY
{Awaiting approval of Program Management}
{Awaiting new Ford Part Numbers}
{Awaiting new Mazda Part Numbers}
{Awaiting notice creation}

John P. Bogema
3.0L Escape Calibration Engineering
Phone:313.33.75133
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

From: Dalbo, Bob (R.J.)
Sent: Tuesday, August 08, 2002 5:38 PM
To: Nematollahi, Sonya (S.)
Cc: Hofman, Michael (M.V.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Jordan, Donald (D.E.); Fournelle, Gilbert (G.)
Subject: RE: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

Sonya,
If your team has someone in KCAP or you want to work through the Lear resident, that's fine. I assume from Scott's note that he intended to look into it at KCAP, but he is on vacation this week and I can't confirm it with him. I didn't want you to get blindsided with this issue, that's all.

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: Nematollahi, Sonya (S.)
Sent: Monday, August 05, 2002 6:09 PM
To: Dalbo, Bob (R.J.)
Cc: Hofman, Michael (M.V.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Jordan, Donald (D.E.); Fournelle, Gilbert (G.)
Subject: RE: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

Bob, are KCAP folks planning to examine the vehicle/fuse box or should the Dearborn team get involved? We certainly don't need duplication of efforts. Don Jordan is on vacation this week, but I can put someone else on this right away if needed. Please advise. Thanks.

Sonya Nematollahi

Escape/Tribute/Maverick Electrical Team Leader
Phone: 33-79969
Pager: Text, 313-795-8332
email: snematol@ford.com

----Original Message----
From: Dalbo, Bob (R.J.)
Sent: Monday, August 05, 2002 4:59 PM
To: Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Nematollahi, Sonya (S.); Jordan, Donald (D.E.); Gilbert Fournelle
Cc: Hofman, Michael (M.V.); Bob Fascetti
Subject: FW: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

New wiring issues.

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: Moorhouse, Scott (S.R.)

Sent: Friday, August 02, 2002 4:58 PM
To: Alverado, Oil (O.J.); New, Michael (M.D.); Stilgenbauer, Jeffrey (J.R.); Ray, Charles (C.)
Cc: Dalton, Bob (R.J.); Linde, Peter (P.A.)
Subject: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

I discussed vehicle with Mathew Razzo, service manager. Vehicle was not the typical "stall" claim. At times vehicle would be electrically dead and have no-start condition. Other times it would die in decel. Slamming door sometimes resulted in vehicle dying. Dealer has determined problem to be with under dash fuse box. He has been able to repeat the no start condition by tapping on the fuse panel.

Dealer intention is to replace the fuse box. I have asked him to hold the part for our review.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, August 05, 2002 4:59 PM
To: Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Nematollahi, Sonya (S.); Jordan, Donald (D.E.); Fourmelle, Gilbert (G.)
Cc: Hofman, Michael (M.V.); Fascetti, Bob (R.J.)
Subject: FW: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

New wiring issues.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31766
Pager: (313) 795-2859 Email: *rdalbo@ford.com*

-----Original Message-----
From: Moorhouse, Scott (S.R.)
Sent: Friday, August 02, 2002 4:58 PM
To: Alvarado, OJ (O.J.); New, Michael (M.D.); Stilgenbauer, Jeffrey (J.R.); Ray, Charles (C.)
Cc: Dalbo, Bob (R.J.); Linde, Peter (P.A.)
Subject: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

I discussed vehicle with Mathew Razzo, service manager. Vehicle was not the typical "stall" claim. At times vehicle would be electrically dead and have no-start condition. Other times it would die in decel. Slamming door sometimes resulted in vehicle dying. Dealer has determined problem to be with under dash fuse box. He has been able to repeat the no start condition by tapping on the fuse panel.

Dealer intention is to replace the fuse box. I have asked him to hold the part for our review.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From:	Dalbo, Bob (R.J.)
Sent:	Wednesday, July 31, 2002 3:26 PM
To:	Waud, Sachiko (S.); Shiraishi, Masaru (M.); Ichikawa, Jiyunichiro (J.); Takubo, Hiroichi (H.); Kawasaki, Shunsuke (S.); Hamano, Naoumi (N.)
Cc:	Takasawa, Keith (K.D.); Inoue, Hiroshi (H.); Veenstra, Tim (T.W.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Peters, Robin (R.S.); Sanders, Muriel (M.S.); Fascetti, Bob (R.J.); Foumelle, Gilbert (G.); Bogema, John (P.)
Subject:	Need Mazda Part Numbers for Service Calibration Release for Escape/Tribute Stalling
Importance:	High

Waud-san,
Concern C11390580, which releases 2001MY and 2002MY service calibrations and PCMs to address stalling on Escapes and Tributes, needs to have Mazda part numbers inserted in order to proceed. Since the concern has been approved by program management, please input the Mazda part numbers as soon as possible.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2869 Email: *rdalbo@ford.com*

From: Dalbo, Bob (R.J.)
Sent: Thursday, July 25, 2002 4:50 PM
To: Terzes, Laura (L.D.); Powers, Ken (K.W.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Cc: Corbett, Sandra (S.M.); Suarez, Rhae (R.); Fast, Mathew (M.F.)
Subject: RE: Ford Contacts - Escape Stalls (FCSD status to date)

All,
We agreed at Laura's meeting today to see if this customer would wait a week or so to get a released, certified PCM rather than put an experimental one into such a high-visibility environment.

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: Terzes, Laura (L.D.)
Sent: Tuesday, July 23, 2002 11:09 AM
To: Powers, Ken (K.W.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Suarez, Rhae (R.); Fast, Mathew (M.F.)
Subject: RE: Ford Contacts - Escape Stalls (FCSD status to date)

Scott, Don, Ken: I forwarded the below info to Bob Dalbo and Sandy Corbett, to see if there was any interest in trying the experimental calibration on this veh. This would be the 2nd or 3rd concern unit, that we would be considering for the action. The other two are a confirmed RAV, and another customer unit, about to become an RAV if we do not fix. Still waiting for response from Sandy or Bob Dalbo. If you look below, the dealer has performed the TSB, however, there is some concern, he may not have replaced every part. If you plan to get involved in this unit, we need to coordinate with the repairing dealer location. Engineering pls. advise.

Do we want to try the experimental PCM on this veh. as well? Customer has the veh. parked refusing to drive until a confirmed fix is available. This customer gained K. Takasawa's attention in an earlier e-mail, because they have ties to a local TV station and a heads up friend of Keith's alerted him. Pls. advise.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88181 / lterzes.ford.com

---Original Message---
From: Fast, Mathew (M.F.)
Sent: Monday, July 22, 2002 12:17 PM
To: Terzes, Laura (L.D.)
Cc: Suarez, Rhae (R.)
Subject: RE: Ford Escape Problems

Laura/Rhae

- TSB 02-11-06 was completed
- PCM was reflashed
- PCM harness was inspected and no bent or burnt pins were identified
- MAF & gasket was not inspected
- RFI (radio tower/2-way radio) unknown if in vicinity of stalls
- DPFE was not inspected
- Inspected C270B&C&D, C110, C133 for water intrusion or pin problems
- Inspected G300, G100, G104, G105, G101
- Inspected harness near A/C compressor

Service manager would not replace some parts, he stated that he is not authorized to replace parts because the hotline says so, he needs it in writing. If they were audited they would not have any reason for replacing these parts.

----Original Message----
From: Terzes, Laura (L.D.)
Sent: Monday, July 22, 2002 7:28 AM
To: Fast, Mathew (M.F.); Suarez, Rhae (R.)
Subject: FW: Ford Escape Problems

One of you contact the dealer SM and see if they have performed the latest fixes for the engine stall concern. Rhae I previously .cc'd you a note on this. This customer was routed to Keith Takasawa. This case could be another for the prototype calibration. Once we determine the status of the veh. we can discuss next steps with B. Fascetti and B. Dalbo to see if they want to use it.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF66
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

-----Original Message-----
From: Ted Ruscitti [mailto:Research@Ted3.Com]
Sent: Friday, July 19, 2002 8:46 AM
To: Terzes, Laura (L.D.)
Subject: Ford Escape Problems

>>>may I please have your daughter's name, VIN #, and the selling/repairing dealer information.

Dear Laura,

Thank you for your quick response.

The car is registered to her, Mary M. Ruscitti. Because this was her first car, I co-signed as co-purchaser.

The VIN is 1FMYU 0319 2KA 46564.

The selling/repairing dealer was Begin Ford in Beaver, PA, a Pittsburgh suburb. Incidentally, the people at Begin have been extraordinarily helpful about this — but I think the problem goes beyond what they can do.

Presently, the Escape is parked in our driveway. Our daughter is afraid to drive it.

Many thanks for any help you can offer.

Ted Ruscitti

Research@Ted3.Com <mailto:Research@Ted3.Com>
On-Air Research
24 Woodland Road • Sewickley, PA 15143
Voice: (412) 741-2920 • Fax: (412) 741-5865

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

-----Original Message-----
From: Powers, Ken (K.W.)
Sent: Tuesday, July 23, 2002 8:29 AM
To: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Terzes, Laura (L.D.)
Subject: RE: Ford Contacts

Laura Terzes is leading the contact side of this right now. We can work through her when she gets the customer info.

Ken Powers
Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1726

-----Original Message-----
From: Altoonian, Don (D.J.)
Sent: Thursday, July 18, 2002 5:18 PM
To: Moorhouse, Scott (S.R.)
Cc: Powers, Ken (K.W.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: FW: Ford Contacts

Scott, this is a touchy one, I would like to know more about it, before jumping in. Sounds like another dealer not doing his job. I would like to go see what has been done to the truck. What do you think? It is going to get a lot of visibility if we don't act quickly. We need ammo to get FCSD to get the dealers to do their job.
-----Original Message-----
From: Powers, Ken (K.W.)
Sent: Thursday, July 18, 2002 5:20 PM
To: Moorhouse, Scott (S.R.); Altoonian, Don (D.J.)
Subject: FW: Ford Contacts

Does the team want to look at this? If so, we'll need to be sure we work through FCSD, given the situation. Please take this to the staff team. Thanks.

Ken Powers
Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1726

-----Original Message-----
From: Irby, Marshall (M.G.)
Sent: Thursday, July 18, 2002 3:15 PM
To: Powers, Ken (K.W.)
Cc: Takasawa, Keith (K.D.)
Subject: FW: Ford Contacts

Ken,

You might find the below note very interesting. This could be a significant problem. I am not sure what the next steps should be.

My wife works in television and this came to her through a close friend of hers. The customer also appears to work in the industry. Do you have any recommendations of the process or whom we should contact to assist the customer.

-----Original Message-----
From: [redacted]
Sent: Thursday, July 18, 2002 3:40 PM
To: Marshall Irby
Subject: FW: Ford Contacts

-----Original Message-----
From: Bill Fries [mailto:bfries@gdrg.com]
Sent: Thursday, July 18, 2002 3:33 PM
To: [redacted]
Subject: FW: Ford Contacts

Here's the story of my daughter's 9-month-old Ford Escape. If you or your colleagues have any good contacts at Ford in Dearborn, I'd welcome your advice and suggestions.

Or if you could forward this to anyone who knows anyone at Ford, would you please? Many thanks!

With best regards.

[redacted]

[redacted]

[redacted] Sewickley, PA [redacted]

[redacted]

1. Ten days after purchase, with about 600 miles, the engine quit at 65 mph on I-79 at night, in heavy traffic. With no brakes and no power steering, my daughter was thankfully able to get the car out of traffic without being hit. A PA state trooper helped her off the road. It would not restart, so the car was towed to the nearest Ford dealer, who was unable to repair it. It was then towed all the way home to the selling dealer, who replaced the entire engine.

2. At about 8,000 miles, the engine quit again, but was able to be restarted uneventfully.

3. In June, at about 10,000 miles, the engine quit again — this time in heavy traffic. A police officer helped her push it off the road, and when he heard that this happened before, he lectured her about not driving the car until it was fixed. His quote is "If this happened at night around a curve, it would be extremely hazardous." It was towed to the selling dealer.

4. The dealer worked on the car and drove it for a week, but could not duplicate the problem.

5. Since [redacted] was now afraid to drive the car, I began driving the Escape. At about 11,000 miles, the engine quit on my way to the airport. It would not restart the first time, but started on a subsequent attempt. The dealer has had the car ever since, and has driven it 700 miles but the problem has not recurred.

Current status: Ford says that since they can't duplicate the problem, there must not be a problem. The Ford dealer and regional people are stonewall say "just drive the car. There's nothing we can do." [redacted] in tears.

When the engine quits, there is no warning — just a complete loss of power, steering and brakes. Fortunately, no one has gotten hurt yet. But a car that stalls at highway speed is an accident waiting to happen.

From: Dalbo, Bob (R.J.)
Sent: Wednesday, July 24, 2002 10:45 AM
To: 'Nikolai, Bernie (B.E.)'; Dalbo, Bob (R.J.); Corbett, Sandra (S.M.)
Cc: 'Laginess, Mark (M.S.)'; 'Lanyon, Duane (D.A.)'; 'Bryson, Maureen (M.E.)'; 'Blackford, Gary (G.A.)'; 'McDonald, John (J.R.)'; 'Trilling, Alan (A.S.)'
Subject: RE: MPC-16X IAC Cap Change

Bernie/Gary/John:
I heard at the aborted emergency release meeting this morning that Visteon would have great difficulty coordinating the capacitor change with the new calibration releases. Given that, I prefer to have the capacitor change there ahead of the new calibrations.

I concur, please proceed with the capacitor change while we sort out the remaining issues with the revised calibration concern. If you could provide information as to when the capacitor change was implemented at North Penn, that would be helpful.

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: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Wednesday, July 24, 2002 9:52 AM
To: 'rdalbo@ford.com'; 'scorbett@ford.com'
Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.); Blackford, Gary (G.A.); McDonald, John (J.R.); Trilling, Alan (A.S.)
Subject: RE: MPC-16X IAC Cap Change

Bob and Sandy,

Please concur with what we discussed in our meeting today.

Ford would like NPEF to implement the IAC J1 capacitor change (C11371349) right away on the MPC-161 and MPC-163 module types. This does not have to be a coordinated change with the 2003 R/C code release but modules can arrive at KCAP with the revised capacitor prior to R/C module. The MRD at KCAP for R/C modules is estimated for the week of 8/5.

Bernie Nikolai
Visteon Powertrain Control Systems
PH: 313-755-1401
FAX: 313-755-2857
bnikolai@visteon.com

> -----Original Message-----
> From: Blackford, Gary (G.A.)
> Sent: Wednesday, July 24, 2002 9:15 AM
> To: Nikolai, Bernie (B.E.); McDonald, John (J.R.)
> Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.)
> Subject: RE: MPC-16X IAC Cap Change
>

> Only if Ford says "go" today. Those logistics need to be worked out with
> Ford.
>
> Regards,
> Gary Blackford
> Visteon Corporation
> Tel: (313) 755-2158; Fax: (313) 755-0192
>
> -----Original Message-----
> From: Nikolai, Bernie (B.E.)
> Sent: Wednesday, July 24, 2002 8:21 AM
> To: Blackford, Gary (G.A.); McDonald, John (J.R.)
> Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.)
> Subject: RE: MPC-16X IAC Cap Change
>
> Gary,
>
> Are you saying we should give NPEF the go ahead to start with the cap.
> change today?
>
> Bernie Nikolai
> Visteon Powertrain Control Systems
> PH: 313-755-1401
> FAX: 313-755-2857
> bnikolai@visteon.com
>

From: Fascetti, Bob (R.J.)
Sent: Tuesday, November 26, 2002 10:49 AM
To: Hansen, George (G.C.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: RE: 3.0L Stalling Claims

Relative to our problem, this is actually good news. Our issue has never been one of infant mortality.

—Original Message—
From: Hansen, George (G.C.)
Sent: Tuesday, November 26, 2002 10:47 AM
To: Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.)
Cc: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: 3.0L Stalling Claims

There are 5 Stalling Claims since 9/11/02.

- VIN 1FMYU93183KA90308 / 10/14/02 Build Date; 10/16/02 Repair Date; 10 Miles on Vehicle; Customer Comment: "ON TEST DRIVE BEFORE PDI VEHICLE LOST POWER AND DIED RESTARTED BUT RAN ROUGH AND HAD NO POWER", Technician Diagnosed a Faulty Mass Air Sensor. No further repairs on Vehicle.

- VIN 1FMYU03173KA90389 / 10/2/02 Build Date; 10/11/02 Repair Date; 52 Miles on Vehicle; Customer Comment: "CHECK ENGINE STALL", Technician Diagnosed a Fuel Sender Circuit Fault. Second Repair on 10/17/02 for a PATS issue.

-VIN 1FMYU03143KA91418 / 10/3/02 Build Date; 10/18/02 Repair Date; 220 Miles on Vehicle; Customer Comment: "CUSTOMER STATES TRUCK CUT OFF AT STOP LIGHT, NOW IT IS RUNNING ROUGH AND SMELLS LIKE SOMETHING IS BURNING.", Technician Diagnosed an EGR Valve Stuck Open. No further repairs on Vehicle.

- VIN 1FMYU93163KA78660 / 9/24/02 Build Date; 9/27/02 Repair Date; 4 Miles on Vehicle; Customer Comment: "CHECK FOR STALLING 12A650 42 D21 12650D 0.2 12650D55 0.3", Technician Comment: "PERFORM DIAG; LITE ON N; CODES ALL PASS; CLEANED AND TIGHTEN CONNECTORS". Don Altoonian will follow up with Dealership on Monday 12/2/02.

- VIN 1FMCU03143KA80342 / 9/24/02 Build Date; 10/7/02 Repair Date; 12 Miles on Vehicle; Customer Comment: "CK VEHICLE STALLS", Technician Comment: "CHECK VEHICLE FOR STALLING CONCERN.WDS EEC TEST,KOEO,KOER PASS.DCL DISPLAY CHECK ALL PIDS.CHK IAC 32 PERC,TP OK,EVAP SYSTEM OK,ALL GROUNDS OK,DPFE OK,PCM CALIBRATION OK.ROADTEST OK." Don Altoonian will follow up with Dealership on Monday 12/2/02.

Don can update the Team after he has contacted the dealerships.

--
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Fascetti, Bob (R.J.)
Sent: Wednesday, July 24, 2002 2:18 PM
To: Inoue, Hiroshi (H.); Takasawa, Keith (K.D.)
Cc: Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.); Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.); Linde, Peter (P.A.); Rusu, Jessica (J.L.); Klarr, Jerry (G.T.); Corbett, Sandra (S.M.)
Subject: RE: (2) stalls robustness CR's

We need these concerns approved at this Thursday morning meeting.
Mazda has had the white papers for these concerns for over a week (sent to Ichikawa-san). All of these concerns have been discussed at our weekly stall meeting, that Kanai-san, and MNAO (Steve Limtiaco) attend.
Takasawa-san has already directed that these concerns be approved. I understand that Mazda gets some time to approve concerns, and that's why we sent the white paper early.

Please come prepared to approve this concern at this meeting. We have now lost two full days of progress due to waiting.

Please address this matter urgently.
Thank you,
Bob Fascetti
Outfitters Calibration Manager

-----Original Message-----
From: Inoue, Hiroshi (H.)
Sent: Tuesday, July 23, 2002 12:06 PM
To: Takasawa, Keith (K.D.)
Cc: Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.); Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.); Linde, Peter (P.A.); Rusu, Jessica (J.L.); Klarr, Jerry (G.T.); Corbett, Sandra (S.M.)
Subject: RE: (2) stalls robustness CR's

Takasawa-san,
Per your approval for KCAP, now Hofu change control process starts officially for these CRs.
At this moment, both of C11390580 and C11371349 are "Black Box" for Mazda engineers.

In order to get Hofu approval quickly, please have relating Ford folks give information to
Mazda engineers ASAP. Shiraishi-san will set up a engineering meeting in this week.

The major point to be confirmed is any impact on Certification/Homologation in countries out side US.
I sincerely don't want make you get problems of regulatory recall.

Hiroshi Inoue
Mazda Tribute Chief Engineer
Phone: 313-845-8179
Fax: 313-248-7059
Cellular: 248-320-7670

-----Original Message-----
From: Takasawa, Keith (K.D.)
Sent: 2002??22? 16:28
To: Corbett, Sandra (S.M.)
Cc: Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.); Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.); Linde, Peter (P.A.); Rusu, Jessica (J.L.); Inoue, Hiroshi (H.); Klarr, Jerry (G.T.)
Subject: RE: (2) stalls robustness CR's

Due to the critical nature of these changes and the need to proceed immediately with next steps, I have directed Tim Veenstra to approve the 2 referent CRs. We will follow-up with further information as required.

Regards,
Keith Takasawa
Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-5675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

-----Original Message-----
From: Corbett, Sandra (S.M.)
Sent: Monday, July 22, 2002 3:59 PM
To: Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.)
Cc: Takasawa, Keith (K.D.); Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.)
Subject: (2) stalls robustness CR's

I am struggling to get these items ready for release. Here is status for the emergency release for stalls robustness actions:

C11390580- calibration change
-Mazda (Shiraishi-san) indicates they need final white paper, Dalbo will forward
-KCAP (John O'Callaghan) indicates that a plant trial is required...we cannot provide parts until the concern is authorized by Prog. Mgmt....Prog Mgmt (Jessica Rusu) indicates that cr cannot be authorized until trial is complete...HELP/NEXT STEPS???

C11371349- capacitor change
-Mazda (Shiraishi-san) is also requesting white paper--THERE IS NO FUNCTIONAL CHANGE, THEREFORE NO WHITE PAPER WILL BE PROVIDED
-Need Mazda (Fujioka-san and Waud-san) to approve (currently rejected by Mazda)

Tim,
Will there be change control Tuesday at 8am or will these covered at PST?

Sandy Corbett

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

-----Original Message-----
From: Bob Dalbo (1-313-2484947)
[mailto:viwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: SCORBETT
Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Fournelle, Gilbert (G.)
Sent: Friday, December 06, 2002 9:41 AM
To: Holter, Corey (C.K.); Veenstra, Tim (T.W.)
Cc: Corbett, Sandra (S.M.); Dalbo, Bob (R.J.)
Subject: RE: Escape stalling issue

Corey,

At this point in time, we think that we have adequately addressed the stall issue. A TSB 02-23-1 has been released on 11/14/02 with a comprehensive procedure to diagnose and fix this stall issue. Since the release of the latest calibration on 9/11/02 there have been no complaints with phantom stall issues. The call volume to both the Mazda Tribute and Ford Escape hotline has declined by more than 50% since the release of the TSB. The attached meeting agenda lists all the actions we have taken with implementation dates. We still have weekly meetings to discuss this issue. I will send a meeting notice and meeting agenda to you for the next meeting (possibly not until December 19th due to a calibration trip).

Regards,

Meeting minutes for 11/14/02 3... J204 Phantom Stall meeting age...

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

-----Original Message-----
From: Holter, Corey (C.K.)
Sent: Friday, December 06, 2002 8:49 AM
To: Veenstra, Tim (T.W.)
Cc: Fournelle, Gilbert (G.); Corbett, Sandra (S.M.)
Subject: RE: Escape stalling issue

Thanks. Apparently the sister of a Ford employee was told not to buy an Escape (by the Ford dealer!) due to the stalling issue. Would like a brief status to give to him. thanks - and I'll also be following-up with the dealer!

Corey Holter
Ford Division - Escape Marketing Manager
P: 313-845-1042
F: 313-845-0310
Regent Court - 9S152
cholter@ford.com

-----Original Message-----
From: Veenstra, Tim (T.W.)
Sent: Friday, December 06, 2002 7:01 AM
To: Holter, Corey (C.K.)
Cc: Fournelle, Gilbert (G.); Corbett, Sandra (S.M.)
Subject: RE: Escape stalling issue

I would contact Gilbert (Calibration) or Sandra (Powertrain PMT Leader) to discuss the current status of stalls!

-----Original Message-----
From: Holter, Corey (C.K.)
Sent: Thursday, December 05, 2002 12:51 PM
To: Veenstra, Tim (T.W.)
Subject: Escape stalling issue

Tim,

I am the new Escape Marketing Manager, replacing Vivian Palmer. Look forward to meeting you in person.

I've been asked to look into this issue. It is getting a lot of discussion on the Edmunds.com bulletin boards.

Was this a real problem? Is it still a problem? Is there a fix? Thanks in advance.

Corey Holter
Ford Division - Escape Marketing Manager
P: 313-845-1042
F: 313-845-0310
Regent Court - 9S152
cholter@ford.com

From: McCarthy, Fran (F.)
Sent: Thursday, October 10, 2002 4:36 PM
To: Corbett, Sandra (S.M.); Boggs, Dave (D.L.)
Cc: Florini, John (J.J.); Coryea, Kevin (K.W.)
Subject: RE: Additional Proposed Revisions/Inclusions to Existing TSB 02-11-6 3.0L Escape Stalls

I HAVE JUST SPENT 2 DAYS AT QFTF WITH SIEMENS VMV SUPPLIER & DAN ALTOONIAN. WE INSTALLED VMVS WITH VARIOUS FAILURES. FOUND ISSUES WITH WDS IMPROPERLY DIAGNOSING VMV FAILURES. EXPECT 3-4 NEW SERVICE MESSAGES TO BE WRITTEN NEXT WEEK; REWRITES OF DIAGNOSTIC PROCEDURES AND WDS INSTRUCTIONS WILL FOLLOW ASAP. EVEN THOUGH THIS PROCESS WAS DONE WITH SIEMENS VMV'S, THE EATON VMV WILL BENEFIT FROM THIS EXERCISE.

-----Original Message-----
From: Corbett, Sandra (S.M.)
To: Boggs, Dave (D.L.); McCarthy, Fran (F.)
Sent: 10/10/02 1:57 PM
Subject: FW: Additional Proposed Revisions/Inclusions to Existing TSB 02-11-6 3.0L Escape Stalls
Importance: High

Note that there is some push around getting VMV diagnostic procedure changed for the TSB.

Gil is a FSE in the Florida region.

Note that Fran McCarthy has the design responsibility and Dave is the BB that is just getting started scoping the Escape VMV issue.

Sandy Corbett
Escape Powertrain PMT & QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

> -----Original Message-----
>From: Pepitone, Gil (J.)
>Sent: Thursday, October 10, 2002 12:00 PM
>To: Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Fournelle, Gilbert
>(G.); Suarez, Rhae (R.); Corbett, Sandra (S.M.)
>Cc: Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.);
>Noteboom, Jim (J.E.)
>Subject: Additonal Proposed Revisions/Inclusions to Exhisting TSB
>02-11-6 3.0L Escape Stalls
>Importance: High
>
>Good morning everyone: on Sept 19th,, I had called into the Escape
>Stalls Team meeting to present my proposed changes to this existing
>TSB. My discussion centered upon the possibility of an EVAP (VMV) duty
>cycle which does NOT change from a zero % value while at idle. TNI for
>VMV is the result.
>The meeting's conclusion was that there would be a follow-up series of
>discussions and I would be informed of those results.
>Please provide any decisions which may have been made.
>
>Since that time, I have been repeatedly contacted by local Florida

>Technicians regarding the Concern of 3.0L Escape Stalls. Of course I
>cited the existence of the above TSB, and referenced not only the need
>to follow it exactly, but mentioned the above potential VMV cycling
>issue mentioned above.
>
>But I also found myself including the ADDITIONAL, known issues which
>are included in numerous SSM and ISMs, which reference vehicle harness
>ground checks, engine connection checks, kickpanel connector checks and
>the possibility of MAFs affected by local EMC.
>Also, I mentioned the most recent issue of WDS level updates prior to
>21.3 NOT having the latest calibration updates. Please note that these
>updates were thought to have been included, but were inadvertently left
>out. I have recent E-mails describing these details if one requires.
>
>Also, I found that the TSB's Step 4 and 5 required a more simple
>"translation" for most Techs to understand. Without my specific effort
>to describe them in a more basic manner, these steps are indeed
>skipped. The Techs are quick to replace a part (a.k.a. the IAC update),
>but when it comes to interpreting a complicated diagnostic step, that
>part is often overlooked.
>
>As a result, I further suggest that in addition to the first issue of a
>lazy VMV duty cycle, (which may need the prompting with short drive
>cycle), the inclusion of the details ALL the existing SSMs and ISMs,
>plus a review of the wording of some Steps of the existing TSB. We need
>to reach our audience better to help lower Warranty costs.
>
>For the short term, an SSM could be released asap highlighting some
>(i.e. the WDS level/calibration issue) of these items.
>
>I volunteer to assist in the re-writing of those sections and/or a
>review of any changes prior to re-publication.
>If a re-publication is in process regarding my first suggestion for the
>VMV cycle issue, these additional changes could coincide with this
>re-release.
>
>Please advise,
>Gil Pepitone
>954-753-9989 Office
>954-242-2066 Cell
>

From: Moorhouse, Scott (S.R.)
Sent: Tuesday, December 10, 2002 3:31 PM
To: Corbett, Sandra (S.M.); Hansen, George (G.C.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: Escape Stalls

Still all good news relative to stalls at this time. Bob Sauer, our quality analyst here at KCAP is running SWDC on it every week. Stalls show an incredible downward trend.

Relative to claims identified, I contacted the dealer in Rolla Mo relative to the one stall claim there on vehicle built September 24. This is not a customer vehicle, and is still on the dealer lot. The stall was treated as part of the dealers pre-delivery service at 4 miles on the vehicle. There was no additional info on the vehicle. Though I have doubts that the vehicle actually exhibted
the phantom stall, I will review the vehicle next week (as long as I am not slated to cover for Ken Powers, who is going to Japan with Takasawa the last working week).

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From:	Moorhouse, Scott (S.R.)
Sent:	Thursday, August 29, 2002 7:46 PM
To:	Sevchetz, David (D.W.); Alvarado, OJ (O.J.); Clawson, Randy (R.R.); Wilson, Doug (D.A.); McDaniel, Keith (R.K.); Gardner, Pete (.)
Cc:	Powers, Ken (K.W.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Moorhouse, Scott (S.R.); Fox, Bryan (B.J.)
Subject:	PROVE-OUT, U204 R11 (DURATEC)CALIBRATION ENHANCEMENT FOR STALLS ROBUSTNESS

A total of 67 vehicles were built and processed with the above referenced calibration (BAR2 pcm level). These vehicles were processed through initial start and EOL testing without incident. Vehicle logs of all 67 vehicles were evaluated and compared to
current production vehicles by RVT , with no concerns noted.

Vehicles held were cold started and driven , with special attention to idle quality and changes made to address closed throttle stalls. Vehicles behaved per design intent. Complete drive evaluations were carried out to insure that no other drive parameters were inadvertently affected by the change. Concurrently, Calibration Engineering and Visteon carried out additional verification on PSW'd parts delivered this week.

Results of the plant and Engineering evaluations were reviewed with Jerry Klarr, PTSE Chief Engineering, as well as Calibration Engineering and Visteon representatives. We recommend and request that we proceed with the change, with current implementation date set for 10 September. Vehicles currently built with the new calibration would be acceptable for release and ship.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From:	Nematollahi, Sonya (S.)
Sent:	Monday, August 05, 2002 6:09 PM
To:	Dalbo, Bob (R.J.)
Cc:	Hofman, Michael (M.V.); Fascetti, Bob (R.J.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Jordan, Donald (D.E.); Foumalle, Gilbert (G.)
Subject:	RE: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

Bob, are KCAP folks planning to examine the vehicle/fuse box or should the Dearborn team get involved? We certainly don't need duplication of efforts. Don Jordan is on vacation this week, but I can put someone else on this right away if needed. Please advise. Thanks.

Sonya Nematollahi

Escape/Tribute/Maverick Electrical Team Leader
Phone: 33-79969
Pager: Text, 313-795-8332
email: snematol@ford.com

—Original Message—

From:	Dalbo, Bob (R.J.)
Sent:	Monday, August 05, 2002 4:59 PM
To:	Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Nematollahi, Sonya (S.); Jordan, Donald (D.E.); Gilbert Foumalle
Cc:	Hofman, Michael (M.V.); Bob Fascetti
Subject:	FW: CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

New wiring issues.

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:	Moorhouse, Scott (S.R.)
Sent:	Friday, August 02, 2002 4:58 PM
To:	Alvarado, OJ (O.J.); New, Michael (M.D.); Stigenbauer, Jeffrey (J.R.); Ray, Charles (C.)
Cc:	Dalbo, Bob (R.J.); Linde, Peter (P.A.)
Subject:	CUSTOMER VEHICLE EXHIBITING "STALLS", SUNFLOWER MAZDA

I discussed vehicle with Mathew Razzo, service manager. Vehicle was not the typical "stall" claim. At times vehicle would be electrically dead and have no-start condition. Other times it would die in decel. Slamming door sometimes resulted in vehicle dying. Dealer has determined problem to be with under dash fuse box. He has been able to repeat the no start condition by tapping on the fuse panel.

Dealer intention is to replace the fuse box. I have asked him to hold the part for our review.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From: Nikolai, Bernie (B.E.) [bnikolai@visteon.com]
Sent: Thursday, July 25, 2002 8:51 AM
To: 'Dalbo, Bob (R.J.)'
Cc: 'Corbett, Sandra (S.M.)'
Subject: RE: MPC-16X IAC Cap Change

Bob,

Modules with the revised capacitor should hit KCAP by Aug. 1st.

Bernie Nikolai
Visteon Powertrain Control Systems
PH: 313-755-1401
FAX: 313-755-2857
bnikolai@visteon.com

-----Original Message-----
From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, July 24, 2002 10:45 AM
To: 'Nikolai, Bernie (B.E.)'; Dalbo, Bob (R.J.); Corbett, Sandra (S.M.)
Cc: 'Laginess, Mark (M.S.)'; 'Lanyon, Duane (D.A.)'; 'Bryson, Maureen (M.E.)'; 'Blackford, Gary (G.A.)'; 'McDonald, John (J.R.)'; 'Trilling, Alan (A.S.)'
Subject: RE: MPC-16X IAC Cap Change

Bernie/Gary/John:
I heard at the aborted emergency release meeting this morning that Visteon would have great difficulty coordinating the capacitor change with the new calibration releases. Given that, I prefer to have the capacitor change there ahead of the new calibrations.

I concur, please proceed with the capacitor change while we sort out the remaining issues with the revised calibration concern. If you could provide information as to when the capacitor change was implemented at North Penn, that would be helpful.

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: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Wednesday, July 24, 2002 9:52 AM
To: 'rdalbo@ford.com'; 'scorbett@ford.com'
Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.); Blackford, Gary (G.A.); McDonald, John (J.R.); Trilling, Alan (A.S.)
Subject: RE: MPC-16X IAC Cap Change

Bob and Sandy,

Please concur with what we discussed in our meeting today.

Ford would like NPEF to implement the IAC J1 capacitor change (C11371349) right away on the MPC-161 and MPC-163 module types. This does not have to be a coordinated change with the 2003 R/C code release but modules can arrive at KCAP with the revised capacitor prior to R/C module. The MRD at KCAP for R/C modules is estimated for the week of 8/5.

Bernie Nikolai
Visteon Powertrain Control Systems
PH: 313-755-1401
FAX: 313-755-2857
bnikolai@visteon.com

> -----Original Message-----
> From: Blackford, Gary (G.A.)
> Sent: Wednesday, July 24, 2002 9:15 AM
> To: Nikolai, Bernie (B.E.); McDonald, John (J.R.)
> Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.)
> Subject: RE: MPC-16X IAC Cap Change
>
> Only if Ford says "go" today. Those logistics need to be worked out with
> Ford.
>
> Regards,
> Gary Blackford
> Visteon Corporation
> Tel: (313) 755-2158; Fax: (313) 755-0192
>
> -----Original Message-----
> From: Nikolai, Bernie (B.E.)
> Sent: Wednesday, July 24, 2002 8:21 AM
> To: Blackford, Gary (G.A.); McDonald, John (J.R.)
> Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.)
> Subject: RE: MPC-16X IAC Cap Change
>
> Gary,
>
> Are you saying we should give NPEF the go ahead to start with the cap.
> change today?
>
> Bernie Nikolai
> Visteon Powertrain Control Systems
> PH: 313-755-1401
> FAX: 313-755-2857
> bnikolai@visteon.com
>

From: Nikolai, Bernie (B.E.) [bnikolai@visteon.com]
Sent: Wednesday, July 24, 2002 9:52 AM
To: 'rdalbo@ford.com'; 'acorbett@ford.com'
Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.); Blackford, Gary (G.A.); McDonald, John (J.R.); Trilling, Alan (A.S.)
Subject: RE: MPC-16X IAC Cap Change

Bob and Sandy,

Please concur with what we discussed in our meeting today.

Ford would like NPEF to implement the IAC J1 capacitor change (C11371349) right away on the MPC-161 and MPC-163 module types. This does not have to be a coordinated change with the 2003 R/C code release but modules can arrive at KCAP with the revised capacitor prior to R/C module. The MRD at KCAP for R/C modules is estimated for the week of 8/5.

Bernie Nikolai
Visteon Powertrain Control Systems
PH: 313-755-1401
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> Sent: Wednesday, July 24, 2002 9:15 AM
> To: Nikolai, Bernie (B.E.); McDonald, John (J.R.)
> Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.)
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> Only if Ford says "go" today. Those logistics need to be worked out with
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> Gary Blackford
> Visteon Corporation
> Tel: (313) 755-2158, Fax: (313) 755-0192
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> -----Original Message-----
> From: Nikolai, Bernie (B.E.)
> Sent: Wednesday, July 24, 2002 8:21 AM
> To: Blackford, Gary (G.A.); McDonald, John (J.R.)
> Cc: Laginess, Mark (M.S.); Lanyon, Duane (D.A.); Bryson, Maureen (M.E.)
> Subject: RE: MPC-16X IAC Cap Change
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> Gary,
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> Are you saying we should give NPEF the go ahead to start with the cap.
> change today?
>
> Bernie Nikolai
> Visteon Powertrain Control Systems
> PH: 313-755-1401
> FAX: 313-755-2857
> bnikolai@visteon.com
>

From:	Pepitone, Gil (J.)
Sent:	Thursday, October 10, 2002 12:00 PM
To:	Delbo, Bob (R.J.); Altoonian, Don (D.J.); Fournelle, Gilbert (G.); Suarez, Rhea (R.); Corbett, Sandra (S.M.)
Cc:	Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.); Noteboom, Jim (J.E.)
Subject:	Additonal Proposed Revisions/Inclusions to Existing TSB 02-11-6 3.0L Escape Stalls
Importance:	High

Good morning everyone: on Sept 19th, I had called into the Escape Stalls Team meeting to present my proposed changes to this existing TSB. My discussion centered upon the possibility of an EVAP (VMV) duty cycle which does NOT change from a zero % value while at idle. TNI for VMV is the result.
The meeting's conclusion was that there would be a follow-up series of discussions and I would be informed of those results.
Please provide any decisions which may have been made.

Since that time, I have been repeatedly contacted by local Florida Technicians regarding the Concern of 3.0L Escape Stalls. Of course I cited the existence of the above TSB, and referenced not only the need to follow it exactly, but mentioned the above potential VMV cycling issue mentioned above.

But I also found myself including the ADDITIONAL, known issues which are included in numerous SSM and ISMs, which reference vehicle harness ground checks, engine connection checks, kickpanel connector checks and the possibility of MAFs effected by local EMC.
Also, I mentioned the most recent issue of WDS level updates prior to 21.3 NOT having the latest calibration updates. Please note that these updates were thought to have been included, but were inadvertently left out. I have recent E-mails describing these details if one requires.

Also, I found that the TSB's Step 4 and 5 required a more simple "translation" for most Techs to understand. Without my specific effort to describe them in a more basic manner, these steps are indeed skipped. The Techs are quick to replace a part (a.k.a. the IAC update), but when it comes to interpreting a complicated diagnostic step, that part is often overlooked.

As a result, I further suggest that in addition to the first issue of a lazy VMV duty cycle, (which may need the prompting with short drive cycle), the inclusion of the details ALL the existing SSMs and ISMs, plus a review of the wording of some Steps of the existing TSB. We need to reach our audience better to help lower Warranty costs.

For the short term, an SSM could be released asap highlighting some (i.e. the WDS level/calibration issue) of these items.

I volunteer to assist in the re-writing of those sections and/or a review of any changes prior to re-publication.
If a re-publication is in process regarding my first suggestion for the VMV cycle issue, these additional changes could coincide with this re-release.

Please advise,
Gil Pepitone
954-753-9969 Office
954-242-2066 Cell

WORKPLAN FOR EMERGENCY RELEASE

Wednesday, August 28, 2002 ~ 10:00 a.m.

2002/2001 3.0L U204 Service Fix Emergency Release

E11404407-000/001

2002		2001	
2M11A30510	2U7A-CZB	0M11A30512	1U7A-AXD
2M11B30510	2U7A-CPB	0M11B30512	1U7A-AZD
2M11C30510	2U7A-CRB	0M11C30512	1U7A-AYD

Plus additional calibrations for non-US Cert. Markets to be released on supplement -001

TASK	PROJ. COMPLETION DATE Supp. 000	Supp. 001	RESPONSIBILITY
Code Sign-off	8/22A	8/22A	B. Dalbo
Code Sign-off OBD-II	8/23A	8/23A	D. Huck
SWDV Complete	8/23A	8/23A	DeBrule/Gould
Mazda Part Nos Available	8/23A	8/23A	S.Waud
Notice Raised	8/28E	8/29E	Krohn/Grzincic
Appl. Engineer Approval	8/28E	8/29E	J. Bogema
Module Conf. Engineer Approval	8/28E	8/29E	J. McDonald for B. Nikolai
Notice Routed for Telegram	8/29 a.m.	8/29E	Krohn/Grzincic
Telegram/Codes:			
APO to Supplier	8/29 a.m.	8/30E	T. Gould/P. DeBrule
APO Drawings Complete	8/30 a.m.	9/3E	J. Walesch
Notice to Complete Status	8/30 E.	9/4E	S. Smith
Notice WERS Released	8/30 E	9/4E	WERS Queue
Certification:			
Testing Complete	N/R		
White Paper to Cert Comp.	Complete		B. Dalbo
White Paper to Survl. & Compl.	8/22A		J. Zielinski
Survl. & Compl. Approval	by 8/30E	??*	M. Schlott
Fordstar Cutoff Date	8/30		
Fordstar Release Date	9/6		T. Marianos

*Mike Schlott, how is this handled?

From: Peters, Robin (R.S.)
Sent: Wednesday, August 28, 2002 10:47 AM
To: Alan Trilling (E-mail); Altoonian, Don (D.J.); Atley III, David (D.); Austin, James (J.E.); Belzyt, Roseann (R.); Blackford, Gary; Bogema, John (P.); Borthwick, Duncan (D.); Brown, Jennifer (J.); Bulck, Jeffrey (J.); Corbett, Sandra (S.M.); Cusumano, Jacob (J.J.); Dalbo, Bob (R.J.); Dave Godshall (E-mail); DeBrule, Peter (P.E.); Don Marzewski (E-mail); Ellen Connolly (E-mail); Ezban, Al (.); Fagerman, Todd (T.M.); Fascetti, Bob (R.J.); Forintos, Darryl (D.A.); Fournelle, Gilbert (G.); Gobis, Linas (L.P.); Gould, Torri (T.); Grzincic, Karen (K.M.); Harrison, Darius (D.A.); Hazima, Joe (J.); Hendricks, Kerry (K.D.); Herr, George (G.J.); Huck, Dave (D.E.); James Walesch (E-mail); Jordon, LeBron (L.); Kanai, Shinji (S.); Kreuter, Richard (R.B.); Krohn, Maggie (M.M.); Lewis, Dennis (D.J.); Linde, Peter (P.A.); Loo, Donald (D.C.); Maureen Fermoyle (E-mail); Mazzella, Stephanie (S.R.); McDonald, John (J.R.); Moorhouse, Scott (S.R.); Morgan, Dan (W.D.); Motohashi, Masa (M.); Nikolai, Bernie (B.E.); Ostach, Gabrielle (G.); Plattenberger, Karl (K.J.); Przybylo, Ken (K.); Raymond, Dennis (D.J.); Redding, Joe (J.M.); Rich Fad (E-mail); Rusu, Jessica (J.L.); Schlott, Michael (M.D.); Sheeran, William (W.M.); Shiraishi, Masaru (M.); Smith, Steven (S.V.); Stanley, Mark (M.); Sullivan, Todd (T.E.); Takasawa, Keith (K.D.); Torsky, Leonard (L.J.); Traskos, Diane (D.M.); Varikone, Philip (P.D.); Veenstra, Tim (T.W.); Weber, Chris (C.R.); Wittbrodt, Frank (F.J.); Young, Dan (D.G.); Zielinski, Jay (J.A.)
Subject: 2001/2002 3.0L U204 Service Fix Emergency PCM Release Workplan

The attached file contains the workplan developed at the 10:00 a.m. U204 emergency PCM release meeting. If you have any questions or issues with timing, please contact me ASAP.

U204 8-28-02.doc

Robin Peters
Truck PCM Timing Coordinator
Emissions Compliance Dept.
Phone: 313-39-01656

From: Peters, Robin (R.S.)
Sent: Wednesday, August 21, 2002 11:24 AM
To: Alan Trilling (E-mail); Altoonian, Don (D.J.); Alley III, David (D.); Austin, James (J.E.); Balzyt, Roseann (R.); 'Blackford, Gary'; Bogema, John (P.); Borthwick, Duncan (D.); Brown, Jennifer (J.); Buick, Jeffrey (J.); Corbett, Sandra (S.M.); Cusumano, Jacob (J.J.); Dalbo, Bob (R.J.); Dave Godshall (E-mail); DeBruie, Peter (P.E.); Don Marzewski (E-mail); Ellen Connolly (E-mail); Ezban, Al (.); Fagerman, Todd (T.M.); Fascetti, Bob (R.J.); Forintos, Darryl (D.A.); Fournelle, Gilbert (G.); Gobis, Linas (L.P.); Gould, Torri (T.); Grzincic, Karen (K.M.); Harrison, Darius (D.A.); Hazime, Joe (J.); Hendricks, Kerry (K.D.); Herr, George (G.J.); Huck, Dave (D.E.); James Walesch (E-mail); Jordon, LeBron (L.); Kanai, Shinji (S.); Kreuter, Richard (R.B.); Krohn, Maggie (M.M.); Lewis, Dennis (D.J.); Linde, Peter (P.A.); 'Loo, Donald (D.C.)'; Maureen Fermoyle (E-mail); Mazzella, Stephanie (S.R.); 'McDonald, John (J.R.)'; Moorhouse, Scott (S.R.); Morgan, Dan (W.D.); Motohashi, Masa (M.); 'Nikolai, Bernie (B.E.)'; Ostach, Gabriele (G.); Plattenberger, Karl (K.J.); Przybylo, Ken (K.); Raymond, Dennis (D.J.); Redding, Joe (J.M.); Rich Fad (E-mail); Rusu, Jessica (J.L.); Schlott, Michael (M.D.); Sheeran, William (W.M.); Shiraishi, Masaru (M.); Smith, Steven (S.V.); Stanley, Mark (M.); Sullivan, Todd (T.E.); Takasawa, Keith (K.D.); Torsky, Leonard (L.J.); Traskos, Diane (D.M.); Varlone, Philip (P.D.); Veenstra, Tim (T.W.); Weber, Chris (C.R.); Wittbrodt, Frank (F.J.); Young, Dan (D.G.); Zielinski, Jay (J.A.)
Subject: 2003 3.0L U204 Emergency PCM Release Workplan

The attached file contains the workplan that was developed at today's PCM emergency release meeting. If you have any questions or concerns with timing, please contact me ASAP.

U204 8-21-02.doc

Robin Peters
Truck PCM Timing Coordinator
Emissions Compliance Dept.
Phone: 313-39-01656

WORKPLAN FOR EMERGENCY RELEASE

Wednesday, August 21, 2002 ~ 10:00 a.m.

2003 3.0L U204 R11

C11402381

2003
3M11A30511 3L8A-BC
3M11B30511 3L8A-CC

Plus additional calibrations for non-US Cert. Markets – see concern.
2002/2001 MY release also required. Separate emergency release meeting to be scheduled once fix has been fully evaluated.

TASK	PROJ. COMPLETION DATE	RESPONSIBILITY
ET-90	8/21A	P. Varilone
Code Sign-off	8/20A	B. Dalbo
Code Sign-off OBD-II	8/21 E by 1 p.m.	D. Huck
SWDV Complete	8/21 E by 1 p.m.	DeBrule/Gould
Notice Raised	8/21 E	K. Grzincic
Appl. Engineer Approval	8/21 E p.m.	J. Bogema
Module Conf. Engineer Approval	8/21 E p.m.	B. Nikolai
Notice Routed for Telegram	8/21 E	K. Grzincic
Telegram/Codes:		
APO to Supplier	8/22 E by 10 a.m.	T. Gould/P. DeBrule
APO Drawings Complete	8/22 COB E	J. Walasch
Notice to Complete Status	8/23 a.m. E	S. Smith
Notice WERS Released	8/23	WERS Queue
Flash Cards Prepared for EOL	8/23 E	B. Nikolai/D. Borthwick
Update EOL	8/28 E	M. Leonard
Certification:		
Testing Complete	8/22 E	
White Paper to Cert Comp.	8/21 A	B. Dalbo
White Paper & R/C to VEE	8/21 E	J. Zielinski
VEE Approval	8/23 E	D. Harrison
Supplier PSW	8/23 E COB	A. Trilling
VO Releases to Supplier	8/29E	R. Kruster

300 Piece Trial – Ship by 8/27 to arrive 8/27 provided orders in G13 or G14 by 8/26

Module Ship Date	8/30E
Module MRD	9/4 E

From: Peters, Robin (R.S.)
Sent: Wednesday, July 31, 2002 1:02 PM
To: Alan Trilling (E-mail); Atley III, David (D.); Austin, James (J.E.); Belzyt, Roseann (R.); Bogema, John (P.); Bulck, Jeffrey (J.); Corbett, Sandra (S.M.); Cusumano, Jacob (J.J.); Dalbo, Bob (R.J.); Dave Godshall (E-mail); DeBrule, Peter (P.E.); Don Marzewski (E-mail); Ellen Connolly (E-mail); Fagerman, Todd (T.M.); Fascetti, Bob (R.J.); Forintos, Darryl (D.A.); Fourmelle, Gilbert (G.); Gobis, Linas (L.P.); Gould, Torri (T.); Grzincic, Karen (K.M.); Harrison, Darius (D.A.); Hazime, Joe (J.); Hendricks, Kerry (K.D.); Herr, George (G.J.); Huck, Dave (D.E.); James Walesch (E-mail); Jordon, LeBron (L.); Kreuter, Richard (R.B.); Krohn, Maggie (M.M.); Kwon, Soon (S.K.); Lewis, Dennis (D.J.); 'Loo, Donald (D.C.)'; Maureen Fermoyle (E-mail); Mazzella, Stephanie (S.R.); 'McDonald, John (J.R.)'; Morgan, Dan (W.D.); 'Nikolai, Bernie (B.E.)'; Ostach, Gabrielle (G.); Plattenberger, Karl (K.J.); Przybylo, Ken (K.); Raymond, Dennis (D.J.); Redding, Joe (J.M.); Rich Fad (E-mail); Rusu, Jessica (J.L.); Schlott, Michael (M.D.); Sheeran, William (W.M.); Smith, Steven (S.V.); Stanley, Mark (M.); Sullivan, Todd (T.E.); Traskos, Diane (D.M.); Verllone, Philip (P.D.); Veenstra, Tim (T.W.); Weber, Chris (C.R.); Young, Dan (D.G.); Zielinski, Jay (J.A.)
Subject: 2001/2002 3.0L U204 Emergency PCM Release Workplan

The attached file contains the workplan that was developed at this morning's 2001/2002 3.0L U204 emergency release meeting. If you have any questions or issues with timing, please contact me ASAP.

U204 7-31-02.doc

Robin Peters
Truck PCM Timing Coordinator
Emissions Compliance Dept.
Phone: 313-39-01656

WORKPLAN FOR EMERGENCY RELEASE

Wednesday, July 31, 2002 ~ 10:00 a.m.

2002/2001 3.0L U204 Service Fix Emergency Release

APED E11390580-001 and possibly -003

2002		2001	
2M11A30510	2U7A-CZA	0M11A30512	1U7A-AXC
2M11B30510	2U7A-CPA	0M11B30512	1U7A-AZC
2M11C30510	2U7A-CRA	0M11C30512	1U7A-AYC

Plus additional calibrations for non-US Cert. Markets – see concern.

TASK	PROJ. COMPLETION DATE	RESPONSIBILITY
Code Sign-off	7/31A	B. Dalbo
Code Sign-off OBD-II	7/31E	D. Huck
SWDV Complete	7/31E	DeBrule/Gould
Mazda Part Nos Available	8/1 a.m. E	
Resolve Cost Issue for Service	8/2E	J. McDonald
Notice Raised	8/1 noon E	K. Grzincic
Appl. Engineer Approval	8/1 E	J. Bogema
Module Conf. Engineer Approval	8/1 E	B. Nikolai
Notice Routed for Telegram	8/1 E	K. Grzincic
Telegram/Codes:		
APO to Supplier	8/2 a.m. E	T. Gould/P. DeBrule
APO Drawings Complete	8/2 E	J. Walesch
Notice to Complete Status	8/2 E	S. Smith
Notice WERS Released	needed before noon 8/5	WERS Queue
Certification:		
Testing Complete	7/30A	
White Paper to Cert Comp.	7/30A	B. Dalbo
White Paper to Survl. & Compl.	7/31A	J. Zielinski
Survl. & Compl. Approval	needed by noon 8/5	M. Schlott
Fordster Cutoff Date	8/5 noon	
Fordster Release Date	8/9	T. Marianos

From: Powers, Ken (K.W.)
Sent: Tuesday, July 23, 2002 8:29 AM
To: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Terzes, Laura (L.D.)
Subject: RE: Ford Contacts

Laura Terzes is leading the contact side of this right now. We can work through her when she gets the customer info.

Ken Powers
Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1726

-----Original Message-----
From: Altoonian, Don (D.J.)
Sent: Thursday, July 18, 2002 5:18 PM
To: Moorhouse, Scott (S.R.)
Cc: Powers, Ken (K.W.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: FW: Ford Contacts

Scott, this is a touchy one, I would like to know more about it, before jumping in. Sounds like another dealer not doing his job. I would like to go see what has been done to the truck. What do you think? It is going to get a lot of visiblity if we don't act quickly. We need ammo to get FCSD to get the dealers to do their job.
-----Original Message-----
From: Powers, Ken (K.W.)
Sent: Thursday, July 18, 2002 5:20 PM
To: Moorhouse, Scott (S.R.); Altoonian, Don (D.J.)
Subject: FW: Ford Contacts

Does the team want to look at this? If so, we'll need to be sure we work through FCSD, given the situation. Please take this to the staff team. Thanks.

Ken Powers
Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1726

-----Original Message-----
From: Irby, Marshall (M.G.)
Sent: Thursday, July 18, 2002 3:15 PM
To: Powers, Ken (K.W.)
Cc: Takasawa, Keith (K.D.)
Subject: FW: Ford Contacts

Ken,

You might find the below note very interesting. This could be a significant problem. I am not sure

what the next steps should be.

My wife works in television and this came to her through a close friend of hers. The customer also appears to work in the industry. Do you have any recommendations of the process or whom we should contact to assist the customer.

---Original Message---
From: Libby [mailto:l.martzirby@wb20detroit.com]
Sent: Thursday, July 18, 2002 3:40 PM
To: Marshall Irby
Subject: FW: Ford Contacts

---Original Message---
From: Bill Fries [mailto:bfries@gdrg.com]
Sent: Thursday, July 18, 2002 3:33 PM
To: l.martzirby@wb20detroit.com
Subject: FW: Ford Contacts

Here's the story of my daughter's 9-month-old Ford Escape. If you or your colleagues have any good contacts at Ford in Dearborn, I'd welcome your advice and suggestions.

Or if you could forward this to anyone who knows anyone at Ford, would you please? Many thanks!

With best regards.

[redacted]

[redacted] Sewickley, P[redacted]

[redacted]

---

1. Ten days after purchase, with about 600 miles, the engine quit at 65 mph on I-79 at night, in heavy traffic. With no brakes and no power steering, my daughter was thankfully able to get the car out of traffic without being hit. A PA state trooper helped her off the road. It would not restart, so the car was towed to the nearest Ford dealer, who was unable to repair it. It was then towed all the way home to the selling dealer, who replaced the entire engine.

2. At about 8,000 miles, the engine quit again, but was able to be restarted uneventfully.

3. In June, at about 10,000 miles, the engine quit again — this time in heavy traffic. A police officer helped her push it off the road, and when he heard that this happened before, he lectured her about not driving the car until it was fixed. His quote is "If this happened at night around a curve, it would be extremely hazardous." It was towed to the selling dealer.

4. The dealer worked on the car and drove it for a week, but could not duplicate the problem.

5. Since [redacted] was now afraid to drive the car, I began driving the Escape. At about 11,000 miles, the engine quit on my way to the airport. It would not restart the first time, but started on a subsequent attempt. The dealer has had the car ever since, and has driven it 700 miles but the problem has not recurred.

Current status: Ford says that since they can't duplicate the problem, there must not be a problem. The Ford dealer and regional people are stonewall say "just drive the car. There's nothing we can do." [redacted] in tears.

When the engine quits, there is no warning — just a complete loss of power, steering and brakes. Fortunately, no one has gotten hurt yet. But a car that stalls at highway speed is an accident waiting to happen.

From: Sanders, Muriel (M.S.)
Sent: Friday, August 09, 2002 12:55 PM
To: Veenstra, Tim (T.W.); Orzechowski, Betty (B.A.)
Cc: Corbett, Sandra (S.M.); Belote, Paul (P.S.)
Subject: RE: Customer Vehicle Problem - Escape

I talked to the FSE and CSM involved with this vehicle. They have been working several weeks with the dealer and customer to resolve this concern. I understand that there is currently a buyback offer on the table so I am going to let the CSM, Paul Belote, handle any issues regarding this vehicle. I can assure you that the FSE and CSM are working to satisfy this customer.

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: Veenstra, Tim (T.W.)
Sent: Wednesday, August 07, 2002 8:50 AM
To: Sanders, Muriel (M.S.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: Customer Vehicle Problem - Escape

FYI - Please review and you may want to discuss at the today's staff meeting. Thanks.

—Original Message—
From: Morgan, Dan (W.D.)
Sent: Wednesday, August 07, 2002 8:40 AM
To: ; Veenstra, Tim (T.W.)
Subject: RE: Customer Vehicle Problem - Escape

Tim, see note at the bottom concerning serious customer complaint.

Any recommendation who to contact in a situation like this?

—Original Message—
From: Orzechowski, Betty (B.A.)
Sent: Wednesday, August 07, 2002 8:34 AM
To: Morgan, Dan (W.D.)
Subject: FW: Customer Vehicle Problem - Escape

Dan, I haven't a clue how to forward this note to FCS. As Jean suggested, do you have a contact this note can be forwarded to?

Regards,

Betty Orzechowski

BORZECHO
U/P207 Release/Pre-Prod, 32-30324,
Cube GC-F40 - PDC Bldg.

—Original Message—
From: Mottle, Jean (S.J.)

Sent: Wednesday, August 07, 2002 8:02 AM
To: Orzechowski, Betty (B.A.)
Subject: RE: Customer Vehicle Problem - Escape

I would send them to Ford Customer Service, or possible Dan Morgan might have a contact since he is the PPM Escape supervisor.

Jean Montie (jmontie) ***<< OLE Object: Picture (Metafile) >>***
MP&L Program & Pre-
Production Management
ph: 390-4004 fx: 845-4487

---Original Message---
From: Orzechowski, Betty (B.A.)
Sent: Wednesday, August 07, 2002 6:30 AM
To: Montie, Jean (S.J.)
Subject: Customer Vehicle Problem - Escape

Jean, do you know who I could send this note to regarding a serious problem a customer is having with his Escape vehicle?

[redacted] Sewickley, PA [redacted]

---

1. Ten days after purchase, with about 600 miles, the engine quit at 65 mph on I-79 at night, in heavy traffic. With no brakes and no power steering, my daughter was thankfully able to get the car out of traffic without being hit. A PA state trooper helped her off the road. It would not restart, so the car was towed to the nearest Ford dealer, who was unable to repair it. It was then towed all the way home to the selling dealer, who replaced the entire engine.

2. At about 8,000 miles, the engine quit again, but was able to be restarted uneventfully.

3. In June, at about 10,000 miles, the engine quit again — this time in heavy traffic. A police officer helped her push it off the road, and when he heard that this happened before, he lectured her about not driving the car until it was fixed. His quote is "if this happened at night around a curve, it would be extremely hazardous." It was towed to the selling dealer.

4. The dealer worked on the car and drove it for a week, but could not duplicate the problem.

5. Since [redacted] was now afraid to drive the car, I began driving the Escape. At about 11,000 miles, the engine quit on my way to the airport. It would not restart the first time, but started on a subsequent attempt. The dealer has had the car ever since, and has driven it 700 miles but the problem has not recurred.

Current status: Ford says that since they can't duplicate the problem, there must not be a problem. The Ford dealer and regional people are stonewall say "just drive the car. There's nothing we can do." [redacted] In tears.

When the engine quits, there is no warning — just a complete loss of power, steering and brakes. Fortunately, no one has gotten hurt yet. But a car that stalls at highway speed is an accident waiting to happen.

Regards,

[redacted]

From: Sanders, Muriel (M.S.)
Sent: Wednesday, August 07, 2002 9:22 AM
To: [redacted]
Cc: Veenstra, Tim (T.W.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.)
Subject: FW: Customer Vehicle Problem - Escape

Hi [redacted]

I am part of a stall investigation team for Escapes. Will you please send me the VIN number and model year for your Escape. This information will assist me in determining what repairs have been performed, or need to be performed. Thanks.

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: Veenstra, Tim (T.W.)
Sent: Wednesday, August 07, 2002 8:50 AM
To: Sanders, Muriel (M.S.)
Cc: Corbett, Sandra (S.M.)
Subject: FW: Customer Vehicle Problem - Escape

FYI - Please review and you may want to discuss at the today's stall meeting. Thanks.

—Original Message—
From: Morgan, Dan (W.D.)
Sent: Wednesday, August 07, 2002 8:40 AM
To: [redacted] Veenstra, Tim (T.W.)
Subject: RE: Customer Vehicle Problem - Escape

Tim, see note at the bottom concerning serious customer complaint.

Any recommendation who to contact in a situation like this?

—Original Message—
From: [redacted]
Sent: Wednesday, August 07, 2002 8:34 AM
To: Morgan, Dan (W.D.)
Subject: FW: Customer Vehicle Problem - Escape

Dan, I haven't a clue how to forward this note to FCS. As Jean suggested, do you have a contact this note can be forwarded to?

Regards,

[redacted]
U/P207 Release/Pre-Prod, 32-30324,
Cube GC-F40 - PDC Bldg.

—Original Message—

From: Montie, Jean (S.J.)
Sent: Wednesday, August 07, 2002 8:02 AM
To: Orzechowski, Betty (B.A.)
Subject: RE: Customer Vehicle Problem - Escape

I would send them to Ford Customer Service, or possible Dan Morgan might have a contact since he is the PPM Escape supervisor.

Jean Montie (jmontie) ***<< OLE Object: Picture (Metafile) >>***
MP&L Program & Pre-
Production Management
ph: 890-4004 fx: 845-4487

-----Original Message-----
From: Orzechowski, Betty (B.A.)
Sent: Wednesday, August 07, 2002 6:30 AM
To: Montie, Jean (S.J.)
Subject: Customer Vehicle Problem - Escape

Jean, do you know who I could send this note to regarding a serious problem a customer is having with his Escape vehicle?

[redacted]

[redacted] Sewickley, PA [redacted]

==========

1. Ten days after purchase, with about 600 miles, the engine quit at 65 mph on I-79 at night, in heavy traffic. With no brakes and no power steering, my daughter was thankfully able to get the car out of traffic without being hit. A PA state trooper helped her off the road. It would not restart, so the car was towed to the nearest Ford dealer, who was unable to repair it. It was then towed all the way home to the selling dealer, who replaced the entire engine.

2. At about 8,000 miles, the engine quit again, but was able to be restarted uneventfully.

3. In June, at about 10,000 miles, the engine quit again — this time in heavy traffic. A police officer helped her push it off the road, and when he heard that this happened before, he lectured her about not driving the car until it was fixed. His quote is "If this happened at night around a curve, it would be extremely hazardous." It was towed to the selling dealer.

4. The dealer worked on the car and drove it for a week, but could not duplicate the problem.

5. Since [redacted] was now afraid to drive the car, I began driving the Escape. At about 11,000 miles, the engine quit on my way to the airport. It would not restart the first time, but started on a subsequent attempt. The dealer has had the car ever since, and has driven it 700 miles but the problem has not recurred.

Current status: Ford says that since they can't duplicate the problem, there must not be a problem. The Ford dealer and regional people are stonewall say "Just drive the car. There's nothing we can do." [redacted] in tears.

When the engine quits, there is no warning — just a complete loss of power, steering and brakes. Fortunately, no one has gotten hurt yet. But a car that stalls at highway speed is an accident waiting to happen.

Regards,

[redacted]

BORZECHO
U/P207 Release/Pre-Prod, 32-30324,
Cube GC-F40 - PDC Bldg.

From: Veenstra, Tim (T.W.)
Sent: Thursday, July 25, 2002 11:17 AM
To: Johnson, Valerie (V.D.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: (2) stalls robustness CR's

PLEASE APPROVE C11390580 -> I HAVE ADDED THE COMMENT TO THE D-SCREEN! PLEASE CONFIRM COMPLETION TO ME BY PAGER! THANKS.

-----Original Message-----
From: Corbett, Sandra (S.M.)
Sent: Monday, July 22, 2002 2:59 PM
To: Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.)
Cc: Takasawa, Keith (K.D.); Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.)
Subject: (2) stalls robustness CR's

I am struggling to get these items ready for release. Here is status for the emergency release for stalls robustness actions:

C11390580- calibration change
-Mazda (Shiraishi-san) indicates they need final white paper, Dalbo will forward
-KCAP (John O'Callaghan) indicates that a plant trial is required...we cannot provide parts until the concern is authorized by Prog. Mgmt....Prog Mgmt (Jessica Rusu) indicates that cr cannot be authorized until trial is complete...HELP/NEXT STEPS???

C11371349- capacitor change
-Mazda (Shiraishi-san) is also requesting white paper--THERE IS NO FUNCTIONAL CHANGE, THEREFORE NO WHITE PAPER WILL BE PROVIDED
-Need Mazda (Fujioka-san and Waud-san) to approve (currently rejected by Mazda)

Tim,
Will there be change control Tuesday at 8am or will these covered at PST?

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----
From: Bob Dalbo (1-313-2484947)
[mailto:viwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: SCORBETT
Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Veenstra, Tim (T.W.)
Sent: Monday, July 22, 2002 4:03 PM
To: Corbett, Sandra (S.M.)
Subject: FW: Backup note to the PAGE

Importance: High

Please go & see Val Johnson NOW to get this moved to A. KDT approved it!

-----Original Message-----
From: Veenstra, Tim (T.W.)
Sent: Monday, July 22, 2002 3:01 PM
To: Johnson, Valerie (V.D.)
Subject: FW: Backup note to the PAGE
Importance: High

Please note KDT direction....This is very critical A change. Please move to A for Program Management TODAY! Thanks.

-----Original Message-----
From: Takasawa, Keith (K.D.)
Sent: Monday, July 22, 2002 2:58 PM
To: Veenstra, Tim (T.W.)
Subject: FW: Backup note to the PAGE
Importance: High

Please over-ride and approva both of these. Thanks.

Regards,
Keith Takasawa
Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-5675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

-----Original Message-----
From: Fascetti, Bob (R.J.)
Sent: Monday, July 22, 2002 3:26 PM
To: Takasawa, Keith (K.D.)
Subject: FW: Backup note to the PAGE

Keith,
The concern for the stalls calibration is C11390580.
The second concern is for the capacitor change in the module (EMC robustness).
C11371349
Both concerns need to be approved by Mazda. Ford has already approved them.

Bob Fascetti
-----Original Message-----
From: Bob Dalbo (1-313-2484947)
[mailto:viwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: BFASCETT

Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Waud, Sachiko (S.)
Sent: Wednesday, July 24, 2002 1:12 AM
To: Johnson, Valerie (V.D.); Veenstra, Tim (T.W.); 'Shiraishi, Masaru'
Cc: Takasawa, Keith (K.D.); Fascetti, Bob (R.J.); Stassen, Tamara (T.M.); Morgan, Dan (W.D.); Corbett, Sandra (S.M.); Inoue, Hiroshi (H.); Ichikawa, Jiyunichiro (J.); Yamada, Hideki (H.); Murakami, Junko (J.)
Subject: RE: Backup note to the PAGE

Importance: High

I couldn't change the PGMA to A since Mazda is still waiting for the White paper and other documents mazda require.
Also the meeting between Mazda and Ford OPD is scheduled on Thursday to discuss about this concern.
Please see the attached mail from Inoue-san to Keith.

Thank you.

RE: (2) stalls robustness CR's...

Sachiko Waud
FORD Program and Pre-Production Management (PPM)
swaud@ford.com
Phone:81-82-287-1093 (820-440)
Fax:81-82-287-5357 (20357)

——Original Message——
From: Johnson, Valerie (V.D.)
Sent: Tuesday, July 23, 2002 7:48 PM
To: Waud, Sachiko (S.); Murakami, Junko (J.); Veenstra, Tim (T.W.)
Cc: Takasawa, Keith (K.D.); Fascetti, Bob (R.J.); Stassen, Tamara (T.M.); Morgan, Dan (W.D.); Johnson, Valerie (V.D.); Corbett, Sandra (S.M.)
Subject: RE: Backup note to the PAGE

Tim, C11371349 was approved on 7/11 w/approval from HOFU on 7/23 (delay due to rejection on 7/18). However, C11390580 was not approved. I have now approved C11390580. Sachiko/Junko, please review for HOFU approval. Per notes below, this is a critical issue and needs approval right away. Thanks!

——Original Message——
From: Veenstra, Tim (T.W.)
Sent: Monday, July 22, 2002 4:01 PM
To: Johnson, Valerie (V.D.)
Subject: FW: Backup note to the PAGE
Importance: High

Please note KDT direction....This is very critical A change. Please move to A for Program Management TODAY! Thanks.

——Original Message——
From: Takasawa, Keith (K.D.)

Sent: Monday, July 22, 2002 2:58 PM
To: Veenstra, Tim (T.W.)
Subject: FW: Backup note to the PAGE
Importance: High

Please over-ride and approve both of these. Thanks.

Regards,
Keith Takasawa
Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-5675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

----Original Message----
From: Fascetti, Bob (R.J.)
Sent: Monday, July 22, 2002 3:26 PM
To: Takasawa, Keith (K.D.)
Subject: FW: Backup note to the PAGE

Keith,
The concern for the stalls calibration is C11390580.
The second concern is for the capacitor change in the module (EMC robustness).
C11371349
Both concerns need to be approved by Mazda. Ford has already approved them.

Bob Fascetti
----Original Message----
From: Bob Delbo (1-313-2484947)
[mailto:vlwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: BFASCETT
Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Inoue, Hiroshi (H.)
Sent: Tuesday, July 23, 2002 12:06 PM
To: Takasawa, Keith (K.D.)
Cc: Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.); Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.); Linde, Peter (P.A.); Rusu, Jessica (J.L.); Klarr, Jerry (G.T.); Corbett, Sandra (S.M.)
Subject: RE: (2) stalls robustness CR's

Takasawa-san,
Per your approval for KCAP, now Hofu change control process starts officially for these CRs.
At this moment, both of C11390580 and C11371349 are "Black Box" for Mazda engineers.

In order to get Hofu approval quickly, please have relating Ford folks give information to
Mazda engineers ASAP. Shiraishi-san will set up a engineering meeting in this week.

The major point to be confirmed is any impact on Certification/Homologation in countries out side US.
I sincerely don't want make you get problems of regulatory recall.

Hiroshi Inoue
Mazda Tribute Chief Engineer
Phone: 313-845-8179
Fax: 313-248-7059
Cellular: 248-320-7670

-----Original Message-----
From: Takasawa, Keith (K.D.)
Sent: 2002??7??22? 16:28
To: Corbett, Sandra (S.M.)
Cc: Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.); Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.); Linde, Peter (P.A.); Rusu, Jessica (J.L.); Inoue, Hiroshi (H.); Klarr, Jerry (G.T.)
Subject: RE: (2) stalls robustness CR's

Due to the critical nature of these changes and the need to proceed immediately with next steps, I have directed Tim Veenstra to approve the 2 referent CRs. We will follow-up with further information as required.

Regards,
Keith Takasawa
Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-5675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

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

From: Corbett, Sandra (S.M.)
Sent: Monday, July 22, 2002 3:59 PM
To: Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.)
Cc: Takasawa, Keith (K.D.); Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.)
Subject: (2) stalls robustness CR's

I am struggling to get these items ready for release. Here is status for the emergency release for stalls robustness actions:

C11390580- calibration change
-Mazda (Shiraishi-san) indicates they need final white paper, Dalbo will forward
-KCAP (John O'Callaghan) indicates that a plant trial is required...we cannot provide parts until the concern is authorized by Prog. Mgmt....Prog Mgmt (Jessica Rusu) indicates that cr cannot be authorized until trial is complete...HELP/NEXT STEPS???

C11371349- capacitor change
-Mazda (Shiraishi-san) is also requesting white paper--THERE IS NO FUNCTIONAL CHANGE, THEREFORE NO WHITE PAPER WILL BE PROVIDED
-Need Mazda (Fujioka-san and Waud-san) to approve (currently rejected by Mazda)

Tim,
Will there be change control Tuesday at 8am or will these covered at PST?

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----
From: Bob Dalbo (1-313-2484947)
[mailto:viwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: SCORBETT
Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Boals, Sandra (S.L.)
Sent: Thursday, February 21, 2002 10:01 AM
To: Oda, Tamaki (T.)
Cc: Boals, Sandra (S.L.); Williamson, David (D.E.); 'nkhan3@visteon.com '; Dalbo, Bob (R.J.); Bogema, John (P.); Mengel, Jack (J.H.); Corbett, Sandra (S.M.)
Subject: Request for Mazda Part Numbers and ECN Numbers

Importance: High

C112992861.ms

Oda-San,
Thank you for getting the Mazda part number and ECN number for the MAFS.

Per my original request, we also need the Mazda part number and ECN number for two more parts. The air cleaner assembly and the air cleaner cover. See below for Ford information:

Air Cleaner Assembly (End Item to Plant)
OLD: YL8U-9600-BE (Ford)
NEW: 2L84-9600-BA (Ford)
OLD: ? (Mazda)
NEW: ? (Mazda)

Air Cleaner Cover (Service Part)
OLD: YL8U-9661-BA (Ford)
NEW: 2L8U-9661-BA (Ford)
OLD: ? (Mazda)
NEW: ? (Mazda)

Please request Mazda to provide a part number and ECN number for each of the two parts listed above. Again, we need this information ASAP.

Sandy Boals

——Original Message——
From: Oda, Tamaki (T.)
To: Boals, Sandra (S.L.)
Sent: 2/21/02 9:40 AM
Subject: MAFS MAZDA PART NUMBER
Importance: High

Sandra,

There you go. Hope this helps!

Mazda Part #
OLD:AJ03 13216(Ford X2F-12B579-AA)
NEW:AJ03 13215A(Ford 1L2F-12B579-BA)

ECN 02N0061

FYI

-----Original Message-----
From: Bogema, John (P.)
Sent: Wednesday, February 13, 2002 8:56 AM
To: Waud, Sachiko (S.)
Cc: Kihara, Tatsuhiro (T.); Kadowaki, Takashi (T.); Tanaka, Kenichiro (K.);
Sakuradani, Yukihiro (Y.); Kawashima, Takeshi (T.); '????'; Boals, Sandra
(S.L.)
Subject: RE: C11299286

The new MAF sensor is expected to be incorporated as a running change as

soon as it is released.

This sensor requires no calibration change and does not impact engine operation.

John P. Bogema
3.0L Escape Calibration Engineering
Phone:313.33.75133
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

-----Original Message-----
From: Waud, Sachiko (S.)
Sent: Wednesday, February 13, 2002 2:14 AM
To: Bogema, John (P.)
Cc: TKIHARA; TKADOWAK; KTANAKA3; YSAKURAD; TKAWASH1; ????
Subject: C11299286

JOhn,

Please help mazda engineer to understand the following due to Midas input.

1. When is the implementation timing of this change?

Thank you for your help!!

Sachiko Waud
FORD Program and Pre-Production
Management (PPM)
swaud@ford.com
Phone:81-82-287-1093 (820-440)
Fax:81-82-287-5399 (20399)

-----Original Message-----
From: ???? [mailto:fujinaga.h@guest.mazda.co.jp]
Sent: Tuesday, February 12, 2002 2:46 PM
To: 'Waud, Sachiko (S.)'
Cc: '00 ??B?'; '00 ??S?'; '00 ??S'?'; '00 ???'; '00 ???
'
Subject: J14 MAF????????????????

??:FORD Program and Pre-Production Sachiko Waud?
??:PT??? ??

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????????????????J14MAF??????????
(C11299286)?MC?????????????????????
????????????????????

1. ??ECN?FORD????????????????
2. ??ECN??????????FORD??????????
(Pink Report??????????????????)

??2????????????

//
???? / Hiroshi Fujinaga
Mazda Motor Corporation
PT Control System Engineering Group
E_Mail : fujinaga.h@guest.mazda.co.jp
TEL : 082-287-6618 Ex) 28277
FAX: 082-287-6116 Ex) 20016
//

-----Original Message-----
From: Takaaki Muramatsu [mailto:muramatsu.t@pt.mazda.co.jp]

Sent: 2002??2?16? 3:48
To: 'Oda, Tamaki (T.)'
Cc: 'PT?? ??S''
Subject: RE: ???????????(??!)

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?????"??"??????

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?PT??????????
?Ford PPM ????????~John Bogema???
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MC????????ECN??MC????????????
?????Ford??????????????????????
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P.S. ?????????CC????????????
????????---??????????????

****
Takaaki Muramatsu
PT Layout Engineering Gr. PT System Engineering Dept.
Mazda Motor Corporation
TEL 082-287-4878 (ex:28250) FAX 082-287-5117 (ex:20017)
e-mail : muramatsu.t@pt.mazda.co.jp
****

---Original Message---
From: Oda, Tamaki (T.) [SMTP:toda2@ford.com]
Sent: Saturday, February 16, 2002 12:31 AM
To: Muramatsu, Takaaki (T.)
Subject: RE: ???????????(??!)

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? PT??????
? ????????
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????!

Tamaki Oda ????
Escape/Tribute
PDC 2H-B52

PH: 313-322-4252
E-MAIL: toda2@ford.com

-----Original Message-----
From: Takeaki Muramatsu [mailto:muramatsu.t@pt.mazda.co.jp]
Sent: 2002?2?15? 0:02
To: '???? ?'
Cc: 'PT?? ??S''
Subject: FW: ??????????(??!)

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PT?? ?????????????
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???????MAPS?????PT??????????
???PT??????????etc?Ford?????????
Ford???????????ECN???MC??????
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****
Takeaki Muramatsu
PT Layout Engineering Gr. PT System Engineering Dept.
Mazda Motor Corporation
TEL 082-287-4878 (ex:28250) FAX 082-287-5117(ex:20017)
e-mail : muramatsu.t@pt.mazda.co.jp
****

-----Original Message-----
From: Oda, Tamaki (T.) [SMTP:toda2@ford.com]
Sent: Thursday, February 14, 2002 3:41 AM
To: Matsutani, Kazuyuki (K.)
Subject: RE: ??????????(??!)

?~?????????2?????????????
???????????? ??????????

YL8U-9661-BA will change to ?2L8U-9661-BA????? 2L84???????

Tamaki Oda ????
Escape/Tribute
PDC 2H-B52
PH: 313-322-4252

E-MAIL: toda2@ford.com

——Original Message——
From: Oda, Tamaki (T.)
Sent: 2002?2?13? 13:32
To: Matsutani, Kazuyuki (K.)
Subject: RE: ??????????
Importance: High

?????

????????????????
C11299286 (???: CHANGE MAFS ON U204 V6 TO MAFS WITH IMPROVED EMC)??

??

? ECN??????
? ??????????????????????????????

YL8U-9600-BE (Current Production End item AIS assembly) —> Changing to
?

2L84-9600-BA?(???)

YL8U-9661-BA (Current Production Cover Assembly, service part) —>
Changing

to ?2L84-9661-BA?(???)

XF2F-12B579-AA (Current Production MAFS) —> Changing to
?1L2F-12B579-BA?

(???)

????????
??????????????????????WERS??????????? ASAP

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??

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?????????????????? ??????????!

Tamaki Oda ????
Escape/Tribute
PDC 2H-B52

PH: 313-322-4252
E-MAIL: toda2@ford.com

——Original Message——
From: Oda, Tamaki (T.)
Sent: 2002?2?13? 10:24
To: Matsutani, Kazuyuki (K.)
Subject: ??????????

?????

?????????????????????(????)
??????????: C11299286 ???: CHANGE MAFS ON U204 V6 TO MAFS
WITH IMPROVED EMC ???MAFS?????? ??????????? ??????

???????? ECN???!??????????????????? ???

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???MAFS??????????3?????????????:

There are 3 parts changing because of the MAFS:
1. YL8U-9600-BE (End item AIS assembly)
2. YL8U-9661-BA (Cover Assembly, service part)
3. XF2F-12B579-BA (MAFS).

???????3?????????????????????????? ????

???E?????????????
? ECN??????????
? ????????????????

????????????
??????????? ??????????

Tamaki Oda ????
Escape/Tribute
PDC 2H-B52
PH: 313-322-4252
E-MAIL: toda2@ford.com

——Original Message——
From: Kazuyuki Matsutani [mailto:matsutani.k@pt.mazda.co.jp]
Sent: 2002?2?12? 19:56

To: 'Oda, Tamaki (T.)'
Subject: RE: RE: ???!??????!!!!! (?1????!!!!)

?????
????(??)??????????????????????
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???????
??????????
YL8U-9600-BE is changing to 2L84-9600-BA and the
serviceable assembly, Cover Assembly is changing from YL8U-9661-BA to
2L8U-9661-BA (or 2L84-9661-BA).
????????????????????????????????????
?????? ??????????? ????????

Tamaki Oda ????

-----Original Message-----
From: Oda, Tamaki (T.) [SMTP:toda2@ford.com]
Sent: Tuesday, February 12, 2002 2:15 AM
To: Matsutani, Kazuyuki (K.)
Subject:
=?shift_jis?B?UkU6IJHljoqLfYFJifGTmorogqKC3IK3gUmBSYFJgUmBSSA=?=?s

hift_jis?B?gWmSqYJQgsWMqYLEgsuBSYFJgUmBSYFq?=

<< File: ATT00002.txt: charset = shift_jis >>

<<C112992861.xls>>

From: Boals, Sandra (S.L.)
Sent: Wednesday, February 20, 2002 10:49 AM
To: Williams, Les (LHW.)
Cc: Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Mengel, Jack (J.H.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Les,

I spoke with Oda-san and Dave Williamson this morning. We are waiting on Mazda for their part numbers and ECN numbers. Oda-san has confirmed that she is communicating with the correct engineer. She is sending another email today with an urgent request for this information.

We are hoping to have it tomorrow morning.

Sandy Boals
U204 PTSSE, Air Induction System D&R
Product Development Center (PDC), Cube 2F-E08
Phone: (313) 845-4661 / FAX: (313) 621-8320
Text Pager: (313) 684-2194

-----Original Message-----
From: Williams, Les (LHW.)
Sent: Tuesday, February 19, 2002 3:24 PM
To: Boals, Sandra (S.L.)
Cc: Corbett, Sandra (S.M.); Dalbo, Bob (R.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Hello Sandy B:

How are the MAF issues coming?

-----Original Message-----
From: Boals, Sandra (S.L.)
Sent: Wednesday, February 13, 2002 12:39 PM
To: 'nkhan3@visteon.com'; Oda, Tamaki (T.)
Cc: Williamson, David (D.E.); Yokoyama, Rie (R.Y.); Dalbo, Bob (R.J.); Williams, Les (LHW.); Boals, Sandra (S.L.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Mengel, Jack (J.H.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Naveed-
I believe the confusion is this:

- The drawings that you left on Oda-san's desk have the current production part numbers highlighted.

- We were expecting to see a line through the current production part numbers with the new part numbers written in.

Oda-san-
Per your request we will not mark up the drawings. I took the drawings from your desk and I have them at my desk now (PDC 2F-B08). Listed below are the Ford current production part numbers along with their corresponding new part numbers. We are hoping that you can help us in getting the corresponding new Mazda part numbers and ECN numbers. We need this information as soon as possible so that we can update the drawings for CAD and update the WERS Notice to get these parts released into production. Thank-you for your assistance in this matter.

YL8U-9600-BE (Current Production End item AIS assembly) --> Changing to 2L84-9600-BA

YL8U-9661-BA (Current Production Cover Assembly, service part) --> Changing to 2L84-9661-BA

XF2F-12B579-AA (Current Production MAFS) --> Changing to 1L2F-12B579-BA

Sandy Boals
U204 PTSSE, Air Induction System D&R
Product Development Center (PDC), Cube 2F-B08
Phone: (313) 845-4661 / FAX: (313) 621-8320
Text Pager: (313) 684-2194

-----Original Message-----
From: Oda, Tamaki (T.)
Sent: Wednesday, February 13, 2002 10:49 AM
To: Williamson, David (D.E.); 'nkhan3@visteon.com'; Boals, Sandra (S.L.)
Subject: RE: Mazda drawing/part numbers (C11299286)

No, do NOT mark up the drawing, because I don't understand anyway.

Just give me those complete Ford part number with correct suffix. So that I can ask Matsutani-san to give me Mazda corresponding part numbers.

Tamaki Oda 小田珠樹
Escape/Tribute
PDC 2H-B52
PH: 313-322-4252
E-MAIL: toda2@ford.com

-----Original Message-----
From: Williamson, David (D.E.)
Sent: 2002年2月13日 10:36
To: 'nkhan3@visteon.com'; Boals, Sandra (S.L.); Yokoyama, Rie (R.Y.)

Cc: Oda, Tamaki (T.); Plattenberger, Karl (K.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)
Importance: High

Naveed, you will also need to bump Ford service part numbers (change prefix & suffix). Please call Rie ASAP (Release analyst) at 1-313-8450444 to confirm your proposed NEW Ford part service part #'s before marking up print. We don't want to repeat mistakes made on zip tube of submitting & resubmitting drawings.

Once you're clear on what service part #'s you plan to use, mark up drawing clearly so Oda-san can ask Mazda to bump up their numbers. Thank you.

——Original Message——
From: Oda, Tamaki (T.)
Sent: Wednesday, February 13, 2002 10:19 AM
To: Williamson, David (D.E.)
Subject: FW: Mazda drawing/part numbers (C11299286)
Importance: High

David,

So I guess what I should confirm with Matsutani-san are:

Mazda corresponding part numbers of:

1. YL8U-9600-BE (End item AIS assembly)
2. YL8U-9661-BA (Cover Assembly, service part)
3. XF2F-12B579-BA (MAFS).

(But these numbers above are not complete new numbers, right? The suffix should be bumped etc, right?)

AND ECN number of this concern.

I have to tell you, I am NOT an engineer, so I can not understand by just looking at the drawing. JUST IF I give Matsutani-san those Ford part numbers, will Matsutani-san give us Mazda corresponding numbers automatically?

I need more explanation. I am confusing Matsutani-san already. Please advise.

Tamaki Oda 小田珠樹
Escape/Tribute
PDC 2H-B52
PH: 313-322-4262

E-MAIL: toda2@ford.com

-----Original Message-----
From: Khan, Naveed (N.A.) [mailto:nkhan3@visteon.com]
Sent: 2002年2月12日 7:33
To: 'Boals, Sandra (S.L.)'; Hinds, Brett (B.S.); Williamson, David (D.E.); Suarez, Rhae (R.); Dalbo, Bob (R.J.); Oda, Tamaki (T.)
Cc: Khan, Naveed (N.A.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Sandy, David & Oda-san,

I dropped off both the drawings at Oda-San's desk and marked the part numbers that are changing. There are 3 parts changing because of the MAFS:
1. YL8U-9600-BE (End item AIS assembly)
2. YL8U-9661-BA (Cover Assembly, service part)
3. XF2F-12B579-BA (MAFS).

Please make sure you mark every thing on the drawing that is changing beside the part numbers. If any body needs any clarification then let me know.

Regards,

Naveed Khan
Product Design Engineer
Truck AIS Product Engineering, Visteon
Visteon Powertrain Product Development
Phone: (313)75-57189, Fax: (313)75-52992
Cube : C164
email: <mailto:nkhan3@visteon.com>

-----Original Message-----
From: Boals, Sandra (S.L.) [mailto:sboals@ford.com]
Sent: Monday, February 11, 2002 4:41 PM
To: Hinds, Brett (B.S.); Williamson, David (D.E.); ''Khan, Naveed (N.A.)''; Suarez, Rhae (R.)
Cc: Oda, Tamaki (T.); Dalbo, Bob (R.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Brett or Naveed,

Dave Williamson is out of the office today and Tuesday. I will be out of

the office on Tuesday.

Can you pickup the drawings from Dave's desk and take them to Oda-san's desk at 2H-B52 ASAP.

Thanks,
Sandy

-----Original Message-----
From: Williamson, David (D.E.)
To: 'Khan, Naveed (N.A.) '; Boals, Sandra (S.L.); Williamson, David (D.E.); Suarez, Rhae (R.)
Cc: Oda, Tamaki (T.); Dalbo, Bob (R.J.)
Sent: 2/11/02 1:33 PM
Subject: RE: Mazda drawing/part numbers (C11299286)
Importance: High

Sandra, please take marked up drawing to Oda-san so she can collect Mazda information for us (she's doing us a favor).

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To: 'Boals, Sandra (S.L.)'; Williamson, David (D.E.); Khan, Naveed (N.A.); Suarez, Rhae (R.)
Cc: Oda, Tamaki (T.); Dalbo, Bob (R.J.)
Sent: 2/8/02 6:02 PM
Subject: RE: Mazda drawing/part numbers (C11299286)

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I marked up the parts on the drawing that are changing and left my updated
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serviceable assembly, Cover Assembly is changing from YL8U-9661-BA to 2L8U-9661-BA (or 2L84-9661-BA).

Regards,

Naveed Khan
Product Design Engineer
Truck AIS Product Engineering, Visteon
Visteon Powertrain Product Development

Phone: (313)75-57189, Fax: (313)75-52992
Cube : C164
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Subject: RE: Mazda drawing/part numbers (C11299286)

RE: U204 V6 MAFS Change (C11299286)

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Dave- Is that correct?

Rhae- Dave Williamson suggested we ask you if you could answer this question: If a dealership needs to change the MAFS what are the serviceable
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Sandy Boals
U204 Air Induction System D&R

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>Subject: Mazda drawing/part numbers
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>
>Tamaki Oda ????
>Escape/Tribute
>PDC 2H-B52
>PH: 313-322-4262
>E-MAIL: toda2@ford.com
>
>

From: Boals, Sandra (S.L.)
Sent: Wednesday, February 13, 2002 12:39 PM
To: 'nkhan3@visteon.com'; Oda, Tamaki (T.)
Cc: Williamson, David (D.E.); Yokoyama, Rie (R.Y.); Dalbo, Bob (R.J.); Williams, Les (L.H.W.); Boals, Sandra (S.L.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Mangel, Jack (J.H.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Naveed-
I believe the confusion is this:

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- We were expecting to see a line through the current production part numbers with the new part numbers written in.

Oda-san-
Per your request we will not mark up the drawings. I took the drawings from your desk and I have them at my desk now (PDC 2F-E08). Listed below are the Ford current production part numbers along with their corresponding new part numbers. We are hoping that you can help us in getting the corresponding new Mazda part numbers and ECN numbers. We need this information as soon as possible so that we can update the drawings for CAD and update the WERS Notice to get these parts released into production. Thank-you for your assistance in this matter.

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Sandy Boals
U204 PTSSE, Air Induction System D&R
Product Development Center (PDC), Cube 2F-E08
Phone: (313) 845-4661 / FAX: (313) 621-8320
Text Pager: (313) 684-2194

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Sent: Wednesday, February 13, 2002 10:49 AM
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Just give me those complete Ford part number with correct suffix. So that I can ask Matsutani-

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Tamaki Oda 小田珠樹
Escape/Tribute
PDC 2H-B52
PH: 313-322-4252
E-MAIL: toda2@ford.com

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From: Williamson, David (D.E.)
Sent: 2002年2月13日 10:36
To: 'nkhan3@visteon.com'; Boals, Sandra (S.L.); Yokoyama, Rie (R.Y.)
Cc: Oda, Tamaki (T.); Plattenberger, Karl (K.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)
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Naveed, you will also need to bump Ford service part numbers (change prefix & suffix). Please call Rie ASAP (Release analyst) at 1-313-8450444 to confirm your proposed NEW Ford part service part #'s before marking up print. We don't want to repeat mistakes made on zip tube of submitting & resubmitting drawings.

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From: Oda, Tamaki (T.)
Sent: Wednesday, February 13, 2002 10:19 AM
To: Williamson, David (D.E.)
Subject: FW: Mazda drawing/part numbers (C11299286)
Importance: High

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Mazda corresponding part numbers of:

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2. YL8U-9661-BA (Cover Assembly, service part)
3. XF2F-12B579-BA (MAPS).

(But these numbers above are not complete new nubmers, right? The suffix should be bumped etc, right?)

AND ECN number of this concern.

I have to tell you, I am NOT an engineer, so I can not understand by just looking at the drawing. JUST IF I give Matsutani-san those Ford part numbers, will Matsutani-san give us Mazda corresponding numbers automatically?

I need more explanation. I am confusing Matsutani-san already. Please advise.

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PDC 2H-B52
PH: 313-322-4252
E-MAIL: toda2@ford.com

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Sent: 2002年2月12日 7:33
To: 'Boals, Sandra (S.L.)'; Hinds, Brett (B.S.); Williamson, David (D.E.); Suarez, Rhae (R.); Dalbo, Bob (R.J.); Oda, Tamaki (T.)
Cc: Khan, Naveed (N.A.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Sandy, David & Oda-san,

I dropped off both the drawings at Oda-San's desk and marked the part numbers that are changing. There are 3 parts changing because of the MAFS:
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3. XF2F-12B579-BA (MAFS).

Please make sure you mark every thing on the drawing that is changing beside the part numbers. If any body needs any clarification then let me know.

Regards,

Naveed Khan
Product Design Engineer
Truck AIS Product Engineering, Visteon
Visteon Powertrain Product Development
Phone: (313)75-57189, Fax: (313)75-52992
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Product Design Engineer
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Phone: (313)75-57189, Fax: (313)75-52992
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RE: U204 V6 MAFS Change (C11299286)

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change as a result of the MAFS changing.

Dave- Is that correct?

Rhae- Dave Williamson suggested we ask you if you could answer this
question: If a dealership needs to change the MAFS what are the serviceable
parts associated with that? We are trying to determine what service part
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Sandy Boals
U204 Air Induction System D&R

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Thanks — I'll be back in office Wednesday.

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>PDC 2H-B52
>PH: 313-322-4252
>E-MAIL: toda2@ford.com

From: Boals, Sandra (S.L.)
Sent: Wednesday, February 20, 2002 10:49 AM
To: Williams, Les (LHW.)
Cc: Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Mengel, Jack (J.H.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Les,

I spoke with Oda-san and Dave Williamson this morning. We are waiting on Mazda for their part numbers and ECN numbers. Oda-san has confirmed that she is communicating with the correct engineer. She is sending another email today with an urgent request for this information.

We are hoping to have it tomorrow morning.

Sandy Boals
U204 PTSSE, Air Induction System D&R
Product Development Center (PDC), Cube 2F-E08
Phone: (313) 845-4661 / FAX: (313) 621-8320
Text Pager: (313) 684-2194

——Original Message——
From: Williams, Les (LHW.)
Sent: Tuesday, February 19, 2002 3:24 PM
To: Boals, Sandra (S.L.)
Cc: Corbett, Sandra (S.M.); Dalbo, Bob (R.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Hello Sandy B:

How are the MAF issues coming?

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From: Boals, Sandra (S.L.)
Sent: Wednesday, February 13, 2002 12:39 PM
To: 'nkhan3@visteon.com'; Oda, Tamaki (T.)
Cc: Williamson, David (D.E.); Yokoyama, Rie (R.Y.); Dalbo, Bob (R.J.); Williams, Les (LHW.); Boals, Sandra (S.L.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Mengel, Jack (J.H.)
Subject: RE: Mazda drawing/part numbers (C11299286)

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Escape/Tribute
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Product Design Engineer
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Naveed Khan
Product Design Engineer
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U204 Air Induction System D&R

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>Escape/Tribute
>PDC 2H-B52
>PH: 313-322-4252
>E-MAIL: toda2@ford.com
>
>

From: Boals, Sandra (S.L.)
Sent: Wednesday, February 13, 2002 12:39 PM
To: 'nkhan3@visteon.com'; Oda, Tamaki (T.)
Cc: Williamson, David (D.E.); Yokoyama, Rie (R.Y.); Dalbo, Bob (R.J.); Williams, Les (LHW.); Boals, Sandra (S.L.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Mengel, Jack (J.H.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Naveed-
I believe the confusion is this:

- The drawings that you left on Oda-san's desk have the current production part numbers highlighted.

- We were expecting to see a line through the current production part numbers with the new part numbers written in.

Oda-san-
Per your request we will not mark up the drawings. I took the drawings from your desk and I have them at my desk now (PDC 2F-E08). Listed below are the Ford current production part numbers along with their corresponding new part numbers. We are hoping that you can help us in getting the corresponding new Mazda part numbers and ECN numbers. We need this information as soon as possible so that we can update the drawings for CAD and update the WERS Notice to get these parts released into production. Thank-you for your assistance in this matter.

YL8U-9600-BE (Current Production End item AIS assembly) —> Changing to 2L84-9600-BA

YL8U-9661-BA (Current Production Cover Assembly, service part) —> Changing to 2L84-9661-BA

XF2F-12B579-AA (Current Production MAFS) —> Changing to 1L2F-12B579-BA

Sandy Boals
U204 PTSSE, Air Induction System D&R
Product Development Center (PDC), Cube 2F-B08
Phone: (313) 845-4661 / FAX: (313) 621-8320
Text Pager: (313) 684-2194

——Original Message——
From: Oda, Tamaki (T.)
Sent: Wednesday, February 13, 2002 10:49 AM
To: Williamson, David (D.E.); 'nkhan3@visteon.com'; Boals, Sandra (S.L.)
Subject: RE: Mazda drawing/part numbers (C11299286)

No, do NOT mark up the drawing, because I don't understand anyway.

Just give me those complete Ford part number with correct suffix. So that I can ask Matsutani-

san to give me Mazda corresponding part numbers.

Tamaki Oda 小田珠樹
Escape/Tribute
PDC 2H-B52
PH: 313-322-4252
E-MAIL: toda2@ford.com

-----Original Message-----
From: Williamson, David (D.E.)
Sent: 2002年2月13日 10:36
To: 'nkhan3@visteon.com'; Boals, Sandra (S.L.); Yokoyama, Rie (R.Y.)
Cc: Oda, Tamaki (T.); Plattenberger, Karl (K.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)
Importance: High

Naveed, you will also need to bump Ford service part numbers (change prefix & suffix). Please call Rie ASAP (Release analyst) at 1-313-8460444 to confirm your proposed NEW Ford part service part #'s before marking up print. We don't want to repeat mistakes made on zip tube of submitting & resubmitting drawings.

Once you're clear on what service part #'s you plan to use, mark up drawing clearly so Oda-san can ask Mazda to bump up their numbers. Thank you.

-----Original Message-----
From: Oda, Tamaki (T.)
Sent: Wednesday, February 13, 2002 10:19 AM
To: Williamson, David (D.E.)
Subject: FW: Mazda drawing/part numbers (C11299286)
Importance: High

David,

So I guess what I should confirm with Matsutani-san are:

Mazda corresponding part numbers of:

1. YL8U-9600-BE (End item AIS assembly)
2. YL8U-9661-BA (Cover Assembly, service part)
3. XFZF-12B579-BA (MAFS).

(But these numbers above are not complete new nubmers, right? The suffix should be bumped etc, right?)

AND ECN number of this concern.

I have to tell you, I am NOT an engineer, so I can not understand by just looking at the drawing. JUST IF I give Matsutani-san those Ford part numbers, will Matsutani-san give us Mazda corresponding numbers automatically?

I need more explanation. I am confusing Matsutani-san already. Please advise.

Tamaki Oda 小田珠樹
Escape/Tribute
PDC 2H-B52
PH: 313-322-4252
E-MAIL: toda2@ford.com

-----Original Message-----
From: Khan, Naveed (N.A.) [mailto:nkhan3@visteon.com]
Sent: 2002年2月12日 7:33
To: 'Boals, Sandra (S.L.)'; Hinds, Brett (B.S.); Williamson, David (D.E.); Suarez, Rhae (R.); Dalbo, Bob (R.J.); Oda, Tamaki (T.)
Cc: Khan, Naveed (N.A.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Sandy, David & Oda-san,

I dropped off both the drawings at Oda-San's desk and marked the part numbers that are changing. There are 3 parts changing because of the MAFS:
1. YL8U-9600-BE (End item AIS assembly)
2. YL8U-9661-BA (Cover Assembly, service part)
3. XF2F-12B579-BA (MAFS).

Please make sure you mark every thing on the drawing that is changing beside the part numbers. If any body needs any clarification then let me know.

Regards,

Naveed Khan
Product Design Engineer
Truck AIS Product Engineering, Visteon
Visteon Powertrain Product Development
Phone: (313)75-57189, Fax: (313)75-52992
Cube : C164
email: <mailto:nkhan3@visteon.com>

——Original Message——
From: Boals, Sandra (S.L.) [mailto:sboals@ford.com]
Sent: Monday, February 11, 2002 4:41 PM
To: Hinds, Brett (B.S.); Williamson, David (D.E.); ''Khan, Naveed (N.A.) '
'; Suarez, Rhae (R.)
Cc: Oda, Tamaki (T.); Dalbo, Bob (R.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)

Brett or Naveed,

Dave Williamson is out of the office today and Tuesday. I will be out of the office on Tuesday.

Can you pickup the drawings from Dave's desk and take them to Oda-san's desk at 2H-B52 ASAP.

Thanks,
Sandy

——Original Message——
From: Williamson, David (D.E.)
To: 'Khan, Naveed (N.A.) '; Boals, Sandra (S.L.); Williamson, David (D.E.); Suarez, Rhae (R.)
Cc: Oda, Tamaki (T.); Dalbo, Bob (R.J.)
Sent: 2/11/02 1:33 PM
Subject: RE: Mazda drawing/part numbers (C11299286)
Importance: High

Sandra, please take marked up drawing to Oda-san so she can collect Mazda information for us (she's doing us a favor).

Naveed, make sure you have ALL service parts marked on drawing. We want this submitted only ONE time (not like zip tube which was submitted & resubmitted 3 times).

Thank you.

——Original Message——
From: Khan, Naveed (N.A.)
To: 'Boals, Sandra (S.L.)'; Williamson, David (D.E.); Khan, Naveed (N.A.); Suarez, Rhae (R.)
Cc: Oda, Tamaki (T.); Dalbo, Bob (R.J.)
Sent: 2/8/02 6:02 PM
Subject: RE: Mazda drawing/part numbers (C11299286)

Sandy,

I marked up the parts on the drawing that are changing and left my updated
BOM with Dave. Basically, YL8U-9600-BE is changing to 2L84-9600-BA and the
serviceable assembly, Cover Assembly is changing from YL8U-9661-BA to
2L8U-9661-BA (or 2L84-9661-BA).

Regards,

Naveed Khan
Product Design Engineer
Truck AIS Product Engineering, Visteon
Visteon Powertrain Product Development
Phone: (313)75-57189, Fax: (313)75-52992
Cube : C164
email: <mailto:nkhan3@visteon.com>

-----Original Message-----
From: Boals, Sandra (S.L.) [mailto:sboals@ford.com]
Sent: Friday, February 08, 2002 3:16 PM
To: Williamson, David (D.E.); ''nkhan3@visteon.com' '; Suarez, Khae (R.)
Cc: Oda, Tamaki (T.); Boals, Sandra (S.L.); Dalbo, Bob (R.J.)
Subject: RE: Mazda drawing/part numbers (C11299286)

RE: U204 V6 MAFS Change (C11299286)

Naveed- I believe that Mazda needs to know all "servicable" parts that will
change as a result of the MAFS changing.

Dave- Is that correct?

Khae- Dave Williamson suggested we ask you if you could answer this
question: If a dealership needs to change the MAFS what are the serviceable
parts associated with that? We are trying to determine what service part
numbers need to be bumped due to a MAFS component change.

Sandy Boals
U204 Air Induction System D&R

-----Original Message-----
From: Williamson, David (D.E.)

To: 'nkhan3@visteon.com'; Boals, Sandra (S.L.)
Cc: Oda, Tamaki (T.)
Sent: 2/8/02 10:58 AM
Subject: RE: Mazda drawing/part numbers (C11299286)
Importance: High

Sandra, I just remembered I'm out of office Monday & Tuesday. I left drawing at Tamaki's desk (2HB52).

Please confirm & mark on print final assy as 2L84-9661-BA and mark up proposed top shell component part # at top of drawing. Tamaki is doing us a favor by talking to Hofu engineer. After she receives your info & comes back with Mazda part #'s, please help her by inputting Mazda info into notices.

Thanks — I'll be back in office Wednesday.

> ——Original Message——
>From: Williamson, David (D.E.)
>Sent: Friday, February 08, 2002 10:54 AM
>To: 'nkhan3@visteon.com'
>Cc: Oda, Tamaki (T.); Boals, Sandra (S.L.)
>Subject: RE: Mazda drawing/part numbers (C11299286)
>Importance: High
>
>Naveed, what is the new Duratec air cleaner top shell component part #
>(top shell)? Please email me ASAP so Mazda can reference. I
>understand new ASSEMBLY part # is 2L84-9661-BA from C11299286. Thanks.
>
>Tamaki, I'll stop by with new info probably Monday, after Naveed sends.
>Thanks.
>
> ——Original Message——
>From: Oda, Tamaki (T.)
>Sent: Friday, February 08, 2002 10:40 AM
>To: Williamson, David (D.E.)
>Subject: Mazda drawing/part numbers
>
>David,
>
>Those Mazda numbers on the print are CORRECT. I got a reply from Mazda
>engineer.
>
>Tamaki Oda ????
>Escape/Tribute
>PDC 2H-B52
>PH: 313-322-4252
>E-MAIL: toda2@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, March 25, 2002 5:07 PM
To: Altoonian, Don (D.J.); Corbett, Sandra (S.M.)
Subject: FW: Issue revisited

Don/Sandy,
Here is another new (2/4) Escape with a stalling issue - unless it's the one in Texas we have been working on.

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: Moses, Edwin (E.D.)
Sent: Monday, March 25, 2002 3:45 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Issue revisited

Edwin.Chen@mba03.bus.utexas.edu <mailto:Edwin.Chen@mba03.bus.utexas.edu> is the Email, is cell phone is 512 797 7961.

This was the original note that I got at home

---- Original Message ----
From: [redacted]
To: themoses@peoplepc.com <mailto:themoses@peoplepc.com>
Sent: Thursday, December 13, 2001 2:10 AM
Subject: Ford Inquiry (from PU alum)

Mr. Moses:

I apologize for contacting you out of the blue, but I found your name on Tigernet and thought I might send you a quick note. I am an alum of Princeton '92 also in Mechanical Engineering. We purchased a Ford Escape (which we really enjoyed) back in March, but due to some unresolvable issues, Ford has graciously offered to buy-back the vehicle. We are currently undertaking this transaction, but I have some general questions as to Ford's official policy and am attempting to understand who the real players are. Would you be able to help me in this regard? If so, we could either converse over email or I could give you a quick call at your convenience.

Thank you advance for your help, and I hope things are well up in Michigan.

Sincerely,

[redacted]

This is post new car
Dear Mr. Moses:

Just wanted to let you know, we took delivery of our ordered Escape yesterday...Dark Shadow Grey 4x4 XLT. It looks great! Built week of 2/4/02 so hopefully all will be well!

.....

This is what came in today

.....

-----Original Message-----
From: [redacted]
Sent: Monday, March 25, 2002 10:15 AM
To: emoses@ford.com
Subject: Issue revisited

Hi Mr. Moses,
I'm sorry to have to contact you again so soon, but I unfortunately have just experienced the same problem with our replacement vehicle and was wondering if you might have any ideas where to investigate further. Can I give you a call sometime today or tomorrow if you have some time?
Thanks in advance.
[redacted]

.....

From: Hansen, George (G.C.)
Sent: Tuesday, March 26, 2002 3:35 PM
To: Sanders, Muriel (M.S.)
Cc: Corbett, Sandra (S.M.)
Subject: Stalls Claims Data

Stalls dPFE Claims.xls

–
George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

From: Hermann, Thomas (T.J.)
Sent: Wednesday, February 20, 2002 1:03 PM
To: Williams, Les (LHW.); Altoonian, Don (D.J.); Amenda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); 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.); Hurley, Robert (R.E.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); 'Jones, Andy'; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marck, Edmond (E.C.); Matsea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); 'Morgan, Tom'; Morishima, Shigeki (S.); 'Naveed Khan'; Nematollahi, Sonya (S.); 'Nikolai, Bernie'; Noteboom, Jim (J.E.); Ortman, James (J.W.); 'Powell, Cary'; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williamson, David (D.E.); Yeung, Lem (.)
Cc: Diez, Timothy (T.P.)
Subject: RE: Meeting Minutes: EMC PSW Results for current production Kavlico DPFE

Les, to further clarify what I said.

Current production Kavlico DPFE sensor should not contribute to U204 stalling in the field due to RFI.

On the issue of coupled noise from the wiring harness, the component EMC PSW data does not indicate any issues that would contribute to stalls (it passes the tests) however that does not mean a conducted issue could not exist from an unusual circumstance (such as ignition secondary breakdown or static build up on ungrounded parts).

---Original Message---
From: Williams, Les (LHW.)
Sent: Wednesday, February 20, 2002 12:06 PM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); 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.); Hurley, Robert (R.E.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marck, Edmond (E.C.); Matsea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powell, Cary; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Cc: Hermann, Thomas (T.J.); Diez, Timothy (T.P.)
Subject: Meeting Minutes: EMC PSW Results for current production Kavlico DPFE

Meeting Minutes

Attendees:
Bob Dalbo (U204 V6 Calibration Supervisor)
Gilbert Fournelle (U204 V6 Calibration)
Les Williams (U204 Calibration)
Tom Hermann (EMC Supervisor)
Tim Diaz (EMC)

On Friday February 15, 2002 EMC PSW test data for current production Kavlico DPFE sensor was reviewed.

Thomas Hermann has independently investigated the behavior of this sensor. Based on his investigations and this data, he concluded that the current production Kavlico DPFE sensor should not contribute to U204 stalling in the field due to RFI and coupled noise from the wiring harness.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (313)33-72503
Fax: (313) 32-31786

From: Sanko, Michael (M.T.)
Sent: Wednesday, May 08, 2002 10:38 AM
To: Sanko, Michael (M.T.); Sullivan, Jamie (J.P.); Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Van Slambrouck, James (J.M.); Jayakumar, Subrahmany (S.); Prasad, Sharmila (S.); Raisinghani, Narain (N.); Williams, Lee (LHW.); Porter, Alan (A.J.); Bedi, Bobby (B.S.); Mehta, Raj (R.M.); Lee, Jin (.); Levine, Julie (J.A.); Aynessazian, Kam (K.); Klosek, Walter (W.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.)
Subject: INFO – Key Change to Prevent Phantom Stalls

Hello all,
Sandra Corbett asked that I pase this along to the team... more reports of key-cylinder related phantom stalls (see below).

Thanks!

—Original Message—
From: Corbett, Sandra (S.M.)
Sent: Wednesday, May 08, 2002 10:35 AM
To: Sanko, Michael (M.T.); Aynessazian, Kam (K.); Sullivan, Jamie (J.P.)
Cc: Altoonian, Don (D.J.)
Subject: FW: Report #: 2EBFC006

Here's is another indication of the key cylinder as the contributor to stalls. We need to continue to push for robustness changes to key/cylinder design.

Mike,
Can you send this to the participants of last weeks meeting. Thanks.

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

—Original Message—
From: Altoonian, Don (D.J.)
Sent: Tuesday, May 07, 2002 3:57 PM
To: Corbett, Sandra (S.M.)
Subject: FW: Report #: 2EBFC006

There are a lot more of them out there than we think!

—Original Message—
From: Price, Martin (M.)
Sent: Friday, May 03, 2002 8:15 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Suarez, Rhea (R.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: Report #: 2EBFC006

FYI

CSQI105 CQIS Indicator Summary Entry 05/03/02 08:14:13
=>> _____ Call#: 002
Caller Name: DAVE WRIGHTSNAN (FS) Report#: 2EBFC006 NHL
Call Type (G/N/C): C Print Rpt(S/D): _ Ctl #: Date: 05/03/2002
Dealer ID: 00274 CHEROKEE FORD Phone: (404) 592-0090
OASIS NOT Contacted Oasis History: _ Grid: __ __
Symptom: 6 07 0 00 DRVABL STALL/QUITS
Addl Sym: STALLING ON DECEL Causal Cond: __ How/When Code: ___

Vehicle: 2001 ESCAPE 4X4,XLT ,WAGON 1FMCU04151KA34005 Bld: 01/23/2001
Engine: 3.0L DUR Serial: 756274087 Cal: 0M11A30 A/C: A Odom: 17880 M
Trans: CD4E E Serial: YL8PFBU110080 Body Conv: __

05/02/2002 11:17AM THOMAS BRUGGER MSS - FCSD - TECH SVC HOTLINE
FSE STATES THAT THE CONCERN IS STALLING ON DECEL, AND KEY CYLINDER HAS BEEN DETERMINED AT FAULT. FSE STATES THAT THE CYLINDER FEELS AS THOUGH THERE IS LITTLE TENSION HOLDING THE KEY IN PLACE, AND THE KEY CAN BE WIGGLED SLIGHTLY CAUSING THE ENGINE TO STALL.

05/02/2002 11:17AM THOMAS BRUGGER MSS - FCSD - TECH SVC HOTLINE
ISM 02-01-070 INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP ADVISED FSE TO COMPARE KEY CYLINDER TO OTHER LIKE UNITS, REPLACE IF FOUND DEFECTIVE. ADVISED I WOULD FORWARD THIS REPORT TO THE DURATEC SME.

Martti Price
Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com <mailto:mprice28@ford.com> ph. (313)317-9133

----Original Message----

From:	Brugger, Thomas (T.)
Sent:	Thursday, May 02, 2002 11:36 AM
To:	Price, Martin (M.)
Cc:	Schmidt, Matthew (M.)
Subject:	Report #: 2E8FC006

Report #: 2E8FC006

FSE confirmed key cylinder as cause of stall. Feels that the key cylinder is way too sloppy, not enough tension to keep the key from turning backwards on decel. Likely related to the weight of the key chain. FSE feels that a revised key cylinder would likely resolve many of these concerns.

Tom Brugger
Technical Service Engineer
Ford Technical Service Hotline
tbrugger@ford.com <mailto:tbrugger@ford.com>
313-317-4384

From:	Williams, Les (LHW.)
Sent:	Tuesday, February 26, 2002 9:51 AM
To:	Altoonian, Don (D.J.); Amenda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Fascetti, Bob (R.J.); Foumelis, 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.); Hurley, Robert (R.E.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Merck, 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; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powell, Cary; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Cc:	'cpowell3@vistaon.com'
Subject:	Stall meeting 2/28/02 moved to 2 PM EST

I will be out of the office this Thursday morning 2/28/02 , therefore the stalls meeting is moved to 2 PM EST. Thank you, this message was sent in addition to a calendar update as a precaution.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (313)33-72503
Fax: (313) 32-31786

Subject:	Updated: Update: U204 Phantom Stall Meeting
Location:	TEE COnference Rm 2
Start:	Thu 2/28/2002 2:00 PM
End:	Thu 2/28/2002 3:00 PM
Show Time As:	Tentative
Recurrence:	Weekly
Recurrence Pattern:	every Thursday from 2:00 PM to 3:00 PM
Meeting Status:	Not yet responded
Required Attendees:	Williams, Les (LHW.); Alloonian, Don (D.J.); Amenda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fourmelle, Gilbert (G.); Freeland, Mark (M.); 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.); Jensen, Ted (T.E.); John McDonald (E-mail); 'Jones, Andy'; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); 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'; Nematollahi, Sonya (S.); 'Nikolai, Bernie'; Noteboom, Jim (J.E.); Ortman, James (J.W.); 'Powell, Cary'; Powers, Ken (K.W.); Price, Martin (M.); Raquapau, Alden (A.P.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirokhi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lam (.)
Optional Attendees:	Klostermann, Eric (E.); Williamson, David (D.E.)

Dial in: 1-866-250-3175 or Fordnet: 9-1-954-1163
International Participants # 1 (630) 827-6733
Passcode: 7354080#

From:	Williams, Les (LHW.)
Sent:	Wednesday, February 20, 2002 12:06 PM
To:	Altoonian, Don (D.J.); Amenda, Harry (H.F.); 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, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); 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.); Hurley, Robert (R.E.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marck, Edmond (E.C.); Matsea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powell, Cary; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anna Marie (A.); Wakenell, Ray (R.A.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Cc:	Hermann, Thomas (T.J.); Diaz, Timothy (T.P.)
Subject:	Meeting Minutes: EMC PSW Results for current production Kavlico DPFE

Meeting Minutes

Attendees:
Bob Dalbo (U204 V6 Calibration Supervisor)
Gilbert Fournelle (U204 V6 Calibration)
Les Williams (U204 Calibration)
Tom Hermann (EMC Supervisor)
Tim Diaz (EMC)

On Friday February 15, 2002 EMC PSW test data for current production Kavlico DPFE sensor was reviewed. Thomas Hermann has independently investigated the behavior of this sensor. Based on his investigations and this data, he concluded that the current production Kavlico DPFE sensor should not contribute to U204 stalling in the field due to RFI and coupled noise from the wiring harness.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (313)33-72503
Fax: (313) 32-31786

From: Noteboom, Jim (J.E.)
Sent: Thursday, May 09, 2002 3:48 PM
To: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); 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, 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.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); 'John McDonald'; 'Jones, Andy'; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matsea, John (J.); Maurer, James (J.B.); Mazzalla, Gary (G.R.); 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, Martin (M.); Raquepau, Alden (A.P.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Subject: RE: U204 Stall Meeting Agenda - 5/9/02

Inspection results of '02 Escape VIN: 1FMYU0414KC19492

LOCATION: John Elway West, Denver
OWNER: [redacted]
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: Sanders, Muriel (M.S.)
Sent: Monday, March 18, 2002 10:14 AM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); 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, 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.); 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.); Klostermann, Eric (E.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marck, Edmond (E.C.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Navaed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepeu, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anna Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Subject: U204 Phantom Stall Meeting 3/21/02

Here is the updated meeting information for this week. A meeting notice will follow.

New dial-in information.
Dial in: 1-877-870-3431 or Fordnet: 9-1-954-1143
International Participants # 1 (630) 693-1703
Passcode: 7865386#

For 3/21/2002 Only:
Location is TEE Conference Rm 1

Meeting time remains the same as Thursdays, 2-3pm.

Have a good day.

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From:	Sloan, Burt (B.E.)
Sent:	Saturday, February 23, 2002 7:27 PM
To:	Klarr, Jerry (G.T.); Fescetti, Bob (R.J.); Dakhlallah, Hassan (H.A.); Dennis, Matt (M.A.); Ward, Sheila (S.A.); Whitehead, Joe (J.P.); Fournelle, Gilbert (G.); Boyk, Greg (G.J.); Adams, Kerry (K.N.); Matkovich, Dale (D.M.); Sabin, Scott (S.M.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kieliszewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.)
Cc:	Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.)
Subject:	Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

Outfitters & Ranger Affinity Team
Engine Hesitation/Surge & Stall
February 27, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1

The following calibrators are requested to attend the February 27th Engine Stalls Affinity Team meeting to review the Engine Stalls Big Matrix for their respective programs.

Sheila Ward	(UP207 4.0L)
Matt Dennis	(U152 4.0L)
Bill Putney	(U152 4.6L)
Gil Fournelle	(Escape 3.0L)
Dan Young	(Escape I-4)
Mark Kieliszewski	(Ranger 2.3L)
Brian King	(Ranger 3.0L)
Joe Whitehead	(Ranger 4.0L)

February 20th Agreements & Assignments:

Pat Crowley reviewed Throttle Body 6 Sigma Project with the team. The following assignments resulted:

1) Pat Crowley to set dates for completion of FEA for plastic throttle body, and obtaining CMM data for all returned parts.
2) Pat Crowley to correlate Production Dates of returned parts to vehicle production dates to determine if returned parts correlate to upturn
in U152 Stalls Warranty
3) Kerry Adams to obtain throttle bodies from durability vehicles at APG and provide to Scott Sabin and Pat Crowley for CMM measurements.
4) Burt Sloan to update the Engine Stalls Big Matrix with latest Outfitters & Tough Truck warranty

February 27, 2002 Meeting Agenda:

1) Review Stall Big Matrix, (Health Chart) Gary Mazzela

45 min
Gary to explain how to use the chart to the team

2) Discuss utilizing the Stall Big Matrix for the respective programs	Calibration Engineers	45 min

Thanks
Burt Sloan
x09742

From:	Sloan, Burt (B.E.)
Sent:	Saturday, February 23, 2002 3:02 PM
To:	Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhlallah, Hassan (H.A.); Dennis, Matt (M.A.); Ward, Sheila (S.A.); Whitehead, Joe (J.P.); Fournelle, Gilbert (G.); Boyk, Greg (G.J.); Adams, Kerry (K.N.); Matkovich, Dale (D.M.); Sabin, Scott (S.M.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kieliszewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.)
Cc:	Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.)
Subject:	Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

Outfitters & Ranger Affinity Team
Engine Hesitation/Surge & Stall
February 27, 2002
8:00 am to 9:30 am
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Bill Putney	(U152 4.6L)
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Dan Young	(Escape I-4)
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Joe Whitehead	(Ranger 4.0L)

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In U152 Stalls Warranty
3) Kerry Adams to obtain throttle bodies from durability vehicles at APG and provide to Scott Sabin and Pat Crowley for CMM measurements.
4) Burt Sloan to update the Engine Stalls Big Matrix with latest Outfitters & Tough Truck warranty

February 27, 2002 Meeting Agenda:

1) Review Stall Big Matrix, (Health Chart) Gary Mazzela

45 min
Gary to explain how to use the chart to the team

2) Discuss utilizing the Stall Big Matrix for the respective programs	Calibration Engineers	45 min

From: Suarez, Rhea (R.)
Sent: Thursday, June 06, 2002 2:14 PM
To: Corbett, Sandra (S.M.); Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Williams, Les (LHW.); Terzes, Laura (L.D.); Price, Martin (M.); King, Robert (R.F.)
Subject: FW: TSB 02-11-6

Here is the TSB again in case you can't pull it

TSB 02-11-6.htm

From:	Suarez, Rhae (R.)
Sent:	Thursday, June 06, 2002 2:00 PM
To:	Corbett, Sandra (S.M.); Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Williams, Les (LHW.); Terzas, Laura (L.D.); Price, Martin (M.); King, Robert (R.F.)
Subject:	TSB for Escape stalls

FYI - TSB#02-11-06 has replaced TSB# 02-08-06 for the stall concerns on Escape. Same procedures and items just a few changes in verbiage.

Next/Previous Article (N/P): _ Article #: TSB 02-11-06 Date: 06/05/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm Vl Mdl Trans Engine Calib Axle
Criteria: 2001 T MR

PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
SOME VEHICLES EQUIPPED WITH THE 3.0L DURATEC ENGINE MAY EXHIBIT AN INTERMITTENT ENGINE QUIT CONDITION. THIS IS USUALLY A ONE TIME EVENT DURING CLOSED THROTTLE DECELERATION WITH NO DIAGNOSTIC TROUBLE CODES (DTCS) AND NO MALFUNCTION INDICATOR LAMP (MIL). THE ENGINE WILL RESTART IMMEDIATELY. WHEN NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB DRIVEABILITY CHECKLIST FOR DETAILS.

From: Takasawa, Keith (K.D.)
Sent: Monday, June 10, 2002 8:09 AM
To: Fascetti, Bob (R.J.); Powers, Ken (K.W.)
Cc: Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.)
Subject: RE: U204 Stalls

Importance: High

Please work with Bob on a graph that shows stalls performance over time (ICCD plus TBD) for the NAQPAM. THanks.

Regards,
Keith Takasawa

Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-6675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

—Original Message—

From: Klarr, Jerry (G.T.)

Sent: Sunday, June 09, 2002 9:35 PM

To: Fascetti, Bob (R.J.); Takasawa, Keith (K.D.)

Cc: Kapp, Dan (Daniel R.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.)

Subject: RE: U204 Stalls

Bob, good detailed summary. Mike and I will be tied up in U251 discussions from 4-6 on Monday. Can you cover the Padilla meeting in case Escape stalls comes up. Sandy - can you add the countermeasures to the pie chart with implimentation dates for a simple slide to give upper management our status? Then we need a verification slide that shows the most recent field (or FPCA) improvements (like the one we showed at the last NAQPAM), ie Paytner Chart?

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: Fascetti, Bob (R.J.)
Sent: Friday, June 07, 2002 6:10 PM
To: Takasawa, Keith (K.D.)
Cc: Kapp, Dan (Daniel R.); Klarr, Jerry (G.T.); Hofman, Michael (M.V.)
Subject: U204 Stalls

Keith,
attached is an update to the Stalls investigation. In summary, the new news:

- Robust MAFS sensor went into production 5/30/02, greatly reducing the chance for EMC failure.
- The EVAP system redesign is scheduled for post Job #1 2003. The chassis team will need help to implement this as soon after Job#1 as possible.

- This finned pintle IAC valve is scheduled for Job#1 2003, coincident with the 2003 calibration.

- The delta PFE sensor change to Motorola is scheduled for Job #1 2003.

To date, when the TSB, and the ISM (internal service message) have both been performed, we have not had a customer repeat stall.

Our team is continuing to work on the following:

- EEC module with improved RFI immunity - (CR11371349 - need your assistance to push through).
- Further calibration improvements/enhancements -
  - improved air compensation with Evap vent line blockage
  - revised dash pot calibration to match best in Outfitters for stall robustness
- . Complete file compare between Taurus 3.0L and Escape - 80% complete.

The attached files show the warranty status to date and when the recommended actions take place. Also attached is a summary of the entire investigation.

<< File: U204 6-10 Stall Summary.doc >> << File: Stalls Top 6.ppt >>

Please contact me with any questions or clarification.

Bob Fascetti - 83149

From:	Suarez, Rhae (R.)
Sent:	Tuesday, July 02, 2002 12:58 PM
To:	Foumelle, Gilbert (G.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Corbett, Sandra (S.M.); Price, Martin (M.)
Cc:	Mentgen, Keith (K.)
Subject:	FW: 2001 escape stall

Here is some stall info from our Hotline (see CQIS and email). If you have any questions please contact Keith or myself.

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

Rpt#: 2GBC2003 NHL Rpt: 07/02/2002 Odom: 24,808 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2001 ESCAPE 4X4,XLT ,WAGON 1FMCU04161KD85053 Bld: 06/08/2000
Engine: 3.0L DUR Calb: 0M11A30A Trans: CD4E E Axle: A/C: YES
Dealer Id: 07766 Marty Franich Ford Lincoln-Mer Ph#: (831) 722-4181
State: California City: Watsonville Orig/Caller: DAVID SALIVA
Symptom: 6 07 7 93 DRVABL,STALL/QUITS,DECELERATION,ALL ENGINE TEMP
Addl Sym: INTERMITTENT STALL VMV 73% St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: JOWEN528 Phone: 313 317-4276 Rgn Cd: 72 San Francisco - 72
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES THE CUSTOMER IS IN FOR THE 3RD TIME AND HAS A STALL ON DECELERATION. TECH STATES HE FOLLOWED TSB 02-11-06. TECH STATES HE DID VERIFY THE CONCERN. TECH STATES HE DIDN'T LOOSE THE RPM PID. TECH STATES THE ENGINE STALLED ON DECELERATION WHEN THE VMV REACHED 73%. TECH STATES THE EVAP LINES ARE CLEAR. SEEKING ADVICE

RECOMM ISM 02-06-025 VERIFY TSB 02-11-06 HAS BEEN PERFORMED, CK PCM HARNESS TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
ADVISE TECH OF THE LISTED TSB AND ISM. ADVISE TECH SINCE THE VEHICLE STALLED WHEN THE VMV WAS AT 73% AND THE LINES ARE CLEAN, INSPECT THE CANISTER FOR RAW FUEL. IF THE CANISTER IS FINE, REPLACE THE VMV AND RETEST.

REPAIR 07/02/2002 10:46AM KEITH MENTGEN MSS - FCSD - TECH SVC HOTLINE
TECH STATES HE IS ABLE TO VERIFY THE CONCERN ON DECELERATION ON A SLIGHT GRADE, ABOUT 1/4 TO 1/2 MILE LONG.TECH STATES HE MADE RECORDS AND NOTED THAT THE RPM WILL DROP DOWN TO 172 AND AT THAT TIME THE IAC IS ONLY 21.87%, 40 MPH, .87 VOLTS STEADY T.P. TECH STATES HE DID FIND THAT THIS LAST TIME CONCERN WAS PRESENT THE VMV WAS NOT ON, PID SHOWS 0.0%.

RECOMM ADVISED TECH THE PCM SHOULD TRY TO RESPOND FOR THE LOW RPM BY INCREASING THE IAC% BUT THIS IS NOT HAPPENING, INDICATION THE PCM IS POSSIBLY RESPONSABLE FOR THE CONCERN, ADVISED TECH I WOULD TRY OUT MORE INFORMATION AND CONTACT BACK AT 831-722-4181

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

From: Mentgen, Keith (K.)
Sent: Tuesday, July 02, 2002 11:24 AM
To: Suarez, Rhae (R.)
Cc: Huspen, Timothy (T.F.)
Subject: 2001 escape stall

Hello Rhae,
I just got a call back on a 2001 Escape with a stall on deceleration that the dealer is able to verify. The dealer made a recording of the event and found on the deceleration the RPM is dropping down to **180 rpms** and the IAC is only at **21.78%** and not going up, which indicates to me the PCM is not even trying to respond to the stall event. Other pids showed mph 40, and throttle position was .67 volts and steady during the event. I Also verified the latest calibration and the PCM part number is **1U7A-AXB**. The TSB has been performed and the IAC is 37% at idle, hot engine. The CQIS report number is 2GBC2003.

I remember a few months ago you were investigating this concern, if you have any more information that might apply please let me know.

Thanks

Keith Mentgen
Service Engineer 345
Ford Technical Hotline
kMentgen@ford.com
313-317-7049

From: Suarez, Rhae (R.)
Sent: Wednesday, July 03, 2002 9:21 AM
To: Altoonian, Don (D.J.); Fournelle, Gilbert (G.)
Cc: Packer, Ernest (E.G.); Corbett, Sandra (S.M.)
Subject: RE: Escape Stalling

Thanks Don. I tried Ernie's cell phone but he is on vacation too. I keep missing the Dealer. We've exchanged phone messages a few time now.

See-ya when you get back.

-----Original Message-----
From: Altoonian, Don (D.J.)
Sent: Wednesday, July 03, 2002 9:11 AM
To: Fournelle, Gilbert (G.)
Cc: Packer, Ernest (E.G.); Corbett, Sandra (S.M.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Gilbert, I know Ernie pretty well, I will contact him on Monday ,and if you want I will call the dealer on Friday ,and get more info on what he has done. I am on vacation till Monday.

-----Original Message-----
From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 7:28 AM
To: Suarez, Rhae (R.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Dalho, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.); Steckler, Mike (C.M.); Conroy, Don (D.C.)
Subject: RE: Escape Stalling

If this problem is repeatable, I would like to get a WDS recording of the event for analysis. This would be very important for us, since we still cannot repeat the concern ourselves.

I would like to see the following PIDS:

RPM
IAC
MAF
TP
LOAD
VSS
EGRVR
SPARKADV
EVAPVM
FLI
FUELPW1
FUELPW2
FTP
O2S11
O2S21
longft1
longft2
shrtft1
shrtft2

EGRVR
B+

Sincerely,

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

-----Original Message-----
From: Suarez, Rhae (R.)
Sent: Tuesday, July 02, 2002 2:11 PM
To: Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.); Steckler, Mike (C.M.); Conroy, Don (D.C.)
Subject: RE: Escape Stalling

Team,

Here is the newest stall vehicle. From the email below you can read that it has been into the dealership 3 times now. I looked up the VIN in CQIS and the only report in the system is during the second visit. I tried to contact the FSE (Ernie Packer) but he is out on vacation during this week. I left a message with Rod Gautier (playing phone tag) at Kip Killmon's Tyson Ford to get more information on what was done to the vehicle. His direct number is (703) 442-7448 if any one would like to contact him directly.

Would any of you like to get this vehicle back if it gets bought back? Is there anything you can offer before the buyback occurs?

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
Fax: 313-33-78337
Email: rsuarez8@ford.com

Rpt#: 2FQK6003 NHL Rpt: 06/17/2002 Odom: 3,774 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04122KB77107 Bld: 01/12/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 00012 Kip Killmon's Tysons Ford Ph#: (703) 448-0100
State: Virginia City: Vienna Orig/Caller: SHAWN KRAMER
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT. STALLING, NO CODES St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: JCRUZ25 Phone: 313 248-8201 Regn Cd: 27 Washington - 27
Engineering: Phone: TAR:

Dlr Contact: Phone: Title Cde: T

REPAIR TECH STATES VEHICLE HAS AN INT. STALLING CONCERN. STATES THAT IT HAPPENED ON A DECEL. STATES HE HAS PERFORMED TSB 02-11-6 TO NO AVAIL. TECH STATES THE STALLING IS VERY INTERMITTENT, HE CANNOT VERIFY AND NO OTHER DRIVEABILITY CONCERNS, STATES HE MADE SURE IT HAS LATEST CALIBRATION. CALLING FOR KNOWNS.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADV. TECH OF ISM INFO. ADV. OF NO OTHER KNOWNS AT THIS TIME. CONSULTED SME MPRICE.

REPAIR 07/01/2002 11:07AM MICHAEL SCHMILLE MSS - FCSD - TECH SVC HOTLINE TECH IS CALLING BACK ON THE SAME CONCERN. TECH STATES THAT HE CAN VERIFY THE CONCERN. THE VEHICLE STALLS ON A AFTER GETTING TO A TOP OF A HILL ON A DECELL. TECH STATES THE IAC IS 37%, TECH HAS 2L8A-AD IN THE PCM AND WANTED TO VERIFY THAT HE HAS THE LATEST CALIBRATION. TECH IS CALLING FOR FURTHER SUGGESTIONS.

RECOMM ADVISED TECH THAT THAT IS THE LATEST CALIBRATION FOR THE VEHICLE. ADVISED TECH TO CHECK PIDS OR MAKE A VDR RECORDING OF THE STALL AND LOOK FOR ANYTHING ADNORMAL, DISCONNECT VMV, EGR, AND ADJUST IAC TO 34%. TECH MAY WANT TO INSTALL REVISED DPFE OR MAF.

-----Original Message-----
From: Steckler, Mike (C.M.)
Sent: Monday, July 01, 2002 5:11 PM
To: Conroy, Don (D.C.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Don, if you all end up buying this car back let me know and I am going to send to engineering (don't do anything else to it).

Rhae, I assume you will be contacting the dealer or the FSE Ernie Packer to advise?

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE202
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

-----Original Message-----
From: Terzes, Laura (L.D.)
Sent: Monday, July 01, 2002 5:08 PM
To: Suarez, Rhae (R.)
Cc: Fast, Mathew (M.F.); Steckler, Mike (C.M.)
Subject: FW: Escape Stalling

Rhae, need to follow up with dealer to make absolutely sure they have the latest service info. Then if they do, forward this information to engineering and ask if they would like the vehicle for investigation.
Mike, would it be possible to quarantine the veh? immediately after we buyback before any further repairs attempted? If the dealer has performed all the latest repair info, this veh. may be something engineering wants. Pls. advise.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

-----Original Message-----
From: Steckler, Mike (C.M.)
Sent: Monday, July 01, 2002 10:47 AM
To: Terzes, Laura (L.D.)
Cc: dale@tysonsford.com; kipsbox@aol.com; 'rgautier1@juno.com'
Subject: RE: Escape Stalling

Laura, would you or someone on your team look at the repair history and contact Rod at Tyson's Ford....Look at the recent repair dates....Thanks

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE202
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

-----Original Message-----
From: rgautier1@juno.com [mailto:rgautier1@juno.com]
Sent: Thursday, June 27, 2002 11:55 AM
To: msteckl1@ford.com
Cc: dale@tysonsford.com; kipsbox@aol.com
Subject: Escape Stalling

Mike,

How are you? The heat is on here. 100 degree days, high humidity and code red air quality. Along with the heat comes the return of the Escape stalling. Ernie Packer is here and he told me an interesting story that Mazda is doing something different with the idle speed. Any more news?

Here's the latest 3 time loser:

[redacted]

Reston, Va. [redacted]

1FMCU04122KB77107

Repairs:

5/25/02 423 miles
6/17/02 3744 miles
6/26/02 4211 miles

All of these have been unduplicated attempts to address the symptom with repairs either suggested by SBM or the hotline. This one qualifies for Lemon Law. Pass it on that we need some real fix

to keep these on the road. You should see the panic in the customer's face when they come in after their car stalls out. This is getting ugly. Fire them up!

Rod Gautier
Fixed Operations Manager
Kip Killmon's Tysons Ford

From: Sanders, Muriel (M.S.)
Sent: Friday, May 31, 2002 9:54 AM
To: Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: FW: St. Croix Contact

Service history and CQIS reports on St. Croix Escapes...

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: Suarez, Rhae (R.)
Sent: Thursday, May 30, 2002 4:09 PM
To: Sanders, Muriel (M.S.)
Cc: Terzes, Laura (L.D.); Johnson, Jim (J.S.)
Subject: FW: St. Croix Contact

Muriel,

I was asked to forward you this information. If you check the VINS without the CQIS reports (see email below) they are the Buybacks Jim Johnson brought up in the stall meeting. You can see what was done to them on AWS:

C. Evans http://www.quality.ford.com/aws/cgi-bin/jlu/clmlist20.pl?srvr=ecodb2x&modelyr=2002&vin_cd=1FMYU03192KB06722
R. MAHARAJ http://www.quality.ford.com/aws/cgi-bin/jlu/clmlist20.pl?srvr=ecodb2x&modelyr=2002&vin_cd=1FMYU03182KA32208

D. Scott Vin does not come up.

Both show that the MAF was replaced and the DPFE. It does not mention any of the TSB or the other ISM items.

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

—Original Message—
From: Terzes, Laura (L.D.)
Sent: Thursday, May 30, 2002 1:42 PM
To: Johnson, Jim (J.S.)
Cc: Suarez, Rhae (R.)
Subject: RE: St. Croix Contact

Jim apparently, the technician is not using the lastest SSM and TSB info. The latest info is highlighted below. Regarding the other VINs, there are no CQIS reports. Rhae please investigate/review the service history on all of the vehs. and forward info to the stalls team.

Findings from Rhae Suarez:

Customer VIN	MY	build date	# of CQIS reports
D. SCOTT 1FMYU04112KB06728	2002	10/26/01	0
D. ILIDGE 1FMYU04152KA70784	2002	10/05/01	3 (see attachment)
C. EVANS 1FMYU03192KB06722	2002	10/26/01	0
R. MAHARAJ 1FMYU03182KA32208	2002	08/21/01	0

St Croix CQIS - 1FMYU04152KA70...

Only 1 vehicle has CQIS information that was called into the Hotline. The original call was made on 12/17/2001. It has been updated a few times up 3/27/01 with reference of the old SSM (15589) and ISM 02-01-070. The latest information is in TSB# 02-08-06 and ISM# 02-05-043.

With no CQIS reports on the other vehicles it is hard to determine what was done to them.

Please let me know if any more information is needed.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC 8 (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

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: Johnson, Jim (J.S.)
Sent: Thursday, May 30, 2002 10:42 AM
To: Terzas, Laura (L.D.)
Cc: Linde, Peter (P.A.); Bradley, Joe (J.C.); Goering, Kimberly (K.L.); Suarez, Rhae (R.); Powers, Ken (K.W.); Sanders, Muriel (M.S.); Blicki, John (J.R.)
Subject: RE: St. Croix Contact

Laura, the technician told me he has followed the TSB and SSM with on these units, road tested them and never experienced a stall. However customers continue to report intermittent stalling after the repair. The dealer has traded these three of the customers into new vehicles.

D. SCOTT 1FMYU04112KB06728, D. ILIDGE 1FMYU04152KA70784, R. MAHARAJ 1FMYU03182KA32208

I just asked the technician to check the o ring gasket under the MAF on these three units based on a conversation I had with Muriel Sanders and will advise you of his findings.

—Original Message—
From: Terzas, Laura (L.D.)

Sent: Thursday, May 30, 2002 8:11 AM
To: Johnson, Jim (J.S.)
Cc: Linde, Peter (P.A.); Bradley, Joe (J.C.); Goering, Kimberly (K.L.); Suarez, Rhae (R.); Powers, Ken (K.W.)
Subject: FW: St. Croix Contact

Jim, I left you phone msg. regarding latest service fixes, and also recommended you get with Rhae Suarez for details. I understand you did speak with him yesterday, and may call in to the Escape stalls mtg. today. By copy of this note to Rhae, he will check build dates based on VINs and provide further direction on the fixes.

By copy of this note to Joe and Kim, they will be aware of legal issues.

-----Original Message-----
From: Linde, Peter (P.A.)
Sent: Wednesday, May 29, 2002 5:48 PM
To: Terzes, Laura (L.D.)
Cc: Powers, Ken (K.W.)
Subject: FW: St. Croix Contact

Should this go to Joe Bradley?

I'd prefer to have him or OGC be the point of contact.

Mike Hoffman (Powertrain Manager) should be the technical resource for this issue.

Pete Linde
ENGINEERING SUPERVISOR
ESCAPE/TRIBUTE PVT
8121 US HIGHWAY 69
CLAYCOMO, MO 64119
816-459-1865
816-459-1726 (FAX)

-----Original Message-----
From: Johnson, Jim (J.S.)
Sent: Wednesday, May 29, 2002 1:24 PM
To: Sanders, Muriel (M.S.); Linde, Peter (P.A.); Terzes, Laura (L.D.)
Subject: FW: St. Croix Contact

Below is a note from the dealer principal in St. Thomas regarding Escape stalling and a contact report from the Zone manager. The Consumer Affairs Director for St. Thomas & St. Croix said he wants to peruse a class action law suit on behalf of all customers in the USVI with a stall.

Please call me to discuss.

From: Joe Annis [mailto:jannis@attglobal.net]
Sent: Wednesday, May 29, 2002 9:41 AM
To: Fernandez, Ruben (R.)
Cc: Mark Weeder; Felix Amely; Benintende, Robert (R.F.); Martin, Mike (M.S.)
Subject: VIN's your requested
Ruben

Below are the VIN;s for the four units that we have replaced both parts on. It is my understanding that you have these numbers from your trip of last week.

I have told you this morn that [redacted] and I have worked out a trade but she is driving her Escape as of now. The unit shut down on her about an hour ago and we sent a tech to the location and found no codes. This is our problem, I have a lot of units doing this and also some in St. Thomas. We must do something about this now. As you know some people stateside are having the same problem as us. Please advise as to the way Ford want to precede.

D. SCOTT 1FMYU04112KB06728

D. ILIDGE 1FMYU04152KA70784

C. EVANS 1FMYU03192KB06722

R. MAHARAJ 1FMYU03182KA32208

I am on my way to St. Croix today and will check to see if the list is true. I would like for you to send me via E-Mail the part numbers that Ford is wanting us to replace so I can be sure that we are doing as you requested. Most of all find a fix for the problem before it puts us out of business.

Any E-Mail you need to send me needs to go the one of the following, jannis@attglobal.net <mailto:jannis@attglobal.net> or jannis@viford.com <mailto:jannis@viford.com> Please add the correct address to your computer, the address you are using is not a good address.

Joe Annis

-----Original Message-----
From: Fernandez, Ruben (R.)
Sent: Wednesday, May 29, 2002 11:52 AM
To: Martin, Mike (M.S.)
Subject: St. Croix Contact

Attached contact for St. Croix. Joe sent you an e-mail with the vin numbers.

If you have any questions or comments please let me know.

<< File: Contact Sain Croix 52302.doc >>

Rubén Fernández
Parts and Service Area Manager
Ford International Business Development Inc.
Puerto Rico District Office
Phone (787) 782-5959 Ext. 239
Fax (787) 781-8975
e-mail : rferna12@ford.com

Rpt#: 1LQIM002 NHL Rpt: 12/17/2001 Odom: 332 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04152KA70784 Bld: 10/05/2001
Engine: 3.0L DUR Calb: Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: F0W44 Metro Motors S.C. Inc. Ph#: (340) 773-2121
Country: VIRGIN ISLAN City: Christiansted, S Orig/Caller: JOS6 FLORES
Symptom: 6 07 7 93 DRVABL,STALL/QUITS,DECELERATION,ALL ENGINE TEMP
Addl Sym: INTERMITTENT STALLS/QUITS. St: CCRG/EPRC: S Rvwd: A Dt: 03/14/2002
Fix: Caus. Comp: -- Condition Code:
Hotliner: JCHACON3 Phone: 313 317-7047 Regn Cd: 9A FCSD REGION-9A
Engineering: Phone: TAR:
Dlr Contact: Phone: Title Cde: T
REPAIR SPANISH SPEAKER/HABLA ESPAÑOL
THE TECHNICIAN WORKING ON THIS VEHICLE STATES THE ENGINE CUTS OUT AT TIMES, UNABLE TO DUPLICATE THE CONCERN. THE EEC-V POWER RELAY WAS REPLACED BUT IT SEEMS TO MAKE NO DIFFERENCE. ANY KNOWNS? REQUESTING TECHNICAL ADVISE.
RECOMM REPORT #: 1KIFU001
ISM 01-10-031 TAP TEST EEC PWR RELAY, REPLACE IF NECESSARY
SSM 15434 R&R EEC PWD RELAY W/ F0AZ-14N089-A, CK CONN PINS ALSO
ADVISED THE TECHNICIAN FOR THIS CONCERN SUGGEST TO TRY TO DUPLICATE THE CONCERN BEFORE ANY REPAIR ATTEMPT. RE-RUN OASIS AND REVIEW SPECIAL SERVICE MESSAGE 15434.
REPAIR 03/12/2002 08:20AM JOSE CHACON MSS - FCSD - TECH SVC HOTLINE
THE TECHNICIAN AND FIELD SERVICE ENGINEER (RUBEN, FERNANDEZ) ARE CURRENTLY WORKING ON THIS VEHICLE WITH AN STALL CONCERN AT IDLE, THEY ARE CURRENTLY LOOKING FOR UPDATES.
RECOMM ISM 02-01-070 INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP
SSM 15589 REFLASH (PCM) W WDS VERSION B17.1 OR LATER
ADVISED THE TECNICIAN AND FIELD SERVICE REPRESENTATIVE TO REVIEW SSM 15589. ADVISED THE FIELD SERVICE ENGINEER TO REFER TO THE CQIS SYSTEM AND REVIEW THE ABOVE LISTED ISM. PROVIDED ALL THE INFORMATION TO THE TECHNICIAN ON WHAT TO LOOK FOR, AS DESCRIBED PER ISM 02-01-070.
REPAIR 03/27/2002 02:57PM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE
TECH STATES THE VEHICLE IS BACK AGAIN FOR A STALL CONCERN. HE STILL CANNOT DUPLICATE THE CONCERN. HE HAS CHECKED ALL THAT WAS RECOMMENDED. HE IS SEEKING ANY UPDATES
RECOMM ISM 02-01-070 INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP
ADIVSED TECH OF ABOVE ISM INFORMATION.

\Rpt#: 2DBAS002 EXPORT Rpt: 04/02/2002 Odom: 2,551 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04152KA70784 Bld: 10/05/2001
Engine: 3.0L DUR Calb: Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: F0W44 Metro Motors S.C. Inc. Ph#: (340) 773-2121
Country: VIRGIN ISLAN City: Christiansted, S Orig/Caller: DESIREE ILLIDGEZ
Symptom: 6 07 6 00 DRVABL,STALL/QUITS,AT CRUISE,OTHER-CODE NA
Addl Sym: St: CCRG/EPRC: S Rvwd: A Dt: 04/12/2002
Fix: Caus. Comp: PROCESSOR ASSY – RPR Condition Code:
Cust Sat? Prt St: MIL? ABA? Air Temp: Survey? N
EO: EC: Intmit?
ER: CB: Sym Vf?
CONCER WHILE DRIVING THE STBERING WHEEL GETS HARD AND VEHICLE CUTS OUT WHILE DRIVING.
REPAIR 2L8A-12A650-AD REPROGRAM PCM, CHECK GROUND G-300, G100, G104, G105. REMOVED BATTERY AND BATTERY TRAY TO ISPECT GROUND. REMOVED DRIVER'S SEAT TO INSPECT G-308 GROUND. CALLED HOTLINE # 1LAIM002.
ADD-ON 05/06/2002 10:46AM FAMIKA JACKSON MSS - FCSD - EDSRADMIN
PLEASE NOTE CORRECTION OF HOTLINE NUMBER. SHOULD BE 1LQIM002.

Rpt#: 2EIAE033 EXPORT --or-- K 200200014187 Rpt: 05/09/2002 Odom: 5,290 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04152KA70784 Bld: 10/05/2001
Engine: 3.0L DUR Calb: Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: F0W44 Metro Motors S.C. Inc. Ph#: (340) 773-2121
Country: VIRGIN ISLAN City: Christiansted, S Orig/Caller: DESIREE ILLIDGE
Symptom: 6 07 6 00 DRVABL,STALL/QUITS,AT CRUISE,OTHER-CODE NA
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: N Caus. Comp: -- Condition Code:
Cust Sat? Prt St: MIL? ABA? Air Temp: A Survey? N
EO: EC: Intmit?
ER: CB: Sym Vf?
CONCER VEHICLE SHUTS OFF WHILE DRIVING.
TECH/C ROAD TEST VEHICLE, CANNOT VERIFY CUSTOMER COMPLAINT, EECV DIAGNOSTIC TEST, NO DTC, MONITOR TEST, VACUUM LEAK TEST, FUEL PRESSURE TEST, IGNITION TEST, REPROGRAM PCM, CHECK PCM RELAY, MAF SENSOR, IAC VALVE SENSOR, GROUND G-300, G-100, G-104, G-105, S-101. NO PROBLEM FOUND. CALLED HOTLINE FOR ASSISTANCE. 1LQIM002.

From: Fiorini, John (J.J.)
Sent: Thursday, June 13, 2002 12:20 PM
To: Grimes, Jeff (J.R.); Corbett, Sandra (S.M.)
Cc: Abbasi, Basel (B.A.); Smaldone, Ronald (R.P.)
Subject: RE: 3.0L SBG testing

Jeff,
We provide Ron two cables earlier in the week which is what we had laying around. Dealer will be your best bet since Basel is on vacation until Monday.

If you ask the dealer for the parts, they will pull up exploded drawings and a picture will come up so you should be able to get the parts in question without part numbers. The production part numbers are as follows:

ESCAPE/TRIBUTE (3.0L V6) R/B 5L84-C0	YL84 9A758 AF	Accelerator Cable
ESCAPE/TRIBUTE (3.0L V6)	YL84 9677 AE	Bracket - Accel Cable

I'm guessing if you replace the "4" in the prefix with a "Z", that is what your looking for.

Let me know if you need anything else.

John J.Fiorini
Supervisor, Accelerator Controls - Outfitters
Stationary Components, PTSE
PDC, 2D-G46, MD 197
* Phone: (313) 33-73654
* Fax: (313) 32-31153
* Page: (734) 651-0854
* E-mail: <mailto:jfiorini@ford.com>

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Thursday, June 13, 2002 10:10 AM
To: Fiorini, John (J.J.)
Subject: FW: 3.0L SBG testing
Importance: High

John, can you help us...Basel is out...

At the very least I need part numbers...we can try to get the parts from dealers...
Best case: you have parts in a local crib that we can get...

Than in advance

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

-----Original Message-----
From: Grimes, Jeff (J.R.)

Sent: Thursday, June 13, 2002 9:03 AM
To: Corbett, Sandra (S.M.); Abbasi, Basel (B.A.)
Subject: FW: 3.0L SBG testing
Importance: High

Can anyone help with 5 sets of Throttle cable brackets and cables...
VERY HOTT!!!! Need ASAP to support QSF team.
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 13, 2002 9:00 AM
To: 'Grimes, Jeff (J.R.)'; Smaldone, Ronald (R.P.)
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: RE: 3.0L SBG testing

We need cables and brackets - or at least part numbers - so we can go to a dealer and order them.
I plan to take the intakes and throttle bodies to IEL later today.
-----Original Message-----
From: Grimes, Jeff (J.R.) [mailto:jgrimes1@ford.com]
Sent: Thursday, June 13, 2002 8:54 AM
To: 'Parkinson, Tim (T.M.)'; Smaldone, Ronald (R.P.); Grimes, Jeff (J.R.)
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: RE: 3.0L SBG testing

Where do we stand...testing starting today?
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: Tuesday, June 11, 2002 2:04 PM
To: 'rsmaldon@ford.com'; 'jgrimes1@ford.com'
Cc: Padula, Sarah (S.K.); McKee, Mike (M.T.); Cunningham, David (D.N.); Foley, Tom (T.M.)
Subject: 3.0L SBG testing

I visited IEL this morning and dropped off the one intake manifold and discussed the testing with them. In order to give us a quick turnaround time, they need 5 more intake manifolds, cables, and all the brackets. Without this, the cost will be higher and the test time increases by a factor of 6.
Can we get more hardware?
Tim Parkinson
tparkin1@visteon.com
(313) 755-3831

From: Johnson, Jim (J.S.)
Sent: Thursday, June 27, 2002 9:12 AM
To: Pepitone, Gil (J.); 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.); 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.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, 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, 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.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Yeung, Lem (.); 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.); Beninteude, 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 - 529	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: Pepitone, Gil (J.)
Sent: Thursday, June 27, 2002 2:11 AM
Cc: Pepitone, 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: 1-630-693-1704
Passcode: 7673538, then hit #

I thank the Team for all their assistance.

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"

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.); Fasdni, 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.); Fasdni, 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 similiar 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 #206/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 that 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 16, 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 9E926.doc >>

From: Khan, Naveed (N.A.) [nkhan3@visteon.com]
Sent: Friday, May 24, 2002 11:16 AM
To: 'Boals, Sandra (S.L.)'; Hinds, Brett (B.S.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hoffman, Michael (M.J.); Corbett, Sandra (S.M.); Brennan, Patrick (P.M.); Khan, Naveed (N.A.); Adams, Michael (M.G.); Bishop, Chris (C.B.); Peretti, Thomas (T.A.); Gech, Ronald (R.S.)
Subject: RE: Current Production U204 - MAFS Gasket Issues

Sandy,

Can you provide us the VIN # for some of the vehicles (US ones) so we can find out if these were service issues or misassembly issues. We like to investigate by pulling some warranty data.

-----Original Message-----
From: Boals, Sandra (S.L.) [mailto:sboals@ford.com]
Sent: Thursday, May 23, 2002 3:57 PM
To: Hinds, Brett (B.S.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hoffman, Michael (M.J.); Corbett, Sandra (S.M.); Brennan, Patrick (P.M.); 'nkhan3@visteon.com'; 'madams@visteon.com'; 'cbishop2@visteon.com'; 'tperetti@visteon.com'
Subject: Current Production U204 - MAFS Gasket Issues

When: Wednesday, May 29, 2002 3:00 PM-4:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE Building, Conference Room TBD

~~*~*~*~*~*~*~*~*~*

The purpose of this meeting is to disuss the MAFS gasket issue on the current production U204.

Muriel Sanders, U204 V6 Calibration, has informed me that there have been several issues, including:
1) MAFS gaskets missing
2) MAFS gaskets mis-installed (reported from vehicles in California and New England)

AGENDA
1) Background on MAFS Gasket Issues --> Muriel Sanders
2) Review design of current U204 I4 and V6 MAFS gasket --> Visteon
3) Discuss potential re-design of MAFS gasket to avoid these issues --> Visteon

Sandy Boals
U204 PTSSE, Air Induction System D&R
Product Development Center (PDC), Cube 2F-E08
Phone: (313) 845-4661 / FAX: (313) 621-8320
Text Pager: (313) 684-2194

From: Klarr, Jerry (G.T.)
Sent: Sunday, May 19, 2002 9:07 PM
To: Koszewnik, John (J.J.); Fascetti, Bob (R.J.); Gray, Chuck (C.E.)
Cc: Samardzich, Barb (B.J.); Corbett, Sandra (S.M.)
Subject: RE: Some feedback from FCSD personnel @ Tahoe for you

Thanks for the info. Bob - need to confirm if the dealer tried the TSB. As we discussed, we need to see if we have other failure modes not captured by the recent field actions.

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: Koszewnik, John (J.J.)
Sent: Sunday, May 19, 2002 4:16 PM
To: Fascetti, Bob (R.J.); Klarr, Jerry (G.T.); Gray, Chuck (C.E.)
Cc: Samardzich, Barb (B.J.)
Subject: FW: Some feedback from FCSD personnel @ Tahoe for you

Bob and Jerry,

I think you are both heavily involved in the Escape stalls issue. Could you please contact Paul Belote of FCSD and answer his questions.

Chuck,

Please have Frank or someone else in your organization follow-up with Oscar Rosignon. Also, note the heads up on 4.0L "warble" noise. I wonder if this is the 4.0L "marble noise" issue associated with the OHV version of the Cologne engine. You might want to check with the Hotline to find out if something new is developing.

Barb,

Thanks for forwarding these concerns.

John Koszewnik
Chief Engineer
V-Engine Engineering
Ph. 32-26973
Fx. 24-86067
jkoszewn@ford.com

---Original Message---
From: Samardzich, Barb (B.J.)
Sent: Thursday, May 16, 2002 10:31 AM
To: Koszewnik, John (J.J.)
Subject: Some feedback from FCSD personnel @ Tahoe for you

A couple of the FCSD attendees had some specific request for you, or one of your team to follow up with them:

Paul Belote (Pittsburgh Region) 412.512.8457
Has a serious issue with engine stalls on Escape. Had one customer w/ a 2001 product, bought it back from the customer and put him into a 2002 Escape, had to buy that one back also. (If this is Brian Wolfe's, please

forward my note to him). Wants to understand details of the issue and what we are doing about it.

Oscar Rosignon (Atlanta Region) 678.358.8329
Two concerns: 3.0L Ranger spark knock and rough idle. Head gasket failures. Again, would just like to talk to someone about our fixes, what they can / should say to the customer, etc.

Only other specific item was a concern with a 4.0L warble noise on Rangers. Don't have much info other than a couple of the service rep.'s felt this was a serious issue.

Regards,

Barb Samardzich
Chief Engineer
Automatic Transmission Engineering
Phone: 734-52-35775
Text Page: bsamardz
Admin: Linda Isakson

From: Klarr, Jerry (G.T.)
Sent: Thursday, May 16, 2002 7:35 PM
To: Patil, Prabhakar (P.B.)
Cc: Takasawa, Keith (K.D.); Cosenza, Pat (P.D.); Watson, Tom (T.M.); Gokhale, Renuka (R.V.); Corbett, Sandra (S.M.); Fascetti, Bob (R.J.)
Subject: RE: my escape

Sounds like one of our stall issues. Sandy - pls work with Bob's team to f/u 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: Patil, Prabhakar (P.B.)
Sent: Thursday, May 16, 2002 2:45 PM
To: Klarr, Jerry (G.T.)
Cc: Takasawa, Keith (K.D.); Cosenza, Pat (P.D.); Watson, Tom (T.M.); Gokhale, Renuka (R.V.)
Subject: FW: my escape
Importance: High

Is this a known issue ? Thanks.

Prabhakar Patil
Chief Engineer, Escape HEV
Room 1RS21, PDC
32-32374, fax: 62-16856
Pls visit our website at
www.hybridFord.com

-----Original Message-----
From: [redacted]
Sent: Thursday, May 16, 2002 2:38 PM
To: Patil, Prabhakar (P.B.)
Subject: my escape
Importance: High

Dear Mr. Patil,

I own escape for last 1 year and 5 months.

I wanted to share a scary incident happened with me on Tuesday morning while I was driving to my work.
A good friend of mine who is a manager in PDC suggested me to send you an e-mail and let you know.

I was on the ramp from 96 to Southfield and my car speed was about 30 mph.
Suddenly I noticed that no gas is going even though I am pressing hard.
Within fraction of second I couldn't steer at all and couldn't apply the break.
(It seems like my engine stalled)
I end up driving into the shoulder and car stopped by itself. It was completely out of my control.

I sat in the car for two min and restart my car and it worked.

I experienced similar few days before but on a milder scale so I didn't pay much attention to it.
I was in the middle lane of Southfield and going back home with bumper to bumper traffic.

I am curious to know if it is a known issue or any body else is experiencing anything like that.

Please let me know.
I am going to send my car to dealer tomorrow.
I am very scared to drive that car now.

Thanks.

[redacted]

From: Moorhouse, Scott (S.R.)
Sent: Thursday, June 13, 2002 3:21 PM
To: Grossmann, Richard (R.A.)
Cc: Terzes, Laura (L.D.); Suarez, Rhae (R.); Delbo, Bob (R.J.); Sanders, Muriel (M.S.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.)
Subject: FW: Stalling Escapes

Rick, any way that we can get access to these two vehicles next week? I will have a PTQRT engineer this week, and we would very much like to review the vehicles. PLs let me know.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

—Original Message—
From: Suarez, Rhae (R.)
Sent: Thursday, June 13, 2002 7:14 AM
To: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Linde, Peter (P.A.); Miller, Brian (B.J.); Moorhouse, Scott (S.R.)
Cc: Grossmann, Richard (R.A.)
Subject: FW: Stalling Escapes

Hi everyone.

Here is an email from Richard Grossman. He is a FSE in the KC area. He has 2 Escapes that has had the TSB and ISM procedures done to the car. Both vehicles still exhibit the stall concern. If anyone is interested in getting to these vehicles please contact myself or Richard Grossman to coordinate.

Thanks,
Rhae M. Suarez

Rhae Micheel Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 648) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78937
Email: rsuarez8@ford.com

—Original Message—
From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 11:56 PM
To: Suarez, Rhae (R.)
Cc: Terzes, Laura (L.D.)
Subject: FW: Stalling Escapes

Rhae,

Since Bob is out, you may be interested in this.

—Original Message—
From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 10:53 PM
To: Terzes, Laura (L.D.); King, Robert (R.F.)
Cc: MacRitchie, Janice (J.V.)
Subject: Stalling Escapes

Bob and Laura,

Cory Thompson, service manager at Metro Ford (816-254-9800), tells me the Escape listed below is in the process of being required since it has been to the dealer multiple times for stalling. TSB 02-05-043 and ISM 02-05-043 have been performed on the vehicle.

Mike Hawes, service manager a Bill Woods Ford (816-454-4200), reports he has an Escape that reportedly stalls after TSB 02-05-043 and ISM 02-05-043 have been performed. Please see the CQIS report listed below. I asked Mike to put the VDR on that vehicle and try to get a recording of the stall.

As both of these vehicles are close to the Kansas City Assembly Plant, and both reports indicate the latest fix is not effective, I thought you might be interested in taking a look at them.

Please let me know if you wish to inspect these vehicles.

Rpt#: 2E3CY004 NHL Rpt: 05/29/2002 Odom: 2,615 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X2,XLT ,WAGON 1FMCU03172KB22346 Bld: 11/09/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73C A/C: YES
Dealer Id: 05158 Metro Ford, Inc. Ph#: (816) 254-9803
State: Missouri City: Independence Orig/Caller: JOHN LARGENT
Symptom: 6 07 7 00 DRVABL,STALL/QUITS,DECELERATION,OTHER-CODE NA
Addl Sym: ALLEDGED STALLS St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: – Condition Code:
Hotliner: RSTEGEMA Phone: 313 317-0000 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dlr Contact: Phone: Title Cde: T
REPAIR VEHICLE WAS BROUGHT IN FOR A STALL CONCERN EVE AFTER TSB 02-08-06 WAS PERFORMED. TECH IS UNABEL TO DUPLICATE CONCERN. SEEKING ADVICE.
RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, SUGGESTED OF ISM ABOVE.
ADD-ON 06/12/2002 11:32PM RICK GROSSMAN(FSE) MSS - FCSD - REG - KANSAS CTY SERVICE MANAGER CORY THOMPSON REPORTS AFTER DILLEGENTLY PERFORMING TSB 02-08-06 AND ISM 02-05-043, CUSTOMER REPORTS VEHICLE STILL INTERMITTE NTLY STALLS. DUE TO THE NUMBER OF TIMES IN FOR THIS CONCERN, CORY REPO RTS THE COMPANY HAS AGREED TO RAV THE VEHICLE.

==> _____ 1 of 1
Rpt#: 2FFA7020 NHL Rpt: 06/06/2002 Odom: 2,163 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04192KD11746 Bld: 04/11/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 05079 Bill Woods Ford Ph#: (816) 454-4200
State: Missouri City: Kansas City Orig/Caller: TOM WOODROOF
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT STALLS, NO CODES St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: KAVERY3 Phone: 313 317-9356 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dlr Contact: Phone: Title Cde: T
REPAIR TECH STATES CUST ALLEGES INT STALLS, CANNOT GET FROM CUST ANY DETAILS AS TO CONDITIONS WHEN VEHICLE STALLS, DID TSB 02-11-06 AND CANNOT VERIFY, PASSES TSB, SEEKING KNOWNS.
RECOMM TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)

ADV TECH NO FURTHER KNOWNS, ADV TRY TO DETERMINE VEH SPEED AT TIME OF CONCERN, IF ACCEL/DECEL/CRUISE, AND IF GOING DOWNHILL/UPHILL/LEVEL GROUND.

REPAIR 06/06/2002 03:33PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE
SM IS CALLING BACK AND HAD REMEMBERED SOME OTHER GROUNDS AND STUFF THAT WE HAVE TOLD THEN TO CHECK ON.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADVISED THE SM OF THE INFO LISTED IN THE ABOVE ISM.

Rich Grossmann

Field Service Engineer
913-541-4883

From: Nehasil, Linda (L.F.)
Sent: Wednesday, May 29, 2002 10:14 AM
To: Corbett, Sandra (S.M.)
Subject: FW: '02 3.0L ESCAPE WITH BATT. ACID LEAKAGE

Sandy, Greg or Hassan may have sent this to you already.....

Quality comes first....
Linda F. Nehasil
Explorer Powertrain Quality
32-38671

----Original Message----
From: Noteboom, Jim (J.E.)
Sent: Friday, May 24, 2002 12:42 PM
To: Ponder, Ray (R.L.); Billingsles, Charles (C.F.); Boyk, Greg (G.J.); Dakhlallah, Hassan (H.A.); Michalowicz, Cheryl (C.C.); Nehasil, Linda (L.F.)
Cc: DiAngelo, Renaldo (R.); Pepitone, Gil (J.); Surti, P. J. (P.J.)
Subject: '02 3.0L ESCAPE WITH BATT. ACID LEAKAGE

The battery was returned to Cross & Black Test Lab; attn.; Mike Kaler (313-534-8309).

==> _____ 1 of 1
Rpt#: 2EXIC001 PTOFSE Rpt: 05/24/2002 Odom: 3,909 M
Rvwd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04142KC19492 Bld: 01/29/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 01108 John Elway Ford West Ph#: (303) 421-5350
State: Colorado City: Wheat Ridge Orig/Caller: J. NOTEBOOM
Symptom: 6 07 6 92 DRVABL,STALL/QUITS,AT CRUISE,HOT ENGINE
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: BATTERY -- RPL Condition Code: B5
JNOTEBOO (303) 674-4015 FAX: MIL? N ABA? Symp Vf? Survey? N
EQ: EC: Prt St: O
ER: CB: Intmit? Y
CONCER "RANDOMLY STALLS, OCCURED ONCE AT APPROX. 2500 MILES."
REPAIR THE CONCERN HAS NOT BEEN VERIFIED, THERE WERE NO DTCS PRESENT IN THE SYSTEM. DURING AN INSPECTION(3342 MI) OF VARIOUS GROUNDS, IT WAS NOTED THE BATTERY TRAY HAD BATT ACID PRESENT AND IT HAD SEEPED DOWN ON GRDS. G-104 & 105. THIS WAS CLEANED UP AND THE GROUNDS VERIFIED. AT THIS TIME THERE WAS NO INDICATION OF A BATT CASE LEAK, ONLY A LIGHT DEPOSIT NEAR THE CELL CAPS. ALSO, THER WAS NO DEBRIS IN THE BATT TRAY. AT 3909 MILES THE VEH. WAS RETURNED TO REPLACE THE BATT. AT THAT TIME ACID WAS AGAIN PRESENT IN THE TRAY (A LEAK IS SUSPECT IN THE BOTTOM OF THE BATT. CASE). THE BATT WAS R&R'S AND RETURNED TO MIKE KALER FOR TESTING.

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.674.4015 FAX: 303.674.5730
Page: 1.888.375.1980

From: Suarez, Rhae (R.)
Sent: Tuesday, December 10, 2002 10:13 AM
To: Corbett, Sandra (S.M.)
Subject: Stall CQIS after 9/11

Rpt#: 2KLFD008 NHL Rpt: 11/12/2002 Odom: 94 M
Rvwd: Y File: _ Folder: 02012236 2 Attchmnts: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2003 ESCAPE 4X2,XLT ,MPV 1FMYU03103KB32739 Bld: 10/29/2002
Engine: 3.0L DUR Calb: 3M11A30A Trans: CD4E E Axle: 3800FZ.73C A/C:
Dealer Id: 01521 Friendly Ford, Inc. Ph#: (630) 924-8686
State: Illinois City: Roselle Orig/Caller: SEAN KELLETT
Symptom: 6 07 4 93 DRVABL,STALL/QUITS,AT IDLE,ALL ENGINE TEMP
Addl Sym: STALLS AT IDLE St: CORG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: CPERRITO Phone: 313 317-4487 Regn Cd: 41 Chicago - 41
Engineering: Phone: TAR:
Dlr Contact: Phone: Title Cde: T
REPAIR TECH STATES THAT VEHICLE WILL STALL AT IDLE. CUST ALLEGES IT ALSO WILL STALL AT CRUISE. NO CODES. LATEST CALIB. TECH STATES THAT HE NOTICES THAT CYL START TO MISS AND ALSO THAT IT FEELS AS IF IGN JUST SHUTS OFF. ALSO STATES THAT HEGOS GO RICH AFTER STALL.
RECOMM ADVISED TECH TO MONITOR RPM PID FOR GLITCHES, DROPPING OUT, ETC. IF SO THEN MONITOR CKP CKT, OVERLAY CKT AND/OR REPLACE CKP AS NEEDED. ALSO ADVISED TO MONITOR FRP AND FOR COMM WITH NGS/WDS AT TIME OF CONCERN.

From: Suarez, Rhae (R.)
Sent: Wednesday, September 25, 2002 2:26 PM
To: Dalbo, Bob (R.J.); Foumelle, Gilbert (G.); Corbett, Sandra (S.M.); Hansen, George (G.C.)
Cc: Limtiaco, Steven (S.)
Subject: FW: PCM P/# for Tribute Engine Stall

Importance: High

Here is the info I gave Steve Limtiaco (Mazda) for Ford Service calibration part number for Mazda Tribute application.

```
SERVICE PART:       1U7Z-  12A650-AYD__       MODULE - ENGINE CONTROL - EEC V
ENGINEERING PART:    1U7A   12A650 AYDMR_____        ORIGIN:       PAPD
SUPPLIER LOC:                                        FINIS:        4459907
Vendor Part:                                         Fam Buy:
Motorcraft Part:                                     Prime Suplr:  2020A
Comparable Part:                                     Packager Cd:
Replaced Part:      1U7Z-  12A650-AYA                Mat Content:
Replacing Part:                                      Ship Mlt:           0
Buyer:          8V1 CHRIS MCCARTHY                   NBA Phone:    734-266-9754
Dmnd Anlyst:    9ZG ALEX DUTCHESHEN                  NDA Phone:    734-458-0167
Prod Anlyst:    301 TERRY SUETTERLIN (AGENCY)        NPA Phone:    734-52-35649
Price Anlyst:   I80 DARLA JOHNSON-ALLEN              Profs ID:
Color Name:                                          Pallet Qty:           0
Pnd Obs:            Svc Disp:     Unit Issue:     1  Overpack Qty:         0
Obs Not:            Mech Ob Cd:   Trfc Cd:      125  Max Ord Qty:          0
Obs Eff:            Procure Cd: 4 Hvy Trk App/Cd: 2 / Min Run Qty:        0
Eff In:   09/19/02  Rlse Hld:   N Fab/Hold:     N   Min Ship Qty:        0
Eff Out:            Final Rlse: N Wgt UOM:          Package Wgt:          0.00
Ord Dte:  09/19/02  Spec Pgm:   N Dir Ship:     D   Standard Cst:        0.00
Commdty:  031401    Volume Grp:   Rack/Plt:         Dealer Net:           0.00
F1=Help  F2=GIMA  F4=PrvPart  F5=NxtPart  F6=PIGA  F9=DHEA  F10=HIIA  F11=ARFA
```

-----Original Message-----
From: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
Sent: Thursday, September 19, 2002 7:04 PM
To: 'rsuarez8@ford.com'
Cc: Mike Clark
Subject: PCM P/# for Tribute Engine Stall
Importance: High

Rhae,

I need another favor... Could you give Sam Ferrise my parts guy's contact information so they can work together to figure out the PCM service p/#'s? Here it is:

David Liechti
734-782-7609
dliechti@mazdausa.com

The Mazda service calibration p/# is 1U7A-12A650-AYD according to the white papers. Thanks,

Steve Limtiaco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

From: Takasawa, Keith (K.D.)
Sent: Monday, July 22, 2002 4:28 PM
To: Corbett, Sandra (S.M.)
Cc: Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.); Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.); Linde, Peter (P.A.); Rusu, Jessica (J.L.); Inoue, Hiroshi (H.); Klarr, Jerry (G.T.)
Subject: RE: (2) stalls robustness CR's

Due to the critical nature of these changes and the need to proceed immediately with next steps, I have directed Tim Veenstra to approve the 2 referent CRs. We will follow-up with further information as required.

Regards,
Keith Takasawa
Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-5675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

-----Original Message-----
From: Corbett, Sandra (S.M.)
Sent: Monday, July 22, 2002 3:59 PM
To: Shiraishi, Masaru (M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Ichikawa, Jiyunichiro (J.); Waud, Sachiko (S.); Fujioka, Kenji (K.)
Cc: Takasawa, Keith (K.D.); Veenstra, Tim (T.W.); Moorhouse, Scott (S.R.)
Subject: (2) stalls robustness CR's

I am struggling to get these items ready for release. Here is status for the emergency release for stalls robustness actions:

C11390580- calibration change
-Mazda (Shiraishi-san) indicates they need final white paper, Dalbo will forward
-KCAP (John O'Callaghan) indicates that a plant trial is required...we cannot provide parts until the concern is authorized by Prog. Mgmt....Prog Mgmt (Jessica Rusu) indicates that cr cannot be authorized until trial is complete...HELP/NEXT STEPS???

C11371349- capacitor change
-Mazda (Shiraishi-san) is also requesting white paper--THERE IS NO FUNCTIONAL CHANGE, THEREFORE NO WHITE PAPER WILL BE PROVIDED
-Need Mazda (Fujioka-san and Waud-san) to approve (currently rejected by Mazda)

Tim,
Will there be change control Tuesday at 8am or will these covered at PST?

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351

Product Development Center 2H-E66

-----Original Message-----
From: Bob Dalbo (1-313-2484947)
[mailto:viwrk014@drbn004.dearborn.ford.com]
Sent: Monday, July 22, 2002 3:01 PM
To: SCORBETT
Subject: Backup note to the PAGE

Robin Peters postponed the stall fix emergency release meeting until concerns (C11390580 & C11371349) are approved.

From: Sanders, Muriel (M.S.)
Sent: Friday, May 03, 2002 1:30 PM
To: Altoonian, Don (D.J.); 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, Damel (D.); Corbett, Sandra (S.M.); Delbo, 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.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; 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.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Subject: New Dial-in No. for Stalls Meeting

The dial-in information has changed for the weekly stalls meeting. Please note the new information below. This will be effective next Thursday (May 9, 2002).

<u>New Dial-in Numbers & Passcode</u>
Dial in: 1-877-870-3529 or Fordnet: 9-1-954-1144
International Participants # 1 (630) 693-1704
Passcode: 7673538#

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Sanders, Muriel (M.S.)
Sent: Thursday, May 02, 2002 3:53 PM
To: Corbett, Sandra (S.M.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: stalling escape

Sandy,

We didn't get the chance to discuss this vehicle today. Do you still want me to look into this? If so, I need more information (MY, VIN, what repairs have been done, build date if it's a 2002, etc). Let me know...

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: Corbett, Sandra (S.M.)
Sent: Tuesday, April 30, 2002 11:02 AM
To: Sanders, Muriel (M.S.)
Subject: FW: stalling escape

a stalling vehicle we may want to look at ...we can talk about it on Thursday

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

---Original Message---
From: Plattenberger, Karl (K.J.)
Sent: Tuesday, April 30, 2002 9:40 AM
To: Corbett, Sandra (S.M.); Kwon, Soon (S.K.); Aloonian, Don (D.J.)
Cc: Hansen, George (G.C.)
Subject: FW: stalling escape

Karl Plattenberger
BV226 Program Management
VPC 130
Tel. : 313-390-4466
kplatten@ford.com
"There are no rules here. We're just trying to accomplish something."– Thomas Edison

---Original Message---
From: Garlepy, Arthur (A.P.)
Sent: Tuesday, April 30, 2002 9:38 AM
To: Plattenberger, Karl (K.J.)

Cc: 'thomas.taube@jci.com'
Subject: stalling escape

KP, keep me posted on our meeting location for friday.

you may remember a while back I asked if anyone would care about a stalling escape and you gave me a name. I don't know if anyone ever contacted this guy but he tells me (through my cousin) that it's stalling again, more frequently, and that he would be happy to let them look at it if there's a possibility that they could fix it.

If you remember who that was, please either pass this along to him or refresh my memory.

thanks

Art G.

Freeland, Mark (M.)

From: Freeland, Mark (M.)
Sent: Thursday, December 05, 2002 2:01 PM
To: Maurer, James (J.B.); Trecz, Jarek (J.A.); Kyong Park (E-mail)
Subject: Graphics for the phone call at 2:30


20021203 Layer Rear Color.JPG


20021203 Layer Front Color.JPG


20021203 Layer Front Color.JPG

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: Gattis, Keith (K.)
Sent: Monday, April 08, 2002 5:29 PM
To: Fitz, Don (D.J.); Hu, Kevin (K.); Unser, Dennis (D.K.); Ross, Blake (B.); Dixon, Matthew (M.H.); Pan, Kathleen (K.R.); Arnold, James (J.A.); Moore, Donald (D.R.); Demers, Barry (B.P.); Grimes, Jeff (J.R.); Yeung, Lem (.); Mazzella, Brian (B.R.); Haase, Russell (R.D.); Bochenek, Ronald (R.T.); Schlitges, Dave (D.)
Cc: Gattis, Keith (K.)
Subject: New Engine Installation Instructions

The attached file is a draft copy of new engine installation instructions.
The intent is to attach these instructions to the replacement engines being sent to dealers for use as both warranty replacement and as retail sales.
These instructions would be sent with both new engine exchanges coming from either EEP or CEP2 and with FR level remanufactured engines from Powertrain Warehouse Distributors.
The focus of the new instructions is to address several areas of concern not currently addressed in the Workshop Manuals that are evident by the issues causing premature and sometimes instantaneous failure of replacement engines which are then returned under warranty.
These instructions are not intended to circumvent the existing Workshop Manuals, TSB's, SSM's or Oasis Messages but to supplement them.

The new instructions will be printed on heavy stock, oil resistant paper and will be printed with the new "FR Look" art work developed my M&SO.

I'm requesting that you review the attached file.
If you find the document to be satisfactory, no response is required.
If you have questions or suggested amendments, please contact me directly.

Thank you.

Installation Instructions Rev6...

Keith Gattis, Remanufacturing Engineer
Ford Motor Company, PTO, V-Engine Engineering
2.5L/3.0L Duratec, 3.8L/4.2L V6, Cyclone V8
E-Mail kgattis@ford.com
Phone: 313-24-84511, Pager: 313-851-3558, Fax: 313-621-4367

Engine Installation Instruction

STOP!

Before beginning the engine removal and installation process, review these Installation Instructions and the following information:

Vehicle Warranty History
Technical Service Bulletins
Special Service Messages
Ford/Lincoln/Mercury/Mazda Workshop Manuals

Follow the detailed instructions as defined in these publications for diagnosing the failure, engine removal, cleaning/inspecting/transferring component parts, and engine installation.

Ensure the replacement engine that was ordered and the replacement engine that was received are the correct replacement for the original engine.

Inspect the replacement engine for any shipping damage prior to installation.

E982-027-C 6598

Engine Installation Instructions

NOTE: To insure Customer Satisfaction and a complete repair, the installing Technician should diagnose, repair, and insure proper operation of all engine systems, sub-systems, and components.

These engine systems, sub-systems, and components include:

Cooling System and Related Components
(fan, fan motor, fan switch, wiring, fan clutch, hoses, thermostat, water pump, hydraulic fan pump, hydraulic fan dive)
Coolant (age, strength, contamination, compatibility)
Fuel Injectors and Fuel Injection System
Fuel Delivery System (volume and pressure)
Fuel Quality (sugar, soap, water, debris)
Lubrication
(maintenance schedule, oil quality, oil filter, oil cooler, cooler lines)
Ignition Systems and Engine Control
Wiring Harnesses and Connectors
Induction Systems
Exhaust Systems and Catalytic Converters
(plugged or loose catalytic bricks, restricted or leaking systems)
Sensors
EGR Systems
PCV System
Vacuum Systems
Electrical and Charging Systems
Air Conditioning and Power Steering Systems

Failure to make repairs to defective or malfunctioning engine systems, sub-systems, and/or components may result in replacement engine failure.

All replacement engine failures are subject to tear down and inspection.

This inspection process may result in rejection of the Service Part Warranty claim if any of these engine systems, sub-systems, and/or components are suspected of causing the replacement engine to fail.

STOP!

1. **THE INTAKE MANIFOLD MUST BE THOROUGHLY CLEANED AND FREE OF ANY DEBRIS BEFORE BEING INSTALLED ON THIS ENGINE!**

   Debris such as parts of pistons, piston rings, and valves from a failed engine can be trapped in the plenum and runners of an intake manifold. This debris can and will be pulled into the replacement engine and cause a second failure if not removed before the intake is reassembled on the replacement engine.

2. **After installing the engine, ROTATE THE CRANKSHAFT AT LEAST FOUR FULL TURNS BY HAND BEFORE ENGAGING THE STARTER FOR ANY REASON.**

   Nuts / Bolts / Washers or other small parts that may have been dropped into the intake manifold or intake port, can severely damage or fail the replacement engine when cranked with the starter.
   If the crankshaft will not rotate FOUR full turns by hand, inspect for foreign objects in the combustion chambers.

STOP!

3. **THE ENGINE OILING SYSTEM ON THIS ENGINE MUST BE PRIMED AND THE ENTIRE OILING SYSTEM MUST BE PURGED OF ALL AIR BEFORE THE ACESSORY DRIVE BELT IS INSTALLED AND THE ENGINE IS STARTED.**

   Preferred method is to use a pressurized system to push clean oil through the entire oiling system.
   Follow the priming system manufacturers directions.
   Secondary method is to remove the accessory drive belt, remove the spark plugs, disable the fuel system, disable the ignition system, and crank the engine (for short durations) until oil pressure is achieved plus an additional two minutes (for short durations) to insure the oiling system is purged.
   Check the oil level and adjust as required after priming and purging is complete.

4. **NEVER USE IMPACT TOOLS TO REMOVE OR INSTALL A KNOCK SENSOR.**

   Use of impact tools and over tightening the knock sensor mounting fastener can destroy the sensor and cause engine failure due to detonation.

Engine Installation Instructions

NOTE: **MATCH MARK THE TORQUE CONVERTER/FLEX PLATE OR THE PRESSURE PLATE/FLYWHEEL, POSITIONS BEFORE DISASSEMBLY.**
Match marking these components will aid assembly and help to avoid vibration issues caused by imbalance.

NOTE: **THOROUGHLY CLEAN AND INSPECT ALL COMPONENT PARTS.**
Never use any type of sandpaper, rotary cleaning tools, fibrous discs/pads, or grit blasting to clean engine parts. Failure to properly clean and inspect these components can result in replacement engine failure, rejection of Service Part Warranty claims, and Customer dissatisfaction.

NOTE: **USE EXTREME CARE WHEN CLEANING SEALING SURFACES.**
Refer to TSB #02-XXX for specific cleaning instructions. Damage caused to sealing surfaces during cleaning can cause premature failure of the replacement engine and rejection of Service Part Warranty claims.

NOTE: **A NEW OIL COOLER MUST BE INSTALLED IF NOT ALREADY PROVIDED ON THE REPLACEMENT ENGINE.**
Oil cooler lines must be replaced or thoroughly cleaned and flushed.
Contaminated oil coolers and oil cooler lines will fail the replacement engine.
Service Part Warranty claims submitted for failed engines found to be contaminated, will be rejected.

Engine Core Return Procedure

To insure safe handling, and facilitate the processing of core credits, the following instructions must be followed.

1. **DRAIN ALL ENGINE OIL AND COOLANT.**
2. **Remove all component parts not sent with the replacement engine.**
   (i.e. exhaust manifolds, flywheel, P/S pumps, alternators, etc.)
3. **Reassemble the core engine to the same build level of the replacement engine.**

NOTE: Core engines returned with missing parts are subject to loss or reduction of core credit.

4. **Place the core engine in the shipping container used for the replacement engine.**
5. **Secure the core engine in the shipping container the same way the replacement engine was secured.**
6. **Complete the <u>Core Identification Form</u> per TSB-### and securely attach it to the engine.**

NOTE: Core engines returned without <u>Core Identification Forms</u> or with incomplete forms will delay or forfeit core credits.

7. **Contact the Powertrain Warehouse Distributor for pick up or follow the shipping instructions sent with the engine.**

Engine Installation Check List

Step	Description
1	Review all Prior Warranty History of the Vehicle
2	Review all Technical Service Bulletins associated with Engine Repair for this Vehicle.
3	Review all Special Service Messages associated with Engine Repair for this Vehicle.
4	Review Engine Removal and Installation Instructions in the Appropriate Ford / Lincoln / Mercury / Mazda Workshop Manual. Determine Root Cause of the Engine Failure.
5	If Possible, Perform a Pre Repair Diagnostic
6	Remove Engine
7	Remove / Clean / Inspect / Install Reusable Parts and Components
8	Install Engine
9	Rotate Crankshaft Four Full Turns Before Engaging Starter
10	Prime and Purge Oiling System Before Installing Accessory Drive Belt
11	Complete Assembly / Installation
12	Check / Adjust Fluid Levels
13	Start Engine and Run at Fast Idle
14	Monitor Oil Pressure
15	Monitor Coolant Temperature and Level
16	Allow Engine to Warm up to Operating Temperature
17	Adjust Idle Speed
18	Test Drive
19	Check for Loose Connections/Leaks, Adjust/Repair as Required
20	Perform a Post Repair Diagnostic and Make Repairs as Required
21	Deliver the Vehicle to Customer
22	Prepare the Core Identification Form
23	Prepare and Package the Core Engine for Return
24	Inform the Parts Department That the Core Engine Is Ready for Pick-Up

Vehicle Identification Number: _____

Installing Technician's Signature

_____ **Date** _____ **SS#** _____

Service Manager's Signature

_____ **Date** _____ **SS#** _____

Please file this page with the Dealer's RO

From: Carter, Roscoe (R.O.)
Sent: Friday, July 12, 2002 9:51 AM
To: Uy, Dairene (D.); Hangas, Jon (.)
Cc: Freeland, Mark (M.)
Subject: RE: silicone -IDENTIFIED!

Dairene,

The gel in the chimneys does contain a silicone copolymer but you are like correct that some cross contamination can inadvertently occur. ROC

-----Original Message-----
From: Uy, Dairene (D.)
Sent: Friday, July 12, 2002 9:36 AM
To: Hangas, Jon (.); Carter, Roscoe (R.O.)
Cc: Freeland, Mark (M.)
Subject: RE: silicone -IDENTIFIED!

The silicone I found is polymethylsiloxane, which is the gel material outside the chimneys.

The gel covering the sensor dies is a perfluoropolyether.

I guess there was some contamination of the two gels when Jon was removing them and the chimney.

-----Original Message-----
From: Hangas, Jon (.)
Sent: Thursday, July 11, 2002 6:46 PM
To: Carter, Roscoe (R.O.)
Cc: Freeland, Mark (M.); Uy, Dairene (D.)
Subject: silicone

Roc,
Dairene found some silicones in Raman. It might be best for you to discuss with her your findings about the gel and what is produced when it is overheated.

The gel over the hybrid is diffenent than the gel over the die.

There may be some possibility of cross contamination of the gels.

To get the gel off the scalpel I was using I did have to wipe it onto the nitrile gloves on my hand. I don't know I the nitrile has silicone.

I don't think I have any silicones in the area that I removed the gel. I have vacuum grease and diffusion pump oil in hte room, but don't use them on that bench.
Jon

From: Carter, Roscoe (R.O.)
Sent: Wednesday, May 22, 2002 2:04 PM
To: Hangas, Jon (.)
Subject: Quantum Materials, Inc.

536.doc

From: Freeland, Mark (M.)
Sent: Tuesday, September 10, 2002 11:56 AM
To: Hangas, Jon (.)
Subject: FW: Spark plug resistance checks

Spark plug person

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: Elwell, Fred (F.)
Sent: Wednesday, September 04, 2002 4:03 PM
To: Freeland, Mark (M.)
Cc: McCoy, James (J.D.); Power, James (J.H.)
Subject: RE: Spark plug resistance checks

Mark,
We will be visiting Essex Engine plant tomorrow morning. If you can leave the vehicle here on Friday, I should be able to measure the plugs sometime during the day.

—Original Message—
From: Freeland, Mark (M.)
Sent: Tuesday, September 03, 2002 12:38 PM
To: Elwell, Fred (F.)
Cc: McCoy, James (J.D.)
Subject: FW: Spark plug resistance checks

Fred,

When would be a good time for you to check out the plugs on the Mountaineer? If you would like I could come over to you're garage tomorrow morning or afternoon. If it will only take an hour I will stay with you, or if a lot longer then I can leave the vehicle with you and borrow wheels from Jim McCoy.

Thanks

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

From:	Freeland, Mark (M.)
Sent:	Friday, June 28, 2002 5:28 PM
To:	Gates, Freeman (F.C.)
Cc:	Maurer, James (J.B.); Planta, Paul (P.G.); Kyong Park (E-mail); Hangas, Jon (.); Janda, Jon (J.M.); Akolkar, Shrikant (S.V.); Awad, June (J.A.)
Subject:	Most recent example of PAD or UPAD

Freeman,
Last week you asked what is the most recent date of manufacture of dPFE where we have observed the UPAD or PAD symptom. I checked the database, and find that the most recent example is SRL419 which has PAD on Hpos and Hneg on the HI die. The part has accumulated 3,700 miles in service from 11/2/2001 through 2/11/2002. Also, note that this is the most recent warranty return part that we have looked at under the microscope which does not have the V Transient improvements.
So I conclude that there is no "clean date" for UPAD, at least prior to the addition of the current limiting resistor.

Additional information:
The lowest mileage part which had PAD was SRL199 with 54 miles. The sensor was changed pre delivery, it was 10.5 months from the failure date until the date it was inspected here, this may be significant.
The oldest part which I have inspected which has PAD is SRL171, manufactured 10/9/1999 (pre extended gold).
The most recent failure date part I have looked at which has PAD is SRL730, from a Focus staller, with 24,586 miles.

To date I have not observed PAD or UPAD on the few post 1/7/2002 parts I have inspected.

Are there any other questions regarding PAD which I may be able to answer from the data?

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: Friday, June 28, 2002 4:35 PM
To: Kyong Park (E-mail)
Cc: Maurer, James (J.B.); Plante, Paul (P.G.); Gates, Freeman (F.C.); Hangas, Jon (.); Jeff Helms (E-mail)
Subject: FW: FREELAND, MARK

Kyong,

As discussed I am planning to visit Kavlico on Tuesday all day and Wednesday morning to review our attempts to create UPAD and to review results from vehicle testing on the Mountaineer and the Yellow cab.
Attached is my flight plan.

Please call when you have a chance.

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: PNR-american express [mailto:pnr-notification@itn.net]
Sent: Friday, June 28, 2002 4:23 PM
Subject: FREELAND, MARK

****

TRAVEL BOOKING CONFIRMATION
****
Your company's Travel Department has requested this Message be sent each time you book travel for company business. If you wish to change that arrangement please contact your Travel Department.
****
****
****
CRS Record Locator # 7YX6X2
Airline Record Locator #1 UA-RBHMZ4

****
Name(s) of people traveling:
Passenger #1: MARK FREELAND
Meal: standard

Fare Details: DTT UA X/DEN UA BUR 254.66UA X/DEN UA DTT 254.65USD509.31 END UA ZPDTWDENBURDEN XT10.00AY16.50XF DTW4.5DEN4.5BUR 3DEN4.5

Baggage Allowance: 2 pieces

****

ITINERARY

Flight/Equip.: United Airlines 1905 Boeing 737-300
Depart: Detroit(DTW)/Monday July 1 6:05 pm
Arrive: Denver(DEN)/Monday July 1 7:09 pm
Stops: non-stop Miles:1123
Class: Coach

Flight/Equip.: United Airlines 1285 Boeing 737-500
Depart: Denver(DEN)/Monday July 1 8:00 pm
Arrive: Burbank(BUR)/Monday July 1 9:19 pm
Stops: non-stop Miles:850
Class: Coach

Flight/Equip.: United Airlines 706 Boeing 737-500
Depart: Burbank(BUR)/Wednesday July 3 2:33 pm
Arrive: Denver(DEN)/Wednesday July 3 5:48 pm
Stops: non-stop Miles:850
Class: Coach

Flight/Equip.: United Airlines 378 Airbus A319
Depart: Denver(DEN)/Wednesday July 3 6:35 pm
Arrive: Detroit(DTW)/Wednesday July 3 11:17 pm
Stops: non-stop Miles:1123
Class: Coach

Total Airfare (including taxes) USD 586.00
Flight segments must be ticketed by close of business on July 1.

****

AGENCY INFORMATION
Agency: American Express
Dearborn, MI

****

BILLING INFORMATION
Name: Mark Freeland
Address: 2101 Village Road
Mail Stop: Rm 1517 MD 2629
Dearborn, MI 48124
Country: USA
Day Phone: 1-313-5947645
Home Phone: 1-248-426-0799
Email: MFREELA1@ford.com

****

PAYMENT INFORMATION
Visa Number: ON FILE
Expires: ON FILE

****

SPECIAL REQUESTS

****

HAVE A GREAT TRIP!

Subject:	Preparation for dPFE trip to Analytical Solutions
Location:	SRL Conf Room 1347 (10)
Start:	Fri 5/17/2002 1:30 PM
End:	Fri 5/17/2002 4:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Freeland, Mark (M.); Maurer, James (J.B.); Carter, Roscoe (R.O.); Hangas, Jon (.); 'Ed Sickafus (E-mail)'; Gates, Freeman (F.C.)
Optional Attendees:	Simler, Steven (S.K.); Uy, Dairene (D.)

To update Ed with all new information from FRL and Powertrain

---

From:	Freeland, Mark (M.)
Sent:	Thursday, May 16, 2002 9:18 AM
To:	Hangas, Jon (.); Simko, Steven (S.J.)
Subject:	RE: SRL612

Thanks Jon,

I understand the limitations of you're sectioning. Contrary to popular belief the help around here is pretty good!

Steve,

It's up to you next week.

Thanks

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:	Hangas, Jon (.)
Sent:	Wednesday, May 15, 2002 6:03 PM
To:	Freeland, Mark (M.); Simko, Steven (S.J.)
Subject:	SRL612

The second attempt at sectioning the part was showed that there's alumina in the pits in the aluminum layer, but some also contain gold flakes suggestive of polishing debris. Hence the need for Auger.
Jon

From: Freeland, Mark (M.)
Sent: Friday, May 03, 2002 10:03 AM
To: Gates, Freeman (F.C.); Rossi, Roberto (R.A.); Maurer, James (J.B.); Plante, Paul (P.G.); Awad, Mahmoud (M.I.); Perry, Brian (B.J.)
Cc: Hengas, Jon (.); Hermann, Thomas (T.J.)
Subject: HERE IS A BIG CLUE FW: Reference Voltage Short

MVC-010F.JPG MVC-011F.JPG MVC-012F.JPG MVC-013F.JPG MVC-014F.JPG MVC-015F.JPG MVC-016F.JPG

Team,

This may be the break we have been looking for. Evidence of a intermittent short between 12 V and 5 Vref.
Applying a noisy 12 V to the sensor will probably do a real number on it. First, this will heat up and damage the Z1 transient Voltage Protection Device (MOV) as it is intended only to sink the HF current from design intent transients. Secondly, the 12 Volt circuits have all sorts of electrical junk on them which could send the sensor into a SCR latch.

Roberto, are you the correct team member to look into this, if no who is?

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: Sanders, Muriel (M.S.)
Sent: Thursday, May 02, 2002 4:26 PM
To: Freeland, Mark (M.)
Subject: FW: Reference Voltage Short

Hi Mark,

Here is more information and pictures regarding the reference voltage short on the Tribute in Canada. Steve Limtiaco of MNAO has the connector and wires. Would you be interested in seeing them? Let me or Steve know and he'll ship them to you.

> 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: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
Sent: Wednesday, May 01, 2002 12:07 PM
To: 'rdalbo@ford.com'; 'msander6@ford.com'
Cc: Larry Mooney; Darrel Chin; Takuji Shiba
Subject: Reference Voltage Short

Bob & Muriel,

Here is additional information to the email I sent earlier on the issue with the reference voltage.

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: Larry Mooney
> Sent: Tuesday, April 30, 2002 10:33 AM
> To: Steven Limtiaco
> Cc: Darrel Chin
> Subject: FW: pictures
>
>
> These are pictures the culprits causing the 3 PCM failures in the Canadian
> 2001 4cyl Tribute MT vehicle that Alain and I fought for about a week.
> These are the wires corroded to together causing the (Br/W) 5V (PIN 90)
> vref to short to 12V power when the brake pedal was pushed (LG) wire.
> This was at the bottom of the fuse box, left kick panel, connectore X-263.
>
> I will be getting the connector and wires by FED EX today.
>
> Please forward this info on to the appropriate persons at Ford (Tribute
> engineering).
> Alain and I would like to suggest they consider for future models, moving
> the Br/W wire (5V) from position 13 to position 3. This will isolate it
> near 5V circuits rather than 12V circuits to protect the PCM from damage
> should corrosions/water leakage short it to other neighboring wires..
>
> Thanks
> LM
> -----Original Message-----
> From: Alain Dacust (MCI)
> Sent: Tuesday, April 30, 2002 8:33 AM
> To: Larry Mooney
> Subject: pictures
>
>
>
> Alain
>

>
>
>
>
> <<MVC-010F.JPG>> <<MVC-011F.JPG>> <<MVC-012F.JPG>> <<MVC-013F.JPG>>
> <<MVC-014F.JPG>> <<MVC-015F.JPG>> <<MVC-016F.JPG>>
>

From: Freeland, Mark (M.)
Sent: Monday, March 11, 2002 4:30 PM
To: Hangas, Jon (.)
Subject: FW: Sifel 807 biproducts during curing

Jon, Let's ask this again of Brady on Wednesday.

Mark

-----Original Message-----
From: Heliker, Grant [mailto:GHeliker@kavlico.com]
Sent: Monday, March 11, 2002 1:04 PM
To: Freeland, Mark (M.)
Subject: RE: Sifel 807 biproducts during curing

I asked -- nothing at all is given off according to my sources here.

> -----Original Message-----
> From: Freeland, Mark (M.) [SMTP:mfreelal@ford.com]
> Sent: Monday, March 11, 2002 8:46 AM
> To: Grant Heliker (E-mail)
> Cc: Brady Davies (E-mail); Kyong Park (E-mail); Hangas, Jon (.)
> Subject: FW: Sifel 807 biproducts during curing
>
> Grant,
>
> Could you please research what is given off during the cure cycle for the
> chimney potting gel. We are looking into the possibility that if there
> were a path to the Al through the Au & TiW, could the potting cause damage
> to the Al.
>
> Thanks
>
> Mark
>
> -----Original Message-----
> From: Hangas, Jon (.)
> Sent: Monday, March 11, 2002 10:46 AM
> To: Freeland, Mark (M.)
> Subject: FW: Sifel 807 biproducts during curing
>
>
> Mark,
> I think we're going to have to ask Kavlico whether acetic acid, etc., is
> given off during cure.
> I left a voice message with the new sales rep, but we'll see if I get a
> response.
> Regards,
> Jon
> -----Original Message-----
> From: jheitler [mailto:jheitler@msn.com]
> Sent: Monday, March 11, 2002 7:35 AM
> To: 'Hangas, Jon (.)'
> Subject: RE: Sivel 807 biproducts during curing
>

>
> Dear Mr. Hangas,
>
> Mark is no longer with Shin-Etsu. Your new Sales Rep. is Steve Craig. He
> handles North Penn, Tech. Ctr., etc.
>
> To answer your question, there are no other hydrocarbon solvents in
> Sifel807A/B except for that small amount of toluene which is the carrier
> for the catalyst necessary to cure the gel.
>
> You can find Steve Craig at 330-630-9860 X202.
>
> Best regards
>
> John Heitler
>
>
> -----Original Message-----
> From: Hangas, Jon (.) [mailto:jhangas@ford.com]
> Sent: Friday, March 08, 2002 7:45 PM
> To: 'Neuber, Mark'
> Subject: Sivel 807 biproducts during curing
>
>
>
> Mark,
> Does Sifel 807 give off any biproducts other than hydrocarbon
> solvents during curing, similar to acetic acid given off when RTV cures?
>
> I realize there is some toluene in one component according to the
> MSDS sheet, and I'm not concerned with pH neutral solvents.
>
> Regards,
> Jon Hangas
> Materials Science Dept.
> Ford Motor Co.
> 313-323-1068
>

From: Freeland, Mark (M.)
Sent: Monday, March 11, 2002 11:48 AM
To: Grant Heiker (E-mail)
Cc: Brady Davies (E-mail); Kyong Park (E-mail); Hangas, Jon (.)
Subject: FW: Sifel 807 biproducts during curing

Grant,

Could you please research what is given off during the cure cycle for the chimney potting gel. We are looking into the possibility that if there were a path to the Al through the Au & TiW, could the potting cause damage to the Al.

Thanks

Mark

---Original Message---
From: Hangas, Jon (.)
Sent: Monday, March 11, 2002 10:46 AM
To: Freeland, Mark (M.)
Subject: FW: Sifel 807 biproducts during curing

Mark,
I think we're going to have to ask Kavlico whether acetic acid, etc., is given off during cure.
I left a voice message with the new sales rep, but we'll see if I get a response.
Regards,
Jon
---Original Message---
From: jheitler [mailto:jheitler@msn.com]
Sent: Monday, March 11, 2002 7:35 AM
To: 'Hangas, Jon (.)'
Subject: RE: Sivel 807 biproducts during curing

Dear Mr. Hangas,

Mark is no longer with Shin-Etsu. Your new Sales Rep. is Steve Craig. He handles North Penn, Tech. Ctr., etc.

To answer your question, there are no other hydrocarbon solvents in Sifel807A/B except for that small amount of toluene which is the carrier for the catalyst necessary to cure the gel.

You can find Steve Craig at 330-630-9860 X202.

Best regards

John Heitler

-----Original Message-----
From: Hangas, Jon (.) [mailto:jhangas@ford.com]
Sent: Friday, March 08, 2002 7:45 PM
To: 'Neuber, Mark'
Subject: Sivel 807 biproducts during curing

Mark,
Does Sifel 807 give off any biproducts other than hydrocarbon solvents during curing, similar to acetic acid given off when RTV cures?

I realize there is some toluene in one component according to the MSDS sheet, and I'm not concerned with pH neutral solvents.

Regards,
Jon Hangas
Materials Science Dept.
Ford Motor Co.
313-323-1068

From: Freeland, Mark (M.)
Sent: Tuesday, January 29, 2002 4:17 PM
To: Grant Heliker (E-mail)
Cc: Brady Davies (E-mail); Kyong Park (E-mail); Terry Tamashiro (E-mail); Akins, Mary (M.); Hanges, Jon (.)
Subject: FW: Steam Exposure Test

Grant,

I just received the two steam tested wafers from Mary. They are wafer numbers 4f22061-01 and 4f21084-02. Could you please get me the probe test data for these wafers, both hot and cold, and if they are MRB (I don't think they are) then the first test as well as the second test data.

Thanks
Regards

Mark Freeland

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

-----Original Message-----
From: Terry Tamashiro [mailto:TTamashiro@kavlico.com]
Sent: Tuesday, January 29, 2002 12:17 PM
To: Freeland, Mark (M.)
Subject: RE: Steam Exposure Test

I'm not sure what the wafer number or die numbers are. All of the information is on the wafer picture maps. The wafer number is identified on the picture maps. The dies are numbered on the picture maps and on the individual photos. The photos were printed out to show before and after exposures.

> -----Original Message-----
> From: Freeland, Mark (M.) [SMTP:mfreela1@ford.com]
> Sent: Tuesday, January 29, 2002 9:05 AM
> To: 'Terry Tamashiro'; Freeland, Mark (M.)
> Subject: RE: Steam Exposure Test
>
> Terry, what are the wafer numbers and die numbers for the die you
> selected?
>
> Thanks
>
> Mark

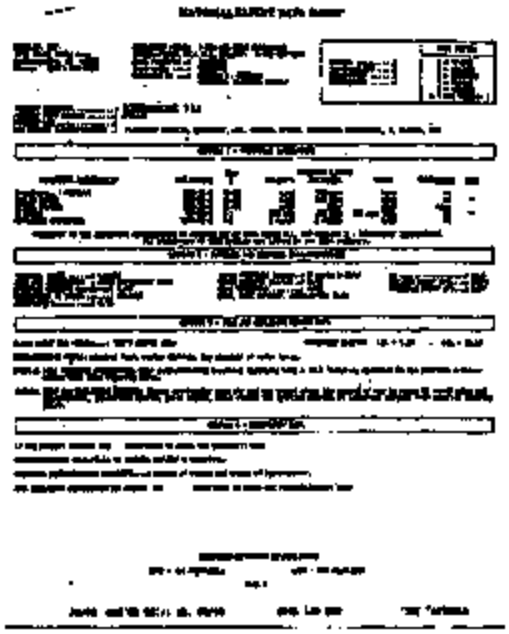
From: Freeland, Mark (M.)
Sent: Monday, November 12, 2001 4:32 PM
To: Hangas, Jon (.)
Subject: FW: MSDS for dynasolve 711

ricks.jpg

-----Original Message-----
From: Rick Palermo [mailto:RPalermo@kavlico.com]
Sent: Monday, November 12, 2001 2:15 PM
To: Freeland, Mark (M.)
Subject: MSDS for dynasolve 711

This will help to explain the potassium you saw during analysis. One of the components is KOH. I also understand you suggested to Don that I shouldn't smoke Teflon anymore. I agree since I don't smoke anything anymore (except maybe a fine cigar every now and then). After reading this MSDS I'm no better off breathing this stuff than smoking Teflon. Hope this is some help for you. Rick

<<ricks.jpg>>



From: Grant Heliker [GHeliker@kavlico.com]
Sent: Wednesday, November 28, 2001 11:33 AM
To: Freeland, Mark (M.); Grant Heliker
Cc: Hangas, Jon (.)
Subject: RE: Potting Gel

Sorry, I left just a touch early yesterday and missed this request. The answer is:

We use two substances in the chimney. One is an underfill; it serves to attach the chimney and fills in space around the die, but is not present on top of the die. This is a "Sifel 610".

The second is the potting gel that does go on top of the die, and serves to protect the die from the environment. This is a "Sifel 807". It is a two part gel that is mixed shortly before being applied.

Hope this is in time to be of some use,
-grant

> -----Original Message-----
> From: Freeland, Mark (M.) [SMTP:mfreela1@ford.com]
> Sent: Tuesday, November 27, 2001 4:06 PM
> To: Grant Heliker (E-mail)
> Cc: Hangas, Jon (.); Kyong Park (E-mail)
> Subject: Potting Gel
>
> Grant,
>
> Could you please let me and "jhangas@ford.com" know what the name and
> product designation is for the potting gel used in the chimney over the
> die is.
>
> We would like this information to be available in the morning if that is
> possible.
>
> Many thanks
>
> Regards
>
> Mark Freeland
>
> > 6-Sigma Black Belt Candidate
> > Physics Department
> > Ford Research Laboratory
> > P.O. Box 2053
> > MD 3028 - SRL - Room 1517
> > Dearborn, MI 48121-2053 USA
> email: mfreela1@ford.com
> Tel.: (313) 594-7645