

**PE03-044**

**FORD**

**FORD 12/02/03 LETTER  
TO ODI**

**ATTACHMENT**

**I**

**BOOK 12 OF 24  
(PART 5 OF 5)**

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Tuesday, May 08, 2001 3:48 PM  
**To:** 'Allen, Dave (D.R.); Evangelista, Elio - Troy'  
**Co:** Petrauskas, Lisa (L.E.); Skwirak, Tom (T.V.); Polzin, Donna - Troy; Bishal, Macram - Troy  
**Subject:** RE: Teleflex On-Site Support at Kentucky Truck

Nate Garland will help support the FEU builds at KTP. He is a full time employee at Teleflex (not contract) and has been in the pedal group for a while. Nate worked with Phil Beuckelaere in developing the new brake spring loads so he is somewhat experienced in the U137 design. I think Phil was impressed with Nates efforts and would speak highly of him. In addition, Greg Braniff, Rob Muroff and I will be assisting at various times at KTP over the next few weeks depending on the situation (i.e. noise evaluations, management meeting, etc.).

If you have any questions, please give me a call at (248) 616 - 3104.  
thanks

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Allen, Dave (D.R.) [mailto:dallen5@ford.com]  
**Sent:** Tuesday, May 08, 2001 8:56 AM  
**To:** 'Evangelista, Elio - Troy'  
**Cc:** Petrauskas, Lisa (L.E.); Skwirak, Tom (T.V.)  
**Subject:** RE: Teleflex On-Site Support at Kentucky Truck

I expect Teleflex will support KTP with a knowledgeable replacement for Calvin.

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

**From:** Skwirak, Tom (T.V.)  
**Sent:** Tuesday, May 08, 2001 8:18 AM  
**To:** 'Evangelista, Elio - Troy'  
**Cc:** Petrauskas, Lisa (L.E.); Allen, Dave (D.R.)  
**Subject:** RE: Teleflex On-Site Support at Kentucky Truck

Elio - I understand Calvin has personal matters to attend to and will be leaving KTP tomorrow.

Who will be supporting the FEU builds in his stead? Thanks!

Lisa also informed me that the plant is looking for what the dunnage for the accel pedal, brake pedal and motor will look like. Can you provide the info?

Thanks for your help!

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

**From:** Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]  
**Sent:** Monday, May 07, 2001 8:01 AM  
**To:** 'Skwirak, Tom (T.V.)'  
**Cc:** Bishal, Macram - Troy; Da Silva, Carlos - Troy; Teller, Bill - Troy  
**Subject:** RE: Teleflex On-Site Support at Kentucky Truck

Calvin Kaufman is the on-site engineer that will be supporting KTP. He has some background in pedals. Also, he has

worked with the U137 team in the past. In addition, Rob Muncroff (our Quality Engineer at our Kendallville facility) will support KTP for noise evaluations. I will also be at KTP supporting the Management Review meeting.

Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group

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

From: Skwirak, Tom (T.V.) [mailto:tskwirak@ford.com]  
Sent: Friday, May 04, 2001 4:36 PM  
To: Elio Evangelista (E-mail)  
Subject: Teleflex On-Site Support at Kentucky Truck

Elio - Please provide me the on-site support plan for Teleflex at Kentucky Truck to resolve the remaining issues with adjustable pedals. The expectation that the Teleflex rep will be an empowered, knowledgeable engineer. Thanks in advance.

Tom Skwirak  
Outgoing 2005 U204 Brakes/Wheels/Tires Design  
Incoming Escape/Tribute/Excursion Brakes Design  
Supervisor  
313-380-7826  
WPC 128  
tskwirak@ford.com

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**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Friday, May 11, 2001 1:58 PM  
**To:** Lisa Petrauskas (E-mail)  
**CC:** Teller, Bill - Troy; Evangelista, Elio - Troy; Tom (T.V.) Skwisk (E-mail)  
**Subject:** U137 FMVSS124 returnability testing complete with new springs

The returnability testing is complete with the revised accel springs. All samples passed. 6 pedata were done at all 3 temps with both springs intact and with 1 spring removed.

Greg Braniff  
Teleflex Automotive  
248-616-3107  
gbraniff@txauto.com

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Friday, May 11, 2001 3:58 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: U137 FMVSS124 returnability testing complete with new springs

Lisa, is this just an updated DVP&R?? I called Ken to ask him. But I'm not sure if you have to re-do validation testing in the vehicle.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Friday, May 11, 2001 3:52 PM  
**To:** Gregory M. Braniff (E-mail); William Teller (E-mail); Elio G. Evangelista (E-mail)  
**Subject:** FW: U137 FMVSS124 returnability testing complete with new springs

Greg,  
Please provide plan.  
I can take it to Ken or you can.  
Ken Gniewek  
313-248-6373

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

**From:** Pallela, Ananth (A.)  
**Sent:** Friday, May 11, 2001 3:06 PM  
**To:** Petrauskas, Lisa (L.E.)  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** RE: U137 FMVSS124 returnability testing complete with new springs

I assume that Compliance demonstration plan and report would now be turned in to Ken Gniewek, correct?

*Regards,  
Ananth Pallela  
Super Duty F-Series  
OPD Launch and Vehicle Engineering  
313-24-81605*

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

**From:** Petrauskas, Lisa (L.E.)  
**Sent:** Friday, May 11, 2001 2:06 PM  
**To:** Skwirsk, Tom (T.V.); Pallela, Ananth (A.); Weems, Joe (J.)  
**Cc:** Bauckelaere, Phillip (P.R.)  
**Subject:** FW: U137 FMVSS124 returnability testing complete with new springs

fyi

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

**From:** Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]  
**Sent:** Friday, May 11, 2001 1:58 PM  
**To:** Lisa Petrauskas (E-mail)  
**Cc:** Teller, Bill - Troy; Evangelista, Elio - Troy; Tom (T.V.) Skwirsk (E-mail)  
**Subject:** U137 FMVSS124 returnability testing complete with new springs

PE03-044 22500

The returnability testing is complete with the revised steel springs. All samples passed. 6 pedals were done at all 3 temps with both springs intact and with 1 spring removed.

Greg Braniff  
Teleflex Automotive  
248-816-3107  
gbraniff@tfxauto.com

**From:** Skwirak, Tom (T.V.)  
**Sent:** Friday, May 18, 2001 2:44 PM  
**To:** Elio Evangelista (E-mail); Greg Braniff (E-mail)  
**cc:** Petrauskas, Lisa (L.E.)  
**Subject:** FW: Ford Part Number for Teleflex fastener

No need for Greg to attend the meeting I called for Monday.

Please advise on when you can have a drawing completed to complete the process. V.O. is looking for really fast turn around

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

**From:** Rozmus, Rick (R.J.)  
**Sent:** Friday, May 18, 2001 1:36 PM  
**To:** Skwirak, Tom (T.V.); 'Elio Evangelista (E-mail)'  
**Cc:** Rozmus, Rick (R.J.)  
**Subject:** RE: Ford Part Number for Teleflex fastener

No need to have a meeting Monday...

To submit for a Ford fastener:

- 1) Fill out a 1217 form
- 2) Have the fastener drawn per Ford specifications and Worldwide specs and submit copy of drawing with 1217 form. (use a similar Ford print to see what a Ford print looks like)
- 3) Fax to me at x78122. Staff assigns the part numbers on a timely basis.

I will be at my desk until 1:00 PM on Monday, offsite after that, Monday morn or Tuesday afternoon is OK to meet.

I do not remember the part from Lisa...

**Rick**

Richard J. Rozmus  
Truck Fastener, Joint and Applications Engineering  
TVC Fastener War Room  
FDC Building Room 2K-S01 Cubicle 2K-L02  
(T) 313-33-72435 (Fax) 313-33-78122 (PAGER) 313-795-8977 rozmus@ford.com

For detailed [FASTENER INFORMATION](http://www.dearborn3.ford.com/znet/globalstd/fasteners.htm) click on the following:  
[www.dearborn3.ford.com/znet/globalstd/fasteners.htm](http://www.dearborn3.ford.com/znet/globalstd/fasteners.htm)

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

**From:** Skwirak, Tom (T.V.)  
**Sent:** Friday, May 18, 2001 12:42 PM  
**To:** Rozmus, Rick (R.J.); Elio Evangelista (E-mail)  
**Subject:** Ford Part Number for Teleflex fastener  
**When:** Monday, May 21, 2001 3:00 PM-3:30 PM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** Rick Rozmus' Cube (FDC 2K-L02)

V.O. has demanded the release of this part in the Ford system so they can order the fastener for repairs. Rick - I believe you are familiar with this issue from previous meetings with Lisa Petrauskas.

I would like to discuss:

- 1) Timing for Teleflex Print
- 2) Part Number Generation



**From:** Teller, Bill - Troy [bteller@TFXAuto.com]  
**Sent:** Monday, May 21, 2001 3:25 PM  
**To:** 'Petrauskas, Lisa (L.E.); Braniff, Greg - Troy; Teller, Bill - Troy; Evangelista, Elio - Troy; Niester, Conrad F. -Troy  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Lisa - I can't find Conrad. I think he's on his way to see you. You should receive the sample part with the potential rattle fix tomorrow morning, by 9:00 AM. Can you arrange for the retrofit and four poster for the afternoon?

Also, in regards to the Gas returnability, we will have sample springs by Friday for trial. We were trying to incorporate one of the Diesel version springs. This will not work, as they are too strong (it would create a "dead pedal" issue). Therefore, a new spring is required for the Gas version.

Larry informed that this version will only be required on the Excursion and not on the P131. I plan on using the same spring bushing as used on the Diesel and the intermediate Housing used on the Diesel.

Thanks

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Monday, May 21, 2001 2:37 PM  
**To:** 'Braniff, Greg - Troy'; William Teller (E-mail); Elio G. Evangelista (E-mail); Conrad Niester (E-mail)  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Conrad,  
Will you be staying the rest of the week. We need to trial adj. pedals with the rattle fix and 4-poster testing on all combinations of trucks.

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

**From:** Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]  
**Sent:** Monday, May 21, 2001 2:16 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Conrad Niester is coming down there tonight.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Monday, May 21, 2001 1:50 PM  
**To:** Elio G. Evangelista (E-mail); William Teller (E-mail); Gregory M. Braniff (E-mail)  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** \*\* FCPA Final Binning \*\*  
**Importance:** High

Tuesday (5/22) starting at 9:00am-10:30am

PE63-644 22681

Who will be supporting from Telex.

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**From:** Teller, Bill - Troy [bteller@TFXAuto.com]  
**Sent:** Monday, May 21, 2001 4:14 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Cc:** Braniff, Greg - Troy  
**Subject:** RE: \*\* FCPA Final Binning \*\*

I don't know, that's just what Larry told me.

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

**From:** Petrauskas, Lisa (L.E.) [ <mailto:lpetraus@ford.com> ]  
**Sent:** Monday, May 21, 2001 9:47 PM  
**To:** 'Teller, Bill - Troy'  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Bill

Why would this version only be in the Excursion and not P131.  
I do not understand

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

**From:** Teller, Bill - Troy  
**To:** 'Petrauskas, Lisa (L.E.); Braniff, Greg - Troy; Teller, Bill - Troy; Evangelista, Elio - Troy; Niester, Conrad F. -Troy

**Cc:** Skwirak, Tom (T.V.)

**Sent:** 5/21/01 3:24 PM

**Subject:** RE: \*\* FCPA Final Binning \*\*

Lisa - I can't find Conrad. I think he's on his way to see you. You should receive the sample part with the potential rattle fix tomorrow morning, by 9:00 AM. Can you arrange for the retrofit and four poster for the afternoon?

Also, in regards to the Gas returnability, we will have sample springs by Friday for trial. We were trying to incorporate one of the Diesel version springs. This will not work, as they are too strong (it would create a "dead pedal" issue). Therefore, a new spring is required for the Gas version.

Larry informed that this version will only be required on the Excursion and not on the P131. I plan on using the same spring bushing as used on the Diesel and the Intermediate Housing used on the Diesel.

Thanks

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

**From:** Petrauskas, Lisa (L.E.) [ <mailto:lpetraus@ford.com> ]  
**Sent:** Monday, May 21, 2001 2:37 PM  
**To:** 'Braniff, Greg - Troy; William Teller (E-mail); Elio G. Evangelista (E-mail); Conrad Niester (E-mail)  
**Cc:** Skwirak, Tom (T.V.)  
**Subject:** RE: \*\* FCPA Final Binning \*\*

PE03-044 22865

Conrad,

Will you be staying the rest of the week. We need to trial  
d). pedals with the rattle fix and 4-poster testing on all combinations  
of trucks.

---Original Message---

From: Braniff, Greg - Troy [ <mailto:gbraniff@TFXAuto.com> ]  
Sent: Monday, May 21, 2001 2:18 PM  
To: 'Petrauskas, Lisa (L.E.)'  
Subject: RE: \*\* FCPA Final Binning \*\*

Conrad Niester is coming down there tonight.

---Original Message---

From: Petrauskas, Lisa (L.E.) [ <mailto:lpetraus@ford.com> ]  
< <mailto:lpetraus@ford.com>> ]  
Sent: Monday, May 21, 2001 1:50 PM  
To: Elio G. Evangelista (E-mail); William Teller (E-mail); Gregory M.  
Braniff (E-mail)  
Cc: Skwirak, Tom (T.V.)  
Subject: \*\* FCPA Final Binning \*\*  
Importance: High

uesday (5/22) starting at 9:00am-10:30am

who will be supporting from Teleflex.

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 7:35 AM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: \*\* FCPA Final Binning \*\*

The brake assembly (diesel) with the new drive nut is coming to the Residence Inn for AM delivery to your attention.

The accel with new springs will be gas (only option). This part should be available by end of week. We have to design a new spring, which is in process. Originally we thought we could use 1 of the diesel springs but this will be too strong.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Monday, May 21, 2001 6:46 PM  
**To:** 'Braniff, Greg - Troy'; Conrad Niester (E-mail); William Teller (E-mail); Elio G. Evangelista (E-mail)  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Greg

I need to take 6 vehicles thru 4-poster test for brake flicker.  
I need all combinations tested. We do not need any more surprises.

Need 1 vehicles to go thru 4-poster test  
with new accel & brake pedal.

I also need to know if new brake & accel are diesel or gas pedals, before I can  
set up test.

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

**From:** Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]  
**Sent:** Monday, May 21, 2001 2:40 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
Cci Teller, Bill - Troy  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Swapping out brakes from 1 vehicle to the next is a very time consuming process. How many combinations do you want to do? I suggest we figure out which one may be worst case from a vibration/rattle standpoint and do that one first. Right now we are only building 1 pedal for delivery on Tuesday.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Monday, May 21, 2001 2:37 PM  
**To:** 'Braniff, Greg - Troy'; William Teller (E-mail); Elio G. Evangelista (E-mail); Conrad Niester (E-mail)  
Cci Skwirsk, Tom (T.V.)  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Conrad,  
Will you be staying the rest of the week. We need to trial  
adj. pedals with the rattle fix and 4-poster testing on all combinations  
of trucks.

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

**From:** Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]

PE83-844 22687

**Sent:** Monday, May 21, 2001 2:16 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: \*\* FCPA Final Binning \*\*

Conrad Niester is coming down there tonight.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:[lpetraus@ford.com](mailto:lpetraus@ford.com)]  
**Sent:** Monday, May 21, 2001 1:50 PM  
**To:** Elio G. Evangelista (E-mail); William Teller (E-mail); Gregory M. Braniff (E-mail)  
**Cc:** Skwink, Tom (T.V.)  
**Subject:** \*\* FCPA Final Binning \*\*  
**Importance:** High

Tuesday (5/22) starting at 9:00am-10:30am

Who will be supporting from Teleflex.

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 8:39 AM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: Adjustable pedal brake lash

Yes, this will improve the lash on the accel pedal as well (both gas and diesel). Also, the addition of a spring may help lash on the gas version, because it will bias everything in one direction.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Tuesday, May 22, 2001 8:30 AM  
**To:** 'Braniff, Greg - Troy'  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** RE: Adjustable pedal brake lash

Greg  
What about the lash on accelerator pedal?

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

**From:** Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 8:12 AM  
**To:** Lisa Petrauskas (E-mail)  
**Cc:** Tom (T.V.) Skwirsk (E-mail)  
**Subject:** Adjustable pedal brake lash

Lisa, the next step for the brake pedal lash is reducing pedal lash in the design by targeting the guide tube/rod/bushing interface area.

Nate Garland is working on a project to increase the thickness of the bushing. He estimates that this should reduce lash measured at the pedal pad by up to 25%. This should improve the rattle condition. parts will be available by June 8th. So we can do a tryout at KTP the week of June 11th.

This with the combination of the drive nut change may just do the trick.

Greg Braniff  
Teleflex Automotive  
248-816-3107  
gbraniff@txauto.com

---

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 12:40 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: 8D for broken motor

Sorry for the delay, the motor has been replaced, but I'm still trying to track down the broken motor. I'll let you know as soon as I get it.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Tuesday, May 22, 2001 10:49 AM  
**To:** Gregory M. Braniff (E-mail); William Teller (E-mail); Elio G. Evangelista (E-mail); Conrad Nieeter (E-mail)  
**Co:** Skwirsk, Tom (T.V.)  
**Subject:** 8D for broken motor

Greg -

Need status ASAP regarding broken motor.  
Need to close out the aim issue

PE83-844 22810



---

**From:** Teller, Bill - Troy [bteller@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 1:47 PM  
**To:** 'Petrauskas, Lisa (L.E.); Braniff, Greg - Troy; Evangelista, Elio - Troy; Niester, Conrad F. - Troy; Franklin, Ben - Kendallville  
**Cc:** Skwirak, Tom (T.V.)  
**Subject:** RE: 8D for broken motor

Lisa - Ben Franklin is responsible for this 8-D. As he explained earlier, he has responded to the quality concern, with an 8-D to follow.'

Ben - When will the 8-D be available?

---Original Message---

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Tuesday, May 22, 2001 10:49 AM  
**To:** Gregory M. Braniff (E-mail); William Teller (E-mail); Elio G. Evangelista (E-mail); Conrad Niester (E-mail)  
**Cc:** Skwirak, Tom (T.V.)  
**Subject:** 8D for broken motor

Greg -

Need status ASAP regarding broken motor.  
Need to close out the aim issue

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 3:27 PM  
**To:** Tomas Skwirak (E-mail); Lisa Petrauskas (E-mail); Braniff, Greg - Troy  
**Cc:** Teller, Bill - Troy

Tom,

Attached is a preliminary plan for the new spring that is being incorporated in the gas adjustable pedal.

Item	Description	complete date
1-	Design Fabricate spring	5/23/01
2-	Fabricate sample part for review at PDC	5/23/01
3-	Fabricate sample part for review at KTP	5/25/01
4-	FMVSS 124 test on sample parts	5/29/01
5-	Produce components for Run @ Rate	5/29/01
6-	Run @ rate at Kendallville	5/30/01
7-	FMVSS 124 test - PV parts	6/4/01
8-	PV test (cycle test only)	6/11/01
9-	PPAP	6/12/01

Please note that not sure if we can make the springs deliveries yet, will advise when I learn more

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

---

**From:** Skwirsk, Tom (T.V.)  
**Sent:** Tuesday, May 22, 2001 4:29 PM  
**To:** 'Evangelista, Elio - Troy'; Petrauskas, Lisa (L.E.); Braniff, Greg - Troy  
**Cc:** Teller, Bill - Troy; Allen, Dave (D.R.)  
**Subject:** RE:

Elio - Thanks for the work plan.

Lisa informs me that Conrad leaves KTP and she does not have a Teleflex rep identified after Wednesday. Please let me know who will be at the plant for the rest of the week.

Noise has reared its ugly head again in the Nova audit. Two Excursion units with extra grease were called for a gurgling sound when toggled back and forth. We need Rob to take a look at these vehicles ASAP.

Please let me know what the support plan is. Thanks!

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

**From:** Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 3:27 PM  
**To:** Tomas Skwirsk (E-mail); Lisa Petrauskas (E-mail); Braniff, Greg - Troy  
**Cc:** Teller, Bill - Troy  
**Subject:**

Tom,  
Attached is a preliminary plan for the new spring that is being incorporated in the gas adjustable pedal.

Item	Description	complete date
1-	Design Fabricate spring	5/23/01
2-	Fabricate sample part for review at PDC	5/23/01
3-	Fabricate sample part for review at KTP	5/25/01
4-	FMVSS 124 test on sample parts	5/28/01
5-	Produce components for Run@Rate	5/29/01
6-	Run@rate at Kenda@ville	5/30/01
7-	FMVSS 124 test - PV parts	6/4/01
8-	PV test (cycle test only)	8/11/01
9-	PPAP	6/12/01

Please note that not sure if we can make the springs deliveries yet, will advise when I learn more

***Elio Evangelista***

***Program Manager - Pedal Systems***

***Teleflex Automotive Group***

---

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Tuesday, May 22, 2001 4:52 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: ETC change

I have the drawing, I will drop a copy off at your desk. I will also drop a copy of the containment plan off to Dave tomorrow. The meeting this week is cancelled so I will attend the one Tuesday. Still need you and Rich to sign a copy so I have those signatures too. Maybe you can give it to Conrad so I have it for Tuesday.

Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Wednesday, May 16, 2001 5:29 PM  
**To:** Elio G. Evangelista (E-mail); William Teller (E-mail)  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** FW: ETC change

Elio - please go to 2003 change control and give update on concern.  
Do provide drawing with containment plan.  
What is the status now....  
Did Dave Hofman sign the C/P?

> -----Original Message-----

> **From:** White, Peggy (P.A.)  
> **Sent:** Wednesday, May 16, 2001 3:05 PM  
> **To:** Petrauskas, Lisa (L.E.)  
> **Subject:** ETC change  
>  
> Good afternoon,  
> I just received a containment plan for the adj pedal (ETC).  
> The revision was changing from a 1 track to a 3 track.  
> I am working on '03 projects and need to see a drawing or something so I can see if there will be any impact to the plant.

> Also just a heads up noone has been showing up to the change control meetings for this issue and I think that they talking about rejecting it.

> Thanks

>  
>

> Peggy A. White  
> Manufacturing Engineer / Final Assembly  
> Truck Consumer Business Group  
> phone: (313) 322-9679

PE03-044 22814

> pager: (313) 798-4838

> fax: (313) 846-3243

> e-mail: pwhite44@ford.com

email to Pager: <mailto:3137984838@alphapage.airtouch.com>

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**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Monday, June 04, 2001 4:42 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: Cont. plans

The last 2 were submitted I know you signed off on the 1st. Waiting for Rich to sign off, he won't sign until cold testing done. Please advise when complete.

I will send over the other 2, please print and sign and then fax back to me. I will forward them on the Jack so he can get Rich to sign.

Jack has been attending all the change control meetings so he can submit at that time.  
I will also make sure he has the ddl's attached.

Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Monday, June 04, 2001 12:33 PM  
**To:** Elio G. Evangelista (E-mail); Gregory M. Brasiff (E-mail); William Teller (E-mail)  
**Cc:** Skwirak, Tom (T.V.)  
**Subject:** Cont. plans

Need all three cont. plans & ddl's submitted today.

C11232702: Pedal not returning to idle  
C11231780: Rattle  
C11237959: Cable length on memory

Lisa Petrauskas  
Heavy F-Series Chassis Design  
PDC 2B-A60  
313-39-08070  
(fax) 313-317-2349  
lpetraus@ford.com

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Friday, June 08, 2001 3:18 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**CC:** Braniff, Greg - Troy  
**Subject:** RE: diesel pedal efforts

OK - Greg will get this off the PV test parts. Greg said that might differ slightly as off different equipment. He will get it scheduled, depending on lab schedule may take a while. Same tech as doing the cable test so don't want this to interfere with that test. Maybe by end of month

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Friday, June 08, 2001 3:15 PM  
**To:** 'Evangelista, Elio - Troy'  
**Subject:** RE: diesel pedal efforts

Let me know when we can get that data in foreward position. Thanks

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

**From:** Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]  
**Sent:** Friday, June 08, 2001 3:12 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: diesel pedal efforts

no, needs to be done at Troy in lab. Testing we have in plant is how parts go out the door. Yea to the phone call, both Greg and I are on. Also, Jack should be on. As I mentioned we will state that Jack will retrofit FEU vehicles and that will have to be the larger sample size

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Friday, June 08, 2001 3:11 PM  
**To:** 'Evangelista, Elio - Troy'  
**Subject:** RE: diesel pedal efforts

Do you have foreward position data?  
Have you dialed into the meeting

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

**From:** Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]  
**Sent:** Friday, June 08, 2001 3:07 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: diesel pedal efforts

Per Greg they are in rearward position. done at end of line tester

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

From: Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
Sent: Friday, June 08, 2001 2:55 PM  
To: Braniff, Greg - Troy; Petrauskas, Lisa (L.E.)  
Cc: Teller, Bill - Troy; Evangelista, Elio - Troy  
Subject: RE: diesel pedal efforts

Are the pedals in forward or rearward position?

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

From: Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]  
Sent: Wednesday, June 06, 2001 6:17 PM  
To: 'Petrauskas, Lisa (L.E.)'  
Cc: Teller, Bill - Troy; Evangelista, Elio - Troy  
Subject: RE: diesel pedal efforts

Lisa, here are the new diesel pedal efforts for I/B (this is only a sample)

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

From: Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
Sent: Friday, June 01, 2001 4:12 PM  
To: Elio G. Evangelista (E-mail); William Teller (E-mail); Gregory M. Braniff (E-mail)  
Cc: Skwirak, Tom (T.V.)  
Subject: diesel pedal efforts

Elio - Greg

Still need the efforts data that was taken when  
you changed the diesel accelerator springs.

Lisa Petrauskas  
Heavy F-Series Chassis Design  
PDC 2B-A60  
313-39-06070  
(fax) 313-317-2349  
lpetraus@ford.com

PE83-844 22788



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**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Wednesday, June 13, 2001 3:27 PM  
**To:** Lisa Petrauskas (E-mail); Mango, Jack - Troy  
**Cc:** Tomas Skwirak (E-mail); Braniff, Greg - Troy; Teller, Bill - Troy

**Work Plan for memory cable:**

- Evaluated max/min cable (150 - 154mm) length at max/min spacing (+/-3mm)
  - Reviewed with Tom Skwirak 6/13/01 - cable lengths staying attached when cycled. No design issues.
  
- Extended life testing (durability test) - modify test set-up to test:
  - Shortest cable (150mm) to maximum spacing (+3mm in X & Y direction)
  - Longest cable (154 mm) to minimum spacing (-3mm in X & Y direction)
  - timing for cycling testing
    - Start - Monday 6/18/01
    - Complete - Friday 6/29/01

**Delivery of Lash part:**

- Will modify the guide tubes to compensate/replicate the difference in bushing O.D.
- Both the Accelerator and Brake pedals will provide 4 diesel and 4 gas sets
- Parts will be shipped to KTP (Attn Jack Mango) by Thursday 6/21/01

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Delphi Automotive Group**

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Friday, June 15, 2001 2:50 PM  
**To:** Tomas Skwirak (E-mail); Lisa Petruakas (E-mail)  
**Cc:** Mango, Jack - Troy  
**Subject:** FW: Measured at KIP FEU vs. 1PP

Not sure if anybody ever forwarded this info to you. Was discussed in meeting at KTP with Dave Allen

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Munkroff, Robert - Kendallville  
**Sent:** Monday, June 04, 2001 5:08 PM  
**To:** Evangelista, Elio - Troy  
**Cc:** Braniff, Greg - Troy  
**Subject:** Measured at KIP FEU vs. 1PP

**Two-Sample T-Test and CI: SE, 1PP\_FEU2**

1PP_FEU2	N	Mean	StDev	SE Mean
1	6	10.992	0.619	0.25
2	6	9.793	0.722	0.29

Difference =  $\mu(1) - \mu(2)$

Estimate for difference: 1.198

95% CI for difference: (0.320, 2.077)

T-Test of difference = 0 (vs not =): T-Value = 3.09 P-Value = 0.013 DF = 9

<<...OLE\_Obj...>>

**Two-Sample T-Test and CI: SR, 1PP\_FEU2**

1PP_FEU2	N	Mean	StDev	SE Mean
1	6	10.208	0.857	0.35
2	6	9.518	0.833	0.34

Difference =  $\mu(1) - \mu(2)$

Estimate for difference: 0.689

95% CI for difference: (-0.414, 1.793)

T-Test of difference = 0 (vs not =): T-Value = 1.41 P-Value = 0.191 DF = 9

<<...OLE\_Obj...>>

Thanks,

**Robert F. Munkroff**  
**Reflex Black Belt**  
**Teleflex Automotive**  
301 West Ohio Street

PE03-044 22721

Kendallville, Indiana 45755  
Phone 219-348-1885 ex 3317  
Fax 219-348-1883  
Mundroff@TFXAUTO.COM

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Thursday, June 21, 2001 7:29 AM  
**To:** Mango, Jack - Troy; Lisa Petrauskas (E-mail)  
**CC:** Evangelista, Ello - Troy  
**Subject:** RE: FCPA Audit Diesel pedal efforts

Here are some diesel pedal efforts in the full forward position (Life cycle samples Tested here in Troy)

Sample #	Full Forward		Full Rearward	
	Idle	WOT	Idle	WOT
1	6.2	13.8	4.5	9.2
2	5.8	11.8	4.6	9.3
3	5.8	13.5	4.7	9.5

I have asked Mike Foreman at Kendallville for the effort data on the vehicle below.

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

**From:** Mango, Jack - Troy  
**Sent:** Thursday, June 21, 2001 5:06 AM  
**To:** Evangelista, Ello - Troy; Braniff, Greg - Troy  
**Cc:** 'lpetraus@ford.com'  
**Subject:** FCPA Audit Diesel pedal efforts

The FCPA Audit called out high pedal efforts on VIN#2EA00316 Barcode number D15201A45.....Please advise efforts data prior to 9:00am 6/21/01.....Thanks...

**From:** Evangelista, Elio - Troy (eevangelist@TFXAuto.com)  
**Sent:** Thursday, June 21, 2001 7:46 AM  
**To:** Lisa Petrauskas (E-mail); Mango, Jack - Troy  
**Cc:** Tomas Skwirak (E-mail); Braniff, Greg - Troy; Teller, Bill - Troy  
**Subject:** FW: Measured at KIP FEU vs. 1PP

Lisa,  
1) Attached is the noise data comparing 1PP vs. FEU. #1 data is 1PP & #2 is FEU data. Data indicates that there is mean average improvement between 1PP vs FEU. I will get with Rob today and see when he can come down and do noise testing on the IB audit vehicles.

2) I spoke to Greg this morning, he will investigate the accel bracket boss and see if they differ from the fixed ETC (old Teleflex style). He can report what sizes both are by 9:00 a.m. and start investigating why different (if so) but most likely won't have a "why" by 9:00 a.m. but will keep investigating.

3) Jack has forwarded the bar code # on the ETC with reported high efforts, will check stored data and report back as soon as Mike gets in today (KV 1 hour behind Detroit time).

4) Greg will forward some data from IB parts measured in "rearward" position, data is not collected this way on production line, but can be collected this way at Troy on samples as needed. Should have by 9:00 a.m.

5) As mentioned this morning, Jack will have 3 sets (accel & brake) each of Diesel and Gas by 8:00 a.m. today, these parts have the improved lash/rattle improvements. Will forward more for tomorrow.

I think this covered everything discussed last night, have any questions call me in KV.  
thanks

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Evangelista, Elio - Troy  
**Sent:** Friday, June 15, 2001 2:50 PM  
**To:** Tomas Skwirak (E-mail); Lisa Petrauskas (E-mail)  
**Cc:** Mango, Jack - Troy  
**Subject:** FW: Measured at KIP FEU vs. 1PP

Not sure if anybody ever forwarded this info to you. Was discussed in meeting at KTP with Dave Allen

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Mundroff, Robert - Kendallville  
**Sent:** Monday, June 04, 2001 5:08 PM  
**To:** Evangelista, Elio - Troy  
Braniff, Greg - Troy  
**Subject:** Measured at KIP FEU vs. 1PP

**Two-Sample T-Test and CI: SE, 1PP\_FEU2**

PE83-844 22725

1PP_FEU2	N	Mean	StDev	SE Mean
1	6	10.992	0.619	0.25
2	6	9.793	0.722	0.29

Difference =  $\mu$  (1) -  $\mu$  (2)

Estimate for difference: 1.198

95% CI for difference: (0.320, 2.077)

T-Test of difference = 0 (vs not =): T-Value = 3.09 P-Value = 0.013 DF = 9

<<...OLE\_Obj...>>

**Two-Sample T-Test and CI: SR, 1PP\_FEU2**

1PP_FEU2	N	Mean	StDev	SE Mean
1	6	10.208	0.857	0.35
2	6	9.518	0.833	0.34

Difference =  $\mu$  (1) -  $\mu$  (2)

Estimate for difference: 0.689

95% CI for difference: (-0.414, 1.793)

T-Test of difference = 0 (vs not =): T-Value = 1.41 P-Value = 0.191 DF = 9

<<...OLE\_Obj...>>

Thanks,

*Robert F. Mundroff*

Teleflex Black Belt

Teleflex Automotive

301 West Ohio Street

Kendallville, Indiana 48755

Phone 219-349-1988 ex 3317

Fax 219-349-1983

RMundroff@TFXAUTO.COM

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**From:** Skwirak, Tom (T.V.)  
**Sent:** Thursday, June 21, 2001 3:37 PM  
**To:** Petrauskas, Lisa (L.E.)  
**Subject:** Adding Inverted Deltas to VO Processes

Lisa - I would handle this via a concern to add the inverted deltas. Make sure Chassis and PTSSE CAD are on the concern so they will update the illustration sheets accordingly. Let me know how I can help. Thanks!!!!

***Tom Skwirak***

**Escape/Tribute/Excursion Brakes Design**

**Supervisor**

**313-390-7926**

**WPC 126**

**tskwirak@ford.com**

---

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Thursday, June 21, 2001 3:45 PM  
**To:** 'Petrauskas, Lisa (L.E.)'; Mango, Jack - Troy  
**CC:** Tom (T.V.) Skwirsk (E-mail); Evangelista, Elio - Troy  
**Subject:** RE: U137 Mounting pads on bracket

Williams ETC pedal and Teleflex fixed pedal have the same standoffs -  
16.0 mm dia.  
10.0 mm thick + 2.5 material thickness = 12.5 total thickness

Teleflex adjustable pedal is 15.6 mm thick due to metal inserts

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Thursday, June 21, 2001 10:34 AM  
**To:** 'Braniff, Greg - Troy'  
**Subject:** RE: U137 Mounting pads on bracket

What are the measurements of your fix pedal?

Lisa Petrauskas  
KTP: 502-339-3662  
lpetraus@ford.com  
pager: 313-796-3499

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

**From:** Braniff, Greg - Troy [mailto:gbraniff@TFXAuto.com]  
**Sent:** Thursday, June 21, 2001 9:48 AM  
**To:** Lisa Petrauskas (E-mail); Mango, Jack - Troy; Tom (T.V.) Skwirsk (E-mail)  
**CC:** Evangelista, Elio - Troy  
**Subject:** U137 Mounting pads on bracket

The mounting pads for the Teleflex plastic bracket are 19 mm (2 holes) and 21 mm (slot). They are this large because we need a 3mm wall thickness for the plastic and the diameter of the metal inserts is about 13 mm. The metal inserts we added to give the bracket more structural integrity to resist creep and cracking when the nut is torqued down properly.

Williams pedal just has metal tubes welded to the metal bracket which allows them to stay relatively small at 16.1 mm diameter.

Greg Braniff  
Teleflex Automotive  
248-616-3107  
gbraniff@txauto.com



**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Monday, June 25, 2001 10:18 AM  
**To:** Lisa Petrauskas (E-mail)  
**Subject:** FW: FCPA Audit Diesel pedal efforts

**Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group**

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

**From:** Braniff, Greg - Troy  
**Sent:** Thursday, June 21, 2001 7:29 AM  
**To:** Mango, Jack - Troy; Lisa Petrauskas (E-mail)  
**Cc:** Evangelista, Elio - Troy  
**Subject:** RE: FCPA Audit Diesel pedal efforts

Here are some diesel pedal efforts in the full forward position (Life cycle samples Tested here in Troy)

Sample #	Full Forward		Full Rearward	
	Idle	WOT	Idle	WOT
1	6.2	13.8	4.5	9.2
2	5.9	11.6	4.6	9.3
	5.8	13.5	4.7	9.5

I have asked Mike Foreman at Kendallville for the effort data on the vehicle below.

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

**From:** Mango, Jack - Troy  
**Sent:** Thursday, June 21, 2001 5:06 AM  
**To:** Evangelista, Elio - Troy; Braniff, Greg - Troy  
**Cc:** 'petraus@ford.com'  
**Subject:** FCPA Audit Diesel pedal efforts

The FCPA Audit called out high pedal efforts on VIN#2EA00316 Barcode number D15201A45.....Please advise efforts data prior to 9:00am 6/21/01.....Thanks...

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**Subject:** Updated: 2002 MY U137/P131 Adjustable Pedals Design Review  
**Location:** Scott Van Dorn's Office (PDC 2GF28)  
**Start:** Tue 7/10/2001 5:00 PM  
**End:** Tue 7/10/2001 6:00 PM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** Skwirsk, Tom (T.V.); Van Dorn, Scott (J.S.); Hightower, Edward (E.T.); Vojtisek, Beth Looney (E.L.); West, Gregory (G.S.); Petrauskas, Lisa (L.E.); Elio Evangelista (E-mail); Greg Branff (E-mail); Allen, Dave (D.R.); Clough, Randy (R.J.)

We will have this meeting at 5:00 in place of the normal 5:00 pm Open Issues meeting. Randy - Can you send to your normal distribution list. Thanks! Sorry for any confusion this may cause!

Per Ed Hightower's Request, we are pulling ahead the Thursday Design Review. The agenda is as follows:

- |   |  |
|---|--|
| 1) PPAP Inhibitors                                  | Beth Vojtisek                          |
| - High Diesel Accel Pedal BOL Reject Rate           |  |
| - Tang Process Capability                           |  |
| 6.8L Accel Pedal                                    | Tom Skwirsk/Elio Evangelista/Greg West |
| - Pedal Efforts                                     |  |
| - Throttle Body PSW                                 |  |
| - Accel Pedal PSW                                   |  |
| - Fixed Pedal w/ 6.8L on Excursion                  |  |
| 3) Pedal Squeak & Rattle                            | Teleflex                               |
| - Verification Plan                                 |  |
| 4) Diesel Accel Pedal to Carpet Floor Mat Clearance | Tom Skwirsk/Lisa Petrauskas            |
| 5) Memory Accel Cable Length Change                 | Teleflex                               |

Lisa - I need your participation. Please call into Scott's Office @ 313-845-7920

---

**From:** Mango, Jack - Troy [JMango@txauto.com]  
**Sent:** Friday, July 20, 2001 8:31 AM  
**To:** 'jpatel@ford.com'; 'jpetrus@ford.com'; 'rolough@ford.com'; 'jchrist8@ford.com'; 'rstanto5@ford.com'  
**Cc:** Franklin, Ben - Kendallville; Smith, Rex - Troy; Braniff, Greg - Troy; Evangelista, Elio - Troy; Blehal, Macram - Troy  
**Subject:** Stock certification

Ron Karroll, Don Wert, Carl Snider, and I certified all stock on hand @ KTP for part number 2C34-6F838-DB (144) pedals, and marked with a yellow dot on IVS connection to indicate certification. Parts delivered to U137 line @ rotation number 5884, Vin # 14748, P131 @ rotation number 6758, Vin # 16621 to contain possible ETC failure. Prior to certification of subject parts vehicles will be contained for possible failure @ end of rolls. We will continue to test parts until Teleflex-Kendallville delivers certified parts

---

**From:** Mango, Jack - Troy [JMango@tfxauto.com]  
**Sent:** Saturday, July 21, 2001 9:37 AM  
**To:** 'relento5@ford.com'  
**Cc:** 'petraus@ford.com'  
**Subject:** FW: Book1.xls

Richie Rich, attached is a study conducted at Teleflex-Kendallville relative to your concern regarding hole size and die breakout. Please review @ your convenience, and let know what you think.....Regards, Jack.....

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

**From:** Franklin, Ben - Kendallville  
**Sent:** Friday, July 20, 2001 1:22 PM  
**To:** 'ghalay3@ford.com'  
**Cc:** Mango, Jack - Troy; Evangelista, Elio - Troy; Breniff, Greg - Troy; Foreman, Mike - Kendallville  
**Subject:** Book1.xls

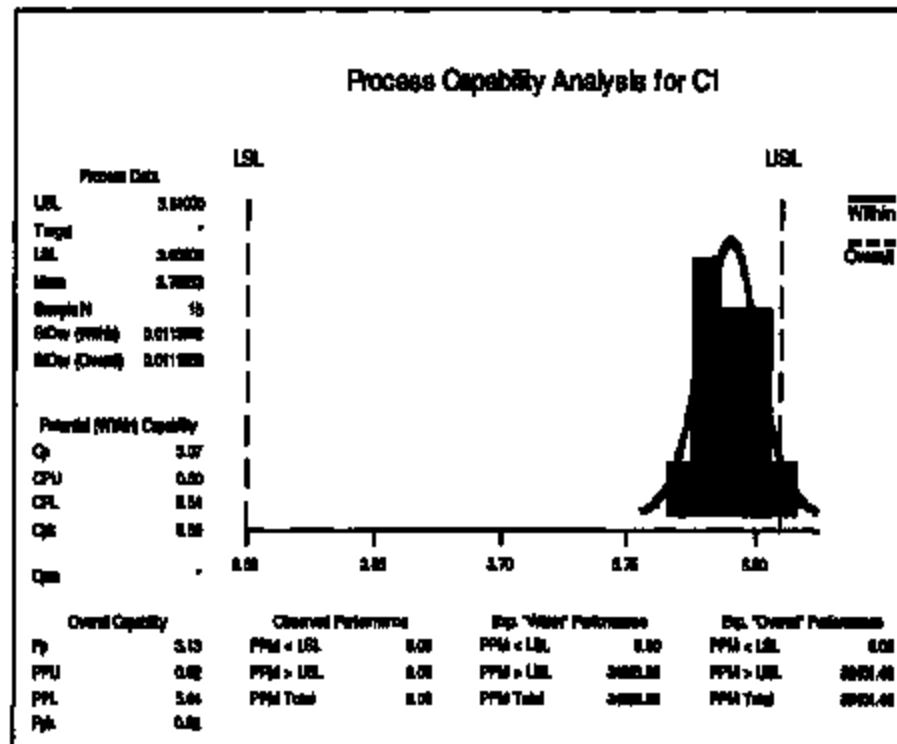
We did a short cap study of the screw hole size.. checking for "out of roundness" and as you can see from this document, there is very little difference between the "high" side vs the "low" side.. the curve is shifted a bit to the high side on the one and a bit to the low on the other.. both are crowding the upper spec, which is what you would expect in a brand new die.. as they run more parts, this will center rapidly, then stabilize for a while before shifting further down from tool wear.

<<Book1.xls>>

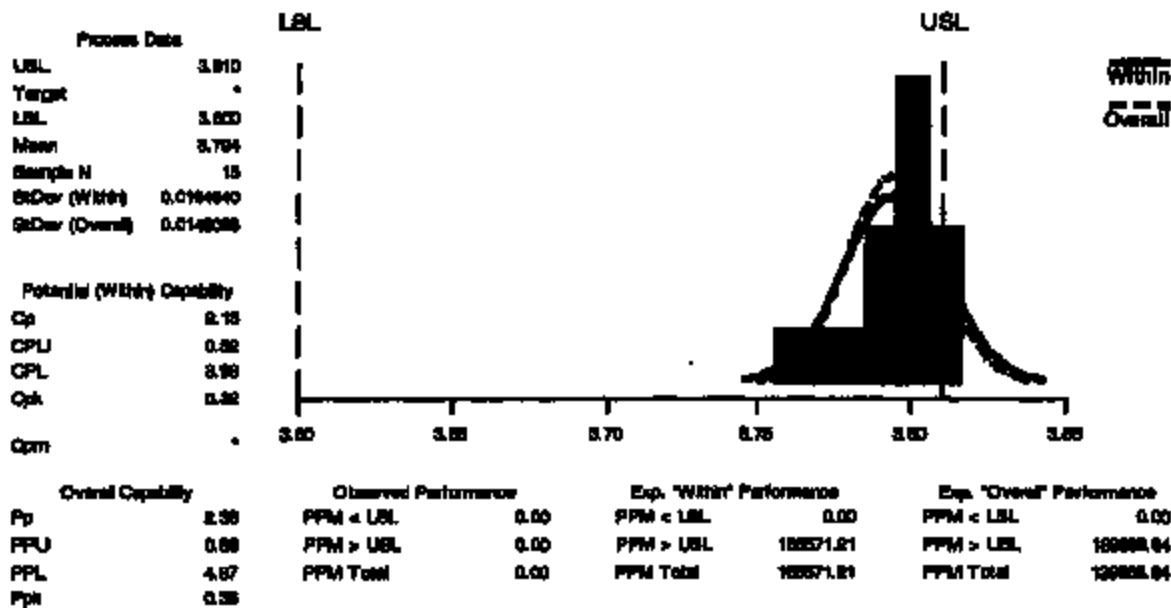
C1

C2

3.78	3.8
3.8	3.79
3.81	3.81
3.79	3.8
3.8	3.81
3.77	3.8
3.79	3.77
3.79	3.79
3.8	3.78
3.79	3.8
3.78	3.81
3.78	3.79
3.8	3.8
3.78	3.78
3.78	3.8



### Process Capability Analysis for C2



---

**From:** Mango, Jack - Troy [JMango@txauto.com]  
**Sent:** Saturday, July 21, 2001 11:03 AM  
**To:** 'tpatel@ford.com'; 'lpetraus@ford.com'; 'breed1@ford.com'  
**Cc:** 'rkarroll@ford.com'; Franklin, Ben - Kendallville; Braniff, Greg - Troy; Evangelista, Elio - Troy; 'rtanto5@ford.com'  
**Subject:** FW: Stock certification

Tej, Please look up the two rotation, and vehicles numbers in data facts for certified IVS results @ end of rolls. Certified onsite on 7/19/01. Thanks.....

—Original Message—

**From:** Franklin, Ben - Kendallville  
**Sent:** Friday, July 20, 2001 8:32 AM  
**To:** Mango, Jack - Troy  
**Subject:** RE: Stock certification

this Jack,... got your voice mail too

> —Original Message—

> **From:** Mango, Jack - Troy  
 > **Sent:** Friday, July 20, 2001 7:31 AM  
 > **To:** 'tpatel@ford.com'; 'lpetraus@ford.com';  
 > 'rdough@ford.com'; 'christ8@ford.com'; 'rtanto5@ford.com'  
 > **Cc:** Franklin, Ben - Kendallville; Smith, Rex - Troy;  
 > Braniff, Greg - Troy; Evangelista, Elio - Troy; Bahal, Macram - Troy  
 > **Subject:** Stock certification  
 >  
 > Ron Karroll, Don Wert, Carl Snider, and I certified all stock  
 > on hand @ KTP for part number 2C34-9F836-DB (144) pedals, and  
 > marked with a yellow dot on IVS connection to indicate  
 > certification. Parts delivered to U137 line @ rotation number  
 > 5884, Vin # 14748. P131 @ rotation number 6788, Vin # 16821 to  
 > contain possible ETC failure. Prior to certification of  
 > subject parts vehicles will be contained for possible failure  
 > @ end of rolls. We will continue to test parts until  
 > Teleflex-Kendallville delive

---

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Tuesday, July 24, 2001 1:51 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: Adj. pedal open issues meeting

I will be off site at a tool shop but will try to call in.  
Do you have a phone conference line established for this call, what is the number.  
Greg is not in today so wont be able to attend. For best support suggest move to tomorrow morning.  
advise of number and will attempt to call  
thanks

Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Tuesday, July 24, 2001 1:27 PM  
**To:** Patel, Tej (.); Stanton, Richard (R.A.); Musselman, Thomas (T.A.);  
Elio G. Evangelista (E-mail); Gregory M. Brantiff (E-mail); William  
Teller (E-mail)  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** Adj. pedal open issues meeting

I need to discuss adj. pedal open issues with Teleflex.  
Best time is going to be around 3:30 today after aima meeting.  
Need Elio & Greg brantiff on the phone.  
Will be talking to you shortly.  
I left phone messages on your recorders.

Lisa Petrauskas  
KTP: 502-338-3662  
lpetraus@ford.com  
pager: 313-798-5499

**From:** Woods, Leslie (L.)  
**Sent:** Thursday, October 17, 2002 7:30 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Jackson, Frances (F.J.)  
**Subject:** RE: Ford 3 track 3C44-9F836-AB

Greg,

When will the part be going into production? I will need to advise my New Model coordinator Frances Jackson.

Thanks,

## Leslie Woods

Supply Chain Specialist

Ford Customer Service Division

Team Coordinator, Schneider Logistics

734-266-9870

Lwoods14@ford.com <mailto:Lwoods14@ford.com>

woods1@schneider.com <mailto:woods1@schneider.com>

Always put your higher self in charge...

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

**From:** Jaeger, Sharon (S.A.)

**Sent:** Wednesday, October 16, 2002 2:05 PM

**To:** Woods, Leslie (L.)

**Cc:** West, Gregory (G.S.); Jaeger, Sharon (S.A.)

**Subject:** RE: Ford 3 track 3C44-9F836-AB

Leslie,

Per Greg Woods, x59401 could you please cancel the releases for this part number...it is not going into production for the new model over 8500 trucks at this time. Please check with him for expected production date. Call me if you have any questions.

**SERVICE PART:** 3C4Z- 9F836-AA\_\_  
**ENGINEERING PART:** 3C44 9F836 AB\_\_

Sharon Jaeger

Recall Parts Specialist

Parts Supply & Logistics

Ford Customer Service Division

Ph. 734-523-5026 Fax 734-266-1166

Text/Pager 734-852-0750

sjaeger@ford.com

Mail Drop MD-44

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

**From:** Shore, John (J.)

**Sent:** Wednesday, October 16, 2002 12:02 PM

**To:** Jaeger, Sharon (S.A.)

**Cc:** West, Gregory (G.S.)

**Subject:** FW: Ford 3 track 3C44-9F836-AB



Sharon, please call Greg and discuss.

**John Shore**

Recall Parts Program Manager  
Ford Customer Service Division  
Office - 734 266-9789 FAX - 734 266-1166  
Page - 734 797-5991 E-mail - Jshore@Ford.com  
Mail Drop MD-44 1313C NPDC

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

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, October 16, 2002 9:35 AM  
**To:** Liposky, Lawrence (L.J.); Shore, John (J.)  
**Subject:** RE: Ford 3 track 3C44-9F836-AB

John, can you help with this?

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

**From:** Liposky, Lawrence (L.J.)  
**Sent:** Monday, October 14, 2002 7:13 PM  
**To:** West, Gregory (G.S.)  
**Subject:** FW: Ford 3 track 3C44-9F836-AB

Greg, who is our Service Rep

Larry Liposky  
Supervisor - Tough Truck  
Accelerator/VMV Components  
Phone 24-81728  
Pager 796-0949

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

**From:** Pyle, Ken [mailto:kpyle@wmco.com]  
**Sent:** Friday, October 11, 2002 12:26 PM  
**To:** 'lliposky@ford.com'; 'jchrist8@ford.com'  
**Cc:** Miers, Jerry; Bricker, Ron; Velat, Ron; Sillanpaa, Don  
**Subject:** FW: Ford 3 track 3C44-9F836-AB

Apologize. The date to arrive at KTP is 10/14 not 10/21.

Larry...

Ron Bricker is our Materials Manager and has received the attached Ford DDL request for production level 3-track parts to both Service and Engineering. If we don't send these, our delivery ratings are hit. If we do send them, we will go against what your directions were relative to shipping before KLT approval. Please advise.

In addition, we completed our build for KTP IB this morning and will ship the final 120 parts for delivery at KTP on Monday AM (10/21) per Jeff Christensen's direction.

Ken Pyle

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

**From:** Bricker, Ron

**Sent:** Friday, October 11, 2002 11:48 AM

**To:** Pyle, Ken; Poirier, A.J.

**Subject:** Ford 3 track 3C44-9F836-AB

Ken,

Here are the locations that are asking for the 3C44-9F836-AB:

Ford Service Redistribution Center (AF30A)  
25555 Pennsylvania Road  
Romulus, MI.

7Pcs. To be shipped 10/11/2002

EMDOWH BLDG.  
17000 SOUTHFIELD ROAD  
ALLEN PARK, MI. 48101

5Pcs. To be shipped 10/11/2002. BUT THEY ARE ASKING FOR 3C44-9F836-AA.

Ron

---

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---

**From:** Schaefer, Andy (A.P.)  
**Sent:** Friday, August 16, 2002 12:34 PM  
**To:** West, Gregory (G.S.)  
**Subject:** DURIS DEFECT Incident - F550 579W590 (R318): Broken accelerator pedal (#384821)

Greg,

Info on the repair to the part I'm shipping to Jerry Miers.

DURIS Incident 384821 is documented in the attached .htm file:



incident.htm

Andy Schaefer  
Engine Systems Durability Engineer  
Arizona Proving Ground  
928-753-7312 (voice) 928-753-7213 (fax)  
mailto:aschaefer@mail.ford.com  
APG Web Page <http://www.detroit4.ford.com/pav/wwpg/apg/index.htm>  
DURIS Web Page <http://www.duris.ford.com>

F550 579W590 P131: 2003.25 P131/U137 6.0L CP

**INCIDENT:** Broken accelerator pedal

(No:384821)

Shop office reported the accelerator pedal broken.

**DATE:** 30-JUL-02 **ODO:** 43236 M **TEST:** R316 **%COMPL:**  
**CPSC:** 03.16.00 **Crer:** **STATUS:** **SERVICEABILITY:** N  
**REPORTED:** G. WEST **INVOICE:** **INVOICE DATE:**  
**ACTION:** Installed new pedal pad

Obtained a new pedal assy from crib inventory and installed foot pad, pin and return spring only. Scrapped rest of pedal assy. Mech did not report what he did with removed pedal, writer could not find part, no tag attached to work request. Released veh to dura.

**DATE:** 30-JUL-02 **ODO:** 43236 M

**PARTS:**

1C3Z-9F836-BA [THROTTLE PEDAL](#=1) INSTALLED :Cpsc=03.16.00

**PICS/DOCS:**

**NO CONCERN:**

**REPLIES:**

GIVE YOUR REPLY

LAST UPDATED ON: 16-AUG-02 BY ASCHARPE

For the latest copy of this incident refer to [http://www.duris.ford.com/pls/q/duris\\_summary\\_incident?incidentcode=384821](http://www.duris.ford.com/pls/q/duris_summary_incident?incidentcode=384821)

For a complete list of incidents for this vehicle refer to [http://www.duris.ford.com/duris/prog\\_index.htm](http://www.duris.ford.com/duris/prog_index.htm) and select P131.

Note: You must have access to the Ford Intranet and the DURIS incident reporting system to use the links on this page.

DURIS HOME PAGE

**From:** Miers, Jerry [jmiers@wmco.com]  
**Sent:** Tuesday, June 03, 2003 2:58 PM  
**To:** West, Gregory (G.S.); Pyle, Ken; Miers, Jerry  
**Co:** Liposky, Lawrence (L.J.); Abar, Robert (R.B.)  
**Subject:** RE: Post 10-April 9F836 Verbatim

Greg, after analysis of the Verbatims it appears as if things are better. We have received several of the pedals in the attachment, however only 2 of them do not meet criteria.

To date we have received 37 units back, of the 37 only 4 have been verified as not meeting criteria. These units are under analysis at the present time.

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

**From:** West, Gregory (G.S.) [mailto:gwest2@ford.com]  
**Sent:** Tuesday, June 03, 2003 2:18 PM  
**To:** Ken Pyle (E-mail); Jerry Miers (E-mail)  
**Co:** Liposky, Lawrence (L.J.); Abar, Robert (R.B.)  
**Subject:** FW: Post 10-April 9F836 Verbatim

Per the note below are you guys getting 6.0L pedals back and what are the results of testing?

Can you summarize for all 6.0L pedal returns, thanks.

> -----Original Message-----

> **From:** Abar, Robert (R.B.)  
> **Sent:** Thursday, May 29, 2003 4:09 PM  
> **To:** West, Gregory (G.S.)  
> **Co:** Abar, Robert (R.B.); Liposky, Lawrence (L.J.)  
> **Subject:** FW: Post 10-April 9F836 Verbatims

> Greg,

> INFO.

> This file contains claims with 6.0L pedal repairs after the Warranty Action Notice (WAN) went out 4/10/03. I was trying to see if WAN was effective or not.

> Most of the claims have some indication of diagnostics, but don't list the specific codes so its hard to say if the WAN helped.

> Are you getting 6.0L pedals sent to the supplier for analysis? If so, what if anything are they finding? Especially on vehicles built after the calibration update of 2/24/03 at KTP.

> Robert B. Abar  
> Manager, Powertrain

> (313) 84-54247 FAX:(313) 24-89073 rabar@ford.com  
> Room: ICP20/Rotunda Ct #4 Mail Drop: LM410

> -----Original Message-----

> **From:** Case, Joseph (J.E.)  
> **Sent:** Thursday, May 29, 2003 1:40 PM  
> **To:** Abar, Robert (R.B.)  
> **Subject:** Post 10-April 9F836 Verbatims

> > <<Post 041003 Tech Comments 9F836.xls>>

> Joe Case

> SUV and Body-on-Frame  
> Quality Strategy  
> (313) 39-06223 RC4

---

**From:** Woods, Leslie (L.)  
**Sent:** Thursday, October 17, 2002 7:30 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Jackson, Frances (F.J.)  
**Subject:** RE: Ford 3 track 3C44-9F836-AB

Greg,

When will the part be going into production? I will need to advise my New Model coordinator Frances Jackson.

Thanks,

## Leslie Woods

*Supply Chain Specialist*

*Ford Customer Service Division*

*Team Coordinator, Schneider Logistics*

734-266-9870

Lwoods14@ford.com <mailto:Lwoods14@ford.com>

woods1@schneider.com <mailto:woods1@schneider.com>

*Always put your higher self in charge...*

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

**From:** Jaeger, Sharon (S.A.)

**Sent:** Wednesday, October 16, 2002 2:05 PM

**To:** Woods, Leslie (L.)

**Cc:** West, Gregory (G.S.); Jaeger, Sharon (S.A.)

**Subject:** RE: Ford 3 track 3C44-9F836-AB

Leslie,

Per Greg Woods, x59401 could you please cancel the releases for this part number...It is not going into production for the new model over 8500 trucks at this time. Please check with him for expected production date. Call me if you have any questions.

SERVICE PART: 3C4Z- 9F836-AA\_\_\_\_  
ENGINEERING PART: 3C44 9F836 AB\_\_

Sharon Jaeger

Recall Parts Specialist

Parts Supply & Logistics

Ford Customer Service Division

Ph. 734-523-5026 Fax 734-266-1166

Text/Pager 734-852-0750

sjaeger@ford.com

Mail Drop MD-44

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

**From:** Shore, John (J.)

**Sent:** Wednesday, October 16, 2002 12:02 PM

**To:** Jaeger, Sharon (S.A.)

**Cc:** West, Gregory (G.S.)

**Subject:** FW: Ford 3 track 3C44-9F836-AB

Sharon, please call Greg and discuss.

*John Shore*

Recall Parts Program Manager  
Ford Customer Service Division  
Office - 734 286-8789 FAX - 734 286-1168  
Page - 734 797-5991 E-mail - Jshore@Ford.com  
Mail Drop MD-44 1313C NPDC

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

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, October 16, 2002 9:35 AM  
**To:** Liposky, Lawrence (L.J.); Shore, John (J.)  
**Subject:** RE: Ford 3 track 3C44-9F836-AB

John, can you help with this?

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

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**Sent:** Monday, October 14, 2002 7:13 PM  
**To:** West, Gregory (G.S.)  
**Subject:** FW: Ford 3 track 3C44-9F836-AB

Greg, who is our Service Rep

Larry Liposky  
Supervisor - Tough Truck  
Accelerator/VMV Components  
Phone 24-81726  
Pager 796-0948

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

**From:** Pyle, Ken [mailto:kpyle@wmco.com]  
**Sent:** Friday, October 11, 2002 12:26 PM  
**To:** 'lliposky@ford.com'; 'jchrist8@ford.com'  
**Cc:** Miers, Jerry; Bricker, Ron; Velat, Ron; Sillanpaa, Don  
**Subject:** FW: Ford 3 track 3C44-9F836-AB

apologize. The date to arrive at KTP is 10/14 not 10/21.

Larry...



Ron Bricker is our Materials Manager and has received the attached Ford DDL request for production level 3-track parts to both Service and Engineering. If we don't send these, our delivery ratings are hit. If we do send them, we will go against what your directions were relative to shipping before KLT approval. Please advise.

In addition, we completed our build for KTP IB this morning and will ship the final 120 parts for delivery at KTP on Monday AM (10/21) per Jeff Christensen's direction.

Ken Pyle

—Original Message—

**From:** Bricker, Ron

**Sent:** Friday, October 11, 2002 11:48 AM

**To:** Pyle, Ken; Poirier, A.J.

**Subject:** Ford 3 track 3C44-9F836-AB

Ken,

Here are the locations that are asking for the 3C44-9F836-AB:

Ford Service Redistribution Center (AF30A)  
25555 Pennsylvania Road  
Romulus, MI.

7Pcs. To be shipped 10/11/2002

EMDOWH BLDG.  
17000 SOUTHFIELD ROAD  
ALLEN PARK, MI. 48101

5Pcs. To be shipped 10/11/2002. BUT THEY ARE ASKING FOR 3C44-9F836-AA.

Ron

---

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---

**From:** Thompson, Greg (G.J.)  
**Sent:** Wednesday, October 16, 2002 11:21 AM  
**To:** Ickes, Bill (B.K.); Lipoeky, Lawrence (L.J.); Christensen, Jeff (J.S.); West, Gregory (G.S.); Brennan, Patrick (P.M.)  
**Cc:** Guys, Philip (P.R.); Dehne, Susan (S.M.); Stoltz, Jeffery (J.A.); Wagner, John (J.D.); Home, Heather (H.); Major Jr., John (JSM.)  
**Subject:** Williams Pedal Decision

Bill, Larry and I sat today to finalize our plan for the Williams Fixed Pedal. Below is our plan:

**Build IB units using the Williams Fixed Pedal, Hold units.**

**Vehicle Release Criteria:**

85% + yield from Williams

1 million cycles on Oct 16th built parts - Estimate complete Nov 4th

2 million cycles on IB built parts (currently at 500K cycles) - Estimate complete Nov 4th

**Decision Date for System Fill: Oct 28th**

Review status of KLT - make decision to proceed with Williams pedal for Job #1.

(should have 800k cycles on Oct 16th built parts)

Back Up plan: bump Teleflex Releases to support production in case of KLT failure.

(use Teleflex adjustable pedals)

**OK to Ship Meeting: Nov 11th**

**Gregory J. Thompson**

Program Manager, Commercial Truck Powertrain

Phone 59-41104 Fax 59-44251 E-mail gthomp1

**From:** Schaefer, Andy (A.P.)  
**Sent:** Friday, August 16, 2002 12:34 PM  
**To:** West, Gregory (G.S.)  
**Subject:** DURIS DEFECT Incident - F660 679W690 (R31B): Broken accelerator pedal (#384821)

Greg,

Info on the repair to the part I'm shipping to Jerry Miers.

DURIS Incident 384821 is documented in the attached .htm file:



incident.htm

Andy Schaefer  
Engine Systems Durability Engineer  
Arizona Proving Ground  
928-753-7312 (voice) 928-753-7213 (fax)  
mailto:aschaefer@mail.ford.com  
APG Web Page <http://www.dearborn4.ford.com/pav/wwwpg/apg/index.htm>  
DURIS Web Page <http://www.duris.ford.com>

F550 579W59Q P131; 2003.25 P131/U137 6.0L CP

**INCIDENT:** Broken accelerator pedal

(No:384821)

Track office reported the accelerator pedal broken.

<b>DATE:</b>	30-JUL-02	<b>ODO:</b>	43236 M	<b>TEST:</b>	R316	<b>%COMPL.:</b>	
<b>CPSC:</b>	03.16.00	<b>Crtr:</b>		<b>STATUS:</b>		<b>SERVICEABILITY:</b>	N
<b>REPORTED:</b>	G.WEST	<b>INVOICE:</b>		<b>INVOICE DATE:</b>			
<b>ACTION:</b>	Installed new pedal pad						

Obtained a new pedal assy from crib inventory and installed foot pad, pin and return spring only. Scrapped rest of pedal assy. Mech did not report what he did with removed pedal, writer could not find part, no tag attached to work request. Released veh to dura.

**DATE:** 30-JUL-02 **ODO:** 43236 M

**PARTS:**

1C3Z-9F836-BA [THROTTLE PEDAL](#=1) INSTALLED :Cpsc=03.16.00

**PICS/DOCS:**

NO CONCERN:

**REPLIES:**

GIVE YOUR REPLY

LAST UPDATED ON: 16-AUG-02 BY ASCHARPE

For the latest copy of this incident refer to [http://www.duris.ford.com/plaq/duris\\_summary\\_incident?incidentcode=384821](http://www.duris.ford.com/plaq/duris_summary_incident?incidentcode=384821)

For a complete list of incidents for this vehicle refer to [http://www.duris.ford.com/duris/prog\\_index.htm](http://www.duris.ford.com/duris/prog_index.htm) and select P131.

Note: You must have access to the Ford Intranet and the DURIS incident reporting system to use the links on this page.

[DURIS HOME PAGE](#)

**From:** Kromberg, Arnold (A.W.)  
**Sent:** Monday, September 23, 2002 3:18 PM  
**To:** McDonagh, Scot (S.M.)  
**Cc:** Lipoisky, Lawrence (L.J.); Kramer, Michael (M.T.); West, Gregory (G.S.)  
**Subject:** RE: Diesel ETC Pedals

The operation is different on California and Federal calibrations. On the federal the MIL will stay on as long as the fault is present. On the California, the MIL will come on in the second consecutive drive cycle in which the fault occurs. If the fault clears, the MIL will extinguish after three consecutive drive cycles without a fault. Otherwise it stays on. After 40 consecutive warm up cycles, the code is erased from continuous memory.

Regards,

**Arnold Kromberg**

Diesel Powertrain Calibration  
Phone: 313-248-8289 Fax:313-337-1712 Pager: 888-442-0265  
E-Mail: akromber@ford.com  
Text page: [mailto:8884420255@airtouchpaging.com]

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Monday, September 23, 2002 1:27 PM  
**To:** Kromberg, Arnold (A.W.)  
**Cc:** Lipoisky, Lawrence (L.J.); Kramer, Michael (M.T.); West, Gregory (G.S.)  
**Subject:** Diesel ETC Pedals

Hi Arnie- When a P-131/U-137 trips a P0221 MIL light does the light stay on until the customer goes to the dealer and has the code cleared or does it go off until the pedal is a total failure ??

**Scot G. McDonagh**

Super-Duty/Excursion  
Powertrain Quality Leader  
Phone- (313) 337-8091  
Fax- (313) 621-8083  
E-Mail: smcdonag@ford.com

**Suggested Alert verbage for 1C34-9F836-BA (PPAP 7/31/00)**

**In agreement with STA and engineering, 65 parts were built at a non-production facility using production equipment, personnel and processes during the dates of June 5 to June 9. Parts are being used for PV testing only. The remainder of the full PPAP quantity (300) will be manufactured at the production facility in Sarasota, FL using those same tools, processes and people.**

Manual Table of Contents

# SECTION 310-02 Acceleration Control

VEHICLE APPLICATION: Excursion, F-Super Duty 250-550

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<b>DIAGNOSIS AND TESTING</b>	
Acceleration Control .....	310-02-3
Inspection and Verification .....	310-02-3
Symptom Chart .....	310-02-4
<b>REMOVAL AND INSTALLATION</b>	
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Cable Bracket —Accelerator .....	310-02-10
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Pedal —Accelerator, Gasoline Engine .....	310-02-5
<b>SPECIFICATIONS</b> .....	310-02-11

## DESCRIPTION AND OPERATION

Superseded by SGM. Id="n38424"

Effect: Frozen: "N"

"1999", "F250350", "10", "020", "descop"

Effect: Frozen: "N"

"2000", "FSUPERDUTY", "10", "020", "descop"

Effect: Frozen: "N"

"2001", "FSUPERDUTY", "10", "020", "descop"

Effect: Frozen: "N"

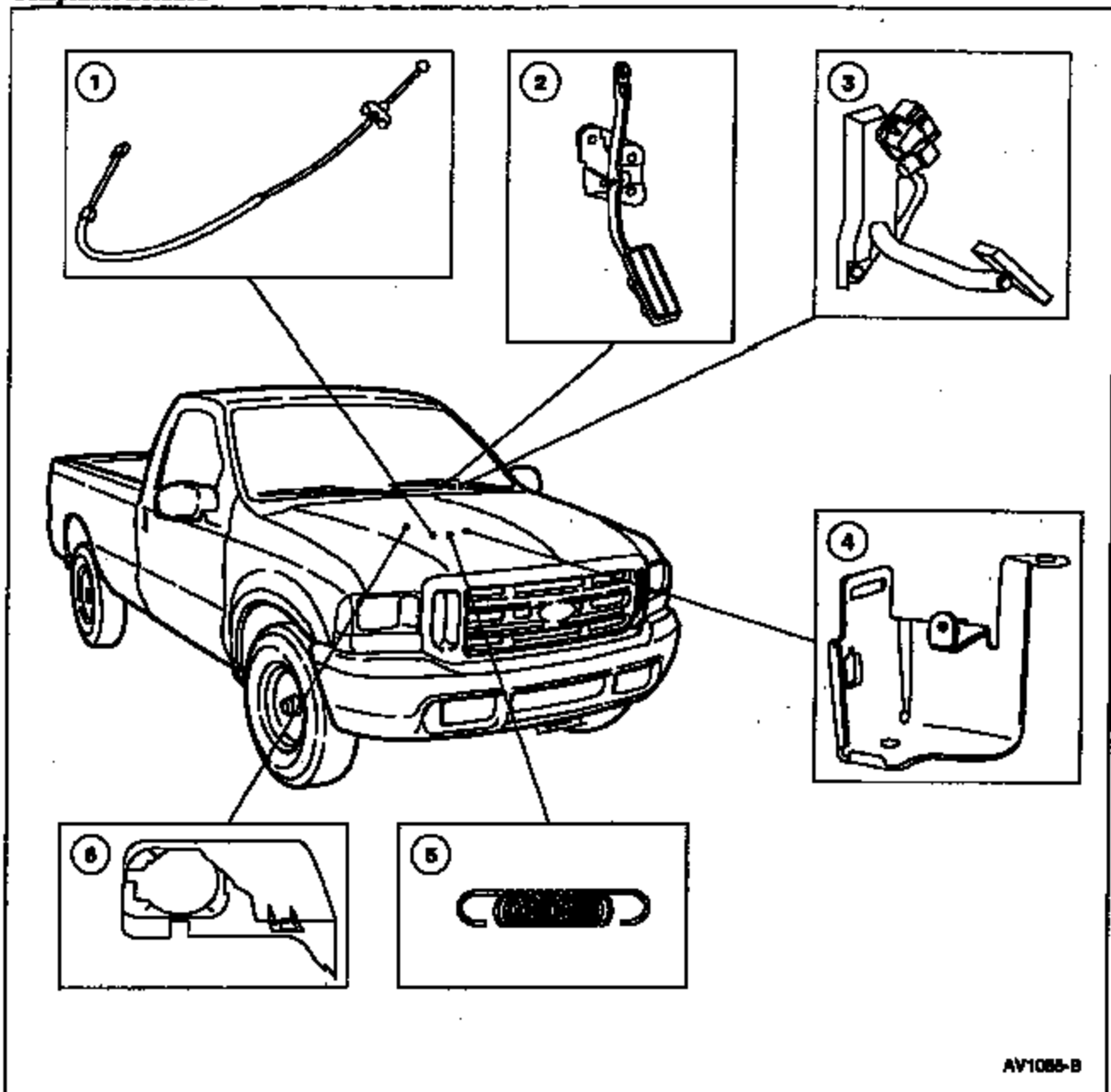
"2002", "FSUPERDUTY", "10", "020", "descop"

Effect: Frozen: "N"

"2002", "MOTORHOME", "10", "020", "descop"

### Acceleration Control (Id="n52007)

#### Component Location



AV1085-B



**DESCRIPTION AND OPERATION (Continued)**

Item	Part Number	Description
1	9A758	Accelerator Cable
2	9725	Accelerator Pedal and Shaft
3	9F836	Accelerator Pedal and Sensor Assembly (7.3L Diesel Engine)

Item	Part Number	Description
4	9728	Accelerator Cable Bracket (Gasoline Engines)
5	9E894	Secondary Return Spring
6	9E766	Accelerator Control Splash Shield

(Continued)

The throttle is controlled by an accelerator cable attached to the accelerator pedal and shaft. The accelerator pedal and shaft should travel smoothly from the idle to the wide open throttle positions. Hesitation on return or prevention of return to the idle position must not occur. Surrounding components such as wiring, hoses, sound insulator and floor carpet must not contact the sliding inner member of the accelerator cable or the accelerator pedal and shaft. The throttle assembly is not adjustable.

The 7.3L diesel engine does not use an accelerator cable. Instead, the 7.3L diesel engine uses an accelerator sensor assembly located on the accelerator pedal assembly. This drive by wire system is entirely electronic, and except for the accelerator pedal assembly, does not use mechanically moving parts. The accelerator sensor assembly is not adjustable.

**DIAGNOSIS AND TESTING**

*Superseded by: SGML\_M="n38425"*  
*Effect: Freeze: "N"*  
*"1999", "F250350", "10", "020", "diagtest"*  
*Effect: Freeze: "N"*  
*"2000", "FSUPERDUTY", "10", "020", "diagtest"*  
*Effect: Freeze: "N"*  
*"2001", "FSUPERDUTY", "10", "020", "diagtest"*  
*Effect: Freeze: "N"*  
*"2002", "FSUPERDUTY", "10", "020", "diagtest"*  
*Effect: Freeze: "N"*  
*"2002", "MOTORHOME", "10", "020", "diagtest"*

**Acceleration Control (id=n52008)**

**Inspection and Verification**

1. Verify the customer's concern by operating the acceleration control system to duplicate the condition.
2. Inspect to determine if any of the following mechanical concerns apply.

**Visual Inspection Chart**

Mechanical
<ul style="list-style-type: none"> <li>• Damaged accelerator pedal and shaft.</li> <li>• Damaged linkage.</li> <li>• Damaged accelerator cable.</li> <li>• High engine idle speed.</li> <li>• Damaged throttle body.</li> </ul>

3. If the inspection reveals an obvious concern that can be readily identified, repair it as required.
4. If the concern remains after the inspection, determine the symptoms and go to the Symptom Chart.

## DIAGNOSIS AND TESTING (Continued)

## Symptom Chart

## SYMPTOM CHART

Condition	Possible Sources	Action
<ul style="list-style-type: none"> <li>Excessive Effort Is Needed to Depress the Accelerator Pedal and Shaft</li> </ul>	<ul style="list-style-type: none"> <li>Worn accelerator lever pivot bushing.</li> <li>The accelerator cable is binding.</li> <li>Worn or damaged throttle body.</li> </ul>	<ul style="list-style-type: none"> <li>REPLACE the accelerator pedal and shaft.</li> <li>REPLACE the accelerator cable.</li> <li>REPLACE the throttle body; REFER to <b>Section 303-04A</b> (5.4L), <b>Section 303-04B</b> (6.8L).</li> </ul>
<ul style="list-style-type: none"> <li>The Accelerator Pedal and Shaft Feels Rough or Raspy</li> </ul>	<ul style="list-style-type: none"> <li>Frayed or binding accelerator cable.</li> <li>Worn or damaged throttle body.</li> </ul>	<ul style="list-style-type: none"> <li>REPLACE the accelerator cable.</li> <li>REPLACE the throttle body; REFER to <b>Section 303-04A</b> (5.4L), <b>Section 303-04B</b> (6.8L).</li> </ul>
<ul style="list-style-type: none"> <li>The Accelerator Pedal and Shaft Is Binding or Sticking</li> </ul>	<ul style="list-style-type: none"> <li>Kinked accelerator cable.</li> <li>Foreign object caught in the accelerator pedal linkage.</li> <li>Worn or damaged throttle body.</li> </ul>	<ul style="list-style-type: none"> <li>REPLACE the accelerator cable.</li> <li>CHECK the accelerator pedal linkage.</li> <li>REPLACE the throttle body; REFER to <b>Section 303-04A</b> (5.4L), <b>Section 303-04B</b> (6.8L).</li> </ul>
<ul style="list-style-type: none"> <li>High Engine Idle Speed</li> </ul>	<ul style="list-style-type: none"> <li>Kinked accelerator cable.</li> <li>Foreign object caught in the accelerator pedal linkage.</li> <li>Incorrect engine idle speed.</li> </ul>	<ul style="list-style-type: none"> <li>REPLACE the accelerator cable.</li> <li>CHECK the accelerator pedal linkage.</li> <li>REFER to the <b>Powertrain Control/Emissions Diagnosis (PC/ED) manual</b><sup>1</sup> for diagnosis and testing of the idle control system.</li> </ul>
<ul style="list-style-type: none"> <li>Irregular Engine Idle Speed (Diesel)</li> </ul>	<ul style="list-style-type: none"> <li>Incorrect engine idle speed adjustment or idle validation switch.</li> </ul>	<ul style="list-style-type: none"> <li>REPLACE the accelerator pedal and sensor assembly.</li> </ul>

<sup>1</sup> Can be purchased as a separate item.

## REMOVAL AND INSTALLATION

*Superseded by:SGML\_id="n38426"*

*Effect/Frozen: "N" "1999" "F250350" "10" "020" "reinst name="r" ""*

*Effect/Frozen: "N" "2000" "FSUPERDUTY" "10" "020" "reinst name="r" ""*

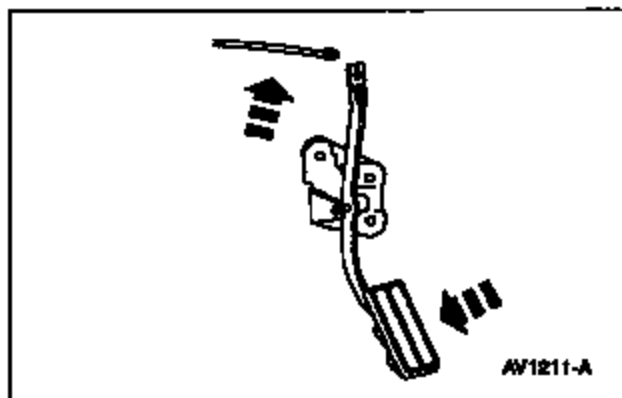
*Effect/Frozen: "N" "2001" "FSUPERDUTY" "10" "020" "reinst name="r" ""*

*Effect/Frozen: "N" "2002" "FSUPERDUTY" "10" "020" "reinst name="r" ""*

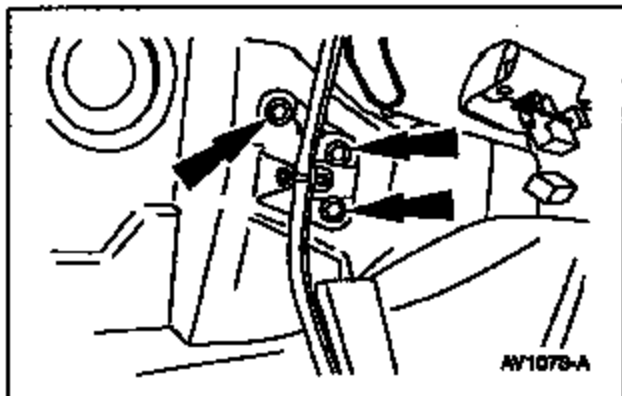
*Effect/Frozen: "N" "2002" "MOTORHOME" "10" "020" "reinst name="r" ""*

### Pedal — Accelerator, Gasoline Engine (Id=n52009)

#### Removal

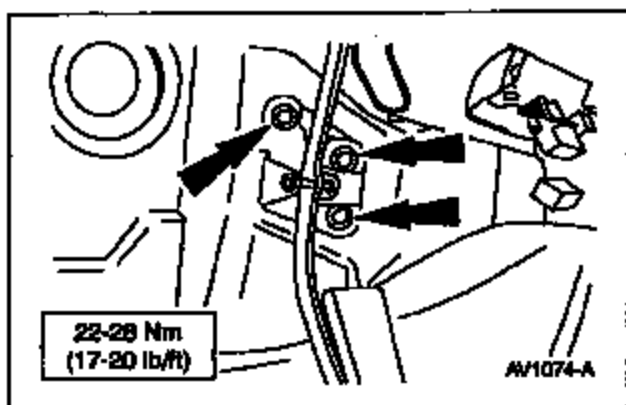


1. Hold the pedal in place and disconnect the accelerator cable from the accelerator pedal and shaft.



2. Remove the bolts.

3. Remove the accelerator pedal and shaft.

**REMOVAL AND INSTALLATION (Continued)****Installation**

1. Follow the removal procedure in reverse order.

Superseded by: SGML Id="n51973"

Effect:Frozen: "N" "2001", "FSUPERDUTY", "10", "020", "revision name="r1""

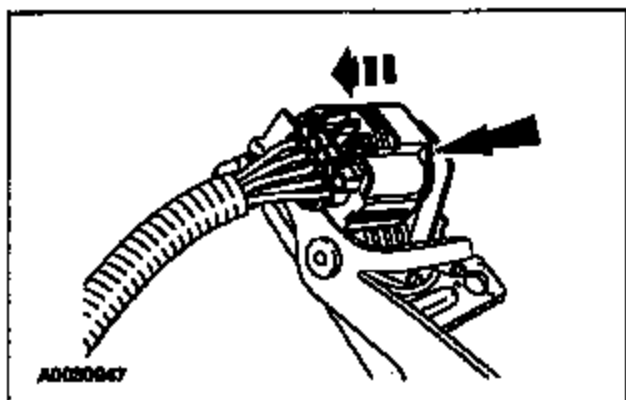
Effect:Frozen: "N" "2002", "FSUPERDUTY", "10", "020", "revision name="r1""

Effect:Frozen: "N" "2002", "MOTORHOME", "10", "020", "revision name="r1""

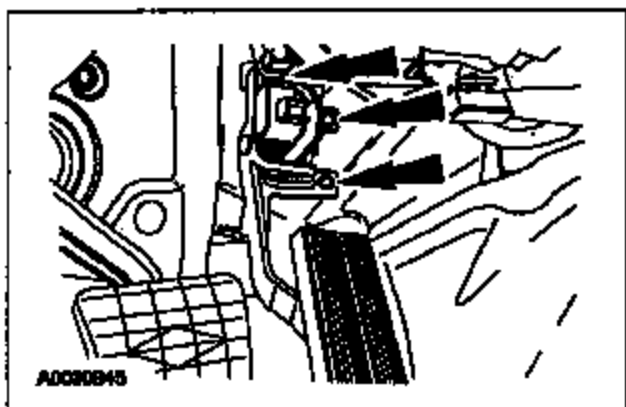
**Pedal — Accelerator and Sensor Assembly, Diesel Engine (Id=n198804)****Removal**

**CAUTION:** The accelerator pedal and sensor assembly is a non-adjustable, calibrated unit and must be handled with care.

1. Disconnect the electrical connector.

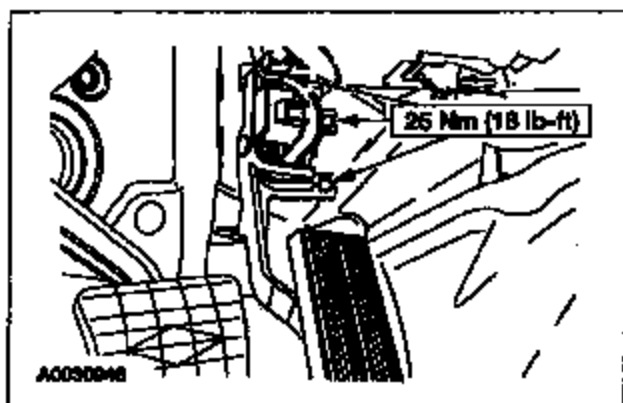


2. Remove the bolts and remove the accelerator pedal and sensor assembly.



**REMOVAL AND INSTALLATION (Continued)**

**Installation**



1. Follow the removal procedure in reverse order.

Superseded by:SGML\_id="n38427"

Effect:Frozen: "N" "1999", "F150350", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2000", "FSUPERDUTY", "10", "020", "reinst name="r1""

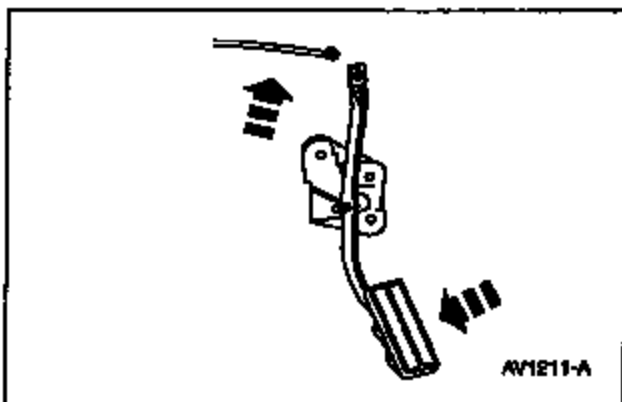
Effect:Frozen: "N" "2001", "FSUPERDUTY", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2002", "FSUPERDUTY", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2003", "MOTORHOME", "10", "020", "reinst name="r1""

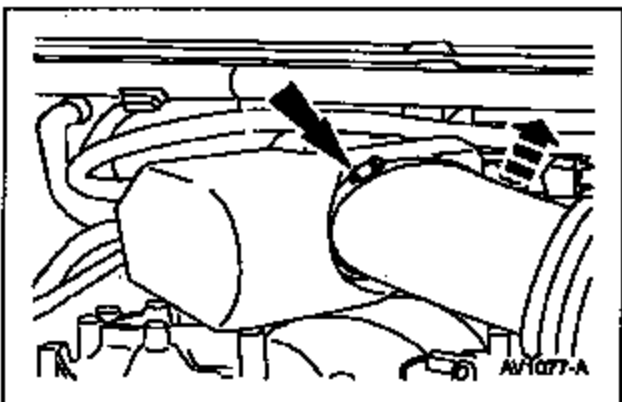
**Cable —Accelerator(id=n52010)**

**Removal**



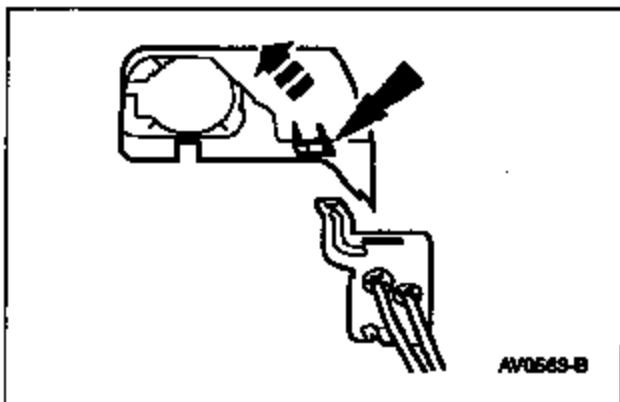
1. **NOTE:** Since the 7.3L diesel engine does not use an accelerator cable, this procedure covers the 5.4L and 6.8L gasoline engines only.

Hold the accelerator pedal in place and disconnect the accelerator cable from the accelerator pedal and shaft.

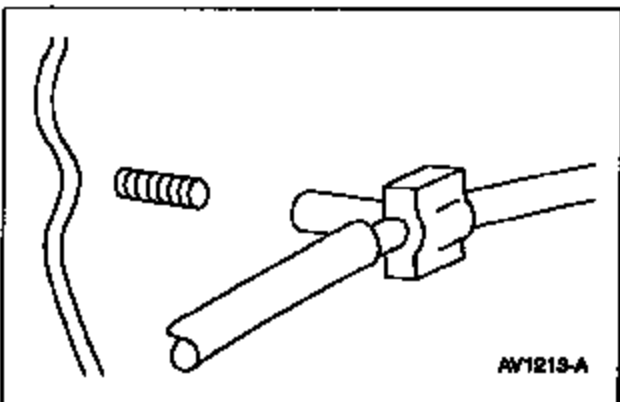


2. Remove the throttle body inlet duct from the throttle body.

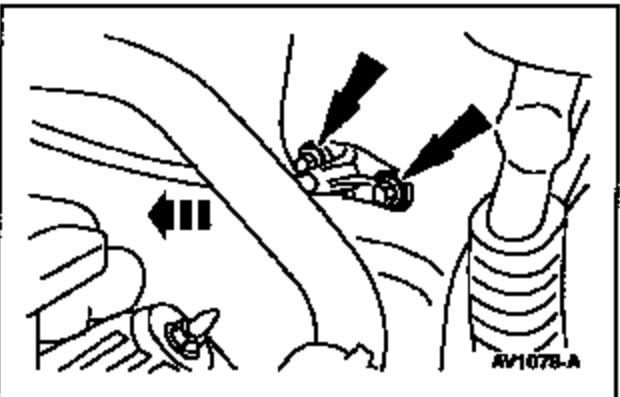
## REMOVAL AND INSTALLATION (Continued)



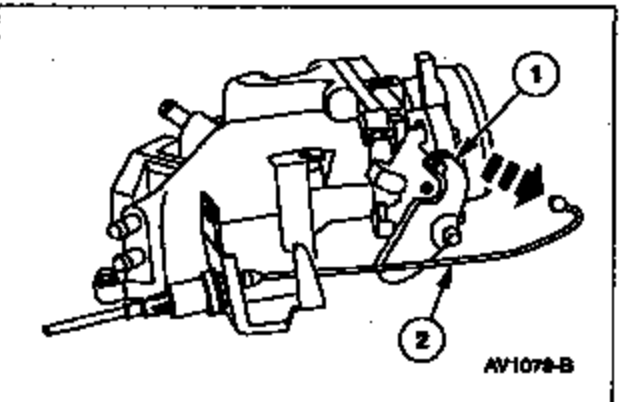
3. Depress the tab and remove the accelerator control splash shield.



4. Disconnect the accelerator cable pushpin from the dash panel stud.

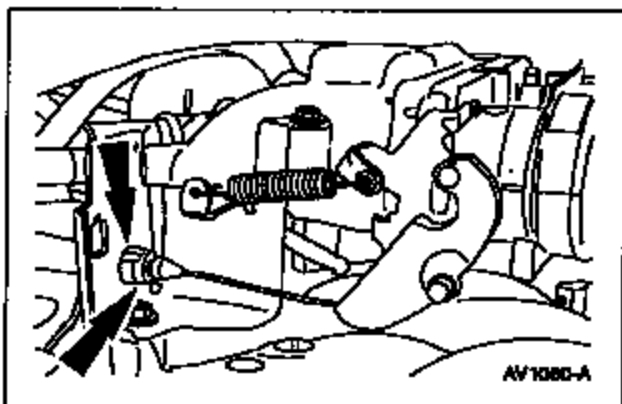


5. Remove the bolts and pull the cable through the bulkhead.



6. Disconnect the accelerator cable from the throttle body lever.
  - 1 Rotate the throttle body lever forward.
  - 2 Disconnect the accelerator cable.

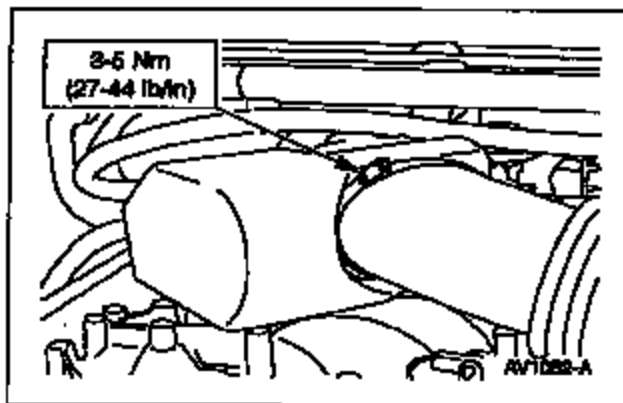
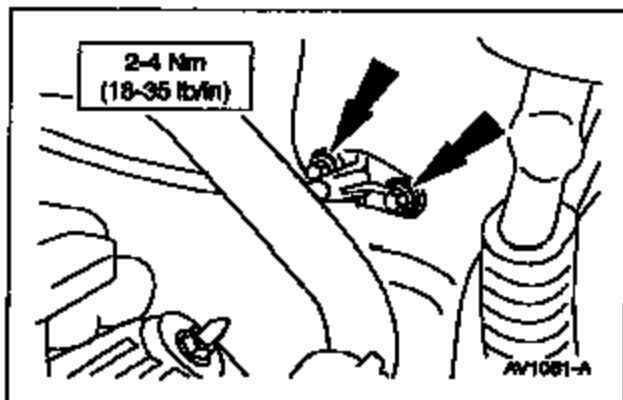
**REMOVAL AND INSTALLATION (Continued)**



7. Depress the locking tabs and remove the accelerator cable.

**8. Remove the accelerator cable from the vehicle.  
Installation**

1. Follow the removal procedure in reverse order.



**REMOVAL AND INSTALLATION (Continued)**

Superseded by:SGML Id="n51974"

Effect:Frozen: "N" "1999", "F250350", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2000", "FSUPERDUTY", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2001", "FSUPERDUTY", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2002", "FSUPERDUTY", "10", "020", "reinst name="r1""

Effect:Frozen: "N" "2002", "MOTORHOME", "10", "020", "reinst name="r1""

**Cable Bracket —Accelerator(id=n52011)**

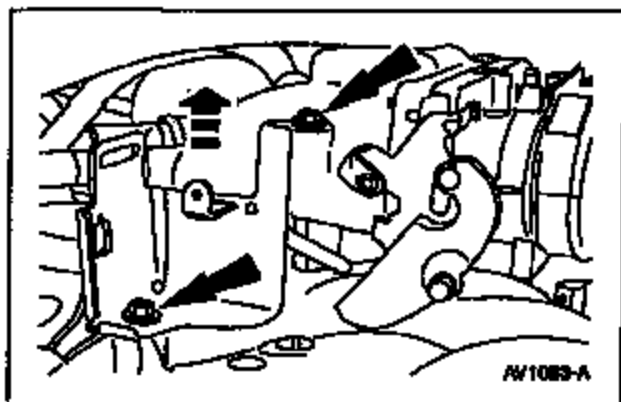
**Removal**

1. **NOTE:** Since the 7.3L diesel engine does not have an accelerator cable, this procedure covers the 5.4L and 6.8L gasoline engines only.

Remove the accelerator cable. For additional information, refer to **Cable—Accelerator Idref=s3p646q4374** in this section.

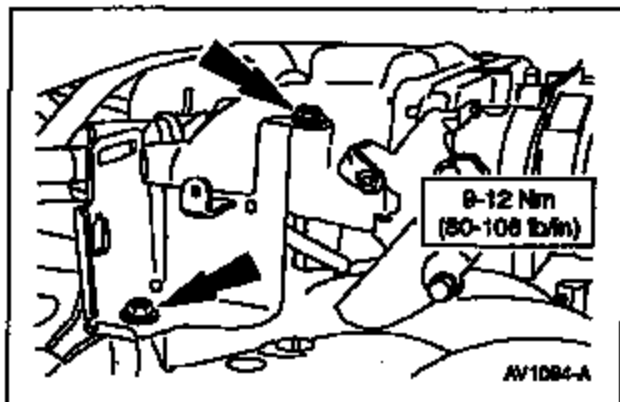
2. If equipped, remove the speed control actuator cable. For additional information, refer to **Section 310-03**.

3. Remove the bolts and remove the accelerator cable bracket.



**Installation**

1. Follow the removal procedure in reverse order.





**SPECIFICATIONS**

*Superseded by:SGML\_id="n38438"*

*Effect:Frozen: "N" "1999" "F250359" "18" "020" "spec"*

*Effect:Frozen: "N" "2000" "FSUPERDUTY" "18" "020" "spec"*

*Effect:Frozen: "N" "2001" "FSUPERDUTY" "18" "020" "spec"*

*Effect:Frozen: "N" "2002" "FSUPERDUTY" "18" "020" "spec"*

*Effect:Frozen: "N" "2002" "MOTORHOME" "18" "020" "spec"*

**Torque Specifications**

Description	Nm	Lb/Ft	Lb/in
Accelerator Pedal and Shaft Bolts (Gasoline)	22-28	17-20	—
Accelerator Pedal and Sensor Assembly Bolts (7.3L Diesel)	22-28	17-20	—
Accelerator Cable Bracket Bolts	9-12	—	80-106

(Continued)

**Torque Specifications**

Description	Nm	Lb/Ft	Lb/in
Throttle Body Inlet Air Duct Screw Clamp	3-5	—	27-44
Accelerator Cable Bulkhead Retaining Bolts	2-4	—	18-35



## Job Completion Statistics

There was an error in this job. Please check your Pager log file (.plg). Be sure to check the error message(s) below for any errors caused by markup or tagging. If you are unable to correct the errors, please contact your support staff. Keep this sheet along with the rest of the output so that we can determine the cause of this problem. Thank you.

*Datalogics, Inc.*

Filename:	I:\GSF\jobs\87407\87407.txt
Format:	Shop Manual
Output Device:	PDF V2.000
User:	unknown
Date:	12-SEP-00
Time:	14:48

2003 Non-adjustable Governor Controls

Part Name	CPSC	3.9L Cummins	4.2L MWM	4.2L gas gas engine	5.6L Cummins	5.6L gas	5.6L gas	7.3L Powerstroke	5.9L Cummins (ISB)	GM 5125
Bolt-Asst.Ca	03.18.01	XC35-6725-AA			XC35-6725-BB	XC35-6725-CA	XC35-6725-BA			
Ca,Asy,Asst,Control	03.18.01	XC35-6A765-BC		F61A-6A765-DC	XC35-6A765-CC	YC35-6A765-AB	YC35-6A765-AB			
SRD-Asst,Contr,Spk	03.18.01	XC35-6G635-AB		F7UA-6E765-KA	XC35-6G635-AB	F7UA-6E765-EA	F7UA-6E765-HA			
Bag,Asy,Asst,Strt,Rtn	03.18.01			1C34-6E765-AA		F76A-6E634-HB	F7UA-6E634-DA			
Strt,Asy,Asst,Pol	03.18.01	F61A-6725-AC		F61A-6725-AC	F61A-6725-AC	F61A-6725-AC	F61A-6725-AC			
PLL,Strt,Asy,-Asst	03.18.04		3C44-6P635-TBD					3C44-6P635-AA	3C44-6P635-CA	3C44-6P635-BA
Bolt-As,Ca to Dash Torque = 1.7 - 3.4 Nm	03.18.01	N610655-5305 (2)		N610655-5305 (2)	N610655-5305 (2)	N610655-5305 (2)	N610655-5305 (2)			
Nut-As,Pol to Dash (pl)	03.18.01/ 03.18.04	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)	N602793-5102 (3)
Bolt-As,Strt,Stud to Eng Torque = 14-16 Nm	03.18.01	N607305-5305 (2)		N607305-5305 (1)	N607305-5305 (2)					
Nut-As,Strt,Stud to Fuel Pump Torque = 14-16 Nm	03.18.01	N620480-52 (3)			N620480-52 (3)					
Se,Asst,Ca	03.18.04		F61A-6763-AA					F61A-6763-AA	F61A-6763-AA	F61A-6763-AA
Scr-As,Pol to Dash Torque = 25-43.5 Nm	03.18.01/ 03.18.04	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)	W611636-52 (3)
Sw,Asy,Asst,Control	03.18.01				XC35-6P635-AC			W611636-52 (2)	W707095-5300 (1)	
Arm, & Bolt,Asy,Asst,Sw,Qty	03.18.01				XC35-6Q627-AB					
Bolt-Eng, Throttle Lever	03.18.01	XC35-6E561-AA			XC35-6E561-AA					
Throttle Body	03.00.02			1L3U-6E626-AB		YC3U-6E626-AB	F7UA-6E626-AA			

PC33-844 23851

---

**From:** Schemanske, Jennifer (J.H.)  
**Sent:** Monday, March 10, 2003 3:28 PM  
**To:** West, Gregory (G.S.)  
**Subject:** Accelerator pedal Durability history

Greg,

Here is what I found for P131 accelerator pedal Durability history.

516W059, 516W687, and 516W721 - No issues found in Duris history.

Do you know if 302W158 had adjustable pedals? This truck and 579W590 (loose) were the only trucks I found with accelerator pedal incidents.

DURIS incident 247603 is documented in the attached .htm file:



incident.htm

Jennifer Schemanske  
Durability Verification  
(313) 323-8906

350 302W156 P131: 2001 P131 CSE PROGRAM

(No:247603)

**INCIDENT:** Intermittent throttle operation

Driver reported intermittent throttle operation, mech. reported throttle does not respond when adjusting pedal height. Throttle pedal assembly was replaced, removed assembly tagged.

**DATE:** 02-JUN-00 **ODO:** 49508 M **TEST:** 215AG **%COMPL.:** 57

**CPSC:** 03.16.04 **Crer:** **STATUS:** **SERVICEABILITY:** N

**REPORTED:** **INVOICE:** **INVOICE DATE:**

**ACTION:**

**DATE:** **ODO:** M

**PARTS:**

1C35-9F836-BA [THROTTLE PEDAL] :Cpsc=03.16.04

**FICS/DOCS:**

**NO CONCERN:**

**REPLIES:**

GIVE YOUR REPLY

LAST UPDATED ON: 02-JUN-00 BY EC0004

For the latest copy of this incident refer to [http://www.duris.ford.com/pla/lduris\\_summary\\_incident?incidentcode=247603](http://www.duris.ford.com/pla/lduris_summary_incident?incidentcode=247603)

For a complete list of incidents for this vehicle refer to [http://www.duris.ford.com/duris/mrog\\_index.htm](http://www.duris.ford.com/duris/mrog_index.htm) and select P131.

Note: You must have access to the Ford Intranet and the DURIS incident reporting system to use the links on this page.

**DURIS HOME PAGE**

**From:** Wruk, John (J.G.)  
**Sent:** Monday, May 19, 2003 3:12 PM  
**To:** 'bbalange@tfxauto.com'  
**Co:** Lipoosky, Lawrence (L.J.); West, Gregory (G.S.)  
**Subject:** MY02 P131 ETC Pedal

Bob: Engineering is seeking the following data/ information on the MY02 P131 ETC Pedal. Would you please pass this request on and let Greg West and I know how quickly it can be made available?

- 1) Digital photos of 7.3L parts that failed due to wiring shorts.
- 2) The 8D documenting the failures of 7.3L pedals due to wiring shorts.
- 3) The outcome of the study done to determine the % of returned parts that failed due to wiring shorts versus worn wipers from lube migration.
- 4) Access to 7.3L warranty returned parts from every month of production.
- 5) A summary of 8.0L warranty returned parts.

Thank you.

John Wruk  
Buyer - Cables, Pedals, & Parking Brakes  
Global Chassis Commodity Management  
Phone/ Fax: (313) 337-2505  
MAIL: jwruk@ford.com  
Office: VPO 3E010

**From:** Abar, Robert (R.B.)  
**Sent:** Thursday, June 06, 2003 11:13 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Abar, Robert (R.B.)  
**Subject:** FW: SSM 15412

**Robert B. Abar**  
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-80073 rabar@ford.com  
Room: 1CP20/Rotunda C1-04 Mail Drop: LM410

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

**From:** Armbruster, Phil (P.L.)  
**Sent:** Thursday, June 05, 2003 9:29 AM  
**To:** Abar, Robert (R.B.)  
**Subject:** SSM 15412

Bob,

Per your phone message, here is SSM 15412.

**OASIS MESSAGE NUMBER: 15412**

**MESSAGE TITLE: WIRING HARNESS CHAFFING**

**APPLICABLE VEHICLES:**

**2002 TRUCK: 00028 F-SERIES 00126 EXCURSION**

**OASIS MESSAGE:**

**SOME 2002 F-SUPER DUTY VEHICLES MAY EXHIBIT A CRANK/NO START CONDITION DUE TO FAILURE OF FUEL PUMP FUSE #40 OR AN ENGINE REMAINS AT IDLE CONDITION WITH DIAGNOSTIC TROUBLE CODE (DTC) P0211. THIS MAY BE DUE TO WIRE CHAFFING AT THE LEFT HAND UPPER SHOCK TOWER, DRIVERS SEAT TRACK (PINCHING WIRING HARNESS TO BODY), TRANSFER CASE WIRING SUPPORT BRACKET, OR LEFT REAR PARKING BRAKE BRACKET (SPEED NUT). WHEN SERVICING, CHECK THESE AREAS FOR WIRING HARNESS DAMAGED AND REPAIR OR REPLACE AS NECESSARY.**

**SYMPTOM CODE TARGETS:**

**P0211 CYLINDER #11 INJECTOR CIRCUITS  
203000 ELECTRICAL BASIC ELECTRICAL  
203200 ELECTRICAL WIRING-GENERAL  
204100 ELECTRICAL ELECTRONIC DISPLAY  
206000 ELECTRICAL WARNING INDICATORS  
499000 ENGINE BASIC ENGINE  
603300 DRIVEABILITY NO START  
607000 DRIVEABILITY STALLS/QUITS  
611000 DRIVEABILITY HESITATION/STUMBLE  
614000 DRIVEABILITY LACK/LOSS OF POWER**

*Phil Armbruster*

FCSD Warranty Program Mgr.- PTAI QB  
☎: +1-313-39-04621 FAX: +1-313-33-75784  
✉: pambnus@ford.com



**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, September 11, 2002 10:43 AM  
**To:** Bebbler VIII, Richard (R.S.)  
**Cc:** Kramer, Michael (M.T.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Lopez, Miguel (M.A.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

Thanks Rich- Greg West wasn't sure if he still had D&R responsibility. Have a great day

Scot G. McDonagh  
Super-Duty/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Fax-(313)621-8083  
E-Mail:smcdonag@ford.com

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

**From:** Bebbler VIII, Richard (R.S.)  
**Sent:** Wednesday, September 11, 2002 9:57 AM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

I do.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, September 11, 2002 7:57 AM  
**To:** Bebbler VIII, Richard (R.S.); Hendricks, Jerry (J.D.); Liposky, Lawrence (L.J.)  
**Cc:** Kramer, Michael (M.T.); West, Gregory (G.S.); Lopez, Miguel (M.A.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

Who currently has D&R Engineering responsibility at Ford Motor for H215 ETC's ?? Please advise.

Thank you

Scot G. McDonagh  
Super-Duty/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Fax-(313)621-8083  
E-Mail:smcdonag@ford.com

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

**From:** Bebbler VIII, Richard (R.S.)  
**Sent:** Wednesday, September 11, 2002 7:53 AM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** Out of Office AutoReply: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

Please call me at 734-231-3048 if you have an urgent need. I am gone on 9/10/02, return wednesday. I am down in fort Wayne, In.

# BOYER TRUCK PARTS

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DATE ENTERED 08 APR 03	YOUR ORDER NO. GREG WEST	DATE SHIPPED 08 APR 03	INVOICE DATE 08 APR 03	INVOICE NUMBER 497085	16:35
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ACCOUNT NO. 990023  
FORD MOTOR CO.  
GREG WEST  
313-845-9401



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PAGE 1 OF 1  
FORD MOTOR CO.  
PRODUCT DELV. GREG WEST  
20901 OAKWOOD BLVD  
DEARBORN, MI 48124

SHIP VIA UPS	BLSM. SCOTT B	BL NO. 0311841156	TERMS NET - NO DISCOUNT	F.O.B. POINT
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3	413	20901 OAKWOOD BLVD	DEARBORN MI 48124	PDL & ENR
ATT: GREG WEST PROD DELV CUBES 20- 312-313-845-9401				

**RECEIVED**

REC REC

***** ***** PARTS DEPT HOURS ***** ***** MON-FRI 7:00AM->12:00AM ***** ***** SATURDAY 8:00AM-4:00PM ***** *****	CUSTOMER'S SIGNATURE X	CASH	500.50
		PARTS	500.50
		PACKING SUPPLIES	
		FREIGHT	43.91
		SALES TAX	38.11
		<b>TOTAL</b>	<b>582.52</b>

SALES SLIP MUST ACCOMPANY ALL RETURNED PARTS

*Thank you, we appreciate your business*

CUSTOMER COPY

# Sign-in

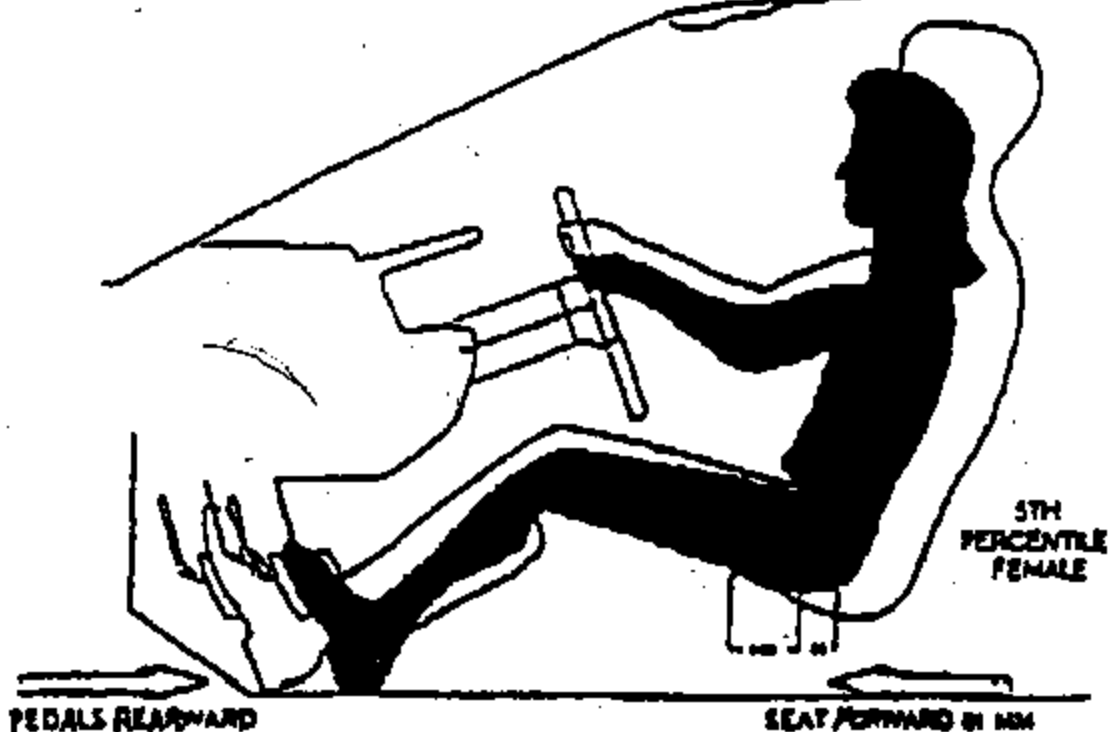
Name	phone	E-mail	Company
Peter Huang	303-594-1877	JHUANG@FORD.COM	
DAN SILVAPPA	X52820	DSILVAPP@ford.com	FORD
Dennis Wynn	734-354-2242	DWARWERC@ford.com	GM
STEVEN LEONARD	248-577-3869	SL@FXAUTO.COM	TELEFLEX
Keith Liederman	67115	KLIEDERM	Visteon <sup>CCSD</sup>
Sorin Stancu	739827032	sstancu@lear.com	Lear Corp
Tim TIGHE	248-646-3113	ttighe@fxauto.com	TELEFLEX
Antonio DARRIO	42505	ADARRIO	VO-FINAL
DANTE BILLINGSLEY	64923	DBILLIN4	VO-FINAL
STEVE CHEN	8673	SCHEN	AVT-Safety

6646 ECU

FERO-044 23877

Capacity

## ERGOCENTRIC PACKAGE - 5TH PERCENTILE FEMALE

**Customer Delight:**

- ✓ "I have always been so afraid of the steering wheel. I feel safe"
- ✓ "I feel secure. The brake is there for me."
- ✓ "Possibly the most amazing thing invented. I can stay comfortable"
- ✓ "I really feel big and in control. The company thought about me"
- ✓ "Company is listening to its customers, a company that cares."
- ✓ "Would love this feature on my next vehicle. The feature will definitely sell vehicles."

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DATE ENTERED	YOUR ORDER NO.	DATE SHIPPED	INVOICE DATE	INVOICE NUMBER	
08 APR 03	GREG WEST	08 APR 03	08 APR 03	497085	16:35

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ACCOUNT NO. 990023  
FORD MOTOR CO.  
GREG WEST  
313-845-9401

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PAGE 1 OF 1  
FORD MOTOR CO.  
PRODUCT DELV. GREG WEST  
20901 OAKWOOD BLVD  
DEARBORN, MI 48124

SHIP VIA UPS	BLNM SCOTT B	BL NO. 0311841166	TERMS NET - NO DISCOUNT	F.O.B. POINT B										
3	13	20	2C3Z*9F835*DA	ATT GREG WEST PROD DELV CUBE#26-J12 313-845-9401										
<p>***** PARTS DEPT HOURS ***** MON-FRI 7:00AM&lt;&gt;12:00AM ***** SATURDAY 8:00AM-4:00PM ***** *****</p>			<p>CASH</p> <table border="1"> <tr> <td>PARTS</td> <td>500.50</td> </tr> <tr> <td>PACKING SUPPLIES</td> <td></td> </tr> <tr> <td>FREIGHT</td> <td>43.91</td> </tr> <tr> <td>SALES TAX</td> <td>38.11</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>582.52</b></td> </tr> </table>		PARTS	500.50	PACKING SUPPLIES		FREIGHT	43.91	SALES TAX	38.11	<b>TOTAL</b>	<b>582.52</b>
PARTS	500.50													
PACKING SUPPLIES														
FREIGHT	43.91													
SALES TAX	38.11													
<b>TOTAL</b>	<b>582.52</b>													
CUSTOMER'S SIGNATURE X														

SALES SLIP MUST ACCOMPANY ALL RETURNED PARTS

Thank you, we appreciate your business

CUSTOMER COPY

CKS-PARTS  
ADMAV NE  
LIS, MN 5541

NO. 11123  
NO. 11123

NO. 11123  
NO. 11123  
NO. 11123

TOTAL \$582.52

NO. 11123

NO. 11123

MEMBER ACKNOWLEDGES RECEIPT OF GOODS  
AND/OR SERVICES IN THE AMOUNT OF THE  
TOTAL SHOWN HEREIN AND AGREES TO PERFORM  
ALL OBLIGATIONS HEREIN BY THE  
PAYMENT OF THE TOTAL SHOWN

# Vehicle Information Report

**GENERAL VEHICLE INFORMATION:**

**(Related Claims)**

VIN:	1FDAP5G42EA36416	Vehicle Line:	T/F7 - F250HD/350M50S50 (09-04)	Body Shell:	*
Model Year:	2002	Market Derived:	T/F - FORD DIVISION DERIVATIVE	Navis Eng Serial No:	*
Vehicle Type:	T	Drive Code:	T/FB - 2 WHL L/R REAR DRIVE	Engine:	T/D8 - NAVISTAR 7.3L I
Inv. Dealer:	20301	Body Cab Style:	- SINGLE CAB (REGULAR CAB)	Transmission:	T/D8 - 4 SP-AUTO-4R100 (
Vehicle Status Code:	800	Version/Serial:	TYEB - 530 SERIES		
Trace Eng Serial No:	-----1-----2-----3-----4-----5-----6-----7-----8-----				

NA

Trace Trans Serial No:

NA

**BUILD INFORMATION:**

Region:	NA - #00000000	Plant:	A1 - KENTUCKY TRUCK PLANT BUILD
Country:	USA - #00000000	Prod Date:	08-AUG-2001

**SALE INFORMATION:**

Region:	NA - #00000000	Selling Dealer:	171171 - *
Country:	USA - #00000000	Selling Div/Prov:	AZ
		Buyer Ref/Prov:	AZ
Arrival Date:	17-AUG-2001	Mod Cargot/Lanes:	*
Sale Date:	05-SEP-2001	Fleet/Retail/Ca, Lease:	R
Warranty Start Date:	05-SEP-2001	Modified Vehicle:	* Vehicle Count Flag:
Orig Warranty Date:	05-SEP-2001	Reassigned Vehicle:	* Vehicle Export Flag: N

**VOC/EOC:**

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

FR02A004102013 3 1 1902004 00 00 000001 0000 00 0 7100.71 02 01 000 0 02

FR04 0 Y 0070 00000

**INSTALLED OPTION INFORMATION:**

Air Conditioning:	T/B - MANUAL AIR CONDITIONER	GVW Code:	
Alternator Amp Rating:	CB	GVW Class Code:	A
Audio Dblts:	* - [N/A]	Instrumentation:	* - [N/A]
Audio Radio:	EOADM - 4.88 FINAL DRIVE RATIO	Mirror(Driver Side):	BE - DRV ELECTROCHROMIC POWER HEAT MIR
Audio Type:	EOJAB - NON-LIMITED SLIP REAR AXLE	Mirror(Passg Side):	* - [N/A]
Battery Amp Rating:	BA	Paint:	PNTW3 - OXFORD WHITE WB CC-W/B
Brake Code:	FEAAB - 4 WHL ANTI-LOCK BRAKES	Power Antenna:	* - [N/A]
Brake Code(Servic):	* - [N/A]	Rails:	BE - ELETB PREM STROKITE/DRUCKLE
Calibration Code:	*	Sound System:	* - [N/A]



STANDARD CLAIMS LIST

AWS Online Report

Run Date: 30-MAY-2003

Note: All Costs are in US Dollars

VIN	AWS VL	WERS VL	MKT DER	BODY CAB	VER SERIES	DRIVE TYPE	PLANT CD	TRAM CD	ENG COD	PROD DATE	WARR DATE	SELLING DEALER	BELL CNT	TIS	QRT	WCC	PREP	BAR
1FDAP56F42EA36416	F7	T7F7	T7F	T7B	T7B	T7B	A1	T7D8	T7D8	08-08-01	05-09-01	171171	USA	0	*	ST01	IC3Z	9P83
AWS Claim Key:		147192	Doc #:	83111901	Trx Code:		1	Labour Hrs:	.6	Labour Cost:	41.67	Material Cost:	72.86	Total:				
Dir Cl-Sub Cl:		20301-	Name:	DON SANDERSON FORD, INC.	Ph:	623-8428600	St:	AZ	City:	USA	Reg Cl:	NA	Repr Date:	17-AU				
Cust Comments:		GAS PEDAL IS INOPERATIVE																
Tech Comments:		EBC TEST SYSTEM P0221 THROTTLE PEDAL SENSOR OPEN. REPLACED THROTTLE PEDAL ASSY. MT NO LABOR OPP.																
1FDAP56F42EA36416	F7	T7F7	T7F	T7B	T7B	T7B	A1	T7D8	T7D8	08-08-01	05-09-01	171171	USA	1	*	ST01	IC3Z	9P83
AWS Claim Key:		205628	Doc #:	83474301	Trx Code:		E03	Labour Hrs:	.6	Labour Cost:	41.67	Material Cost:	72.86	Total:				
Dir Cl-Sub Cl:		20301-	Name:	DON SANDERSON FORD, INC.	Ph:	623-8428600	St:	AZ	City:	USA	Reg Cl:	NA	Repr Date:	10-SE				
Cust Comments:		ENGINE WILL NOT ACCELERATE REF RCM 831119																
Tech Comments:		EBC TEST SYSTEM P0221 AP SENSOR OPEN ON PEDAL. REPLACED AP PEDAL. MT NO LABOR OPPS.																
1FDAP56F42EA36416	F7	T7F7	T7F	T7B	T7B	T7B	A1	T7D8	T7D8	08-08-01	05-09-01	171171	USA	1	*	ST01	IC3Z	9P83
AWS Claim Key:		174119	Doc #:	83474102	Trx Code:		E03	Labour Hrs:	.6	Labour Cost:	41.67	Material Cost:	72.86	Total:				
Dir Cl-Sub Cl:		20301-	Name:	DON SANDERSON FORD, INC.	Ph:	623-8428600	St:	AZ	City:	USA	Reg Cl:	NA	Repr Date:	10-SE				
Cust Comments:		SERVICE INSTALL WARRANTY ENGINE WILL NOT ACCELERATE																
Tech Comments:		EBC TEST P0221 AP PEDAL OPEN CALLED FORD NOT LINE. TALKED WITH FIRM. WAS TOLD TO REPLACE PEDAL AGAIN. PEDAL MT NO LABOR OPPS.																
1FDAP56F42EA36416	F7	T7F7	T7F	T7B	T7B	T7B	A1	T7D8	T7D8	08-08-01	05-09-01	171171	USA	1	*	7V01	*	12A
AWS Claim Key:		222355	Doc #:	84034901	Trx Code:		E07	Labour Hrs:	6.9	Labour Cost:	479.23	Material Cost:	72.86	Total:				
Dir Cl-Sub Cl:		20301-	Name:	DON SANDERSON FORD, INC.	Ph:	623-8428600	St:	AZ	City:	USA	Reg Cl:	NA	Repr Date:	24-SE				
Cust Comments:		CUST STATES ENGINE HAS NO POWER WILL NOT ACCEL																
Tech Comments:		CK FOR CODES MONITOR PIDS IVE OPEN CALL HUTLINS MONITOR CHARGING SYS PER HOTLINE STAYS UNDER 13.7V BOX AND GIVE IVE SIGNAL TO PCM TO DRIVE TEST DRIVE STILL STAYS UNDER 13.7VOLT REMOVE 12VOLT TO IVE REF AND RPLC PEDAL ASSY TEST DR FOLDED TRUCK STALLING VREF WAS SHORTING TO GROUND. INSPECT WIRING PO LEFT FRONT SHOCK BRACKET AND REROUT WIRSS AWAY FROM BBO																

Any comments? You can contact



webmaster

Accel Pedals 140 K/O mtg.

9/23/02

<u>Name</u>	<u>Activity</u>	<u>email</u>	<u>Phone</u>
Mike Krause	08500 PTQRT	mkrause1	x42003
Dave Berritt	TI chairs - books	DBerritt	x38702
GREG WEST	PTSE OBR	GWEST2	x59401
LEANN LIPSKY BA BUDING	PTSE DIR NAT	llipasky RINDING	x 81726 39264
John Shore	PS's L	JShore	x 69789
RICH HIRTZEL	RECALL	Rhirtzel	x 74997
SCOT McDONAGH	08500 PTQRT	SMCDONAG	x78091

---

**Subject:** Updated: Teleflex Adjustable Pedal Pre-Meeting  
**Location:** VPO, CR 2W504

**Start:** Mon 2/10/2003 10:00 AM  
**End:** Mon 2/10/2003 11:00 AM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Required Attendees:** Blinger, Charlie (C.F.); Patel, Mona (M.S.); Drever II, Donald (D.C.); Hawkins, Fred (F.W.);  
Wnuk, John (J.G.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Ryan, Emmett (E.C.)

**Optional Attendees:** Brennan, Patrick (P.M.)

Updating with new location, moving to a CR.

---

**Subject:** Updated: Super Duty/ Excursion lube migration  
**Location:** VPO Conf Room 1W619  
**Start:** Fri 1/24/2003 8:30 AM  
**End:** Fri 1/24/2003 10:00 AM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** VPO Conf Rm 1W619 (10); West, Gregory (G.S.); Hawkins, Fred (F.W.); Ryan, Emmett (E.C.); Patel, Mona (M.S.); Liposky, Lawrence (L.J.); 'belange@txauto.com'; 'prutter@txauto.com'

**Revised meeting location to VPO 1W619**

**Revised meeting time to 8:30 to 10:00**

Larry/Greg: This meeting is for Teleflex to present their position on the Super Duty/ Excursion lube migration issue. The VPO building is off of Ford Road, the first building west of the Lear building.

---

**Subject:** 14-D Follow-up: 2002-2003 F-Superduty & Excursion adjustable accelerator pedal sensor  
**Location:** PDC 1B-E45  
**Start:** Tue 10/1/2002 8:00 AM  
**End:** Tue 10/1/2002 9:00 AM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** West, Gregory (G.S.); McDonagh, Scot (S.M.); Liposky, Lawrence (L.J.); Kramer, Michael (M.T.); Zhou, Jianhua (J.); Oswald, Greg (G.G.); Blackburn, Thomas (T.J.); Shore, John (J.); Hirtzel, Rich (R.J.); PDC Conf Rm 1B-E45 (20)  
**Optional Attendees:** Musselman, Thomas (T.A.); Ballnt, Gary (G.S.); McNorton, Michael (M.C.); Swamy, Palner (R.)

**From:** Gehl, Laxman (L.D.)  
**Sent:** Tuesday, April 01, 2003 1:55 PM  
**To:** 'Miers, Jerry'  
**Cc:** 'Homovec, Drew'; 'Velat, Ron'; 'Pyle, Ken'; 'Sillanpaa, Don'; Hawkins, Fred (F.W.)  
**Subject:** RE: Vlat Williams Controls for capability improvement

Jerry,

Thank you, and we will see you on 4/18 morning. Absolutely, I will inform you if there is any change in the schedule.

**UNITED We STAND**

*Laxman Gehl*

STA Chassis Engineer

✉ email:lgehl@ford.com

VPO 1E-436

☎Phone/Fax (313) 390-0771

☎Alternative Fax (313) 390-0793

Pager: (313) 851-4465 (Text)

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---Original Message---

**From:** Miers, Jerry [mailto:jmiers@wmco.com]  
**Sent:** Tuesday, April 01, 2003 10:11 AM  
**To:** 'Gehl, Laxman (L.D.)'; Hawkins, Fred (F.W.)  
**Cc:** Homovec, Drew; Velat, Ron; Pyle, Ken; Sillanpaa, Don  
**Subject:** RE: Vlat Williams Controls for capability improvement

Laxman,

This looks good. Let me know the actual dates and if timing has changed.

---Original Message---

**From:** Gehl, Laxman (L.D.) [mailto:lgehl@ford.com]  
**Sent:** Monday, March 31, 2003 3:49 PM  
**To:** 'jmiers@wmco.com'  
**Cc:** Hawkins, Fred (F.W.)  
**Subject:** Vlat Williams Controls for capability improvement

Jerry,

As we discussed over phone, Our Black Belt, Georgios Boutaikakis, and myself would like to visit your facility on April 18 (Wednesday) for a day to initiate the process for capability improvement. Since Georgios has not seen the facility, he would like to go thru the process very quick. Here is the proposed agenda for the day at your facility (You may modify, if you need to add).

- \* Introductions (8:30-9:30 AM)
- \* Overview and purpose of our visit - Ford
- \* Brief Company Overview - Williams Controls
- \* Plant/Process Overview - Williams Controls
- \* Review of data - (9:30 AM-12:00 Noon) - All
- \* historical process data (GR&R, Capability data, reject
- pareto and etc.)
- \* historical customer data, if available

PE83-844 24751

- \* Lunch Break (12:00 Noon-1:00 PM)
- \* Project Preparation (1:00-5:00 PM)
- \* Develop Problem statement
- \* Define the team
- \* Start Fishbone Diagram - Brainstorm the causes
- \* Develop Project Charter, Roles/Responsibilities, decision for DOE, timing
- \* Wrap-up - All

It would be nice if you can keep the copies of FMEAs, and control plan, etc. ready.

We will fly to Tampa on 4/15 afternoon and drive down to Sarasota and stay there for a night. We will leave Sarasota after we finish the work.

Please confirm so that we can book the air ticket at the earliest possible. Thank you.

United We Stand  
Laxman Gehi  
STA Chassis Engineer  
\* email:lgahi@ford.com  
VPO 1E-436  
\*Phone/Fax (313) 390-0771  
7Alternative Fax (313) 390-0793  
Pager: (313) 851-4485 (Text)

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**From:** Gehl, Laxman (L.D.)  
**Sent:** Monday, March 31, 2003 3:49 PM  
**To:** 'jmlers@wmcop.com'  
**Cc:** Hawkins, Fred (F.W.)  
**Subject:** Vlat Williams Controls for capability improvement

Jerry,

As we discussed over phone, Our Black Belt, Georgios Boutsikakis, and my self would like to visit your facility on April 16 (Wednesday) for a day to initiate the process for capability improvement. Since Georgios has not seen the facility, he would like to go thru the process very quick. Here is the proposed agenda for the day at your facility (You may modify, if you need to add).

- Introductions (8:30-9:30 AM)
- Overview and purpose of our visit - Ford
- Brief Company Overview - Williams Controls
- Plant/Process Overview - Williams Controls
- Review of data - (9:30 AM-12:00 Noon) - All
  - historical process data (GR&R, Capability data, reject pareto and etc.)
  - historical customer data, if available
- Lunch Break (12:00 Noon-1:00 PM)
- Project Preparation (1:00-5:00 PM)
  - Develop Problem statement
  - Define the team
  - Start Fishbone Diagram - Brainstorm the causes
  - Develop Project Charter, Roles/Responsibilities, decision for DOE, timing
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Please confirm so that we can book the air ticket at the earliest possible. Thank you.

UNITED We STAND

*Laxman Gehl*

STA Chassis Engineer

✉ email:lgehl@ford.com

VPO 1E-436

☎Phone/Fax (313) 390-0771

☎Alternative Fax (313) 390-0793

☎Cell: (313) 851-4465 (Text)

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PE03-844 24793



**From:** Gehl, Laxman (L.D.)  
**Sent:** Thursday, March 27, 2003 4:21 PM  
**To:** 'Miers, Jerry'  
**Subject:** RE: MSA at Williams Control

It will certainly not add any additional job, nor it will impede your ongoing production.

United We Stand  
Laxman Gehl  
STA Chassis Engineer  
email:lgehi@ford.com  
VPO 1E-436  
Phone/Fax (313) 390-0771  
Alternative Fax (313) 390-0793  
Pager: (313) 851-4465 (Text)

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

**From:** Miers, Jerry [mailto:jmiers@wmc.com]  
**Sent:** Thursday, March 27, 2003 3:56 PM  
**To:** 'Gehl, Laxman (L.D.)'  
**Subject:** RE: MSA at Williams Control

What type of agenda will you need.  
Remember we can not impede any production schedules.

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

**From:** Gehl, Laxman (L.D.) [mailto:lgehi@ford.com]  
**Sent:** Thursday, March 27, 2003 1:39 PM  
**To:** 'Miers, Jerry'  
**Subject:** RE: MSA at Williams Control

Jerry,

Thank your for your fax. I, along with our blackbelt, will review the data and let you know what are our next steps. He has though indicated that he would like to visit your facility as soon as possible, and I do not want to combine with Q1 site assessment that is due in late May. Please indicate what is the good time when we can visit to start the 6-sigma study to help improve the process capability.

Thank you.

United We Stand  
Laxman Gehl  
STA Chassis Engineer  
email:lgehi@ford.com  
VPO 1E-436

FE83-044 24794

Phone/Fax (313) 390-0771  
Alternative Fax (313) 390-0793  
Pager: (313) 851-4465 (Text)

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

From: Miers, Jerry [mailto:jmiers@wmco.com]  
Sent: Wednesday, March 26, 2003 12:09 PM  
To: 'Gehi, Laxman (L.D.)'  
Subject: RE: MSA at Williams Control

I am out of the office today and will provide you the data in the am tomorrow.

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

From: Gehi, Laxman (L.D.) [mailto:lgehi@ford.com]  
Sent: Wednesday, March 26, 2003 9:32 AM  
To: 'jmiers@wmco.com'  
Subject: FW: MSA at Williams Control

Sorry,

Please provide the information our 6-sigma team wants to know. If you are unable to provide me immediately, please indicate as to when you would be able to provide.

Thank you.

United We Stand  
Laxman Gehi  
STA Chassis Engineer  
\* email:lgehi@ford.com  
VPO 1E-436  
\*Phone/Fax (313) 390-0771  
7Alternative Fax (313) 390-0793  
Pager: (313) 851-4465 (Text)

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> -----Original Message-----

> From: Boutsikakis, Georgios (G.I.)  
> Sent: Wednesday, March 26, 2003 8:17 AM  
> To: Gehi, Laxman (L.D.)  
> Cc: Hawkins, Fred (F.W.)  
> Subject: RE: MSA at Williams Control

>

FE03-044 24735

> Laxman,  
> Here is what we need to know first (if they have not done an R&R):  
> 1) What is the characteristic (s) the measure?  
> 2) Is it variable or attribute?  
> 3) What is the fallout rate over time and what are the defects?  
>  
> Then we can design an R&R, have them perform it, get and analyze the  
data.  
>  
> If they have one, please have them forward the raw data (including the  
answers to above questions) and brief description of how they performed it,  
and we will analyze it.  
>  
> If you have any questions please advise. Thanks.  
>  
> George Boutsikakis  
> Ford Motor Company  
> Consumer Driven Six Sigma Black Belt  
> STA Electrical/Electronics  
> Ph: (313) 390-7023 Fax: (313) 390-7023  
> Please note: new address  
> Ford VPO MD# 430  
> 5500 Auto Club Drive  
> Dearborn,  
> MI 48126  
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information, and use for any purpose other than the conduct of business with  
Ford is expressly prohibited"

>  
> -----Original Message-----  
> From: Gehi, Laxman (L.D.)  
> Sent: Monday, March 24, 2003 4:03 PM  
> To: Boutsikakis, Georgios (G.I.)  
> Cc: Hawkins, Fred (F.W.)  
> Subject: MSA at Williams Control

>  
> Georgios,  
>  
> While I have asked Williams control to share the Gage R&R data with us,  
please let me know what are the step we are going to make sure the contained  
action of identifying "good" and "bad" parts is acceptable.

>  
> Thank you.  
>  
> United We Stand  
> Laxman Gehi  
> STA Chassis Engineer  
> \* email:lgehi@ford.com  
> VPO 1E-436  
> \*Phone/Fax (313) 390-0771  
> 7Alternative Fax (313) 390-0793  
> Pager: (313) 851-4465 (Text)

>  
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Information Standard II. Reproduction of this document, disclosure of the  
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Ford is expressly prohibited\*

>  
>

**From:** Gehl, Laxman (L.D.)  
**Sent:** Thursday, March 27, 2003 1:39 PM  
**To:** 'Miers, Jerry'  
**Subject:** RE: MSA at Williams Control

Jerry,

Thank you for your fax. I, along with our blackbelt, will review the data and let you know what are our next steps. He has though indicated that he would like to visit your facility as soon as possible, and I do not want to combine with Q1 site assesment that is due in late May. Please indicate what is the good time when we can visit to start the 6-sigma study to help improve the process capability.

Thank you.

United We Stand  
Laxman Gehl  
STA Chassis Engineer  
email:lgehi@ford.com  
VPO 1E-436  
Phone/Fax (313) 390-0771  
Alternative Fax (313) 390-0793  
Pager: (313) 851-4465 (Text)

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

**From:** Miers, Jerry [mailto:jmiers@wmco.com]  
**Sent:** Wednesday, March 26, 2003 12:09 PM  
**To:** 'Gehl, Laxman (L.D.)'  
**Subject:** RE: MSA at Williams Control

I am out of the office today and will provide you the data in the am tomorrow.

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

**From:** Gehl, Laxman (L.D.) [mailto:lgehi@ford.com]  
**Sent:** Wednesday, March 26, 2003 9:32 AM  
**To:** 'jmiers@wmco.com'  
**Subject:** FW: MSA at Williams Control

Jerry,

Please provide the information our 6-sigma team wants to know. If you are able to provide me immediately, please indicate as to when you would be able to provide.

Thank you.

FE03-044 24761

United We Stand  
Laxman Gehi  
STA Chassis Engineer  
email:lgehi@ford.com  
PO 1E-436

\*Phone/Fax (313) 390-0771  
7Alternative Fax (313) 390-0793  
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> -----Original Message-----

> From: Boutsikakis, Georgios (G.I.)  
> Sent: Wednesday, March 26, 2003 8:17 AM  
> To: Gehi, Laxman (L.D.)  
> Cc: Hawkins, Fred (F.W.)  
> Subject: RE: MSA at Williams Control

> Laxman,

> Here is what we need to know first (if they have not done an R&R):  
> 1) What is the characteristic (s) the measure?  
> 2) Is it variable or attribute?  
> 3) What is the fallout rate over time and what are the defects?

> Then we can design an R&R, have them perform it, get and analyze the data.

> If they have one, please have them forward the raw data (including the answers to above questions) and brief description of how they performed it, and we will analyze it.

> If you have any questions please advise. Thanks.

> George Boutsikakis  
> Ford Motor Company  
> Consumer Driven Six Sigma Black Belt  
> STA Electrical/Electronics  
> Ph: (313) 390-7023 Fax: (313) 390-7023  
> Please note: new address  
> Ford VPO MD# 430  
> 5500 Auto Club Drive  
> Dearborn,  
> MI 48126

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> -----Original Message-----

> From: Gehi, Laxman (L.D.)  
> Sent: Monday, March 24, 2003 4:03 PM  
> To: Boutsikakis, Georgios (G.I.)  
> Cc: Hawkins, Fred (F.W.)

FEB3-044 24762

> Subject: MSA at Williams Control

>

> Georgios,

> While I have asked Williams control to share the Gage R&R data with us,  
> please let me know what are the step we are going to make sure the contained  
> action of identifying "good" and "bad" parts is acceptable.

>

> Thank you.

>

> United We Stand

> Laxman Gehi

> STA Chassis Engineer

> \* email:lgehi@ford.com

> VPO 1E-436

> \*Phone/Fax (313) 390-0771

> 7Alternative Fax (313) 390-0793

> Pager: (313) 851-4465 (Text)

>

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> Ford is expressly prohibited"

>

>

---

**From:** Gehl, Laxman (L.D.)  
**Sent:** Wednesday, March 26, 2003 9:32 AM  
**To:** jmlers@wmco.com  
**Subject:** FW: MSA at Williams Control

Jerry,

Please provide the information our 6-sigma team wants to know. If you are unable to provide me immediately, please indicate as to when you would be able to provide.

Thank you.

**UNITED We STAND**

**Laxman Gehl**

STA Chassis Engineer

✉ email:lgehl@ford.com

VPO 1E-436

☎Phone/Fax (313) 390-0771

☎Alternative Fax (313) 390-0793

Pager: (313) 851-4465 (Text)

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

**From:** Boutsikakis, Georgios (G.I.)  
**Sent:** Wednesday, March 26, 2003 9:17 AM  
**To:** Gehl, Laxman (L.D.)  
**Cc:** Hawkins, Fred (F.W.)  
**Subject:** RE: MSA at Williams Control

Laxman,

Here is what we need to know first (if they have not done an R&R):

- 1) What is the characteristic (a) the measure?
- 2) Is it variable or attribute?
- 3) What is the fallout rate over time and what are the defects?

Then we can design an R&R, have them perform it, get and analyze the data.

If they have one, please have them forward the raw data (including the answers to above questions) and brief description of how they performed it, and we will analyze it.

If you have any questions please advise. Thanks.

**George Boutsikakis**

Ford Motor Company

Consumer Driven Six Sigma Black Belt

STA Electrical/Electronics

☎: (313) 390-7023 Fax: (313) 390-7023

Please note: new address

Ford VPO ND# 430

5500 Auto Club Drive

PE83-844 24764



**Dearborn,  
MI 48126**

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---Original Message---

**From:** Gehl, Laxman (L.D.)  
**Sent:** Monday, March 24, 2003 4:03 PM  
**To:** Boutsikalis, Georgios (G.I.)  
**CC:** Hawkins, Fred (F.W.)  
**Subject:** MSA at Williams Control

*Georgios,*

While I have asked Williams control to share the Gage R&R data with us, please let me know what are the step we are going to make sure the contained action of identifying "good" and "bad" parts is acceptable.

Thank you.

**UNITED We STAND**

*Laxman Gehl*

**STA Chassis Engineer**

**✉ email:lgehl@ford.com**

**MPO 1E-436**

**☎ Phone/Fax (313) 390-0771**

**☎ Alternative Fax (313) 390-0793**

**☎ Pager: (313) 851-4465 (Text)**

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**Subject:** Updated: Super Duty/ Excursion lube migration  
**Location:** VPO Conf Room 1W619  
**Start:** Fri 1/24/2003 8:30 AM  
**End:** Fri 1/24/2003 10:00 AM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** VPO Conf Rm 1W619 (10); West, Gregory (G.S.); Hawkins, Fred (F.W.); Ryan, Emmett (E.C.); Patel, Mona (M.S.); Lipoaky, Lawrence (L.J.); 'bbehange@tfxauto.com'; 'prutter@tfxauto.com'

**Revised meeting location to VPO 1W619**

**Revised meeting time to 8:30 to 10:00**

Larry/Greg: This meeting is for Teleflex to present their position on the Super Duty/ Excursion lube migration issue. The VPO building is off of Ford Road, the first building west of the Lear building.

---

**Subject:** Updated: Super Duty/ Excursion lube migration  
**Location:** VPO Conf Room 1E074  
**Start:** Fri 1/24/2003 8:30 AM  
**End:** Fri 1/24/2003 10:00 AM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** VPO Conf Rm 1E074 (20); West, Gregory (G.S.); Hawkins, Fred (F.W.); Ryan, Emmett (E.C.); Patel, Mona (M.S.); Liposky, Lawrence (L.J.); 'bbelange@txauto.com'; 'prutter@txauto.com'

**Revised meeting time to 8:30 to 10:00**

Larry/Greg: This meeting is for Teleflex to present their position on the Super Duty/ Excursion lube migration issue. The VPO building is off of Ford Road, the first building west of the Lear building.

---

**Subject:** Super Duty/ Excursion lube migration  
**Location:** VPO Conf Room 1E074  
**Start:** Fri 1/24/2003 8:30 AM  
**End:** Fri 1/24/2003 9:00 AM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** VPO Conf Rm 1E074 (20); West, Gregory (G.S.); Hawkins, Fred (F.W.); Ryan, Emmett (E.C.); Patel, Mona (M.S.); Liposky, Lawrence (L.J.); 'bbelange@txauto.com'; 'prutter@txauto.com'

Larry/Greg: This meeting is for Teleflex to present their position on the Super Duty/ Excursion lube migration issue. The VPO building is off of Ford Road, the first building west of the Lear building.

---

**From:** Carter, Roscoe (R.O.)  
**Sent:** Tuesday, August 27, 2002 8:50 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Heaton, Christopher (C.E.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Nicasri, Paul (P.R.)  
**Subject:** RE: Electronic Throttle Control Wednesday 2PM lab 1212

Sorry Wednesday is what I should have written. My days and night are running together too. Sorry. See you at 2 on Wed. PM. ROC

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

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, August 27, 2002 8:26 AM  
**To:** Carter, Roscoe (R.O.)  
**Cc:** Heaton, Christopher (C.E.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Nicasri, Paul (P.R.)  
**Subject:** RE: Electronic Throttle Control

Thanks ROC, Wednesday is actually the day some people are in town that would like to review the process. Is that a bad day? Any time after noon.

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

**From:** Carter, Roscoe (R.O.)  
**Sent:** Monday, August 26, 2002 1:28 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Heaton, Christopher (C.E.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Nicasri, Paul (P.R.)  
**Subject:** RE: Electronic Throttle Control

Greg,

Thurs 2PM is fine with me for you to bring vendors over to see the extraction and spectra. I need to invite Chris as well as he is the person that opens these up for me. It might be good if others from here in the lab and from PDC met your visitors as they may have questions as well. We will meet in lab 1212 to break down the units you bring.

What is the history on the PV tested unit you sent over today via Teleflex?

*Roscoe "ROC" Carter  
Ford Research Lab  
Physical and Environmental Sciences Department  
Lubricant Science and ATF Analysis Group Leader*