PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 12 OF 28
PART 3 OF 4

[redacted]

From: McDonagh, Scot (S.M.)
Sent: Tuesday, June 24, 2003 10:09 AM
To: Kramer, Michael (M.T.); Toporek, John (J.T.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Enerson, David (D.W.); DiCicco, Tamara (T.K.)
Subject: SSM# 16913- 7.3L accelerator Pedal wire chaffing

FYI

Scot G. McDonagh
Super-Duty/Excursion
Powertrain Quality Leader
Phone-(313)337-8091
Fax-(313)621-8082
E-Mail:smcdonag@ford.com

-----Original Message-----
From: Stollfuss, Joshua (J.)
Sent: Tuesday, June 24, 2003 9:42 AM
To: McDonagh, Scot (S.M.)
Subject: FW: 097-2003-0447 R1 SSM 2002 Super Duty F-Series 7.3L build dates p (FCSD Global Template v1.1 Notification)

SSM on 7.3L accelerator Pedal wire chaffing is now active as SSM 16913.

Joshua Stollfuss
Product Concern Engineer E-Series, PVT & Field Support, FCSD.
DSC II Cube 540 1800 Fairlane Dr, Allen Park Mi 48101
Phone 313-323-9892 Fax 313-390-4457
Pager 313-754-1790 Email jstollfu@ford.com

-----Original Message-----
From: mvanholl@ford.com [mailto:mvanholl@ford.com]
Sent: Tuesday, June 24, 2003 9:37 AM
To: jstollfu@ford.com
Subject: 097-2003-0447 R1 SSM 2002 Super Duty F-Series 7.3L build dates p (FCSD Global Template v1.1 Notification)

"(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
Confidential Information - Do Not Distribute
*** DRAFT ***

This message is being sent on behalf of mvanholl to aferna27@ford.com, kmontgol@ford.com, techhot@ford.com, newspecs@brownart.com, kpasanen@ford.com, whawkinl@ford.com, jstollfu@ford.com, vhartl@ford.com, amaqbool@ford.com, rsmit291@ford.com, jsprunge@ford.com for purposes of email compatibility.
You are requested to provide input to the author of this message. Forward/send any comments to the author of this message only.

Comments:
This is now active.

Author: JSTOLLFU
Request Type: SSM
Title (subject): 2002 Super Duty F-Series 7.3L build dates prior to 12/1/2001 - Repeat P0122,
P0123, P0221 DTC's after replacement of the accelerator pedal sensor

[redacted]

Applications:
(application 1) 2002 F-250, 350, 450, 550. 7.3L diesel 01 Jul 2001 01 Dec 2001

Activity Code: 070 F-SERIES >8500#
QSF/Non-QSF Status: Non-QSF Item
Tracking Number: 097-2003-0447 R1
Is this publication a SPECS concern? Yes
Does this request supersede an active TSB/SSM/ISM? No
TSB/SSM/ISM to supersede:
Message Type: Final
Are Service Chemicals being used? No
Other applicable articles:
Date repair procedure was verified: 6/9/2003 4:00:00 PM
Procedure verified by CDSID: RABAR
Procedure Verification Method: F-superduty powertrain team has verfied the information.
Are parts required? No
Are illustrations required? No
Contact information for additional illustrations:
CDSID:
Name:
Phone:
Illustration notes:

Is Calibration CD required? No
Calibrations:
Has a White Paper or Certification Wire been sent to VEE? N/ADate White Paper or Certification Wire sent to VEE: 12:00:00 AMHave you completed a part request for the calibrations listed? N/ADo you have access to a vehicle for time study? N/AContact for vehicle CDSID: Trustmarks that apply: Ford
Article Distribution: WDMO; NA: Canada, Mexico, United States
OASIS Service Codes: 203200 404000 698298
Causal Basic Part # or Finis Code:
Issue/Cause TSB or SSM Text:
Some 2002 Super Duty F-Series vehicles equipped with a 7.3L, with build dates prior to 12/1/2001, may exhibit repeat P0122, P0123, P0221 DTC's after replacement of the accelerator pedal sensor. If repeat codes occur verify that no shorting or chafing conditions exist on the 14401 wire assembly at the left hand shock tower, or the accelerator pedal circuits at connector C2040. If circuits are damaged or shorted repair the wire, then add convolute to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

Repair Action TSB:

Service Procedure TSB:

WERS Notice Number, Date Released in WERS

QSF single agenda date/program FRC date: 12:00:00 AM
Parts:
Special instructions/remarks:

Repairs Per 1000 Vehicles: 0
Year(s) of Vehicles:
Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 0
Is geographic location significant? No
If Yes, Vehicle Populations:
United States: 0
Ford of Canada: 0
Association: 0
Ford of Mexico: 0
Europe: 0
Direct: 0

Asia/Pacific: 0
South America: 0
WDMO: 0
Aston Martin: 0
Mazda: 0
Ford: 0
Mercury: 0
Jaguar: 0
Think: 0
Land Rover: 0
Volvo: 0
Lincoln: 0
Nissan: 0
VW: 0

SSM Number: 16913
BCM Number: 0512
Last act taken (as of 24-Jun-2003, 9:36:57 AM): Final/Complete

(End automated email)"

Quarterback Meeting Summary

3/11/2003	PTAI	Emerging Issue: Engine Hes/Surge when accel., part: ETC pedal, are we producing good vehicles today? should conduct plant audit, send data	Brian Wolfe	3/10/2003	Open	E-Tracker 328534, Larry Liposky E-Tracker closed. KTP Quality Office conducted 200 vehicle audit 3/12/03. 148 fixed

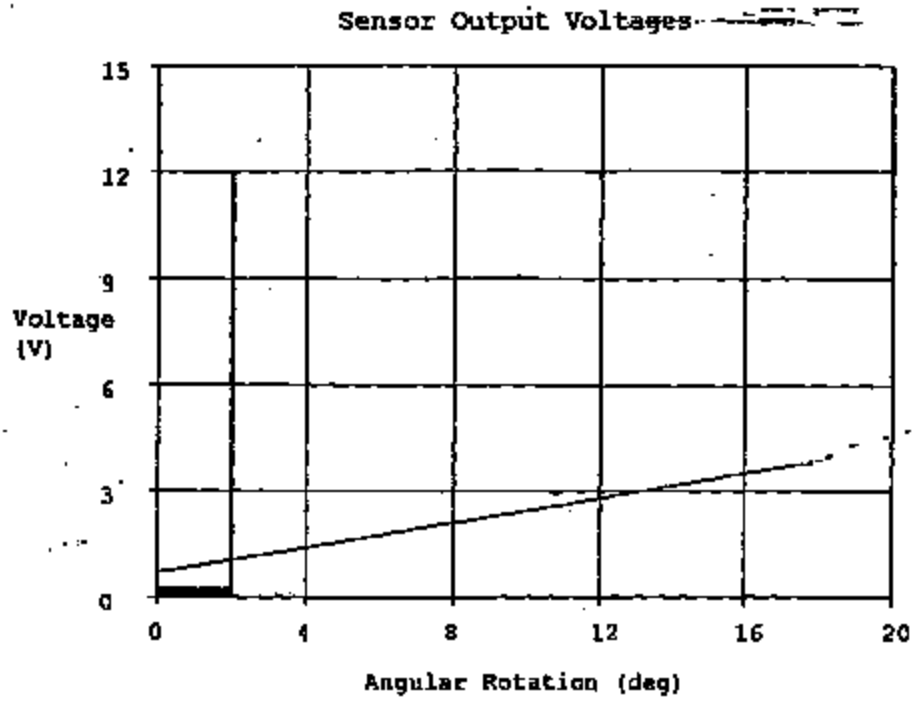
REDACTED

1. Spring tester
2. too much grease on accel
3.

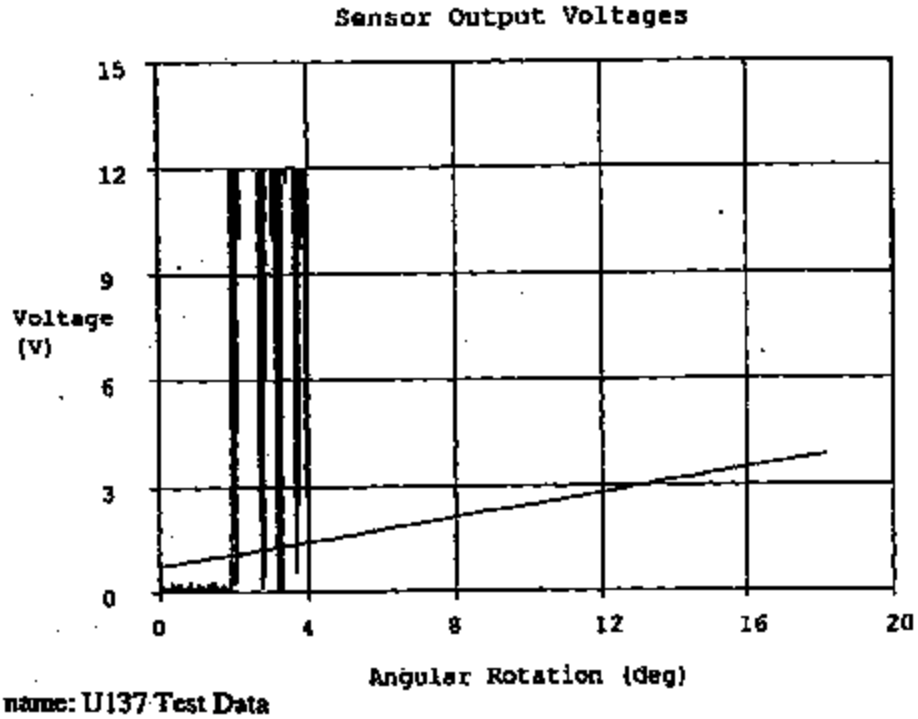
---

1. Update Road Map - M. Carr
2. Copies of ~~xxxxx~~ Control plans - signed
   CC/SC - signed
3. Update Tier 2 list - 8/30/01 - Ben
   motor mount bracket
4. U137/P131 Launch Concern) - update
5. List of PPAP By ~~today~~ - M. Carr
6. List Thursday Post PPAP - M Carr
7. Action plans for every Ky not capable

Original Test Data – Recorded 10/6/99



Retest Data – Recorded 2/11/00



Teleflex INCORPORATED
automotive group

Date: 2/18/00

Subject: U137 ETC -- Failed part at APG

Notes: Alan Farrah and Greg Rutkowski visited APG to review a vehicle with an intermittent condition on the Electronic Throttle Control. We measured the Idle and WOT voltages and transition voltage in vehicle to ensure the part met the functional requirements listed on the drawing. The multi meter was installed into the vehicle and the results are listed below:

Failed pedal:

	Vehicle w/engine not running	Vehicle engine running
Applied Voltage	12.38 V	13.40 V
Idle Voltage	.616 V	.615 V
Switch Transition voltage	1.66 V	1.75 V

Replacement Pedal

	Vehicle w/engine not running	Vehicle engine running
Applied Voltage	12.39 V	13.26 V
Idle Voltage	.695 V	.695 V
Switch Transition voltage	1.02 V	1.03 V

The specification for transition voltage is .085 V above the idle voltage and a maximum of 1.50 V. Based on the initial readings in vehicle we were able to determine that the transition voltage caused the intermittent condition. A further analysis needs to be performed on the part to determine root cause.

2/10/03

[redacted]

- Code 5 @ launch est to remain in effect 60-90 days.
- Seed every dealer who sold more than 10 retail
- Hold owner letters 60-90 days

- Limit orders 3 per DLR max at any order
  6 per week max
  Gary Skeeples task
  VIN
  customer name & address

- Bulletin: only
  Should ~~not~~ be replacing parts on vehicles with check engine lights "on" that stock with

withheld

- Can we withhold involved vehicle listing from dealers until owner letters.

Check with Gary to

- DLR to pick-stock, interium, emergency
- Seed-stock orders.

- Small DLR's- ok for part on shelf w/ phone call.

PE03-044 17883

SMMPGIMA Global Inventory Stat [redacted] 11/09/03 09:24:21
=>> _ Analyst: Q5

SERVICE PART: 2C3Z- 9F836-DB PEDAL
ENGINEERING PART: 2C34 9F836 DF
SUPPLIER LOC:
Vendor Part:
Motorcraft Part:

DG

ORIGIN: WERS
FINIS: 4476733

Prime Suplr: T0710
Role: M
Backcast:
Max Ord Qty: 0
Volume Group: C
Last Release: 673-1
Lead Time: 30
Procure Cd: 1
Sales Restr: Y
Last ASN Qty: 300
Last ASN: 01/03/03
Last Rcpt Pkg: 01/07/03
Abnormal Cat: 7
Design Style:
Stock Exhaust:

--------Inventory--------		-----Stocking Demand-----	
FCSD Available:	1775	Current Month:	374
Pkgr Available:	0	Prior Month:	1143
In-Trans Pkgr:	0	Prior Month 2:	1168
In-Trans FCSD:	1034	Prior Month 3:	1498
Transfers:	427	Curr Forecast:	1148
Back Ord Pcs:	0	6-Mo Forecast:	6888
Tot Inventory:	3236	Out of Tolerance:	N
Tot Curr Pos:	15416	Back Ord Lines:	0
Est'd Max Pos:	4648	Off B/O Date:	
Firm Release:	Y	Unit Issue:	1
AIMS Inventory:	200	Pnd Obs:	

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=DEEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDM74

3236
~~3800~~ 2500
6236
28000

31,236
6,000 4/10/03

25,236

check for P/N
Roll from
DF to DG

9327 Sales 2002

1/9/03 - Rec by Tech Review for Jan 03 FRC. Advised part avail. date. Put him ok for FRC, we will pull the trigger when we are ready.

Emmit Ryan - STA
Fred Hawkins - STA Mgr

Arnold

PE83-044 17684

SMMPSMKA First Stocking Demand by Month 01/09/03 12:20:27
==> _____

SERVICE PART: 2C3Z- 9F836-DE___ PEDAL
RECEIVING LOCATION: _____ DEMAND GROUP: __
CUSTOMER TYPE: ___ BACKCAST: Y
SDI Code:

A
C MONTH YEAR Quantity Replaced Part Number Message
~ -- ---- -------- ------------------- ------------

01	2003	374			
12	2002	1143			
11	2002	1168			
10	2002	1498	2C3Z-	9F836-DA	REPLACED
09	2002	1184			
08	2002	1231			
07	2002	1105			
06	2002	695			
05	2002	445			
04	2002	186			
03	2002	94			

Daily Rate x Days = 1600

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE LPSDMA7

SMMPSYKA First Stocking Demand by Year 01/09/03 09:22:22
==> _____

SERVICE PART: 2C3Z- 9F836-DE___ PEDAL
BACKCAST: Y DEMAND GROUP: __

[redacted]

A C -	YEAR	Quantity	Replaced Part Number	Message
	2003	396		
	2002	9327	2C3Z- 9F836-DA	REPLACED
	2001	80	2C3Z- 9F836-BA	REPLACED
	2000	0		
	1999	0		
	1998	0		
	1997	0		
	1996	0		
	1995	0		
	1994	0		
	1993	0		
	1992	0		
	1991	0		

F1=Help F2=FirstMonth
MORE RECORDS AVAILABLE LPSDM74

SMMPSMKA First Stocking Demand by Month 01/09/03 09:22:26
==>

SERVICE PART: 2C3Z- 9F836-DE___ PEDAL
RECEIVING LOCATION: _____ - DEMAND GROUP: __
CUSTOMER TYPE: ___ BACKCAST: Y
SDI Code:

A C	MONTH	YEAR	Quantity	Replaced Part Number	Message
	01	2003	374		
	12	2002	1143		
	11	2002	1168		
	10	2002	1498	2C3Z- 9F836-DA	REPLACED
	09	2002	1184		
	08	2002	1231		
	07	2002	1105		
	06	2002	695		
	05	2002	445		
	04	2002	186		
	03	2002	94		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE LPSDM74

SMMPSMKA First Stocking Demand by Month 01/09/03 09:22:31
==> _____

SERVICE PART: 2C3Z- 9F836-DE___ PEDAL
RECEIVING LOCATION: _____ - DEMAND GROUP: __
CUSTOMER TYPE: ___ BACKCAST: Y
SDI Code:

A C	MONTH	YEAR	Quantity	Replaced Part Number	Message
	03	2002	94		
	02	2002	52		
	01	2002	43		
	12	2001	27		
	11	2001	22		
	10	2001	15		
	09	2001	10		
	08	2001	2	2C3Z- 9F836-BA	REPLACED
	07	2001	0		
	06	2001	0		
	05	2001	0		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE LPSDM74

SMMPSCKA First Stocking Demand by Customer Type 01/09/03 09:22:42

==> _____

SERVICE PART: 2C3Z- 9F836-DE___ PEDAL
RECEIVING LOCATION: _____ DEMAND GROUP: __
SDI Code: BACKCAST: Y

A C	CUST TYPE	B C	01-2003	12-2002	11-2002	10-2002	09-2002	08-2002
	AFF	1	0	0	0	0	0	0
	DLR	1	363	1131	1162	1492	1178	1216
	EXP	1	4	3	6	6	6	3
	FAR	1	0	0	0	0	0	0
	FOC	1	7	3	0	0	0	12
	FOM	1	0	6	0	0	0	0
	GDS	1	0	0	0	0	0	0
	ICC	1	0	0	0	0	0	0
	PPD	1	0	0	0	0	0	0
	SDS	1	0	0	0	0	0	0
	SMA	1	0	0	0	0	0	0
	Total		374	1143	1168	1498	1184	1231

F1=Help F2=FirstMonths F4=FirstRecLoc
NO MORE RECORDS AVAILABLE LPSDM74

[redacted]

Shore, John (J.)

Subject:	Updated: Adj Pedal
Location:	NPD Conf. Room 1203B
Start:	Thu 1/30/03 4:00 PM
End:	Thu 1/30/03 5:00 PM
Recurrence:	(none)
Meeting Status:	Accepted
Required Attendees:	Jaeger, Sharon (S.A.); Kaercher, Don (D.F.); Shore, John (J.); Balint, Gary (G.M.); Balint, Gary (G.S.); Hirtzel, Rich (R.J.); NPDC PicTel Rm 1203B (16)
Importance:	High

SORRY FOR CONFUSION-- I'LL GO SOAK MY HEAD NOW.
Time Change to 4:00 p.m. Adjustable Pedal
Call Sharon at 248-887-1896 from Conf. Room
Gary will phone in 734-623-3026

SMMPGIMA Global Inventory Status 10/15/02 09:21:13
==> Analyst: 3FD

SERVICE PART: 1C3Z- 9F836-BA PEDAL, accelerator
ENGINEERING PART: 1C34 9F836 BB
SUPPLIER LOC:
Vendor Part:
Motorcraft Part:

ORIGIN: WERS
FINIS: 4462174
Prime Suplr: 0638E
Role: T
Backcast:

Inventory		Stocking Demand			
FCSD Available:	184	Current Month:	368	Max Ord Qty:	0
Pkgr Available:	234	Prior Month:	766	Volume Group:	B
In-Trans Pkgr:	0	Prior Month 2:	834	Last Release:	670-3
In-Trans FCSD:	893	Prior Month 3:	805	Lead Time:	60
Transfers:	145	Curr Forecast:	872	Procure Cd:	1
Back Ord Pcs:	20	6-Mo Forecast:	5648	Sales Restr:	N
Tot Inventory:	1436	Out of Tolerance:	N	Last ASN Qty:	893
				Last ASN:	10/04/02
Tot Curr Pos:	3678	Back Ord Lines:	18	Last Rcpt Pkg:	03/06/01
Est'd Max Pos:	3995	Off B/O Date:		Abnormal Cat:	
Firm Release:	Y	Unit Issue:	1	Design Style:	
AIMS Inventory:	229	Pnd Obs:		Stock Exhaust:	

F1=Help F2=GPMA F4=PrvPart F5=NxtPart F6=BDLA F9=DEEA F10=HIIA
F11=CPHA F13=SYKA F14=SMKA F15=SCKA F16=ISBA F17=LXEA F18=RXEA F19=DRIA
RECORD FOUND LPSDM74

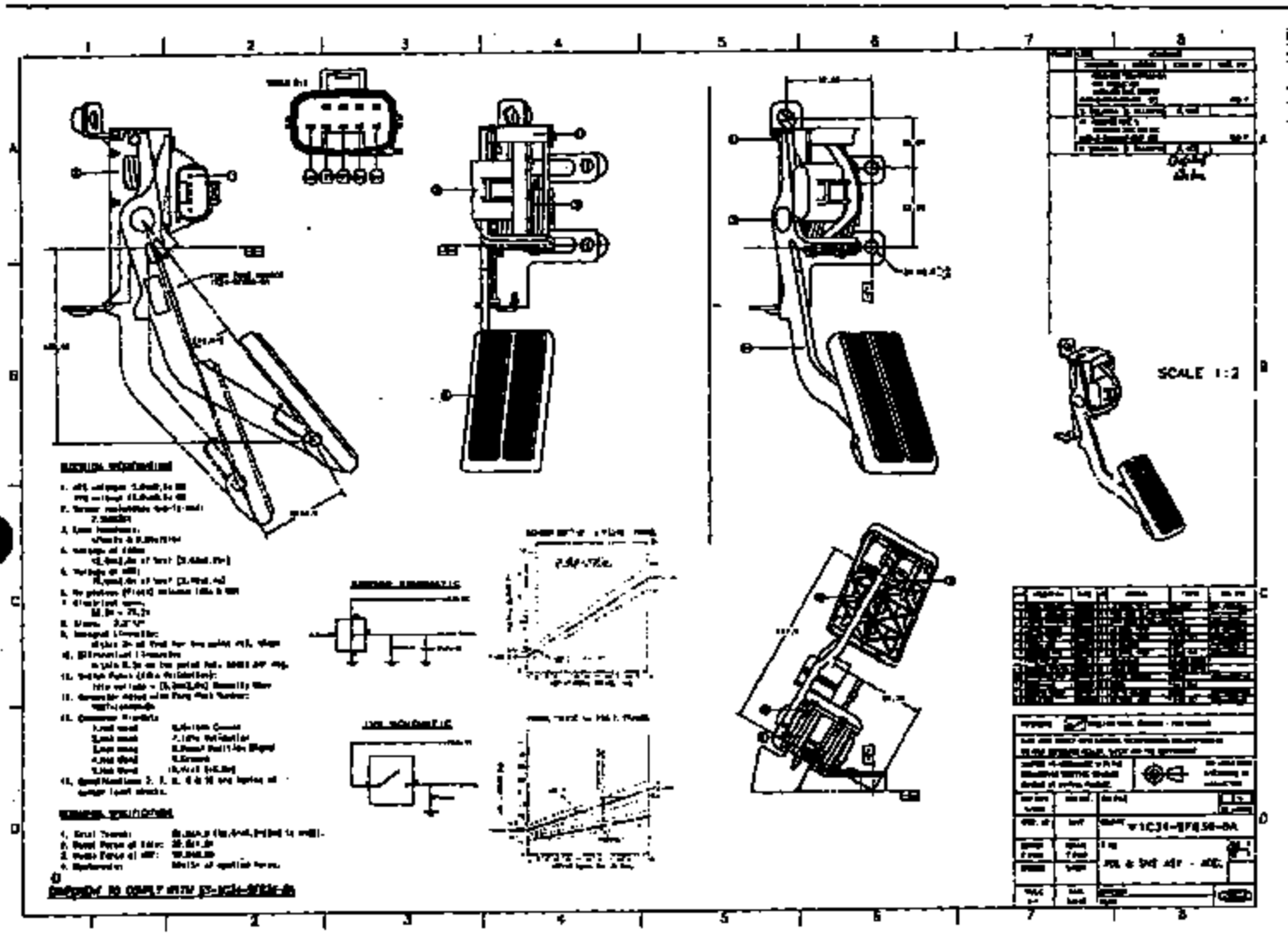
Adjustable 1200 - Wabash Trw 253
770 - Knic -
Keylib Fixed
Testing 2/7 lb cumdok
- barrel
- New job
- ground out on wiring
- Lok Dr. 00
cover help
Burrows 337-2505
Jim Burrows
Dave Schlueter
Dave Shofield 795-408-4
Supplier responsible
90K
30K + launch
45-60 1st year
Joe Stachta 41200

ENTIRE PAGE CONFIDENTIAL

PE83-844 17694

Non- Adj. pedal design -

ENTIRE PAGE CONFIDENTIAL



PART	DESCRIPTION	PART#	QTY	MATERIAL	FINISH	MAT. SPEC
1	BASE BRACKET	3001002	1	LC STEEL 1010	E-COAT	ESE-M2P128-A
2	CONN. HOUSING	3001008	1	PA66 (33% GF) (BLACK)	NONE	WSK-M4D643-A
3	COVER HOUSING	3001009	1	PA66 (33% GF) (BLACK)	NONE	WSK-M4D643-A
4	PEDAL LEVER	3001003	1	LC STEEL 1010	E-COAT	ESE-M2P128-A
5	ROTOR SHAFT	3001001	1	LC STEEL 1008	ZINC PLT	WSO-M1P85-A2
6	PEDAL PAD	3001012	1	PP (BLACK)	NONE	WSB-M4D911-A
7	KNURLED PIN	3001000	1	LC STEEL 1008	ZINC PLT	WSO-M1P85-A2
8	PAD SPRING	3001019	1	MUSIC WIRE	BLACK OXIDE	
9	RETURN SPRING	3001017	2	MUSIC WIRE	BLACK OXIDE	
10	FRICTION PAD	3001011	2	ACETAL (BLACK)	NONE	WSK-M4D637-A2
11	TERMINALS	3001020	5	BRASS	Au 0.8um	
12	DEBRIS COVER	3001027	1	ACETAL (BLACK)	NONE	WSK-M4D637-A2
13	IDLE PIN	3000999	1	LC STEEL 1008	ZINC PLT	WSO-M1P85-A2

C

REFERENCE WILLIAMS PEDAL SYSTEMS – P/N 1000033			
PART MUST COMPLY WITH MATERIAL SPECIFICATION WSS-M99P9999-A1 TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT			
DRAFTED IN ACCORDANCE WITH FAO ENGINEERING DRAFTING STANDARD CURRENT AT INITIAL RELEASE.		3RD ANGLE PROJ DIMENSIONS IN MILLIMETERS	
CAD TYPE S-SDRC	CAD LOC.	CAD FILE	E M 1S MASTER
OPER. NO.	UNIT	DRAWING ▽1C34-9F836-BA	
DESIGN T PINO	DETAIL T PINO	TITLE PDL & SNS ASY – ACEL	SHT 1 OF 1
CHECKED	SAFETY		
SPEC	DATE	DIVISION	

D

Shore, John (J.) [redacted]

From: Baranowski, David (dbaranowski@wabashtech.com)
Sent: Monday, March 24, 2003 8:41 AM
To: Kaercher, Don (D.F.); Mimikos, Marcy (M.A.)
Cc: Shore, John (J.); Jaeger, Sharon (S.A.); Atley III, David (D.); Kharbas, Vijay (V.S.); Fisher, Jean (J.M.); Shields, Dennis (D.A.); Vijay Kharbas (E-mail)
Subject: RE: Need assistance

Don,

I have been requested to have FCSD contact Teleflex directly concerning the issues regarding their product.

Frank. 260 349 1985 x 3001
Kopacki

The contact is : Greg Mausolf
Phone: 248-672-6242
Email: gmausolf@tfxauto.com

Please advise if you do not receive the pertinent information required. If you have any questions please feel free to contact me.

- Director of Purchasing
- Jerry Micham -
248-616-3800
Steve Reinhart - Plant Mgr

Regards,

David Baranowski
Sr. Account Manager
Wabash Technologies
46365 Five Mile Road
Plymouth, MI 48170
Ph: 734-453-5145 (main)
Ph: 734-453-4639 (direct)
Ph: 248-330-9636 (mobile)
Fx: 734-453-5859
Email: dbaranowski@wabashtech.com

- will not commit to future releases timing.
- Volumes 4000 weekly w/o plan on hand.

-----Original Message-----
From: Kaercher, Don (D.F.) [mailto:dkaercher@ford.com]
Sent: Thursday, March 20, 2003 8:15 AM
To: Baranowski, David; Mimikos, Marcy (M.A.)
Cc: Shore, John (J.); Kaercher, Don (D.F.); Jaeger, Sharon (S.A.); Atley III, David (D.); Kharbas, Vijay (V.S.); Fisher, Jean (J.M.); Shields, Dennis (D.A.)
Subject: RE: Need assistance

Thanks Dave - include me, Sharon Jaeger and John Shore in your response as Marcy is off for a few days.... Thx!!

Recovery Plan
Marty White-Buyer

Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaercher@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Baranowski, David [mailto:dbaranowski@wabashtech.com]
Sent: Wednesday, March 19, 2003 9:20 PM
To: Mimikos, Marcy (M.A.)
Cc: Shore, John (J.); Kaercher, Don (D.F.); Jaeger, Sharon (S.A.); Atley III, David (D.); Kharbas, Vijay (V.S.); Fisher, Jean (J.M.); Shields, Dennis (D.A.)
Subject: RE: Need assistance

Marcy,
I am currently in Mexicali. I will address this issue with the sales rep for Teleflex to get the appropriate perspective so I may respond back. I will be involved in a meeting with my customer, [redacted] all day tomorrow (3/20) and will be traveling back on 3/21. I will respond back as soon as I hear from the Teleflex team.

If you have any questions please feel free to contact me.

Regards,

David Baranowski
Sr. Account Manager
Wabash Technologies
46365 Five Mile Road
Plymouth, MI 48170
Ph: 734-453-5145 (main)
Ph: 734-453-4639 (direct)
Ph: 248-330-9636 (mobile)
Fx: 734-453-5859
Email: dbaranowski@wabashtech.com

-----Original Message-----
From: Mimikos, Marcy (M.A.) [mailto:mmimikos@ford.com]
Sent: Wednesday, March 19, 2003 10:52 AM
To: Baranowski, David
Cc: Shore, John (J.); Kaercher, Don (D.F.); Jaeger, Sharon (S.A.); Atley III, David (D.); Kharbas, Vijay (V.S.); Fisher, Jean (J.M.); Shields, Dennis (D.A.)
Subject: RE: Need assistance

Dave, we still have a problem with ETC availability at Wabash. We need to understand what the issues are, i.e., capacity, material, etc. Ford is willing to send a team to Wabash if required. Can you please provide an update immediately.

I would like to recommend that we have a conference call to include Ford, Teleflex and Wabash so we can determine the bottlenecks.

Thanks for your assistance.

Marcy Mimikos, Buyer
FCSD Purchasing
QSF/Recall Department
734-266-9913
mmimikos@ford.com

-----Original Message-----
From: Baranowski, David [mailto:dbaranowski@wabashtech.com]
Sent: Friday, March 14, 2003 2:01 PM
To: Mimikos, Marcy (M.A.)
Cc: Shore, John (J.); Kaercher, Don (D.F.); Jaeger, Sharon (S.A.); Atley III, David (D.); Kharbas, Vijay (V.S.)
Subject: RE: Need assistance

Marcy,

In response to your question, I have confirmed with the Teleflex sales rep. (Wabash side) Wabash will be up to schedule with Teleflex next week (week 3/17).

Please advise if you have any further questions or if I may be of further assistance.

Regards,

David Baranowski
Sr. Account Manager
Wabash Technologies
46365 Five Mile Road
Plymouth, MI 48170
Ph: 734-453-5145 (main)
Ph: 734-453-4639 (direct)
Ph: 248-330-9636 (mobile)
Fx: 734-453-5859
Email: dbaranowski@wabashtech.com

-----Original Message-----
From: Mimikos, Marcy (M.A.) [mailto:mmimikos@ford.com]
Sent: Thursday, March 13, 2003 2:26 PM
To: Baranowski, David; Kharbas, Vijay (V.S.)
Cc: Shore, John (J.); Kaercher, Don (D.F.); Jaeger, Sharon (S.A.); Atley III, David (D.)
Subject: Need assistance

David/Vijay,

I need some assistance. FCSD has a Field Service Action on the F-series over 8500 lbs. (7.3) pedal assembly. We purchase the pedal from Teleflex. They have had some delays in shipments and tell us it is due to the fact that Wabash is behind schedule on an ETC sensor. Teleflex's requirement to FCSD is 3500/week. Unfornately, since this is a component to the assembly which we purchase, I do not have your part number.

Can you let me know if Wabash is having difficulty producing the required amount. We have offered to send someone to Wabash's plant, but Teleflex felt it was not required. Last week they told us Wabash would be up to schedule and now Teleflex is not certain if Wabash can keep up with their requirements.

I will be out of the office tomorrow, so when replying please be sure to forward to all addresses. I'll be in the office on Monday.

Your assistance would be appreciated.

John/Don/Sharon -- for your information. David Antley (x27551) is the Production Buyer for Wabash, not Teleflex. David Baranowski's, Rep for Wabash, office number is 734-453-4636; Vijay Kharbas, Resident Engineer for Wabash but located at a Ford office in Dearborn, phone number is 313-845-8546 or just dial the last 5 numbers.

Marcy Mimikos, Buyer
FCSD Purchasing
QSF/Recall Department
734-266-9913
mmimikos@ford.com

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[redacted]

From: Mercier, Julie (J.A.)
Sent: Tuesday, January 14, 2003 12:33 PM
To: West, Gregory (G.S.); Pattee, Wyman (R.W.); Williams, Trevor (T.G.); Moroz, Brian (B.T.)
Cc: Balint, Gary (G.S.); Hirtzel, Rich (R.J.); Mercier, Julie (J.A.)
Subject: 02X50 Updated Preliminary volumes - 7.3L P131/Excursion Adj. Pedal

Below are volumes, build dates and search criteria based on the 14D for the above issue and less units found on AWS that were repaired. Also below is a market breakdown report which should be attached to the 14D and referenced in Sect. 1.D. It is the 14D author's responsiblity to insure that the criteria in the 14D is such that accurate vehicle counts can be obtained from NAVIS, and that I am informed of any changes to the vehicle population criteria. Please review the search criteria and volumes below, and let me know if any changes need to be made to the search criteria.

02x50 mkt bkdwn.xls

Also below is data from an extract for the total population prior to deletion of VINs from AWS for reference.

Criteria:

VIN GROUP AA	
LAST MODIFIED:	08-Jan-2003 3:20 PM (JMERCIER)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	ALL
PRODUCTION DATE:	LESS THAN OR EQUAL TO 17-OCT-2002
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL
	VEHICLE ORDER CODE: 62-62 = M
	: 89-89 = F
	VEHICLE LINE/LEVEL = EXCURSION (VL L1T)
	= F-SERIES OVER 8500 GVW (VL : F7T)

Build Dates by Plant & by MY:

	2002 MODEL YEAR	2002 MODEL YEAR
	EARLIEST PRODUCTION DATE	LATEST PRODUCTION
DATE		
	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
CAMPAIGN		
KENTUCKY TRUCK PLANT BUILD	20-MAR-2001	30-JUN-2002
CUAUTITLAN PLANT BUILD	31-JUL-2001	21-DEC-2001
	2003 MODEL YEAR	2003 MODEL YEAR
	EARLIEST PRODUCTION DATE	LATEST PRODUCTION
DATE		
	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
CAMPAIGN		
KENTUCKY TRUCK PLANT BUILD	26-MAR-2002	17-OCT-2002

Volumes by model & model year:

VEHICLE LINE TOTALS	2002	2003	Total
Ford			
F-SERIES OVER 8500 GVW	62,935	23,135	86,070
EXCURSION	12,141	3,994	16,135
GRAND TOTAL	75,076	27,129	102,204

[redacted]

Sold vs. Unsold:

TOTAL BY STATUS			
SOLD	74,189	18,983	93,172
UNSOLD	887	8,146	9,033
GRAND TOTAL	75,076	27,129	102,205

NAVIS Extract with all VINs - prior to AWS delete list:

Criteria:

CRITERIA GROUPING(S):	
VIN GROUP AA	
LAST MODIFIED:	09-Jun-2003 3:20 PM (JMERCIER)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	ALL
PRODUCTION DATE:	LESS THAN OR EQUAL TO 17-OCT-2002
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL
	VEHICLE ORDER CODE: 62-62 = M
	: 99-99 = F
	VEHICLE LINE/LEVEL = EXCURSION (VL L1T)
	= F-SERIES OVER 8500 GVW (VL. : F7T)

Volumes by Model & MY:

VEHICLE LINE TOTALS			
Ford			
F-SERIES OVER 8500 GVW	63,670	23,172	86,842
EXCURSION	12,300	3,999	16,299
GRAND TOTAL	75,970	27,171	103,141

Best Regards

Julie Mercier
FSA Coordinator
FCSD/Recall & Service Programs
DSCII #775
(313) 317-9266 Fax: 845-1024
jmercier@ford.com

GLOBAL CAMPAIGN TARGETING - FORD CONFIDEN			
REPORT TITLE : VEHICLE LINE BY COUNTRY/ROI BY MODEL YEAR			
GLOBAL REFERENCE NUMBER : 2087			
LOCAL CAMPAIGN NUMBER : 02X50			
CAMPAIGN DESCRIPTION : 02X50 02-03 7.3L P131/Excursion adj pedal			
	2002	2003	TOTAL
Europe - Part of Affiliates			
NORWAY			
Ford			
F-SERIES OVER 8500 GVW	79	0	79
EXCURSION	173	0	173
SUBTOTAL NORWAY	252	0	252
SUBTOTAL Europe - Part of Affiliates	252	0	252
Other Affiliates			
AUSTRALIA			
Ford			
EXCURSION	0	1	1
SUBTOTAL AUSTRALIA	0	1	1
SUBTOTAL Other Affiliates	0	1	1
Canada			
CANADA			
Ford			
F-SERIES OVER 8500 GVW	6,536	2,162	8,698
EXCURSION	320	84	404
SUBTOTAL CANADA	6,856	2,246	9,102
SUBTOTAL Canada	6,856	2,246	9,102
Federalized Territories			
PUERTO RICO			
Ford			
F-SERIES OVER 8500 GVW	72	25	97
EXCURSION	15	3	18
SUBTOTAL PUERTO RICO	87	28	115
SUBTOTAL Federalized Territories	87	28	115
Non-Federalized Territories			
THAILAND			
Ford			
F-SERIES OVER 8500 GVW	1	0	1
EXCURSION	1	0	1

SUBTOTAL THAILAND	2	0	2
UNKNOWN COUNTRY			
Ford			
F-SERIES OVER 8500 GVW	59	11	70
EXCURSION	35	9	44
SUBTOTAL UNKNOWN COUNTRY	94	20	114
SUBTOTAL Non-Federalized Territories			
Ford			
F-SERIES OVER 8500 GVW	60	11	71
EXCURSION	36	9	45
	96	20	116
United States of America			
UNITED STATES			
Ford			
F-SERIES OVER 8500 GVW	66,188	20,937	77,125
EXCURSION	11,597	3,897	15,494
SUBTOTAL UNITED STATES	67,785	24,834	92,619
SUBTOTAL United States of America	67,785	24,834	92,619
VEHICLE LINE TOTALS			
Ford			
F-SERIES OVER 8500 GVW	62,935	23,135	86,070
EXCURSION	12,141	3,994	16,135
GRAND TOTAL	75,076	27,129	102,206
*** END OF REPORT - VEHICLE LINE BY COUNTRY ***			

[redacted]

From:	Mercier, Julie (J.A.)
Sent:	Wednesday, January 29, 2003 12:12 PM
To:	Ufford, Donald (D.A.); Osborne, William (W.H.); Dehne, Susan (S.M.)
Cc:	West, Gregory (G.S.); Guys, Philip (P.R.)
Subject:	03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Field Service Action Assigned: Customer Satisfaction Program 03B03

Reference:	**02X50 (For Recall & Service Programs Dept. Use Only)**
FRC Date:	**January 29, 2003**
Vehicles Affected:	**2002-2003 7.3L F-Superduty and Excursion**
Concern Description:	**Adjustable Pedal Sensor**
Supplier Resp:	**Yes**
14-D Author:	**Gregory Scott West**

The 14D author will be responsible for reviewing Prevent Action closure with Bill Osborne, Tough Trucks VC Engineering Director, no later than March 29, 2003.

This review will focus on implementation of Prevent Action (Step 13) requiring evidence of incorporation and overall quality of event including systemic root cause and appropriate prevent action selection to capture lessons learned.

Please contact Greg Oswalt for further information and direction. Provide Ramana Divakaruni (RDIVAKAR) with actual Prevent Action Closure Date (required for campaign metrics) and an electronic copy of the Prevent Action closure review paper. We request that the GCE CPS include the Field Service Action number & root cause information in their Fresh Eyes check list as appropriate.

Best Regards

Julie Mercier
FSA Coordinator
FCSD/Recall & Service Programs
DSCII #775
(313) 317-9266 Fax: 845-1024
jmercier@ford.com

FEDG-044 12561

KTP
ELECTRICAL HISTORY

AFL

Rayford Williams

Randy McLaud 456-8708

Verbadums.

how low failure occurred

Rick Jones ECI deep dive

Complete ★ emissions related defect report

EROR

what did GM do with failure

what was failure mode

[redacted]

Questions pertaining to the U137 Electronic Throttle Control Pedal

1. Electronic Throttle Controls parts from durability vehicles from the inception of programs; VN 127 and U137.
2. Durability Vehicle test data and log sheets; VN 127 and U137.
3. Vehicle durability tear down of the ETC and Ford sign off's; VN 127 and U137.
4. Temperature vehicle profile at part location; VN 127 and U137.
5. Temperature vehicle profile and the correlation to specification; all vehicles.
6. Change release history from; inception - product release – production – beyond.
7. Vibration vehicle profile; VN 127 and U137.
8. Vibration vehicle profile and the correlation to specification; all vehicles.
9. Ford system bench testing data and parts; VN 127 and U137.
10. Ford analysis of the system test bench parts; VN 127 and U137.
11. Warranty profile and demographics.
12. Ford 8D from the electrical problem.
13. Electrical problem dirty and clean point.
14. Hot trip data associated with the ETC and any temperature profiles; VN 127 and U137.
15. System FMEA; ~~all vehicles.~~
16. Duty cycle and customer use data; ~~all vehicles.~~

3/13

17 February 2003

[redacted]

From: Love, Keith (K.A.)
Sent: Thursday, September 25, 2003 8:22 AM
To: Souchock, Peter (P.D.)
Subject: FW: VOQ VINs

Pete, below are responses to the outstanding questions from our telecon with NHTSA yesterday, plus Scott Yon's follow up e-mail. They are as follows (and detailed below):

Telecon:
a) 5 pin vs. 10 pin connector usage. 5 pin is used with the two track (2nd gen) system and 10 pin is used with the three track (3rd gen) system.

Follow up questions:
1) The F Super Duty 6.0L diesel had only the three track (3rd gen) design.

2) Pedal efforts on the F Super Duty diesel vehicle ranges from 4.5 lbs. breakaway to 10 lbs. at wide open throttle.

Let me know if you need anything else.

-----Original Message-----
From: Liposky, Lawrence (L.J.)
Sent: Wednesday, September 24, 2003 5:31 PM
To: Love, Keith (K.A.)
Cc: Liposky, Lawrence (L.J.)
Subject: RE: VOQ VINs

Keith three things I owe you from today's discussion:

1.) Question on Five pin vs. Eight/Ten pin output. Five Pin hard-shell is specific to Two track design / Three pins for sensor signal and Two for Idle Validation Switch (IVS). Ten + Eight pin is specific to Three track design. We utilize Seven pins on Ten or Eight pin hard-shell. Redundancy as stated for Accel Pedal Position Signal (APPS). Break-down as follows;

5 pin-Single Track W/IVS
1 @ supply voltage
1 @ ground
1 @ output voltage
1 @ input @ IVS
1 @ output @ IVS

10/8 pin - Three Track
1 @ output voltage pedal position 1
1 @ output voltage pedal position 2
1 @ output voltage pedal position 3
1 @ common ground pedal position 1 + 2
1 @ ground pedal position 3
1 @ supply voltage pedal position 1 + 2
1 @ supply voltage pedal position 3

2.) Single track w/IVS usage was eliminated with introduction of 6.0L Diesel which incorporated Three track design.

3.) Minimum pedal effort breakaway requirement is lbs.. Efforts are more attribute driven, however must maintain returnability for FMVSS124 acceptability. Target for Super Duty is 4.5lb breakaway to 10lbs at wide open throttle.

Larry Liposky
Supervisor - Accelerator Controls
Tough Truck / Outfitters
Phone 24-81726
Pager 796-0949

[redacted]

-----Original Message-----
From: Love, Keith (K.A.)
Sent: Wednesday, September 24, 2003 2:57 PM
To: 'Yon, Scott'
Cc: Souchock, Peter (P.D.); Nevi, Ray (R.A.); Tokarsky, Michael (M.); Liposky, Lawrence (L.J.)
Subject: RE: VOQ VINs

Scott, I have researched the requested 2002MY F Super Duty/Excursion VINs and report the following:

VIN	MY	Series	Engine	Pedal
1FMSU43F22[redacted]	2002	Excursion	7.3L Diesel	Adjustable
1FMSU43F22[redacted]	2002	Excursion	7.3L Diesel	Adjustable
1FTNW20F02[redacted]	2002	F250 4x2 Crew Cab	7.3L Diesel	Adjustable
1FTNW21F72[redacted]	2002	F250 4x4 Crew Cab	7.3L Diesel	Adjustable
1FTSW31F32[redacted]	2002	F350 4x4 Crew Cab	7.3L Diesel	Adjustable

All these vehicles do indeed have adjustable pedals. Per our previous discussion, I added a "U" in the 5th position of the first VIN to create a valid number ("M" in the 3rd position requires "U" in the 5th).

Should have an answer to your other q's shortly.

-----Original Message-----
From: Yon, Scott [mailto:Scott.Yon@nhtsa.dot.gov]
Sent: Wednesday, September 24, 2003 11:59 AM
To: Love, Keith (K.A.)
Subject: RE: VOQ VINs

The VOQ only has 16 digits for the VIN field entry (I copied the data off our database electronically) but it shows the vehicle model as a 2002 Excursion, so I agree that the VIN should be as you guessed.

Thanks,
Scott

-----Original Message-----
From: Love, Keith (K.A.) [mailto:klove@ford.com]
Sent: Wednesday, September 24, 2003 11:19 AM
To: Yon, Scott
Subject: RE: VOQ VINs

Reviewing your VINS now. The first one is shy of a digit. I believe it should be as follows: 1FMSU43F22EB40332 (I added a U to the 5th position and found an Excursion). Please verify that this is correct.

-----Original Message-----
From: Yon, Scott [mailto:Scott.Yon@nhtsa.dot.gov]
Sent: Wednesday, September 24, 2003 10:40 AM
To: Keith Love (E-mail)
Subject: VOQ VINs

Keith,

Thanks for your help on this. There are only 5 VINs because two of the complaints reference the same vehicle which suffered two failures. The attached SS has the numbers.

Two other questions came up after we hung-up. Can you let me know if you can get answers to these? No hurry on number 2.

1) Was there a version of the 6.0L engine built with second generation (single track) ETC or was it only built with the third generation (triple track) system?
2) Is there a design intent throttle force that Ford uses on ETC based systems to get customer acceptable throttle feedback?

Can you advise your phone number? My details are below, feel free to contact me anytime.

Regards,
Scott

Scott Yon
U. S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigations
Rm 5326
400 7th Street SW
Washington, DC 20590
202-366-6761
Fax-202-366-1767

<<IE03048_VOQ_VINs.xls>>

[redacted]

From: Evangelista, Ello - Troy [eevangelist@TFXAuto.com]

Sent: Wednesday, July 25, 2001 10:30 AM

To: Tomas Skwirsk (E-mail)

Cc: Wally Crapps (E-mail); Daniel Villar (E-mail); Lisa Petrauskas (E-mail); Braniff, Greg - Troy; Reidel, Rolf - Troy; Teller, Bill - Troy; Franklin , Ben - Kendallville

Subject: ES lash testing (1 direction) vs. total lash

Tom,
I spoke to Ben Franklin our Quality Engineer and he would like to show the total lash instead of how ES currently stated. This is deemed a "SC" now so capability is required.

Can not show very good capability as ES written but able to show very good when total lash taken into account. Seems that our design has lash in one direction (per ES) more then other.

Therefore plant requesting that this be stated on drawings.
Please advise

Ello Evangelista
Program Manager - Pedal Systems
Teleflex Automotive Group

1,635 VINE ADDED TO
PROGRAM BEFORE LAUNCH.
FINAL
140 WAS NO LONGER IN 140
SYSTEM @ THAT TIME SO
UPDATE COULD NOT BE
MADE TO DOCUMENT.

4/24/01

ACTION ITEMS REQUIRED ON FEU PARTS

BRAKE

1) BONDS - 100% END OF LINE TESTED

2) NOISE TEST

MOTOR - COAT

3) CHANGE SENSOR CONNECTOR FOR BACKWARD COMPATIBILITY

DESIGN SCI - ADD NOISE TO LIST (?) BEN/BRIAN GET BUY IN FROM ANDY & FRED.

ACCEL - GAS

1) ADD TIE STRAP PRIOR TO SHIP

2) INVESTIGATE REDUCING PIVOT PIN CLEARANCE HOLE TO REDUCE LASH (DESIGN)

3) LATERAL TEST PARTS

4) NOISE TEST

ACCEL - DIESEL

1) RUN THRU ETC FINAL TESTER

2) ADD REINFORCEMENT PLATES

3) CHANGE SCEC LIST TO NEW LOADS

4) CHK ETC LOADS BOTH POSITION

MOTORS

1) CHANGE PIN TO NEW SUPPLIER "AA → AB" "BA → BB"

2) NOISE TEST

3) VERIFY WIRE HARNESS CONNECTION OK

4) CABLE ORIENTION OK

[redacted]

PE03-044 28403

414 101

ITEMS ON LINE THAT STILL NEED ACTION ON

1) BRAKE + ACCEL (OP #40)
- REVISE HOLDING FIXTURE TO CLEAR WELD - COMPLETE

2) BRAKE + ACCEL (OP #50)
- WORN BORE HOLE LOCATION HIGH FALLOUT
- VERIFY GUIDE RODS.
- POSSIBLE REWORK TOOLING

3) BRAKE TESTER (OP #80)
NOT WORKING - WORKING NOW BUT NEED ADJUSTMENT

4) BRAKE GUIDE ROD WELD
- WELD AROUND PART EXCESSIVE - REFINE

5) REINFORCEMENT ASSY.
- CHANGE OPER INSTRUCTIONS TO HAND ASSEMBLE SCREW FIRST THEN TORQUE
REMOVE MAGNET TIP

- VERIFY HOLE SIZE + LOCATION ON BRACKET

6) MOTOR/CABLE ASSY
- NOTCH FIXTURE TO CLEAR CABLE + SENSOR FOR CABLE PRESENCE/ORIENTATION

7) SCR/WASHER ASSY
- REVISE NEST
- VERIFY PROGRAMING

8) ETC - END OF LINE TESTER
- NOT WORKING CURRENTLY USING THRU DRAWING

9) OVERHEAD LIGHTS - ETC line

10) LABRIE DISPENSER AFTER ESV ASSY

11) THE STRAP ASSY NOT EXISTING

12) ACCEL - OVER 60 ADD STEP TO ADD ORG.

ITEMS ON LINE THAT STILL NEED ACTION ON

1) BRAKE + ACCEL (@ #40)
- REVISE HOLDING FIXTURE TO CLEAR WELD – COMPLETE

2) BRAKE + ACCEL (@ #50)
- WORK BEND HOLE LOCATION HIGH FALLOUT
- VERIFY GAUGE RODS.
- POSSIBLE REWORK FIXTURE

3) BRAKE TESTER (@ #80)
NOT WORKING - WORKING NOW
TEST NEED ADJUSTMENT

4) BRAKE GUIDE ROD WELD
- WELD DOWN PUCK EXCESSIVE - REPAIR

5) REINFORCEMENT ASSY.
- CHANGE OPER INSTRUCTIONS TO HAND ASSEMBLE SCREW FIRST THEN TORQUE
REMOVE MAGNET TIP

- VERIFY HOLE SIZE + LOCATION ON BRACKET

6) MOTOR/CABLE ASSY
- NOTCH FIXTURE TO CLEAR CABLE + SENSE FOR CABLE PRESENCE/ORIENTATION

7) SCR/WASHER ASSY
- REVISE NEST
- VERIFY PROGRAMING

8) ETC - END OF LINE TESTER
- NOT WORKING CURRENTLY USING THRU DOWNARD

9) OVERHEAD LIGHTS - ETC line

10) LOOSE DISPOSER AFTER ETC ASSY

11) TIE STRAP ASSY
NOT EXISTING

12) ACCEL - OVER 60 AND START TO BE OVER.

PE03-644 28488

4-5-01 U137 F.E.U. READINESS (FEU: 4-19-01)

A) HOW TO ASSURE EOL PART IS ID'd & SHIPPED CORRECTLY

[DBL CHK THAT THIS IS ALL CAPTURED ON PFMEA & CONTROL PLAN]

- HOW TO PROTECT ASSY'S MADE W/CORRECT COMPONENTS

  1) BRAKE PEDAL RATIO → PFMEA / C.P. / POKA YOKE

  2) a) ACCEL BRACKET (DSL NHS STOPS) → PFMEA / POKA YOKE
     b) " CABLE RETAINER → " "

FAILURE:
* HI IDLE
* NO W.O.T.

ACCEL: EXT PLATE INTRO - OP20 → POKA YOKED 30, 40, 50
BRACKET INTRO - OP60 → POKA YOKE BOTH EXT. & BRKT

BRAKE: EXT PLATES FM MEYER → SENSED IN WELDER
INTRODUCED - OP20 → POKA YOKED 30, 40, 50
BRACKET INTRO - OP60 → POKA YOKE BOTH EXT. & BRKT

GAS VS DSL VERIFIED IN FINAL TEST

30 pcs CAP Study on Motor Mount Area Variance

[redacted]

4-5-01 U137 F.E.U. READINESS (FEU: 4-19-01)

SHIPPING ISSUES

- PACKAGING FOR MOTORS (DEARBORN PKG HAS CONCERNS W/CONTAINER LENGTH)
- ALLEN TIE STRAP IS "GO" AT THIS TIME
- ~~BRAKE TIE STRAP IS "MAYBE"~~ > DUE TO BE CLOSED by 4-13-01 ELIO E. to f/up

PER JEFF KOPP WILL SHIP FLAT. B HAMMOND TO CONFIRM PKG

* LINE ISSUES

- CHANGES TO LINE FOR DESIGN CHGS TO BE DONE by 4-13-01
- CREATE LIST OF CHANGES PER OP. W/DATES : M. FOREMAN

2000 MY TOP COIS POWERTRAIN ISSUES FOR P131 U137

7.3L DIT Issues

Concern Title	Champion	# of Reports	COIS Folder #	Status
Turbo Loud	J. Williams M. Greenawalt	74	998500,005094	Working on a Development plan to incorporate the exhaust isolator.Durability testing in progress.
7.3L Engine/Exhaust Moan	C. Atkinson	42	998187	No fix planned at this time
7.3L Fuel Gel issue	Pat DeMarco Doug Fyfeman Bob McClinsmi	35	998186	Crash testing Vehicle #1 completed on 6/25/00. 268 AWS claims for 2000MY (January & February) reviewed by PT Quality Team. 15 Claims for Fuel-Gel(.4 R/100). The cost of the service fix package is approx. $500.00. Bob McClinsmi recommends that this be released as a service fix only. CR#1113987 Input by Bob McClinsmi for >8500 PT deck-Engineering review. D.P. waiting for Supplier cost & timing- ** Production Fuel conditioner for 2003 will NOT cure the Fuel-Gel issue-D.P **

6.8L V-10 Concerns

Concern Title		# of Reports	COIS Folder #	
6.8L Exhaust Drone	J. Antel Keith Rutledge	70	998054,997488	Production:Y-pipe/catalyst calibration change timed for 9/18/00 implementation at KTP Service:Certification releases are approved. Part requests submitted and approved on 10/17/00. TSB submitted on 10/19/00-Waiting for approval.
6.8L Cat Exhaust Flutter	J. Antel Keith Rutledge	59	998541,998473	Production:Y-pipe/catalyst calibration change timed for 9/18/00 implementation at KTP Service:Certification releases are approved. Part requests submitted and approved on 10/17/00. TSB submitted on 10/19/00-Waiting for approval.
6.8L Engine Stalls	Jeff Keeler Carl Simms Paul Rundley Bill Watson Adam Danes Dan Capp Derek Schutzler	22	998497,001856	New 4-Pin/6 IAC Valve testing at IEL on 6.8L in September. Contamination testing successful on 4.6L SOHC at IEL Test Labs. Calibration Team fired-up to get new design in 2003-Parts in October. IAC Valves received from Hitachi. Engineering on 11/2/00-Cold Weather/High Altitude testing in progress-Per Keith Rutledge

5.4L V-8 Concerns

Concern Title		# of Reports	COIS Folder #	
5.4L Check Engine Light P0353-359	P.Fendrill K.Rutledge	14	002345	Concern closed-SSM #13867 issued on ignition coil. Code released on 2/21/00 Per Keith Rutledge
5.4L Engine Stalls	P.Fendrill K.Rutledge	14	997711	Keith Rutledge contacted the National Service Hotline on 8/16/00. Investigation in progress. IAC Valves for calibration scheduled for week of 11/6/00

2001 MY TOP CQIS POWERTRAIN ISSUES FOR P131 U137

7.3L DIT issues

Concern Title	Champion	# of Reports	CQIS Folder #	Status
LOWER ENGINE KNOCK		14	6831	
FUEL CRACKLE		14	6673	
LOW OIL PRESSURE - Cust. Built units		15	7022	

6.8L V-10 Concerns

Concern Title	# of Reports	CQIS Folder #	
6.8L ENGINE REPLACEMENT	18	5904	- Engine noise / knock

5.4L V-8 Concerns

Concern Title	# of Reports	CQIS Folder #	
5.4L ENGINE REPLACEMENT	8	6932	- Engine noise / knock - coolant in oil - oil leak

4R100 CONCERNS

NO 1-2 UPSHIFT/TRANS FAILURES	72	6212	
NO ENGAGEMENT	5	5896	- No engagement / Slips
NO UPSHIFT (REPLACED TRANS)	5	9445	
RETURN AFTER 00B54 TRANS REPLACEMENT	4	6967	- No engagement / Slips

3 after 9/15/00 "clean date"

MANUAL TRANSMISSION

5SP - 4TH GEAR JUMPOUT	5	6987	

P503-844 11955

Any questions regarding this report should be directed to Rhae Suarez (RSUARE28) or Curt Hale (BHALE1)

12/07/2000

FCSD Technical Hotline Concern Tracking List
7.3L POWERSTROKE DIESEL
NOVEMBER 200

Name: [redacted]
Phone: 31-79337
CDS ID: [redacted]

Start Date	Vehicle Concern	Call Volume			Service Messages				Service Action		CSF		Additional Comments
	Description	Month	Total	History	Hotline ISM	OASIS SSM	TSB	ONP Recall	Current Recommendations	Repair Effectiveness	Y/N	Number	
09/01/1999	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL LACKS POWER	126	1749	MAY-96 JUN-84 JUL-103 AUG-113 SEP-97 OCT-123	99-11-40	11619 13568	98-17-16 99-06-04 97-15A 98-18-11		Verify the fuel pressure under a load 60-65, check for a restricted air filter, check for popped off CAC tubes, run performance sheet. Check for fuel inlet restriction, possible plugged fuel pickup for low pressure under a load.	90% EFFECTIVE IF DIRECTIONS ARE FOLLOWED BETWEEN TSB'S AND HOTLINE RECOMMENDATIONS	N		THE CONCERNS OF FUEL GELLING AND AIR FILTER RESTRICTIONS ARE BEING LOOKED AT BY POWERTRAIN DEVELOPMENT
09/01/1999	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL MISSES/ROUGH IDLE	176	2162	MAY-149 JUN-189 JUL-195 AUG-165 SEP-152 OCT-157		12649 14299	00-06-10		Check for contaminated fuel, possible scored injectors pre 12-7-98 production. Use ROTUNDA IPA part# 164-R2535 to perform manual cylinder contribution test using NGS or WDS and pid MFDES.	95% EFFECTIVE WHEN HOTLINE DIAGNOSIS AND ROTUNDA'S IPA ARE USED.	N		
09/01/1999	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL CRANK NO START HARD START	184	1858	MAY-87 JUN-85 JUL-107 AUG-106 SEP-117 OCT-146	00-06-57 00-06-28	12562 12563 11776	97-15A PG 97		Perform the crank no start diagnostics sheet, with no communications with the PCM. Check the powers and grounds at the PCM. Check for v-ref at pin 90. If no v-ref at pin 90 then start unplugging 3 wire sensors, starting with the EBP (most common).	95% EFFECTIVE IS ALL HOTLINE AND TSB'S ARE FOLLOWED.	N		

PE03-044 11895

FCSD Technical Hotline Concern Tracking List
7.3L POWERSTROKE DIESEL
NOVEMBER 200

Name: [redacted]
Phone: 31-79337
CDS ID: [redacted]

Start Date	Vehicle Concern	Call Volume			Service Messages				Service Action		QSF		Additional Comments
	Description	Month	Total	History	Hotline ISM	OASIS SSM	TSB	ONP Recall	Current Recommendation	Repair Effectiveness	Y/N	Number	
09/01/1999	1999-2000 MY E, F-Series, Excursion 7.3L DIESEL ENGINE KNOCKS	42	1329	MAY-77 JUN-125 JUL-98 AUG-78 SEP-43 OCT-49	00-09-015		98-17-16 00-10-01 00-22-00 00-23-05		On early 99's built before 12-7-98 use TSB 00-23-05, on 99.5 and 2000 use TSB 00-22-00	80% EFFECTIVE DEPENDING ON ELEVATION AND AMBIENT TEMPS.	N		SSM HAS BEEN WRITTEN FOR EARLY 1999 DI'S .
09/01/1999	1999-2001 MY E, F-Series, Excursion 7.3L DIESEL OIL CONSUMPTION	55	609	MAY-38 JUN-33 JUL-36 AUG-35 SEP-28 OCT-37		11982	97-15A PG 122 99-6-4		Verify the capacity with the oil change 14qts on a pre 12/7/98 and 15qts on a after 12/7/98 with filter. Make sure the air filter is not restricted, then use TSB 97-15A, pg 122 for further diagnostics.	95% EFFECTIVE IF HOTLINE AND TSB 97-15A IS FOLLOWED.	N		
09/01/1999	1999-2001 MY E, F-Series, Excursion 7.3L DIESEL STALLS WHEN DRIVING/IDLE	76	876	MAY-49 JUN-44 JUL-54 AUG-55 SEP-71 OCT-57	00-06-28	12649 13743	97-15A pgs 124-129		Verify if the injectors are scuffed. Check the fuel pressure. If in a cold climate, check for fuel gelling. If in a warm climate check for the restriction in the fuel tank, check for a loss of ICP or rpm signal, monitor the powers and grounds at the PCM.	50% EFFECTIVE BECAUSE OF THE COLD FUEL GELLING CAN STILL HAPPEN WITH THE ADDITIVE INSTALLED.	N		

FE03-944 11897

FCSD Technical Hotline Concern Tracking List

7.3L POWERSTROKE DIESEL

NOVEMBER 200

Name: [redacted]
Phone: 31-79337
CDS ID: [redacted]

Start Date	Vehicle Concern	Call Volume			Service Messages				Service Action		QSF		
	Description	Month	Total	History	Hotline ISM	OASIS SSM	TSB	ONP Recall	Current Recommendations	Repair Effectiveness	Y/N	Number	Additional Comments
9/1-199	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL OIL LEAKS AT CAC COLD SIDE	41	777	MAY-72 JUN-57 JUL-16 AUG-57 SEP-15 OCT-23		11982	99-6-4		Check for the engine being overfilled with oil. Also check to see if the air filter is restricted. Check the cop to determine if it is a base engine concern.	50% EFFECTIVE POSSIBLE DESIGN CHANGE NEEDED.	N		POWERTRAIN DEVELOPMENT IS LOOKING INTO THIS CONCERN
09/01/1999	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL CRUISE SURGE/BUCK JERK WITH THE CRUISE CONTROL ON OR STEADY THROTTLE	23	658	MAY-33 JUN-43 JUL-42 AUG-45 SEP-36 OCT-43		12676 11854 12696 14434			Advise the dealers to recalibrate the pcm to repair concern using ssm 14434.	90% EFFECTIVE FOR 98, 99.5, 00 and 01	Y	700039	TSB SHOULD BE RELEASED BY NOVEMBER 15T, 2000
09/01/1999	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL POOR MILEAGE	43	528	MAY-21 JUN-35 JUL-19 AUG-27 SEP-19 OCT-31		13988	97-08-06 99-26-09		Perform the performance diagnostic sheet and then verify the mileage on a 60 mile road test at 60 miles an hour. Advise the tech to let customer know to drive the vehicle in the power band of 2200 to 2800 rpms.	75% EFFECTIVE SOME CUSTOMERS EXPECTATIONS CAN'T BE REPAIRED.	N		
09/01/1999	1998-2001 MY E, F-Series, Excursion 7.3L DIESEL PLUGGED OR RESTRICTED AIR FILTERS USED IN SEVERE DUTY APPLICATIONS	16	239	MAY-10 JUN-28 JUL-10 AUG-14 SEP-7 OCT-16			98-16-11 99-06-04		On early 99 DI's built pre 12-7-98, install filer housing from TSB 99-6-4, if built after that point file EDSR'S on all vehicles.	10% EFFECTIVE IF VEHICLE IN VERY SEVERE ENVIRONMENT.	N		3" filter went into production 11-20-00

PE83-044 11888

FCSD Technical Hotline Concern Tracking List

7.3L POWERSTROKE DIESEL

NOVEMBER 200

Name: [redacted]
Phone: 31-79337
CDS ID: [redacted]

Start Date	Vehicle Concern	Call Volume			Service Messages				Service Action		QSF		Additional Comments
	Description	Month	Total	History	Hotline IBM	OASIS SSM	TSB	ONP Recall	Current Recommendations	Repair Effectiveness	Y/N	Number	
09/01/1999	1999-2001 MY E, F-Series, Excursion 7.3L DIESEL EXHAUST SMOKES	23	355	MAY-24 JUN-25 JUL-24 AUG-30 SEP-18 OCT-22		4301 10814	97-15A PG 120		Use TSB 9-15A pg 120. Check for excessive crankcase pressure/low compression. Check the cetain of the fuel, needs to be 40+. Use a temp probe on the exhaust manifolds to determine a rotter cylinder (black smoke), or cooler (white smoke). And replace the suspect injector and retest.	90% EFFECTIVE BECAUSE SOME CUSTOMERS WILL NOT ACCEPT A SMOKE THAT IS A CHARACTERISTIC OF THE VEHICLE.	N		

[redacted]

F250-044 11/99

O/8500# QRT FLEET ISSUES

CCC	Fleet	Concern Description	Champion	Current Status	Date	Projected Close Date
D60	Northwestern Resources	Wiring convolute wearing through CAC tubes	Jeff Christensen	C11891756. Heater hose convolute changed to "Sealco-Skin".	6/16/00 (A)	CLOSED
P58	Northwestern Resources	Shift cable breaks	Jim Thomas	Jul 00 - J. Holmen verified correct assembly process being followed at KTP.	Jul-00 (A)	CLOSED
				Assembly process changed Apr 99. The three trucks with broken cables were built in May 99.		
P52	Northwestern Resources	Manual hublocks freeze	Todd Nunley	C11884536. Dist seal design changed from an O-ring to a U-cup.	9/8/00 (A)	Dec-00
				New design installed at MWR. Previous test samples failed.	Aug-00 (A)	
				Key-life test developed.	9/5/00 (A)	
				Key-life test fixture complete.	11/10/00 (A)	
				U-cup seal in production.	12/15/00 (S)	
				OOE testing complete.	12/22/00 (S)	
				Results evaluated. Course of action proposed for further improvements, if necessary.		
L72	Suncor Energy	4R160 / E400 front seal / torque converter failures	Rex Fatula	Original proposal - metal stamping surrounded by Viton or Silicone (better temp resistance / able to withstand power wash process). Quotes from FNOK ($8.44) and Chicago Rawhide ($8.58) for revised seal vs. existing seal cost of $0.12 deemed unacceptable.		Feb-01
				Design complete. Engineering direction is injection molded nylon design. Piece cost: $.18 (delta = $.06). Tooling: $12K.	10/17/00 (S)	
				Prevcost and validation of new design complete.		
				C16231855. Revised seal released.		
				Parts available (18 weeks from design completion).	2/24/01 (S)	
P24	Suncor Energy	Clutch disc fails	Phil Thomas Michael De Guise	C11046760. Revised clutch disc released.	8/22/00 (A)	Dec-00
				Bench test developed to reproduce failure	9/11/00 (A)	
				Field failure reproduced in Reuth test vehicle.	9/15/00 (A)	
				C11142148. Revised spec (higher temp capacity) grease for cement bearing released. IPD at KTP - 11/15/00.	10/24/00 (A)	
				C11150484. Clutch disc assy with larger diameter retainer plate on flywheel side of disc released. Parts available for production 1/24/01.	12/15/00 (S)	
				C11151194. Revised design bearing (larger bearings) released. Parts available for production 2/1/01.	12/15/00 (S)	
D50	Suncor Energy	Crankshaft position sensor failure (S.E.)	Frank Kadhesia Pete Pandolfi Keith Kalledge	Parts return request submitted for old/failed parts. Parts previously sent from Suncor (1) and dealership (2) were lost.	6/23/00 (A)	OPEN
				Crankshaft position sensor returned.	10/26/00 (A)	
				ID received from Wabash. Report out at QRT.	12/1/00 (S)	
L72	Suncor Energy	Transmission fluid leaking at dipstick tube - 4R160	Ricardo Gallindo Kevin Stirling Ed Andersen Dean McClenaghen	Root cause of trans fluid leak is plugged vent tube caused by severe duty environment.	7/17/00 (A)	Aug-01
				PTSE Program Manager approves proposed course of action.	8/29/00 (A)	
				Test equipment ordered.	9/5/00 (A)	
				Instrumentation mounting package developed.	1/12/01 (S)	
				Instrumented two (2) Suncor vehicles to gather data on auto trans field operating temperature and radiator top tank temperature, with and without in-tank trans oil cooler (winter).	2/13/01 (S)	
				Summer data gathered.	7/27/01 (S)	
				Reviewed data. Course of action proposed.	8/31/01 (S)	

Prepared by: Ricardo Gallindo
QRT Fleet Issues.xls

(A) Actual; (S) Scheduled
Revised: 1 Dec 00

O/8500# QRT FLEET ISSUES

CCC	Fleet	Concern Description	Champion	Current Status	Date	Projected Close Date
826	Zachry Construction	Excessive oil consumption	Ron Greenevelt Pete Fantelli John Lintol	Remove worst performing engine for detailed tear-down analysis. Tear-down analysis complete.	12/22/99 (B)	OPEN
				Evaluate idle time versus actual mileage. Ron Greenevelt / John Lintol will handle the installation of hour meters on two fleet vehicles. Evaluation on hold pending results of engine tear-down.		
L86	Northwestern Resources	T-case engagement indicator switch failure	Eric Pietras Gary Pesek	Part returned by NWR had severe contamination in the connector, all 4 unplugged while in service and then reconnected with internal dirt/debris, causing a faulty connection.		OPEN
				60 received from NVG / Pollak. Exact root cause undetermined. Single occurrence. Unable to pursue further without additional failed parts.	7/17/00 (A)	
				Two (2) failed pressure switches returned. Parts sent to NVG / Pollak.	9/27/00 (A)	
				Seven (7) failed pressure switches returned. Parts sent to NVG / Pollak.	10/26/00 (A)	
				Response to RFQ for revised switch rec'd from Pollak. Pollak has completely redesigned part to meet 35IF design requt. -New design is costly and will require long lead time.	11/3/00 (A)	
				Perform additional vehicle testing to refine temp reqmts for switch.		
				Perform joint (NVG / Pollak) tear-down analysis to verify failure mechanism.		
				60 qty from NVG / Pollak.		
				Release revised indicator switch.		
				Implement revised design indicator switch.		

CSD11101 G CSSTEP05 APPLY NAVIS EXTRACT AUDIT/CONTROL REPORT

Rich, 03B03 Load

CAMPAIGN	EXTRACT RECORDS IN	PROCESSED	REJECTED
03B03	101,206	101,206	0
TOTALS:	101,206	101,206	0

CAMPAIGN	PLANT	PLANT RECORDS BEGIN DATE	END DATE
03B03	E	20010320	20021017
03B03	N	20010731	20011221

RESPONSIBLE DEALER USED :	99,895
SHIP TO DEALER WITHIN 100 MILES:	0
FACING DEALER WITHIN 100 MILES :	0
PROXIMITIZED FORD DEALER USED :	1,311
PROXIMITIZED MER DEALER USED :	0
SHIP TO DEALER (NO NAME) USED :	0
FACING DEALER (NO NAME) USED :	0
SHIPTO BODY BUILDER DEALER USED:	0
FACING BODY BUILDER DEALER USED:	0
DEFAULT '181000' DEALER USED :	0
DEFAULT '4H1569' DEALER USED :	0
DEFAULT '59X440' DEALER USED :	0
DEFAULT 'J05765' DEALER USED :	0
JCL RESPONSIBLE DEALER USED :	0
JCL FACING DEALER USED :	0
JCL SHIP TO DEALER USED :	0
JCL DEFAULT DEALER USED :	0
NEW VEHICLE PROCESSED:	0
EXISTING VEHICLE PROCESSED:	101,206

[redacted]

Hirtzel, Rich (R.J.)

From: Rivera, Santos (S.)
Sent: Tuesday, February 04, 2003 2:09 PM
To: Wooten, Richard (R.L.); Hirtzel, Rich (R.J.)
Cc: Foster, Greg (G.); Adorjan, Phil (P.); Gerstenberger, Mark (M.)
Subject: 03B03 - Pay Status Confirmation

This Labor Operation has been set to pay in GSLTS with an effective date of Nov. 1,2002 for 2002-2003 F-Super Duty 4x2/4x4 and Excursion 4x2/4x4.

03B03B.....Clear Continuous codes and replace the accel. pedal.....0.4hrs

SANTOS RIVERA
Service Labor Time Standards Analyst
Ford Consumer Services Group
Tel 313-84-55122 Fax 313-390-8727
srivera5@ford.com

Hirtzel, Rich (R.J.) [redacted]

From: Rivera, Santos (S.)
Sent: Tuesday, February 04, 2003 7:11 AM
To: Hirtzel, Rich (R.J.)
Subject: RE: 03B03 Attach III

Hi Rich

This looks good, I'm going to set it to pay with the 0.4hrs.

SANTOS RIVERA
Service Labor Time Standards Analyst
Ford Consumer Services Group
Tel 313-84-55122 Fax 313-390-8727
srivera5@ford.com

-----Original Message-----
From: Hirtzel, Rich (R.J.)
Sent: Monday, February 03, 2003 4:01 PM
To: Rivera, Santos (S.)
Subject: 03B03 Attach III

For your review
<< File: 03B03_d1.pdf >>
I'll take any changes you want made Santos.

Richard J. Hirtzel
rhirtzel@ford.com
313-317-4997
Knowledge is Power!

[redacted]

Hirtzel, Rich (R.J.)

From: Wooten, Richard (R.L.)
Sent: Wednesday, February 05, 2003 12:07 PM
To: Hirtzel, Rich (R.J.)
Subject: RE: 03803 Adjustable Accelerator Pedal

OK, no changes.

Rick Wooten
ACES Controls
Phone (313) 845-4393 FAX (313) 845-4408
Mail Drop 3NE-1D, Regent Court Building
Room 3N491 (3rd Floor North)

-----Original Message-----
From: Hirtzel, Rich (R.J.)
Sent: Wednesday, February 05, 2003 9:23 AM
To: Wooten, Richard (R.L.)
Subject: 03803 Adjustable Accelerator Pedal

Please give me your approval as soon as possible (sometime today)
Thanks Rick

<< File: 02X50AdjPedalLetters.doc >> << File: 03803_d1.pdf >> << File: Pg1Cust.pdf >>

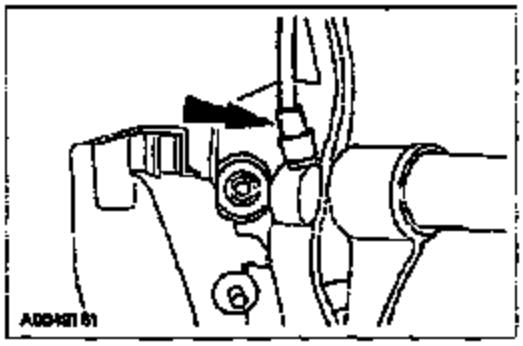
Richard J. Hirtzel
rhirtzel@ford.com
313-317-4997
Knowledge is Power!

REPAIR TIME: .3 hrs R&R
w/o DIESEL CODE

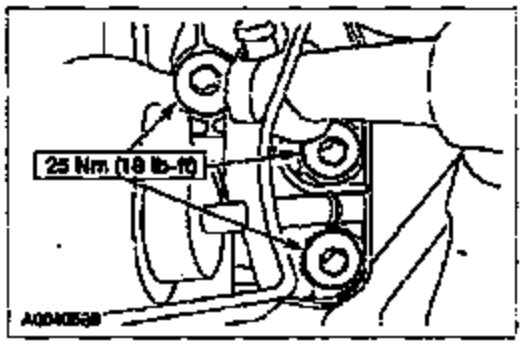
Accelerator Pedal —Adjustable, Diesel Engines

Removal and Installation

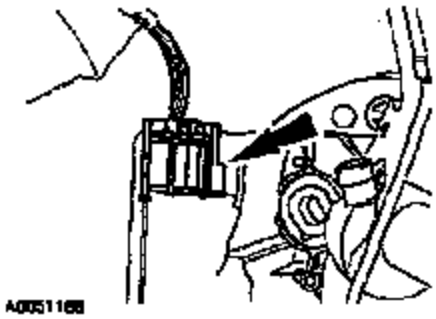
1. Position the accelerator pedal in the most rearward (toward the driver) position.
2. Disconnect the accelerator pedal adjuster cable.



3. Remove the bolts and position the accelerator pedal aside.



4. Disconnect the electrical connector, and remove the accelerator pedal.



PE03-044 20157

5. To install, reverse the removal procedure.
   - If a new accelerator pedal is being installed, make sure the brake pedal is in the most rearward (toward the driver) position before connecting the accelerator pedal adjuster cable.

ADJUSTABLE ACCELERATOR PEDAL REPLACEMENT

AFFECTED VEHICLES: **CERTAIN 2002 AND 2003 F-SUPER DUTY AND EXCURSION MODELS EQUIPPED WITH A 7.3L DIESEL ENGINE**

OVERVIEW

This procedure will direct you to replace the adjustable accelerator pedal assembly and clear any DTCs. No diagnosis is required.

SERVICE PROCEDURE

NOTE: Do not perform any diagnosis. Simply replace the pedal, then clear any DTCs present.

1. Replace the adjustable accelerator pedal assembly as outlined in Section 310-02 of either the 2002 or 2003 F-Super Duty/Excursion Workshop Repair Manual.
2. Clear all DTCs using the appropriate scan tool.

Ford Motor Company

DEARBORN, MICHIGAN 48121
01/03

RTS

```
** BEGIN  PROGRAM :       CS011102                032503
GSAN SEGS READ 1.         0001635
PART DIST SEGS WRITTEN :  0000000
VENDOR SEGS WRITTEN :     0001564
PART LAB SEGS WRITTEN :   0001635
PART SUNH SEGST WRITTEN : 0001635                                0000000
** END  PROGRAM :         CS011102                032503
```

R:J

03B03 - Soft A-

CS011101 G CSSTEP05 APPLY NAVIS EXTRACT AUDIT/CONTROL REPORT

CAMPAIGN	EXTRACT RECORDS IN	PROCESSED	REJECTED
03B03	1,635	1,635	0
TOTALS:	1,635	1,635	0

SUPPLEMENT CODE : A

CAMPAIGN	PLANT RECORDS PLANT	BEGIN DATE	END DATE
03B03	E	20010613	20021017
03B03	M	20010823	20011220

RESPONSIBLE DEALER USED :	1,224
SHIP TO DEALER WITHIN 100 MILES:	0
FACING DEALER WITHIN 100 MILES :	0
PROXIMITIZED FORD DEALER USED :	266
PROXIMITIZED MER DEALER USED :	0
SHIP TO DEALER (NO NAME) USED :	2
FACING DEALER (NO NAME) USED :	46
SHIPTO BODY BUILDER DEALER USED:	0
FACING BODY BUILDER DEALER USED:	0
DEFAULT '181000' DEALER USED :	97
DEFAULT '4H1569' DEALER USED :	0
DEFAULT '59X440' DEALER USED :	0
DEFAULT 'J05765' DEALER USED :	0
JCL RESPONSIBLE DEALER USED :	0
JCL FACING DEALER USED :	0
JCL SHIP TO DEALER USED :	0
JCL DEFAULT DEALER USED :	0
NEW VEHICLE PROCESSED:	375
EXISTING VEHICLE PROCESSED:	1,260

[redacted]

Ford

ENGINEERING SUBSYSTEM

Subsystem Name:
Adjustable Brake and Accelerator Subsystem

Model Year:	Vehicle/Program ID	Engineering Office/PEO/PMT:	Date
2002	P131/U137	PMT 109	12/14/00

If you answer "No" to any of the following questions, please indicate shortfall and recovery plan on attachments

Product Engineering

1. Have all SUBSYSTEM, SYSTEM, AND Total Vehicle Functional Objectives been met?
   X Yes No

2. Has 100% of DVP&R Testing been completed successfully?
   ☐ yes X No 3/5/01 – completion date

3. Has all COMPANY GENERATED REGULATORY CERTIFICATION and SAFETY GUIDELINES documentation
   been completed (see FAP03-202)?
   X Yes No

4. Are PRODUCT ENGINEERING CRs closed, validated, and containable to support IPP?
   ☐ Yes X No C11157559 to be closed 2/1/01

5. Are 100% of ALL Parts projected ready for IPP at PSW level?
   ☐ Yes X No 6/4/01 is the PSW date

6. Are all CRITICAL Parts identified?
   X Yes ☐ No

7. Have Service Parts been released on WERS (including service fields filled in) and submitted to PCSD?
   X Yes ☐ No

8. Have Service Diagnostics, owner and shop manual publications, training and unique tool requirements been identified signed off?
   X Yes ☐ No

MANUFACTURING ENGINEERING

9. Have VEHICLE OPERATIONS Process Sheets been completed?
   ☐ Yes X No Completion 3/5/01

10. Has Manufacturing Process Capability been demonstrated through the use of surrogate parts?
    X Yes ☐ No

11. Has ASSEMBLY PROCESS CAPABILITY been demonstrated through the use of surrogate parts?
    X Yes ☐ No

12. Has FIT AND FINISH (Craftsmanship) been met?
    X Yes ☐ No

Engineer/PMT Leader	Manager/Project Manager
Lisa Petrauskas/Phil Benckeliere	Tom Walsh

2001 P131/U137 CSE PROGRAM - MAJOR/MINOR RISK STATUS SUMMARY

#	Manager/ Supervisor	PMT	Issue/Status	Resolution Plan	MAJOR Eng. Risk (Test validation issue)(X)	MINOR Eng. Risk (Test validation issue)(X)	Assy. Issue @ PSW Yes/No	Late PSW @ 4p Yes/No	Risk @ Engrg S/O 3/1/01	Risk @ 4p	Risk @ PEU 4/23/01	Risk @ Job #1 7/26/58	No Risk Date
1	Phil Beuckelaere	109	Late DV Life Cycle Test	Complete Test on 3/5/01		X	No	N/R	Minor	N/R	No Risk	No Risk	3/5/2001

[redacted]

[redacted]

ENGINEERING SUBSYSTEM SIGN-OFF

Subsystem Name	Record Copy Stamp
Adjustable Pedals	

Model Year	Vehicle/Program ID	Engineering Office/PEO/PMT:	Date
2002	P131/U137	PMT 108	12/14/00

I. Subsystem Description

03.18.01 Adjustable Accelerator Pedals
06.06.02 Adjustable Brake Pedals

II. Subsystem Design Objective Assessments (include functional image as applicable)

III. Risk Assessment (Risk vs. Program Objectives, VOR, FVS and Customer Satisfaction)

Issues/Resolutions	Current Risk	EP Risk
Late Life Cycle DV Testing	Minor	Minor

Engineer/PMT Leader	Manager/Project Manager
Lisa Petrigalski/Phil Bouckelaere	Tom Walsh

2002 P131/U137 CSE PROGRAM

ENGINEERING SIGN-OFF SUMMARY ~ Adjustable Pedals

A) **Program Risk Assessment**
(Summarize # of major crisis and expected dates to convert to minor/no risk)
Adjustable Pedals Life Cycle DV testing for verification of concern C11157559 scheduled for completion on 3/5/01.

B) **Functional Attributes**
Complies with Functional Requirements

C) **PMT Sign-Off Checklist (Form FAO 816)**
(list PMT's included here)

PMT 10B - Brakes

D) **Program DVP&R Test Status**
(Summarize test % complete and expected 100% complete dates here. If more than 5 tests then list in the Excel form)

DVP&R 98% Complete.
Life Cycle Test scheduled completion 3/5/01.

E) **Product Engineering Concern Status**
(Summarize # concerns unresolved and expected resolution dates-parts released)
Three concerns

- C11157559: Drop Test Failure – waiting for cost resolution 2/1/01

F) **PSW Part Status for IPP**
(Summarize # parts not making PSW at IPP and total # parts, % making PSW at IPP)
6 parts not making PSW at IPP. Total of 6 new parts.
0% PSW at IPP

G) **WCR Risks and Deviations**

None

H) **Compliance Demonstration Plan and Report (CDP&R) Status**

Complete.

2002 P131/U137 - ENGINEERING SIGN-OFF

UNRESOLVED CONCERN SUMMARY

CONCERN NUMBER	ISSUE	RESOLUTION DATE	FUNCTIONALITY IMPACT (Y/N)
C11157559	Drop test failure (Adj. Accel & Brake) -Authorization held up for cost.	2/1/01	Yes

2002 P131/U137 CSE PROGRAM - ENGINEERING SIGN-OFF

PSW PART AVAILABILITY/MANUFACTURING PROCESS CAPABILITY STATUS

Forecast the part availability for 1PP @ PSW level and demonstrating manufacturing process capability

Total number of parts required for 1PP @ PSW level: 6

Number of parts available for 1PP @ PSW level: 0, (0)%

Number of parts not demonstrating Manufacturing Process Capability: 0, (0)%

For the Parts Not Available at 1PP:

Activity (Insource/ Supplier)	Part Description	Part Number	Alert Number to Support 1PP	Projected PSW Date
Teleflex	Adj. Accel. Pedal – Diesel	2C35-9F836-AB	A11186594	6/4/01
Teleflex	Adj. Accel. Pedal – Gas	2C35-9726-AB	A11186594	6/4/01
Teleflex	Adj. Brake Pedal – Gas	2C35-2450-CB	A11186594	6/4/01
Teleflex	Adj. Brake Pedal – Diesel	2C35-2450-DB	A11186594	6/4/01
Teleflex	Motor Assy - Adj. Brake – Non Memory	2C34-9G664-AA	A11186594	6/4/01
Teleflex	Motor Assy - Adj. Brake – Memory	2C34-9G664-BA	A11186594	6/4/01

2002 P131/U137 CSE PROGRAM - ENGINEERING SIGN-OFF

MAJOR RISK OR MINOR RISK
(Please Circle Risk)

ISSUE:

Adjustable Pedals

CHAMPION:

Lisa Petrauskas

DESCRIPTION:

Late change to resolve drop test concern has delayed the Adj. Pedals Life Cycle DV test.

RESOLUTION PLAN:

Complete Adj. Pedal Life Cycle DV Test on 3/5/01

OUTLOOK:

High confidence for successful completion of Life Cycle Test with drop test fixes.

Prior level design has successfully completed test. Changes required to meet drop test are judged to have little or no effect on life cycle performance.

RISK ASSESSMENT @ JOB #1 Major or Minor

No Risk at Job #1

[redacted]

From: Jones, Rick (W.P.)
Sent: Friday, December 06, 2002 9:39 AM
To: Setili, Frank (F.E.); Trzeciak, Robert (R.T.)
Cc: Liposky, Lawrence (L.J.)
Subject: FW:

Hi guys, there was a tech review yesterday before CCRG and it was requested that ECI do an investigation on this issue. I'm not sure which one of your groups it belongs to, but please decide and get back to Larry with the results. Thanks.

-----Original Message-----
From: Liposky, Lawrence (L.J.)
Sent: Thursday, December 05, 2002 6:58 PM
To: Jones, Rick (W.P.)
Cc: Brennan, Patrick (P.M.); West, Gregory (G.S.)
Subject:

Rick, spoke to you earlier today regarding a pareto of customer verbatim's. This is specific to the accelerator pedal sensor failure experienced on the 02/03 Diesel Super Duty and Excursion. We are trying to determine what the customer experiences such as quit on the road, requires towing etc. Also, is there any way to determine if vehicle operation is altered at steady state conditions such as road load 70 mph cruise, or tip in from idle condition. Trying to define what the vehicle state is when the customer experiences a problem.. Please call me if you need more explanation. thanks

Larry Liposky
Supervisor - Tough Truck
Accelerator/VMV Components
Phone 24-81726
Pager 796-0949

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.); Oswalt, 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.); Balint, Gary (G.S.); McNorton, Michael (M.C.); Swamy, Rainer (R.)

[redacted]

Sittanpaa, Don (D.C.)

From:	Pino, Tomas [Tpino@WMCO.com]
Sent:	Wednesday, May 10, 2000 2:50 PM
To:	'DHomovec@aol.com'
Cc:	Bronson, Walter
Subject:	RE: New connector direction from Ford.

Drew,

I looked at the different possibilities regarding the new connector pin-out. It turns out having to connect the grounds and Vrefs makes things a lot harder! If we went with the double row, I am including a couple of variants that would work for us. Anything else would either be physically impossible, or require extensive modifications.
For the 8 in-line, we basically can do this:

A.....Vref
B.....S2
C.....Vref
D.....S3
E.....GND
F.....GND
G.....S1

7-PIN

smaller pins — but

As with the other one, S2 & S3 are interchangeable.

It would also be important to know if the pitch between terminals is the same as in our current connector.

Thank you,

Tomás Pino
Product Design
Aptek Williams
954-421-8450 x370
Tpino@WMCO.com

-----Original Message-----
From: DHomovec@aol.com [mailto:DHomovec@aol.com]
Sent: Wednesday, May 10, 2000 10:27 AM
To: Tpino@wmco.com
Subject: Re: New connector direction from Ford.

PLEASE PROVIDE any and all pin out information, drawings, etc. so I can share this with FORD on Thursday.
Thank you Tomas.
Drew Homovec

[redacted]

Siltanpaa, Don (D.C.)

From: Pino, Tomas [Tpino@WMCO.com]
Sent: Tuesday, May 09, 2000 4:10 PM
To: Homovec, Drew
Cc: Bronson, Walker; Martin, Tom; 'Drew Homovec'; Salamanca, Carlos; 'Dan Johnston (Dolphin)'
Subject: New connector direction from Ford.

Drew,

I understand that Ford has been toying with the idea of adopting the European philosophy regarding common pins. As a result, instead of three pins per circuit, the + and gnd. would be shared in pairs to reduce the pin count from nine to seven. We have included a ten pin connector on the 2001MY sensor to be able to use the three track version with virtually zero tooling. If the plan to shift to a seven pin (eight pin shell) connector succeeds, our current housing will have to be modified (more likely, a new mold made) to incorporate the 8 pin version for 2003.
Ford has offered two configurations for this new connector, one with seven inline, and one with a double row. Assuming the pitch between terminals remains at 5.5mm, I would favor the double row. This follows the same basic design as the current 10 pin, in a smaller shell. The inline version would only be practical if we orient the connector straight up, as with out GM designs. Right now I don't know if internally this would be feasible, though.

If you need a pin-out proposal, please let me know soon. Thursday will be my last day before going on vacation.

Thanks,

Tomás Pino
Product Design
Aptek Williams
954-421-8450 x370
Tpino@WMCO.com

P/T Attributes and Standards Department
NAE P/T Campaign Prevention Specialist
(Phone) 313-33-73831 / (Fax) 313-62-16020
(Pager) 313-795-1878
Cube 1AF12, MD #3, FPC-A
tshipp@ford.com <mailto:tshipp@ford.com>
www.ford.com <http://www.ford.com>

[redacted]

—Original Message—
From: Liposky, Lawrence (L.L.)
Sent: Friday, March 07, 2003 5:52 PM
To: Gillespiem, Tom (T.A.); Alter, Robert (R.B.)
Cc: Figurski, Patrick (P.M.); Auller, Jim (J.E.); West, Gregory (G.S.); Shipp, Terri (T.L.); Reed Jr., Bill (W.P.)
Subject: ETC / 6.0L Diesel

Included is the Voice of Customer 6 panel cover sheet addressing Emerging Issue # 328534. We believe that issues associated with the Teleflex Lube Migration issue is tainting our 3 track ETC pedal. We were able to get 5 returned pedals thru a calibration truck today. The pedals executed flawless performance under multiple loading conditions. These pedals were initially returned to supplier and verified good. We have initiated the process thru QRT to send a Special Service Message (SSM) to our dealerships. As noted, Greg West called one dealership that had recently replaced 4 pedals. Service manager could not speak with authority about diagnostic procedure. Just replaced pedals because of previously known issue. Also, I believe warranty dollars include recall parts and are incorrectly represented. I included data directly out of AWS. Any questions, home # (313) 388-6938.

C

<< File: QB 6-Panel328534.ppt >>

Larry Liposky
Supervisor - Accelerator Controls
Tough Truck / Outfitters
Phone 24-81726
Pager 796-0949

-----Original Message-----
From: Desormeaux, Joseph (J.L.)
Sent: Tuesday, June 03, 2003 1:03 PM
To: Abar, Robert (R.B.); McNorton, Michael (M.C.); Howell, Joseph (.);
Chacko, John (J.M.)
Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Figurski, Patrick
(P.M.); Armbruster, Phil (P.J.)
Subject: RE: 2002 7.3L 14401 wiring issues
Importance: High

Team:

I am handling the NAT QB for all of our nameplates. Fortunately, we have leads on each nameplate that are looking into their unique concerns - such as the 7.3L. For the P131/U137/VN127 - contact the following individuals so we can pursue actions. In fact, I know McNorton already initiated this process last week!

P131/U137 - Joseph Howell 14, Michael McNorton
VN127 - John Chacko

Thank You for sending this to us - we really appreciate it! Keep the ideas flowing .....
Joe

-----Original Message-----
From: Abar, Robert (R.B.)
To: Desormeaux, Joseph (J.L.)
Cc: Abar, Robert (R.B.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Armbruster, Phil (P.J.)
Sent: 6/3/03 11:30 AM
Subject: FW: 2002 7.3L 14401 wiring issues
Importance: High

Joe,
Please see questions below.

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073
rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

-----Original Message-----
From: McKenzie, Herman (H.)
Sent: Tuesday, June 03, 2003 11:26 AM
To: Abar, Robert (R.B.)
Cc: Desormeaux, Joseph (J.L.)
Subject: FW: 2002 7.3L 14401 wiring issues
Importance: High

Robert,

You should contact Joe Desormeaux on this. He is managing the wiring
warranty for Truck Electrical.

Herman McKenzie, P.E.
EESE EDS Standards & Components
(313) 39-08352

-----Original Message-----
From: Abar, Robert (R.B.)
Sent: Monday, June 02, 2003 10:34 AM
To: McKenzie, Herman (H.)
Cc: Abar, Robert (R.B.); West, Gregory (G.S.); Liposky, Lawrence (L.J.);
Figurski, Patrick (P.M.); Armbruster, Phil (P.J.)
Subject: FW: 2002 7.3L 14401 wiring issues
Importance: High

Herman,
I'm the sub-QE under Brian Wolfe for accel pedals and other PT as-installed components.

We are seeing a spike in our pedal assy warranty (including repeat
repairs) associated with the wire routing and the resulting chafing in
the area of the shock tower in the 2002 7.3L F-SD series build thru Jan
2002. (See Attached file)

Is your team working on spike recovery from AFL for warranty associated
with their wiring design/routing for this specific issue? Given that
other systems are also affected by this wiring harness are they also

being pursued?

If not, can we can we go after this as a spike recovery action relating
to accelerator pedal warranty and other systems as well for our warranty
roadmaps?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073
rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Monday, June 02, 2003 9:19 AM
To: 'MacLeod, Randy'
Cc: Abar, Robert (R.B.); Figurski, Patrick (P.M.); Liposky, Lawrence
(L.J.); Kramer, Michael (M.T.); West, Gregory (G.S.)
Subject: 2002 7.3L 14401 wiring issues

Thanks for the info Randy, I'm aware of the following 14401 circuits
affected in the area of the shock tower:

640 R/S power for ETC
1285 IVS for ETC
355 AP for ETC
357 APGRD for ETC
351 VREF for ETC
39, TEMPERATURE GAGE TO TEMPERATURE SENDING UNIT, Red, White
45, HOT WATER TEMPERATURE RELAY TO HOT WATER TEMPERATURE SENDING UNIT,
Yellow, Red
142, DIESEL FUEL FILTER WARNING LAMP INDICATOR FEED, Lt Blue, Red
238, MODULE, POWERTRAIN CONTROL TO FUEL PUMP MONITOR /FUEL PUMP RELAY TO
SAFETY SWITCH, Dk Green, Yellow
787, FUEL PUMP POWER, Pink, Black

Can you tell me if any additional circuits are affected and have AFL
look into any warranty spikes related to these affected components from
2002 job #1 through December 2002. Thanks in advance.

-----Original Message-----
From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]
Sent: Monday, June 02, 2003 7:52 AM
To: Gregory West (G.S.) (E-mail)
Subject: 2C3T-14401-JP_JV

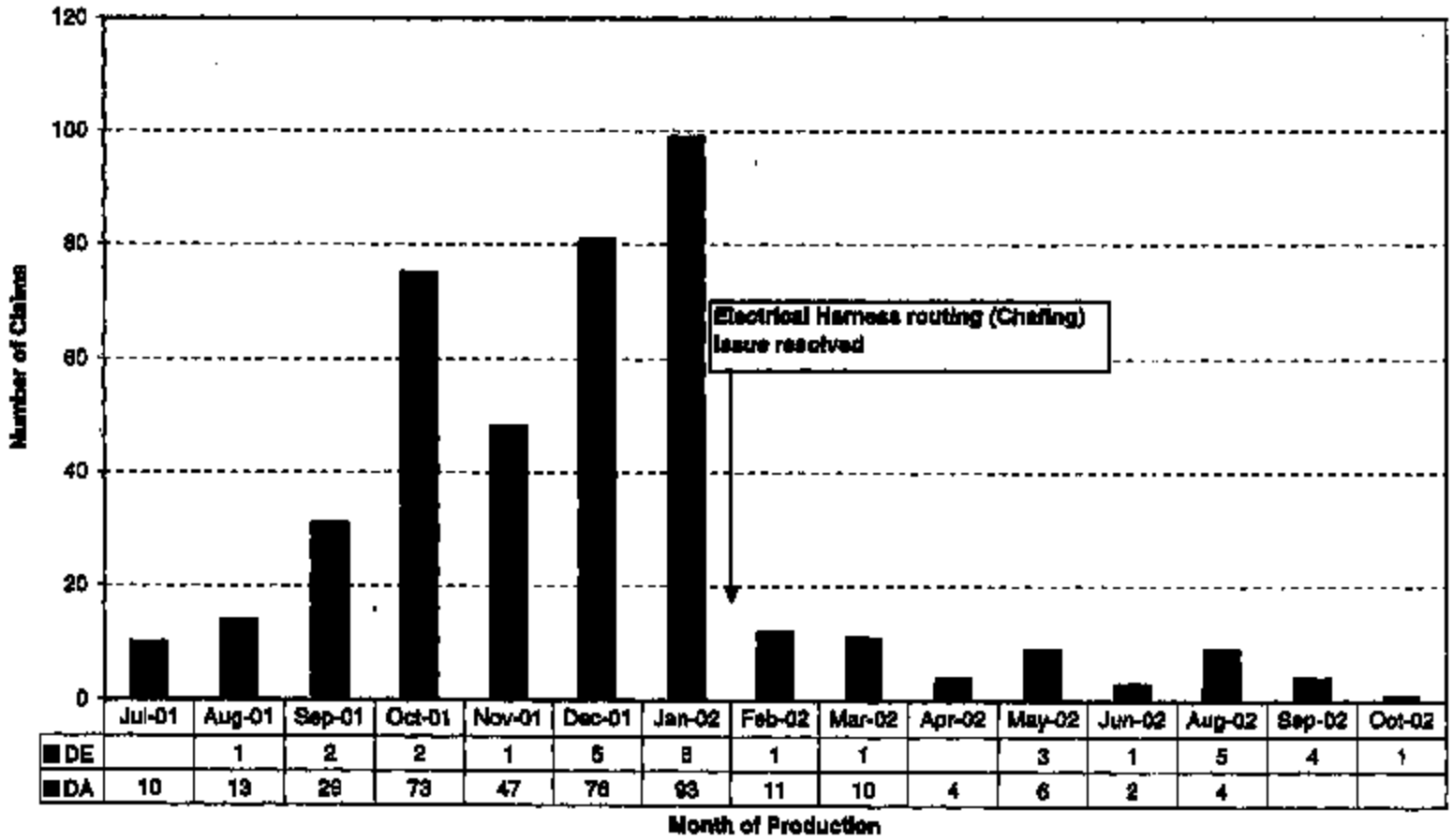
These are the harnesses you requested. The release dates are on the
file
names.

Randy MacLeod, AFL, systems, mailto:Randy.MacLeod@alcoa.com
(313)436-8708 Fax:(313)436-8780 Pager:(313)796-9029

<<QS 9F836 7-3L Repeats 6-2-03.xls>>

2C3Z - 9F836 - DA/DE Pedal Assembly Repeat Repairs

(Level and Count of Previously Caused Part)

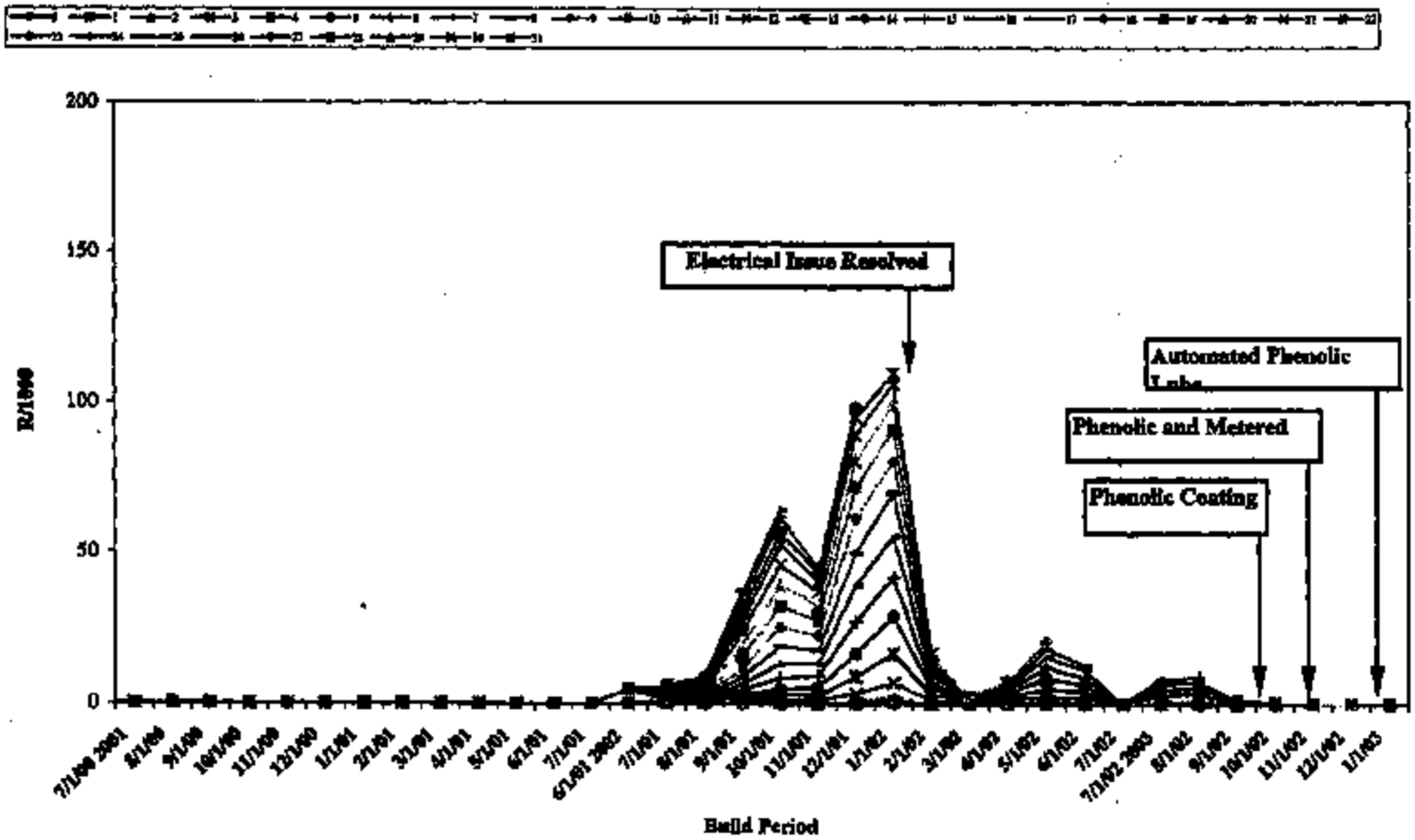


	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02	Aug-02	Sep-02	Oct-02
DE		1	2	2	1	5	8	1	1		3	1	5	4	1
DA	10	13	29	73	47	76	93	11	10	4	6	2	4		

FEB3-944 23288

9F836 - Accelerator Pedal Warranty - 2C3Z (DA and DE)

All 7.3l Diesel Applications



MODEL YE	PROD_MO	3	6	12	24	36
2000	Jul-99	0	0.1	1.32	2.83	3.77
	Aug-99	0.36	0.67	1.02	2	3.14
	Sep-99	0.18	0.44	0.83	2.97	4.07
	Oct-99	0.22	0.35	0.65	1.79	3.14
	Nov-99	0.15	0.34	0.73	2.16	2.86
	Dec-99	0.22	0.43	0.97	2.49	3.29
	Jan-00	0.25	0.49	0.89	2.85	3.76
	Feb-00	0.21	0.38	0.72	2.15	
	Mar-00	0.12	0.2	0.67	2.84	
	Apr-00	0.17	0.44	0.74	2.28	
	May-00	0.17	0.33	0.92	2.81	
	Jun-00	0.18	0.28	0.95	2.54	
	Jul-00	0.07	0.34	1.31	2.77	
	Aug-00	0.89	0.89	2.66	2.66	
2001	Jul-00	0	0	2.03	2.03	
	Aug-00	0.35	0.91	2.21	4.48	
	Sep-00	0.38	0.64	2.44	5.04	
	Oct-00	0.17	0.37	1.71	3.21	
	Nov-00	0	0.33	1.28	2.53	
	Dec-00	1.06	2.89	9.09	20.66	
	Jan-01	0.82	2.01	8.37	21.83	
	Feb-01	0.1	0.38	2.47		
	Mar-01	0.12	0.58	0.84		
	Apr-01	0	0.08	0.34		
	May-01	0.07	0.18	0.44		
	Jun-01	0.22	0.37	0.72		
	Jul-01	0	0	0		
2002	Jun-01	0	0	0		
	Jul-01	0.09	0.43	0.52		
	Aug-01	0.12	0.2	0.72		
	Sep-01	0.17	0.23	0.76		
	Oct-01	0.07	0.19	0.78		
	Nov-01	0.23	0.41	0.46		
	Dec-01	0.06	0.06	0.57		
	Jan-02	0	0.09	0.48		
	Feb-02	0.15	0.2			
	Mar-02	0	0.05			
	Apr-02	0.05	0.1			
	May-02	0.23	0.23			
	Jun-02	0.05	0.15			
2003	Jul-02	0.09	0.6			
	Aug-02	0				
	Sep-02	0.07				
	Oct-02	0.06				

RMO
Aug-01
Sep-01
Oct-01
Nov-01
Dec-01
Jan-02
Feb-02
Mar-02
Apr-02
May-02
Jun-02
Jul-02
Aug-02
Sep-02
Oct-02
Nov-02
Dec-02
Jan-03
Feb-03
Mar-03
Apr-03
May-03

606c646

PRODMO	Total
Oct-02	2
Nov-02	33
Dec-02	78
Jan-03	77

PRODMO	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03
Oct-02			1	1	
Nov-02	1	9	2	3	12
Dec-02		5	11	10	34
Jan-03			7	13	22

Feb-03	14	Feb-03		5	7
Mar-03	2	Mar-03			
Apr-03	4	Apr-03			

6.0L 9600+9601

PROD_MONTH	
Dec-02	5
Jan-03	9
Feb-03	22
Mar-03	35
Apr-03	11
May-03	
Jun-03	

9N622

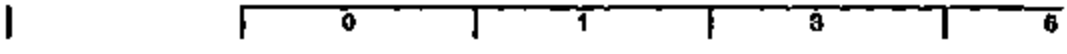
MODEL YE	PROD_MO	0 MIS	1 MIS	2 MIS	3 MIS	6 MIS	12 MIS
2002	Jun-01	0	0	0	0	0	0
	Jul-01	0.09	0.09	0.19	0.19	0.37	0.47
	Aug-01	0.04	0.13	0.22	0.26	0.26	0.67
	Sep-01	0	0.13	0.32	0.38	0.38	0.77
	Oct-01	0	0.08	0.12	0.16	0.37	1.01
	Nov-01	0	0.14	0.19	0.19	0.47	0.93
	Dec-01	0	0.05	0.05	0.16	0.27	0.62
	Jan-02	0	0	0	0	0.14	0.3
	Feb-02	0	0.05	0.05	0.05	0.05	0.18
	Mar-02	0	0	0.05	0.1	0.15	0.32
	Apr-02	0	0	0	0	0	
	May-02	0.09	0.09	0.14	0.23	0.37	
	Jun-02	0	0.05	0.05	0.05	0.25	
	Jul-02	0	0	0	0	0	
2003	Jul-02	0	0	0	0	0	
	Aug-02	0	0.05	0.15	0.21	0.21	
	Sep-02	0	0.05	0.05	0.12	0.12	
	Oct-02	0.12	0.12	0.19	0.19		
	Nov-02	0.73	1.65	2.48	4.72		
	Dec-02	0.34	2.01	5.49	9.53		
	Jan-03	0.08	0.73	1.58			
	Feb-03	0	0.67				
	Mar-03						

Apr-03
May-03

PRODMO	7.3L	6.0L
Jan-00	1081	
Feb-00	748	
Mar-00	555	
Apr-00	570	
May-00	558	
Jun-00	785	
Jul-00	350	
Aug-00	603	
Sep-00	618	
Oct-00	324	
Nov-00	162	
Dec-00	113	
Jan-01	142	
Feb-01	102	
Mar-01	153	
Apr-01	168	
May-01	118	
Jun-01	152	
Jul-01	70	
Aug-01	220	
Sep-01	190	
Oct-01	190	
Nov-01	141	
Dec-01	98	
Jan-02	107	
Feb-02	123	
Mar-02	90	
Apr-02	98	
May-02	74	
Jun-02	79	
Jul-02	23	
Aug-02	42	
Sep-02	16	
Oct-02	9	2
Nov-02		33
Dec-02		78
Jan-03		77
Feb-03		14
Mar-03		2
Apr-03		4

6.0 9F836

10/1/2002	0	8.71		
11/1/2002	0.82	3.54	7.1	8.82
12/1/2002	0.85	2.68	4.62	6.94
1/1/2003	0.27	1.24	3.26	
2/1/2003	0.36	2.04		



MODEL YE	PROD_MO	T/DS - NA\T/YB - 6.0L		T/DS - NA\T/YB - 6.0L		T/DS - NA\T/YB - 6.0L		T/DS - NA\
2002	Jun-01	0		0		2		2
	Jul-01	6		1		7		21
	Aug-01	2		4		13		55
	Sep-01	3		5		24		70
	Oct-01	4		8		15		53
	Nov-01	1		6		15		51
	Dec-01	3		4		7		35
	Jan-02	3		7		22		43
	Feb-02	7		12		23		49
	Mar-02	5		7		17		55
	Apr-02	2		3		13		53
	May-02	1		4		24		67
	Jun-02	2		8		26		91
	Jul-02							
2003	Jul-02	2		7		18		46
	Aug-02	4		7		34		85
	Sep-02	3		5		24		57
	Oct-02	4	1	5	2	9		
	Nov-02		14		24		44	
	Dec-02		9		27		99	
	Jan-03		6		33			
	Feb-03		6		14			
	Mar-03							
	Apr-03							
	May-03							

7.3 6C646

Total
1
5
10
16
22
28
41
75
150
284
426
733
884
948
1097
858
984
971
402
46
6
4

MODEL YI	PROD_MO	MIS 0	MIS 1	MIS 2	MIS 3	MIS 4
2000	7/1/1999	0.12	0.37	0.5	0.82	1.12
	8/1/1999	0.14	0.48	0.86	1.15	1.67
	9/1/1999	0.06	0.34	0.93	1.57	2.37
	10/1/1999	0.16	0.32	0.48	0.82	1.24
	11/1/1999	0.05	0.05	0.24	0.57	1.08
	12/1/1999	0	0.2	0.51	1.07	1.68
	1/1/2000	0.06	0.25	0.78	1.53	2.02
	2/1/2000	0.04	0.25	0.67	1.08	1.5
	3/1/2000	0.07	0.11	0.33	0.47	0.69
	4/1/2000	0.08	0.08	0.21	0.59	0.96
	5/1/2000	0.08	0.21	0.62	0.82	1.21
	6/1/2000	0	0.08	0.08	0.46	1
	7/1/2000	0.07	0.14	0.43	0.87	1.51
	8/1/2000	0	0	0.94	1.87	1.87
2001	7/1/2000	0	0	0	0	0
	8/1/2000	0.04	0.21	0.64	0.94	1.5
	9/1/2000	0	0.12	0.25	0.62	1.19
	10/1/2000	0.17	0.21	0.3	0.47	0.6
	11/1/2000	0.05	0.05	0.27	0.37	0.48
	12/1/2000	0	0	0.17	0.23	0.36
	1/1/2001	0.13	0.21	0.26	0.34	0.52
	2/1/2001	0.14	0.19	0.24	0.28	0.28
	3/1/2001	0.04	0.21	0.3	0.38	0.47
	4/1/2001	0.05	0.1	0.24	0.34	0.39
	5/1/2001	0.09	0.13	0.18	0.18	0.36
	6/1/2001	0.04	0.13	0.17	0.35	0.39
	7/1/2001	0	0	0	0	0
2002	6/1/2001	0	0	4.86	4.86	4.86
	7/1/2001	0	0	0.09	0.19	0.19
	8/1/2001	0.04	0.04	0.18	0.31	0.7
	9/1/2001	0.13	0.25	0.38	0.76	1.33
	10/1/2001	0.04	0.2	0.24	0.33	0.57
	11/1/2001	0.05	0.19	0.19	0.19	0.52
	12/1/2001	0.06	0.05	0.06	0.11	0.22
	1/1/2002	0.05	0.14	0.43	0.62	0.82
	2/1/2002	0.05	0.26	0.32	0.64	0.69
	3/1/2002	0.1	0.15	0.35	0.4	0.6
	4/1/2002	0.06	0.1	0.21	0.41	0.52
	5/1/2002	0.05	0.09	0.23	0.6	0.88
	6/1/2002	0.06	0.26	0.33	0.47	0.62
	7/1/2002	0	0	0	0	0
2003	7/1/2002	0.1	0.38	0.69	0.8	1.15
	8/1/2002	0.1	0.2	0.35	0.8	1.04
	9/1/2002	0	0	0.12	0.24	0.48
	10/1/2002	0.12	0.12	0.12	0.28	0.28
	11/1/2002	0	0	0	0	0
	12/1/2002	0	0	0	0	
	1/1/2003	0	0	0		
	2/1/2003	0	0			

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MODEL YE	PROD_MO	0 MIS	1 MIS	2 MIS	3 MIS	6 MIS
2000	Aug-99	0	0	0	384.98	560.05
	Sep-99	133.75	1249.45	2197.89	2394.55	3341.34
	Oct-99	0	313.9	700.06	700.06	1776.07
	Nov-99	0	183.99	512.77	684.07	1723.82
	Dec-99	171.55	771.1	982.38	1145.33	1639.47
	Jan-00	74.07	74.07	74.07	433.55	789.93
	Feb-00	29.32	425.93	738.05	1195.14	1947.35
	Mar-00	462.96	647.64	1345.06	2345.33	3285.98
	Apr-00	736.28	1096.12	1096.12	1382.55	2617.92
	May-00	132.72	485.28	1178.32	1784.3	2274.6
	Jun-00	0	359.4	909.84	1542.97	2330.31
	Jul-00	170.9	525.4	802.81	1100.14	1735.72
	Aug-00	0	0	135.67	135.67	303.63
2001	Aug-00	255.39	1064.2	1064.2	1064.2	1719.94
	Sep-00	447.2	796.92	961.76	1387.67	1727.54
	Oct-00	0	474.02	474.02	506.31	642.48
	Nov-00	153.26	153.26	153.26	153.26	642.64
	Dec-00	0	330.49	619.15	1210.71	1508.02
	Jan-01	161.06	341.36	341.36	341.36	673.41
	Feb-01	147.95	427.72	736.69	883.84	1351.7
	Mar-01	186.18	695.36	884.31	1209.28	2069.01
	Apr-01	305.25	776.46	776.46	776.46	1482.18
	May-01	0	706.77	1324.56	1473.89	2474.08
	Jun-01	173.07	341.02	1632.13	1797.05	2183.81
	Jul-01	0	199.92	199.92	199.92	199.92
2002	Jul-01	380.8	634.73	634.73	634.73	811.31
	Aug-01	215.16	1106.42	1614.37	2408.54	2833.15
	Sep-01	0	774.47	1001.27	1486.57	1865.39
	Oct-01	0	1937.73	2700.45	3341.39	3936.43
	Nov-01	735.35	1417.97	1633.92	1633.92	2005.76
	Dec-01	290.23	891.76	1254.28	1849.7	2492.44
	Jan-02	0	775	775	775	1372.97
	Feb-02					
2003	Feb-02					
	Mar-02	716.74	864.92	1084.77	1084.77	1807.48
	Apr-02	358.64	1413.18	1413.18	1738.18	2839.75
	May-02	689.89	1496.39	1780.63	1780.63	2519.81
	Jun-02	3014.3	9748.11	14160.34	16878.39	23058.85
	Jul-02	2023.64	7420.64	9099.48	12718.59	17068.76
	Aug-02	3844.93	17232.95	22582.67	27912.16	35843.5
	Sep-02	508.09	7053.72	10008.82	12064.58	16306.35
	Oct-02	1171.75	10286.13	17697.42	22491.57	
	Nov-02	619.54	4039.47	5070.91	7270.72	
	Dec-02	276.3	1386.82	1848.83	2329.96	
	Jan-03	0	971.03	1390.32		
	Feb-03	146.56	499.06			

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PRODMO	Oct-99	Nov-99	Dec-99	Jan-00	Feb-00	Mar-00
Aug-99			1	2		
Sep-99	2	3		2	1	1
Oct-99			1		2	1
Nov-99				1		
Dec-99				1	1	1
Jan-00					1	
Feb-00					1	
Mar-00						
Apr-00						
May-00						
Jun-00						
Jul-00						
Aug-00						
Sep-00						
Oct-00						
Nov-00						
Dec-00						
Jan-01						
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MIS 5	MIS 6	MIS 7	MIS 8	MIS 9	MIS 10	MIS 11	MIS 12	MIS 13
1.62	2.25	2.87	3.37	3.62	3.74	4.37	4.87	5.49
2.2	3.16	3.92	4.74	5.41	6.03	6.65	7.37	7.94
3.9	5.04	6.14	7.45	8.94	10.42	11.22	11.86	12.58
1.6	2.12	2.88	3.68	4.2	4.68	5.36	6.2	7.16
1.81	2	2.38	2.81	3.47	3.9	4.62	5.09	5.81
1.99	2.65	3.82	4.68	5.5	6.87	8.91	10.54	12.27
2.77	3.72	5.29	6.81	8.43	10.12	11.85	13.51	15.78
1.88	2.36	3.08	4.46	5.92	7.21	8.84	10.5	11.63
1.12	1.78	2.36	3.01	3.85	4.75	5.39	6.05	6.6
1.38	1.84	2.51	3.39	4.52	5.48	6.11	7.2	7.56
1.83	2.37	3.24	4.16	5.12	5.95	6.99	7.66	8.2
1.5	2.15	2.96	3.77	5.15	6.15	6.89	7.81	8.46
2.16	2.6	3.1	3.9	4.54	5.12	5.77	6.42	7.14
1.87	2.81	3.75	5.62	5.62	5.55	8.43	9.36	11.24
0	1.07	1.07	3.2	4.27	4.27	5.34	6.42	7.49
2.28	3.09	3.87	4.51	4.98	5.97	6.71	7.61	8.82
1.77	2.47	3.33	4.24	4.85	5.55	6.5	7.56	8.82
0.85	1.15	1.62	1.97	2.27	2.87	3.51	4.11	4.84
0.8	1.02	1.12	1.39	1.55	1.77	2.04	2.3	2.63
0.4	0.52	0.69	0.96	1.09	1.44	1.61	1.67	1.96
0.6	0.82	0.94	1.25	1.37	1.68	1.81	2.19	2.58
0.33	0.47	0.61	0.75	0.99	1.13	1.46	1.79	1.94
0.59	0.89	1.02	1.23	1.36	1.78	2.33	2.5	2.67
0.49	0.92	1.22	1.9	2.29	3.02	3.36	3.61	3.95
0.49	0.58	0.8	1.12	1.21	1.48	1.88	2.06	2.24
0.43	0.69	1	1.43	1.74	2	2.53	2.71	3.11
0	0	0	0	0	0	0	0	0
4.88	4.88	9.78	9.78	9.78	9.78	9.78	9.78	9.78
0.56	0.56	0.75	1.23	1.71	2.29	2.69	2.69	3.31
1.19	1.41	1.9	2.35	3.02	3.21	3.72	4.28	5.04
1.71	2.15	2.63	3.17	3.89	4.55	5.01	6.03	7.13
0.85	1.35	1.8	2.1	2.48	3	3.66	4.2	4.9
0.71	1.29	1.43	1.86	2.23	2.85	3.38	4.04	5.21
0.27	0.71	0.82	1.32	1.96	2.38	2.81	3.21	3.99
0.91	1.06	1.3	1.81	2.13	2.62	3.49	4.21	4.89
0.85	1.23	1.67	2.24	3.14	4.24	5.92	6.56	7.28
1	1.36	1.76	2.27	2.82	3.97	4.36	4.95	
0.88	1.33	1.89	2.62	4.28	4.85	5.37		
1.21	1.35	1.97	2.85	3.83	3.94			
1.17	1.95	2.91	3.38	4.24				
0	0	0	0					
1.56	2.04	3.16	3.16					
1.67	2.25	2.61						
0.46	0.95							
0.58								

12 MIS	18 MIS	24 MIS	30 MIS	36 MIS	42 MIS
1449.31	2459.5	3182.45	3686.42	3946.69	3946.69
4306.44	6110.4	6621.01	6779.49	7110.11	7110.11
3493.81	5959.06	7756.5	8502.75	8941.06	
4015.63	6155.55	7469.41	8768.36	8768.36	
2015.42	3510.1	3996.55	6421.91	7090.77	
1482.76	2383.11	2818.37	3812.3	3957.69	
2616.86	3760.04	4865.02	5187.95	5490.01	
4976.19	7442.99	9405.36	9706.67	9706.67	
3820.59	4747.86	5837.74	7180.39		
4485.45	5606.69	6804.74	9124.12		
4322	6350.51	7985.52	7994.13		
2832.88	3096.2	3132.49	3368.89		
496.05	744.02	1825.78	1997.24		
2777.89	3147.17	3951.42	4022.87		
2485.89	3509.16	4810.58	5008.96		
2152.55	3115.95	3821.47			
1612.52	4948.78	6087.81			
1856.49	2576.5	4239.73			
1184.15	1860.87	2307.85			
1916.43	2103.52	3102.73			
3824.21	4364.94	4364.94			
3168.84	4524.64				
3205.21	4084.82				
3038.52	5207.66				
377.92	663.15				
1330.66	1506.69				
3925.39	4826.67				
2990.8	3845.16				
4963.08					
3245.27					
3324.94					
2052.15					

Apr-00	May-00	Jun-00	Jul-00	Aug-00	Sep-00	Oct-00	Nov-00	Dec-00
	1	1		1	1	2		1
3		2	4	1	2	2	1	2
1	1	2	1	1		2	4	2
2	1	2	1		2	1		1
1	1	4			1	2	1	2
	3			1		2	3	
	3	3	1	1		1	1	1
1		4	3	3	2	1	1	1
	5		1	1	2	6	1	1
			2	2	1	3	2	2
				1	2	2	3	3
				3			3	3
					1	1		
						1	2	
								1
								1

MIS 14	MIS 15	MIS 16	MIS 17	MIS 18	MIS 19	MIS 20	MIS 21	MIS 22
5.74	5.99	6.49	6.99	7.62	8.12	8.62	8.87	9.24
8.71	9.52	10.16	11.1	11.58	12.49	13.07	13.98	14.27
13.17	14.11	14.74	15.5	16.65	17.54	18.26	19.49	20.09
7.88	8.72	9.36	9.84	10.56	11.36	12.04	12.73	13.29
6.66	7.85	8.71	9.52	10.28	10.61	10.95	11.38	12
13.95	15.38	16.5	17.41	17.97	18.48	19.2	20.27	21.6
17.8	19.46	20.57	21.36	22.64	23.39	24.55	25.54	27.04
12.69	13.51	14.34	14.97	15.8	16.68	17.43	18.31	19.06
6.96	7.76	8.16	8.76	9.5	10.06	10.85	11.68	12.56
8.16	8.5	9.17	9.84	10.43	11.27	12.69	14.12	15.3
8.86	9.4	10.07	10.69	11.44	12.32	13.57	14.7	15.92
9.77	10.76	11.82	12.97	13.88	15.18	16.84	18.28	19.45
7.94	8.73	9.82	11.48	12.56	14.38	15.47	16.49	17.86
12.17	13.11	18.11	14.05	14.05	14.98	14.98	14.98	16.88
7.49	9.66	11.82	14	16.17	16.17	18.41	19.54	21.85
9.86	11.69	12.82	13.96	15.45	16.52	17.85	18.4	18.78
10.07	12.03	13.49	14.5	15.82	17.11	17.82	19.18	20.01
5.23	5.75	6.27	7.54	8.29	9.09	9.79	10.34	11.12
3.22	3.92	4.2	4.74	4.96	5.47	5.76	6.23	6.54
2.48	2.89	2.95	3.24	3.54	3.84	4.34	4.6	5
2.76	3.11	3.5	3.81	3.9	4.27	4.42	4.78	5.11
2.06	2.22	2.51	2.76	3.2	3.3	3.47	3.58	4.02
2.93	3.15	3.28	3.72	4.21	4.77	5.03	5.36	5.99
4.3	4.54	4.99	5.5	5.76	6.31	6.85	7.79	8.25
2.47	2.56	2.7	3.06	3.38	4.35	5.16	5.7	6.12
3.29	3.7	4.28	4.98	5.48	6.24	6.68	7.34	
0	0	0	0	0.87	0.87	0.87		
9.78	9.78	9.78	9.78	9.78				
3.83	4.49	5.06	5.94	6.67	7.93	8.48		
5.83	6.84	7.78	8.69	9.86	10.9			
8.28	9.47	10.95	12.25	13.29				
5.89	6.93	8.09	8.9					
5.91	7.04	7.84						
4.81	5.93							
6.07								

Jan-01	Feb-01	Mar-01	Apr-01	May-01	Jun-01	Jul-01	Aug-01	Sep-01
1	1	1		1			1	
3	3			2		1		
2	1	2	1	3		2	1	2
2	3		1	2	2	1	3	2
	1	1		2	1		1	1
	1			1	2			1
1				1		1	1	
1			2	3	1	4	3	3
1		3	1	1		1		1
4	1		1	1	5		2	
	2			4	1		2	2
1		1	2	2				1
1			2	3		1	4	1
2			1	2	1		1	
1	1				1			1
					2	2	1	1
	1	1	2		1	3		
	2					1		1
				1		3		
				1		1		
			1		1		4	1
							2	1
							5	1
							1	3

MIS 23	MIS 24	MIS 25	MIS 26	MIS 27	MIS 28	MIS 29	MIS 30	MIS 31
10	10.86	11.38	11.76	12.14	12.65	13.04	13.55	14.19
14.65	14.89	15.42	16	16.34	17.46	18.28	19.31	20.14
21.37	22.01	22.86	23.46	24.19	25.22	25.78	26.48	27.61
18.97	14.78	15.67	16.48	17.26	18.16	18.85	19.68	20.14
12.91	13.53	14.39	15.26	16.18	16.9	17.68	18.32	18.91
22.88	23.75	25.7	27.35	29.17	30	30.78	31.52	32.42
28.49	30.54	32.33	34.06	35.79	36.52	37.33	38.19	38.98
20.24	21.58	22.85	24.04	24.55	25.33	26.11	26.76	27.34
13.51	14.06	14.73	16.32	15.92	16.3	16.75	17.1	17.46
16.57	17.63	18.02	18.84	19.36	19.71	20.11	20.38	21.13
16.81	17.44	18.08	18.73	19.34	19.74	20.01	20.76	21.3
20.23	20.9	21.66	22.63	23.67	24.34	25.39	26.67	26.3
18.1	19.07	19.69	20.07	20.23	21.15	22.13	22.9	23.67
16.86	16.86	17.86	17.86	17.86	18.96	20.15	25.56	27.42
23.03	23.03	26.82	26.14	29.5	29.5	31.06	31.06	31.06
19.71	20.62	21.51	22.5	23.13	24.37	25.51	26.52	26.91
20.55	21.31	22.31	23.43	24.2	25.57	26.96	27.96	
11.47	11.84	12.5	12.92	13.43	14.36	15.16		
5.86	7.62	7.98	8.46	9	9.45			
5.22	5.8	6.19	6.67	7.22				
5.77	6.11	6.67	7.09					
4.23	4.82	5.56						
6.66	6.97							
8.47								

Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02
1	1					1		
	1	1						
1	1	1	1		3		1	
2		1	3		1			2
1	2	4				2	2	2
1	1				1	1		2
2			4	1	1			
2	2		2	5	3			1
2			1		3	1	1	
2	2	2	3	1			1	
2		2	1	2		1		
2		1						1
1	2		1	2	2		1	
1	2	1	1	2	1		3	1
1	2	1	1	1	1	1		1
1			1	1	3	4	2	
1				2				
			1	1		1	1	
1	2	1			1		2	2
5	2	3	2	1	1	2	1	2
1			2	3	3		1	3
1	3	2			1			1
1		1		1	1	1		1
					1	2	1	1
1	3		1		2	1	4	1
1	1		2	1		2	2	1
		1	2	1	4	1	1	7
	1			1		4	4	2
			1	1	1		3	2
							2	
								1
							1	4

MIS 32	MIS 33	MIS 34	MIS 35	MIS 36	MIS 37	MIS 38	MIS 39	MIS 40
14.45	14.71	15.5	15.76	16.3	16.57	17.27	17.55	17.84
20.74	21.43	21.96	22.49	22.95	23.16	23.42	23.7	23.92
28.35	28.79	29.73	30.22	30.68	31.19	31.76	32.31	32.69
20.69	21.16	21.63	22.03	22.69	23.61	24.4	24.96	25.53
19.67	19.92	20.6	21.02	21.46	22.2	22.86	23.74	24.37
32.69	33.56	34.45	35.36	36.07	36.82	37.64	38.21	
39.36	40.16	41.01	41.94	43.31	44.82	45.31		
27.84	28.21	28.89	29.5	30.5	31.58			
17.95	18.55	19.24	19.9	20.44				
21.81	22.7	23.34	24.45					
22.32	23.22	23.73						
28.72	30.24							
24.42								
31.06								

Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03
				1				
		1						
1	1	1	1		1			
			1				1	
1	1		1	1				
2								
2	1	1	1	2	1	3	1	2
1	1	1	2	1	3	2		
1	1			2	1			
						1		
	1	1		1	1	2		
	2	1	2		1	1	1	
1	1	1		2		1		
	1	2	1					1
			1	2	3			
1	2		1	2				
			1			1	1	1
				1		1		
1	1	1	1					
1	2		1			2	1	1
3	2		1	3	1		1	
					1		1	1
1		4	1		1	1		2
1	2	3	1	1		1	1	2
5		1	1		2		1	
1	1		4	1	1		1	1
3		2	1	1		1	1	1
2	3			1			2	
1	1	1	2	2			1	4
1	1	1	2	1	3	4	1	1
3	2	1	3	2	4	4		1
7	15	20	22	23	14	22	10	17
	6	11	24	14	13	17	4	11
	2	13	26	26	34	38	16	16
		3	4	20	14	19	15	15
				3	21	56	35	31
				2	3	4	9	12
						1	8	5
							1	6
							1	2

MIS 41	MIS 42	MIS 43	MIS 44
18.3	18.8	19.36	19.61
24.4	24.85	25.78	
33.83	34.35		
25.91			

Apr-03

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2001	2002	2003 (January t	2003 CY Proj	2003 Proj w/Ro
$ 0.97	$ 0.97	$ 1.05	$ 1.07	$ 0.89

Vehicle Line	9F836 - PEDAL &	6C940 - DUCT AS	6038 - INSULATOI	6C735 - SERVO S	6028 - BRKT ASY-	9600 - DUCT SHR
T/F7 - F250+	$ 827,042	$ 664,401	$ 10,884	$ 20,013		$ 66,156
C/AJ - ESCORT/TRACER (CT126) [97-03]			$ 160,087	$ 2,197	$ 207,764	$ 3,820
C/AK - FOCUS (CW170) [98-03	$ 1,043	$ 126	$ 108,086	$ 34,117	$ 508	$ 18,011
T/F5 - F150/2	$ 1,043	$ 282	$ 69,726	$ 67,906	$ 783	$ 16,263
C/DD - TAUF	$ 216		$ 69,381	$ 34,870	$ 177	$ 16,212
T/L1 - EXCU	$ 74,655	$ 64,401	$ 1,757	$ 5,766		$ 7,816
T/B7 - EXPE	$ 74		$ 4,329	$ 108,348		$ 1,156
T/E4 - ECON	$ 25,180	$ 482	$ 9,973	$ 30,282	$ 35	$ 37,757
T/M1 - ESCA	$ 78		$ 4,957	$ 28,059		$ 2,282
T/U5 - EXPL	$ 411	$ 282	$ 10,398	$ 22,641		$ 10,073

Pickup Tru	T/F7 - F250HD	1483942.32
	T/F5 - F150/25	210603.63
	T/L1 - EXCUR	159713.11
	T/E4 - ECONO	126583.21
	T/R8 - RANGE	83791.76
	T/Y3 - F-STRIF	42704.01
	H/FC - H215 (I	29801.19
Small FWI	C/AJ - ESCOR	433156.96

	C/AK - FOCUS	220327.95
	C/ZE - MUSTA	84083.4
	T/A3 - WINDS	79364.85
SUVs and	T/67 - EXPEDI	126749.88
	T/M1 - ESCAP	97276.39
	T/U5 - EXPLOI	95274.6
	C/VC - LINCOL	73369.25
	C/FP - GRANC	58505.86
	C/LQ - LINCOL	54488
	T/B4 - NAVIGA	46825.23
	T/B3 - EXPEDI	41985.76
	C/FB - CROWI	38004.6
	T/U3 - EXPLOI	34477.59
Med/Large	C/DD - TAURL	237606.21
	C/DC - TAURL	347.66

2003 Target		2002 January-02	February-02	March-02	April-02	May-02
$	0.7					
		$ 1.13	$ 0.94	$ 0.98	$ 0.95	$ 0.88

Jan-02	$ 1,132,475	1.13247482
Feb-02	$ 938,827	0.93862892
Mar-02	$ 977,692	0.97769245
Apr-02	$ 954,172	0.95417227
May-02	$ 881,901	0.88190082
Jun-02	$ 832,148	0.83214751
Jul-02	$ 940,254	0.94025425
Aug-02	$ 972,593	0.97259262
Sep-02	$ 898,050	0.89805048
Oct-02	$ 1,072,191	1.07219124
Nov-02	$ 950,853	0.95085276
Dec-02	$ 992,349	0.99234892
Jan-03	$ 1,243,306	1.24330616
Feb-03	$ 996,179	0.99617939
Mar-03	$ 891,300	0.89130001
Apr-03	$ 856,736	0.8567357
May-03		

6068 - INSULATOI	8A758 - CABLE-AC	6A625 - ACTUATC	9B869 - TUBE-AIR CLNR OUTLET
$ 7,513	$ 1,556	$ 706	$ 2,943
$ 54,655	$ 1,081	$ 111	$ 640
$ 23,529	$ 12,994	$ 5,986	$ 5,062
$ 16,358	$ 8,071	$ 4,901	$ 6,069
$ 18,004	$ 30,661	$ 4,803	$ 5,129
$ 440		$ 93	$ 258
$ 681	$ 1,044	$ 1,025	$ 809
$ 2,781	$ 3,105	$ 611	$ 1,930
$ 9,895	$ 25,180	$ 15,867	$ 745
$ 3,486	$ 27,399	$ 3,670	$ 3,839

June-02	July-02	August-02	September-02	October-02	November-02	December-02
$ 0.83	$ 0.94	$ 0.97	$ 0.90	$ 1.07	$ 0.95	$ 0.99

	2003				
	January-03	February-03	March-03	April-03	May-03
$	1.24	$ 1.00	$ 0.89	$ 0.86	

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2002 P131/U137 CSE PROGRAM

PAV DURABILITY ASSESSMENT AT ENGINEERING SIGN-OFF

MAJOR/MINOR RISKS:

For was at Meltzer

P131 Rear Air Suspension (3 of 3 vehicles; 6% Structures; CR C11177498, C11144394)
Multiple issues all units: loose and broken fasteners. Not being able to maintain ride heights etc. Approximately 15 CR's have been written against P131 Air Suspension since testing began. Various components/issues are not proven out on full Durability. Projected Minor Risk: Spring 2001

P131/U137 New Electrical Architecture (2 of 3 vehicles; 6% Structures; CR C11147675, C11148124, new CR pending on recent issue – North Klesling)
Issues on power distribution box relocated to inside of vehicle: Fuses falling out – terminal tension is too low. Relay loose in power distribution box on 12/14/00 – new CR pending. Projected Minor Risk: Spring 2001

DW

P131 19+40 gallon fuel system (3 of 3 vehicles; 75% Structures; CR C11093358)
Broken Fuel Tank Straps. Projected Minor Risk: Spring 2001

U137 Rear Seat Entertainment Center (1of 1 vehicles; 25% Structures; CR C11161250, C11107167)
Issues with DVD attachment to roof and DVD player. DVD screen hinge fasteners pulled out/screen dropped down. DVD player assembly would not stay attached to roof at right retainer clip. Updates have been made but the Various components/issues are not proven out on full Durability. Projected Minor Risk: Spring 2001

Phil

P131/U137 Adjustable Brake Pedal/Accelerator pedal(2 of 2 vehicles; CR C11152255, C11157665)
Within several hundred test miles of update, the updated Accelerator pedal (1C35-9726-ACX) binds resulting in 1000 to 2000 rpm high idle. Both units(310W319 & 310W321) had original production Accelerator pedals reinstalled to continue testing. Updated components not available yet. Projected Minor Risk: Summer 2001

[redacted]

Pedals updated 11/00 12/18/2000

Denise –
Please copy Phil B., Dan M[redacted]
This was on today's 2002 Sign Off Book. Have these issues been resolved? Tom

12/15/2000File: U152drs2

PE83-644-A 8764