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

From: Pino, Tomas [Tpino@WMCO.com]
Sent: Friday, April 06, 2001 8:05 AM
To: 'West, Gregory (G.S.)'
Subject: RE: 3 Track, 7 Pin design

p131-7-pin.ZIP

Try this one.

-----Original Message-----
From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Friday, April 06, 2001 7:25 AM
To: Pino, Tomas
Subject: RE: 3 Track, 7 Pin design

Tomas, I can not open this file for some reason.

-----Original Message-----
From: Pino, Tomas [mailto:Tpino@WMCO.com]
Sent: Thursday, April 05, 2001 3:25 PM
To: Gregory West (G.S.) (E-mail)
Subject: 3 Track, 7 Pin design

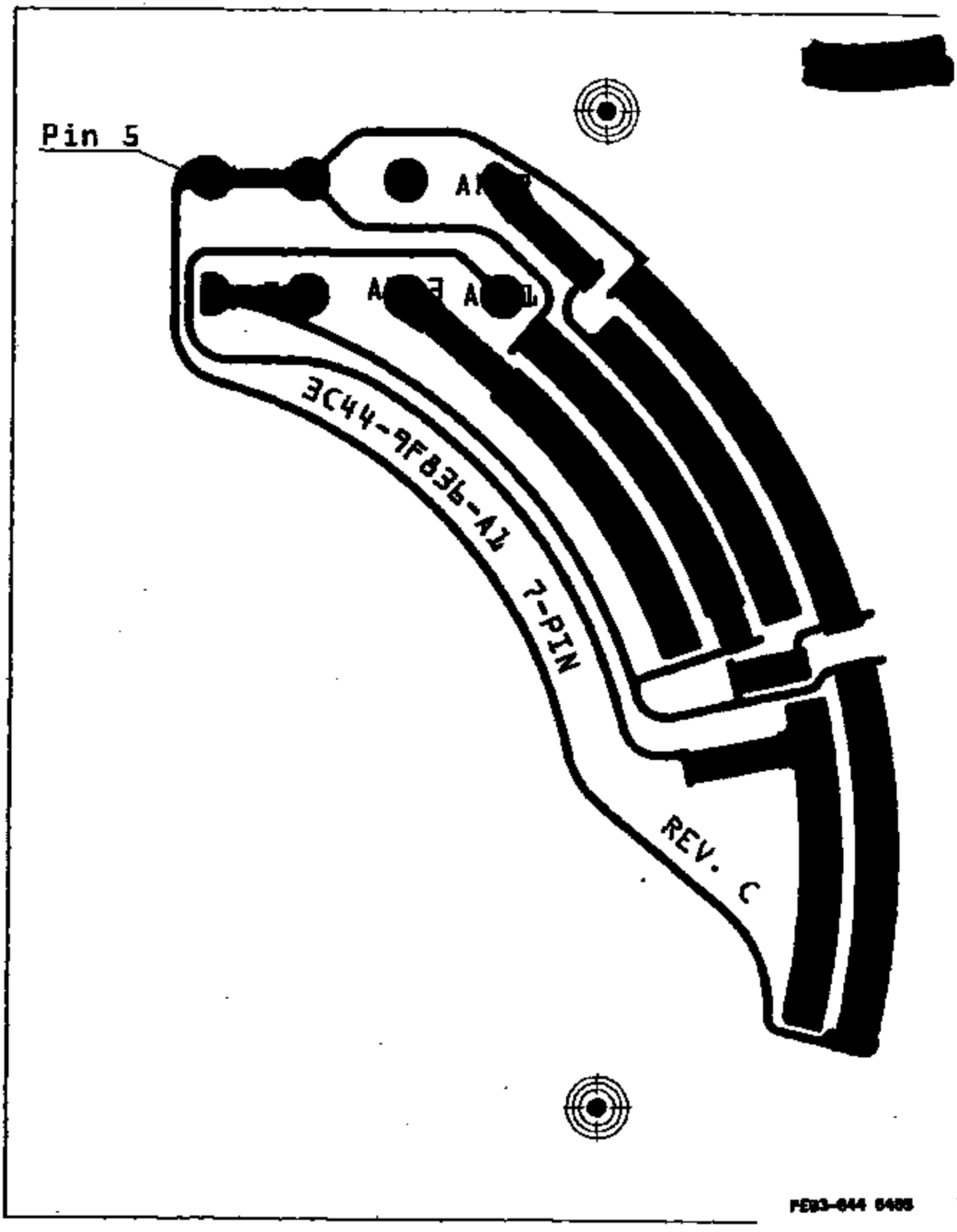
Greg,

Even though the element says A1, it's the intended design for production.

Thanks,

Tomás Pino
Aptek Williams
Ph. 954-421-8450 x370
Fx. 954-421-8044
tpino@WMCO.com

<<p131-7-pin-C.tif>>


Pin 5
3C44-9F83b-A1 7-PIN
REV. C

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

2C3T-14401-JP_JV.zip

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

NO.	2C3T-14401-JV			
LET	REVISIONS			
	DATE / REVISED BY	CHECKED	APPROVAL	CAD
D	REM 2C3T-14401-JP REL 2C3T-14401-JR BRANNER HRAD-E-112B1517-001			
01	01 08 30 / A.BRANNER	A.GUALLE	A.GUALLE	YES
E	REM 2C3T-14401-JR REL 2C3T-14401-JS WELDER HRAD-E-112B0813-006			
01	01 08 30 / A.BRANNER	A.GUALLE	A.GUALLE	YES
F	REM 2C3T-14401-JS REL 2C3T-14401-JT HRAD-E-112B4533-000			
01	01 08 24 / TORRES	A.GUALLE	A.GUALLE	YES
G	REM 2C3T-14401-JT REL 2C3T-14401-JV ADD BENTLEY-HARRIS & CHANGE ONE PUSH PIN HRAD-E-112B0010-000			
01	CASTILLO	R.FOSTER	R.FOSTER	YES
H	REM 2C3T-14401-JU REL 2C3T-14401-JV DELETE WELDER & ADD TEAR TAPE ADD 45 MM TO HEADLAMP SWITCH. HRAD-E-112B4178-000			
01	CASTILLO	R.FOSTER	R.FOSTER	YES

MUST CONFORM TO SPECIFICATION "ES-F4SB-14A121-AA"

ALCOA

ALCOA FUJIKURA LTD.

LIBRARY STORE DATE: 00/12/18 06:48
LIBRARY NUMBER: AVT LIB 26-20 2000-049
LIBRARY NAME: EDGS LIB 00-12-16
ASSEMBLY CONTAINS 291 CIRCUITS

FRAME 1 OF 34

REFERENCE	2C3T-14401-JU 2000 FORD DIESEL W/ESSF.S/C ANC. ANC. VSS LTD. RPA. ADJ POL. PENDANTE LP. W/W LUM		
PART MUST COMPLY WITH MATERIAL SPECIFICATION WSS-M99P9999-A1 TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT.			
DRAFTED IN ACCORDANCE WITH FAE ENGINEERING DRAFTING STANDARD CURRENT AT INITIAL RELEASE		3RD ANGLE PROJ DIMENSIONS IN MILLIMETERS	
CAD TYPE E - EDGS	CAD LOC. BIDE	CAD FILE	I M IS MASTER
APER. NO.	UNIT 01	DRAWING 2C3T-14401-JV	
DESIGN PERKINS	DETAIL WALPE	TITLE WIRING ASSEMBLY-MAIN	SHT OF
CHECKED	SAFETY		DRAWN
SCALE NONE	DATE 00 07 27	DIVISION PLANT	

185 186 187 188 189 190

NO.	2C3T-14401-JP				
LET	REVISIONS				
	DATE	REVISED BY	CHECKED	APPROVAL	ECO
D	ECN 2C3T-14401-JL REL 2C3T-14401-JK CLUTCH WRBQ-E-11214918-BAH				
	01 06 18	J.BLOCK	M.GUALLS	M.GUALLS	YES
C	ECN 2C3T-14401-JK REL FM2C3T-14401-JM M1 FK + NONE CHANGE ONLY M49 WIRING ASSEMBLY-MAIN A2 TRAILER TOW WRBQ-E-11220468-BAA				
	01 06 11	BRIGHTWELL	M.GUALLS	M.GUALLS	YES
B	ECN FM2C3T-14401-JM REL 2C3T-14401-JN B1 FK + NONE CHANGE ONLY M49 WIRING ASSEMBLY-MAIN B2 CKT ADDITION WRBQ-E-11220878-BAA				
	01 05 11	BRIGHTWELL	M.GUALLS	M.GUALLS	YES
	F1 POUR SHIELD WRBQ-E-11217688-BAB(RQ)				
	01 05 10	BRIGHTWELL	M.GUALLS	M.GUALLS	YES
A	ECN 2C3T-14401-JN REL 2C3T-14401-JP L1 DIODE WRBQ-E-11222188-BAA				
		R. WOLFE	T.THOMPSON	T.THOMPSON	YES

MUST CONFORM TO SPECIFICATION "ES-FP5B-14A178-AA"

ALC0A

ALCOA FUJIKURA LTD.

REFERENCE	2C3T-14401-J1 2002 F150 DIESEL W/ESSP,A/C,PKE, GWC, 93E LTG, OPT,,NOJ POL, PWR/AUTR LP. W/O LUM
PART MUST COMPLY WITH MATERIAL SPECIFICATION WSS-M99P5555-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 E - EDGS	CAD LOC. 0102	CAD FILE	SIZE D
APER. NO.	UNIT 31	DRAWING 2C3T-14401-JP	
DESIGN PERRINE	DETAIL WOLFE	TITLE WIRING ASSEMBLY-MAIN	SHT OF
CHECKED	SAFETY		SHEHN
SCALE NONE	DATE 06 07 27	DIVISION PLANT	

LIBRARY STORE DATE: 00/12/18 06:48
LIBRARY NUMBER: AVT LIB 26-20 2000-049
LIBRARY NAME: EDGS LIB 00-12-16
ASSEMBLY CONTAINS 293 CIRCUITS

FRAME 1 OF 34

185 186 187 188 189 190

FE3D-14A 8A6

[redacted]

[redacted]

From: Pascany, Ken (K.M.)
Sent: Monday, June 02, 2003 7:40 AM
To: West, Gregory (G.S.)
Subject: RE: Pedal Testing

Greg,

When the engine is running and the vehicle's charging system is working correctly, 14[V] is the system voltage for all vehicles that use a 12[V] lead-acid battery. I think it is likely that there is variation in the mean value of the "switch" resistance that would cause overheat failures at different levels of fault current (e.g., if R_switch is 5 ohms ± 20% then I_switch will be 2.8 ± 20% [A]).

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Friday, May 30, 2003 2:11 PM
To: Pascany, Ken (K.M.)
Cc: Bromberg, Arnold (A.W.)
Subject: RE: Pedal Testing

Ken, assuming the 5 Ohm resistance at the switch track is consistent on the adj pedal is it fair to say that only trucks with battery voltage of 14V or higher can create enough current (2.8A) to fail that part or do we need to test more parts to see what current is required to create the arcing at the on/off switch?

-----Original Message-----
From: Pascany, Ken (K.M.)
Sent: Friday, May 30, 2003 12:51 PM
To: West, Gregory (G.S.)
Subject: Pedal Testing

Greg,

When we observed the arcing from the wiper contact to the screen printed resistor, it likely made things worse in terms of adding resistance to the switch contacts. When I measured the resistance of the switch with the pedal closed at the start of our experiment, it was about 5 ohms. After we applied the abnormal connection, the resistance I now measure is off the scale high, meaning it is essentially an open circuit. The arcing causes a film to build up under the wiper and eventually it can't make a reliable connection to the printed resistor, even though it visually appears that none of the traces have opened from the over current. Although we did observe discoloration of the trace and of the wiper. Pressing lightly on the plastic arm that holds the brass wiper improves the switch connection because the additional normal force is helping to break through the film built up from the arcing. This pedal assembly is no longer viable for over current testing, we overstressed it to the point that the switch behaves like an open circuit.

Regards,

Ken Pascany, kpascany@ford.com
Voice, fax: 313-248-4669
P/T Electronic Applications
POEE Building, Mail Drop 75, SH177
21500 Oakwood Boulevard
Dearborn, MI 48124-4091

P131/U137 Adjustable Pedal Program

Supplier: Teleflex Inc.

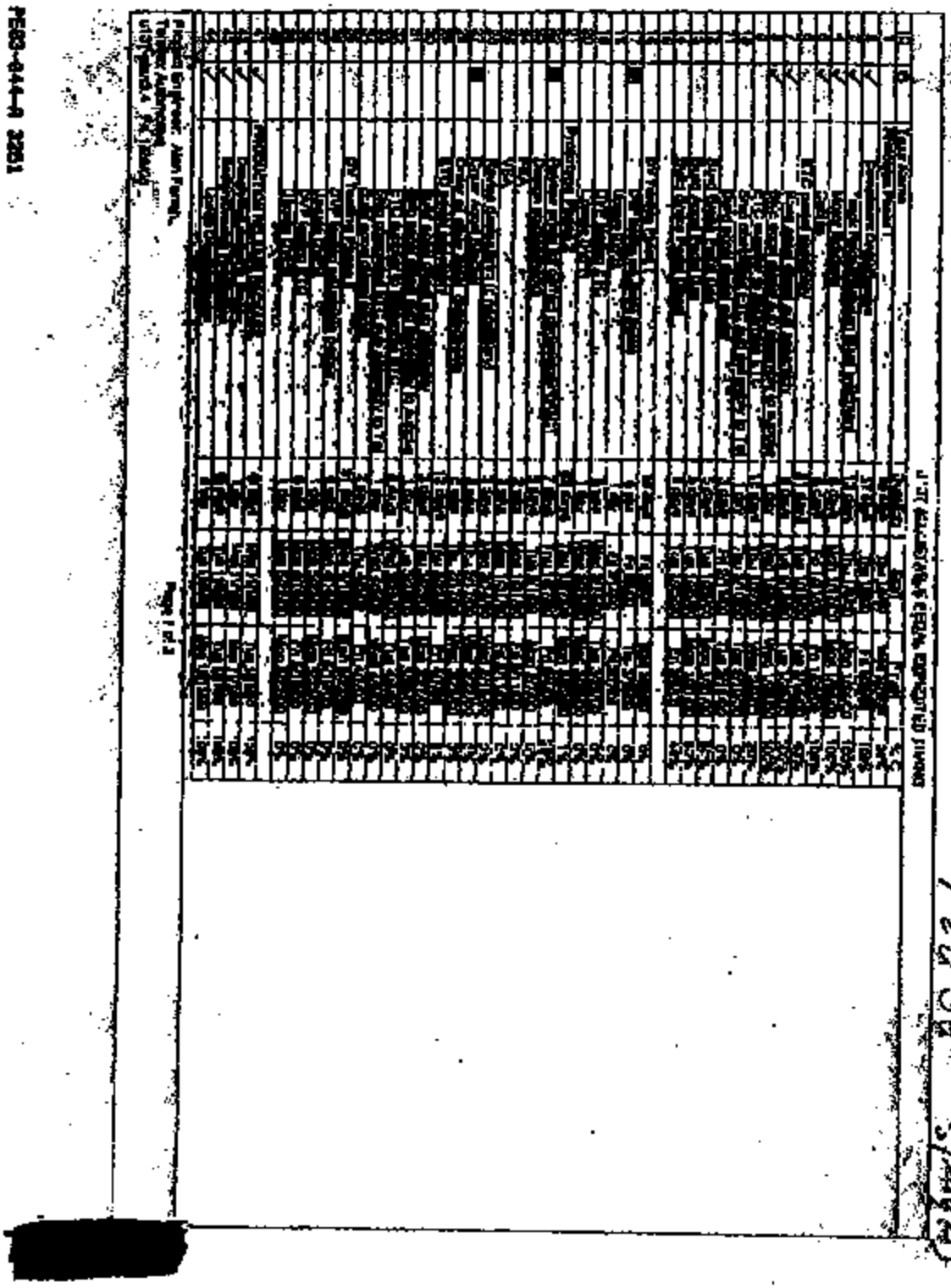
Presenter: Roger Barbosa P131/U137 Chassis OPD

P131/U137 Adjustable Pedal Program

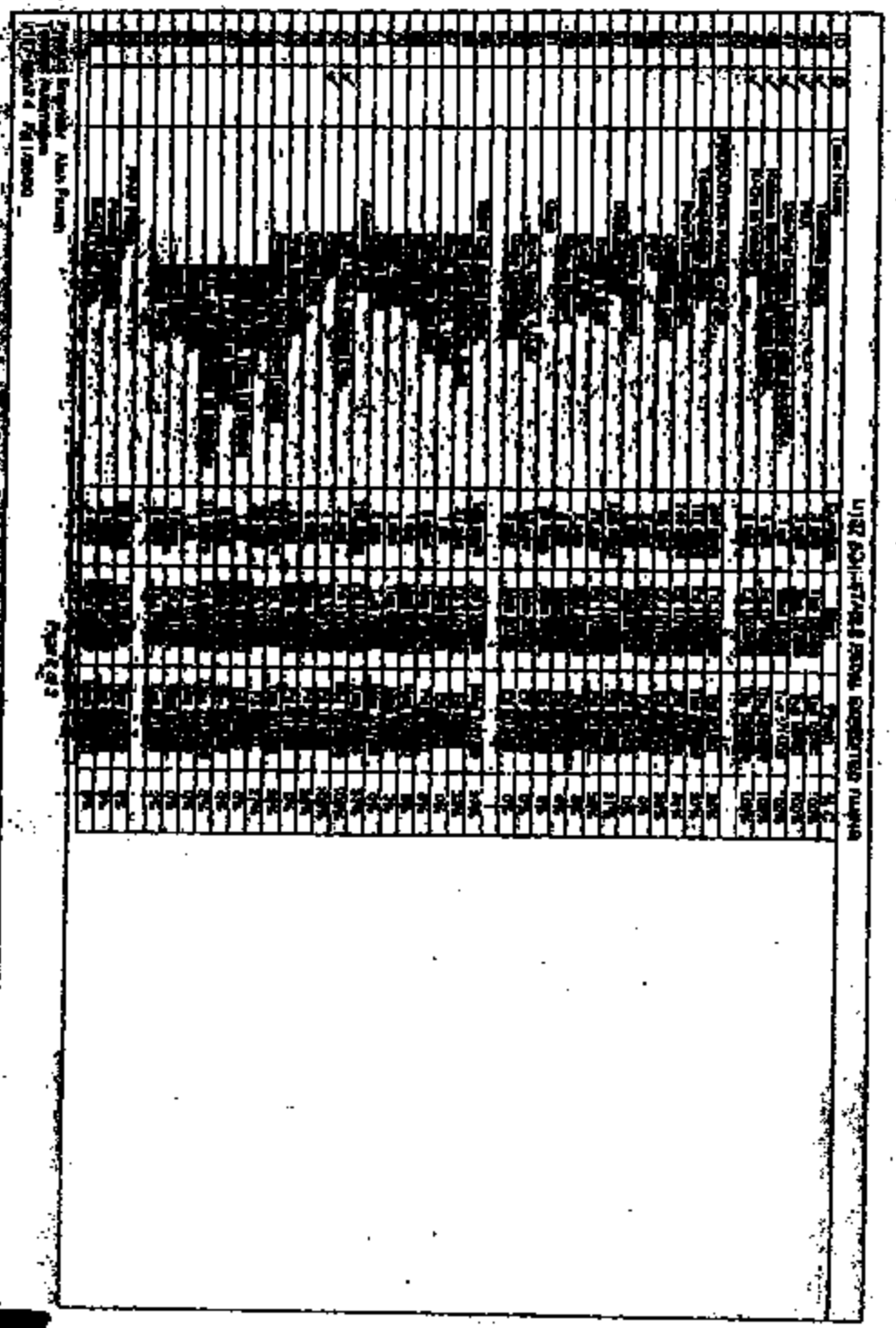
- Production Incorporation : 12/1/00 (MY2001 Added Starter)
- Current PSW Date: 9/1/00
- Initial Design Release Done On C10947275
- New Design Changes Being Done On C11058581
- Updated FMEA Under Review By Engineering
- Updated DVPR Not Available For Review Yet
- Component DV Test Program Start Date: 2/15/00
- Latest Design Parts Currently On Vehicle Test

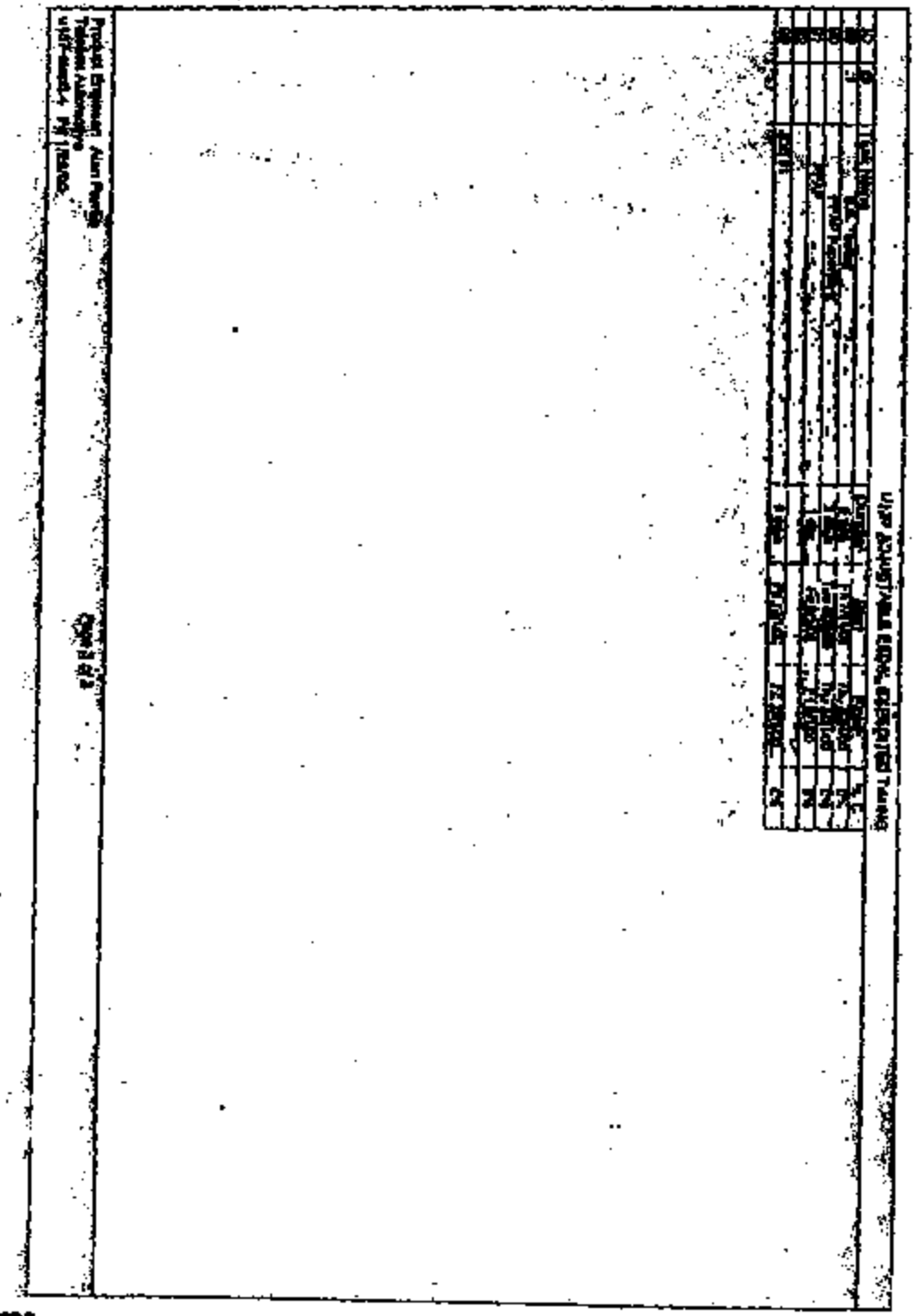
P131/U137 Adjustable Pedal Program
Issues

- Teleflex Slippage Of Program Timing Dates
- Component DV Testing Start Date Has Slipped to 2/15/00
- Current Teleflex Program Timing Leaves Little Contingency For Resolution Of Test Failures
- Unavailability Of Parts For Vehicle Evaluation(s)
- Adjustable Pedal Noise
- Teleflex Redesigned ETC - New Parts Not Available Until 4/23/00.



To: Roger Burgess
1-28-00 04:45 pm





KSR International
P.O. Box 1080
95 Erie Street South
Ridgetown, Ontario
Canada N0P 2C0
Phone: (519) 674-5413
Fax: (519) 674-0290

FAX COVER

To: Roger Barbess

Date: March 21, 2000

Company Name: Ford
Fax Number: (313) 317-2349

From: Rob Soteros

Number of Pages: 1
(including cover)

Roger,

Here is a brief description of the differences between the P131 brake pedal assembly and the Ranger Automatic brake pedal assembly.

.30 1) The Ranger pedal assembly has been in production at least 3 years longer than P131. The production selling price is reduced each year through our long-term agreement with Ford. There have been at least 3 more years of cost reduction for Ranger when compared to P131

.19 2) P131 uses a 3mm thick pedal bracket compared to a 2mm thick Ranger Bracket.

.15 3) P131 uses 4 powder metal spacer feet to allow body insulation to fit between the dash panel and the brake bracket. The Ranger automatic pedal does not have spacer feet.

.20 4) The P131 pedals have a backing plate to hold the spacer feet in position. The Ranger assembly does not have a backing plate since it doesn't have spacer feet.

.53 Assembly
.12 5) P131 has an upper spacer plate welded to the brake bracket to allow for insulating material over the top of the bracket at the 2 skybolt attachments. Ranger does not have an upper spacer plate.

.25 6) The P131 brake arm is 1mm thicker and about 70mm longer than Ranger

? 7) P131 brake pedals come in more versions to accommodate different booster stud patterns and pedal ratio's (Hydroboost and Vacuum boost)

1.74

Regards,
Rob Soteros, KSR.

[redacted]

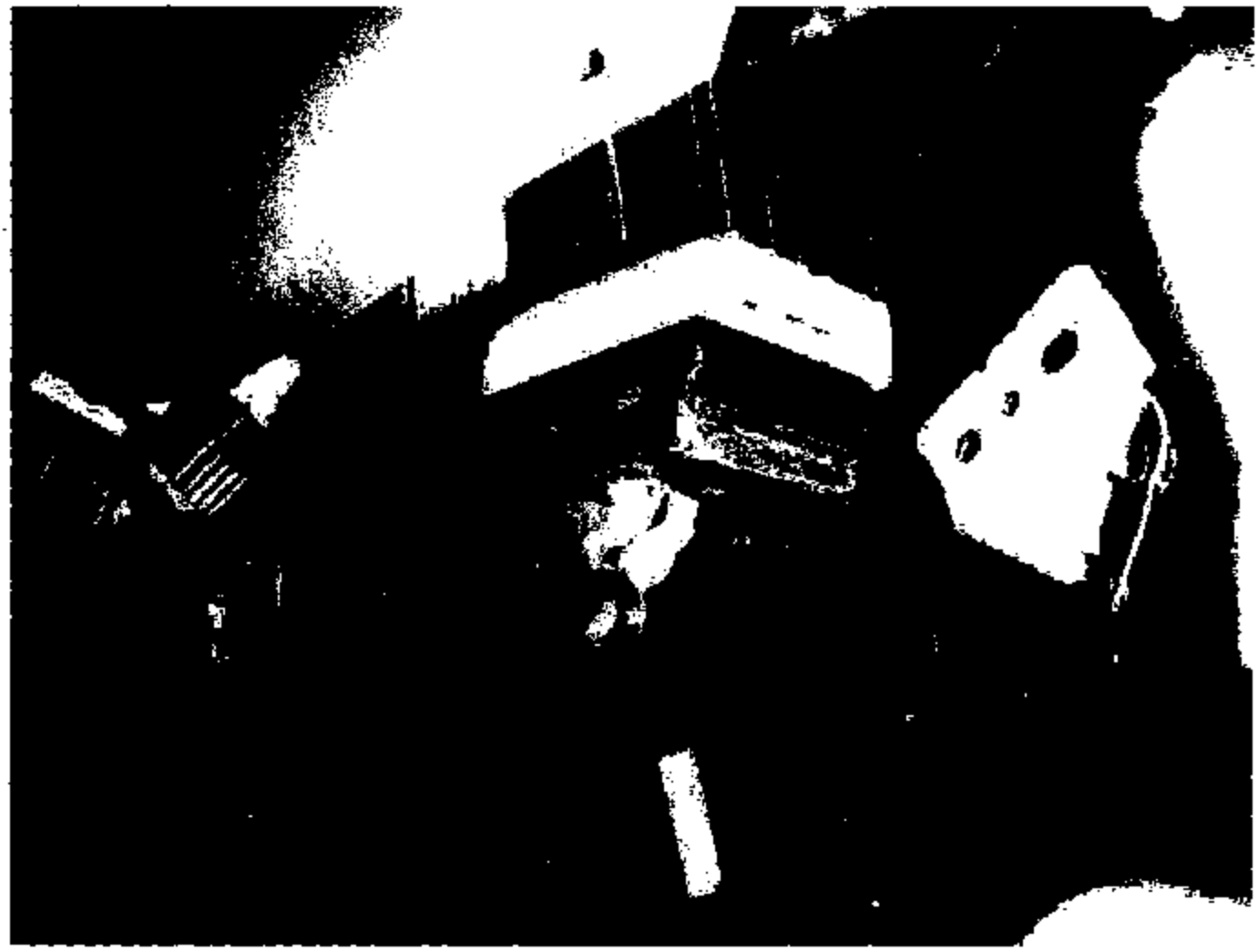
[redacted]

From: Buss, Stephen (S.D.)
Sent: Wednesday, September 20, 2000 8:37 AM
To: 'jbroad@oxbow-machine.com'
Cc: Stanton, Richard (R.A.); Patel, Bharat (B.C.); Spencer, Jeff (J.); Petrauskas, Lisa (L.E.)
Subject: Adjustable Pedal Interference with IP end effector.

Jim, per our conversation, here are the pictures from the IP decking trial conducting at KTP on 9/19. We need to developed cost and timing ASAP on modifying the anti-rotation detail shown in the pictures. I contacted the design engineer Lisa Petrauskas, she will be putting up the drawing in B2V1. Tele-Flex will be dropping some pedals off at your facility by noon today.

MVC-005S.JPG MVC-004S.JPG MVC-003S.JPG MVC-002S.JPG

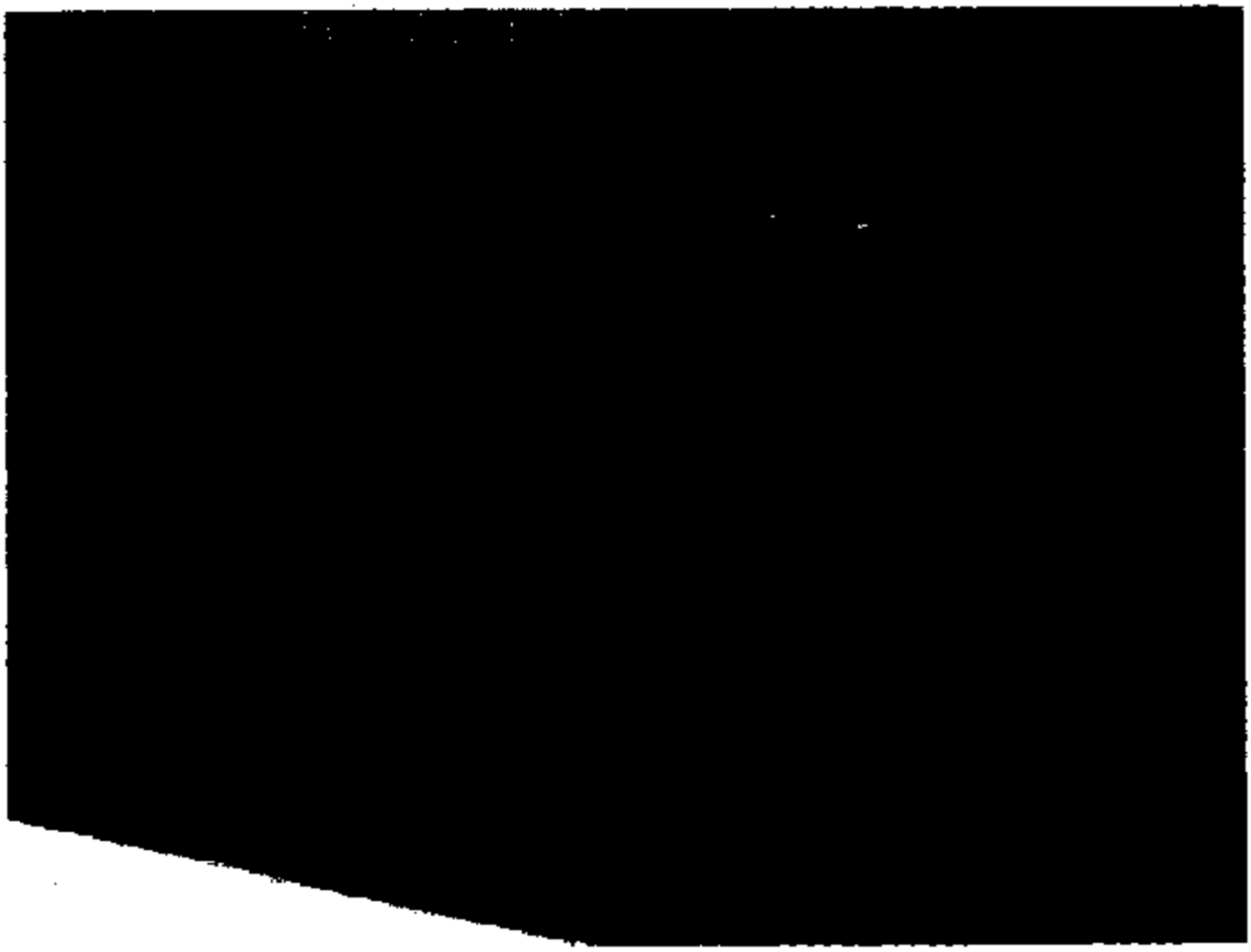
[redacted]
Kentucky Truck Plant PVT
Manufacturing Chassis Engineer
Phone: 502-429-2290
Fax: 502-429-2941



PE83-944 21836

PEB3-844 21839

P893-644 21648



From: MacLeod, Randy [Randy.MacLeod@alcoa.com]
Sent: Tuesday, June 10, 2003 11:39 AM
To: 'West, Gregory (G.S.)'
Cc: 'Aber, Robert (R.B.)'; McConnell, Roger A.; Denuloff, Andrew; Williams, Rayford O; Overmire, Jeffrey S.; Weling, James E.
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pe dal Failures

Greg,

The 42-way takeout to the Diesel engine in the 2C3T-12A581-MN (rel. July 2001) was relocated from near the shock tower area to the cowl (the piece that holds up windshield) area. Circuit 640 does not pass through the firewall so is not affected. 351, 356, 357,1286 (the ETC circuits) were the affected circuits.

Randy MacLeod, AFL, systems, mailto:Randy.MacLeod@alcoa.com

(313)436-8708 Fax:(313)436-8780 Pager:(313)796-9029

-----Original Message-----
From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Friday, June 06, 2003 8:13 AM
To: 'Randy.Macleod@alcoa.com'
Cc: Aber, Robert (R.B.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pe dal Failures
Importance: High

Randy, please read the TSB in the attched file and let me know if it's OK from an AFL perspective. Specifically is the statement about circuit 640 not routing in the same area as the other ETC circuits correct?
Thanks

-----Original Message-----
From: Aber, Robert (R.B.)
Sent: Friday, June 06, 2003 7:47 AM
To: Hale, Curt (B.C.); Williams, Brent (B.A.); Armbruster, Phil (P.J.); Uposky, Lawrence (L.J.); West, Gregory (G.S.)
Cc: Figurski, Patrick (P.M.); Aber, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures
Importance: High

All,
Updated TSB for your review.

Curt,
I would like to get it started into the TSB review process early next week after we pull together any final comments.

Phil,
How do we get the wiring inspection and corrective action added to Customer Satisfaction Program 03B03

for those vehicles built before Dec 2001?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

-----Original Message-----
From: Abar, Robert (R.B.)
Sent: Thursday, May 15, 2003 3:16 PM
To: Hale, Curt (B.C.)
Cc: Abar, Robert (R.B.); Williams, Brent (B.A.); Armbruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.); West, Gregory (G.S.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Curt,
Updated draft to start thru the TSB process.

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Thursday, May 15, 2003 2:33 PM
To: Abar, Robert (R.B.); Hale, Curt (B.C.); West, Gregory (G.S.)
Cc: Armbruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

I have updated electrical statements.

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 602-428-2979
Pager: 602-336-7285
Email: bwillia8@ford.com

-----Original Message-----
From: Abar, Robert (R.B.)
Sent: Thursday, May 15, 2003 12:10 PM
To: Hale, Curt (B.C.); Williams, Brent (B.A.); West, Gregory (G.S.)
Cc: Armbruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Rough draft of TSB content is attached below.

Greg,
Any codes or other diagnostics that should be included in the TSB to further define the issue.

Brent,
Need electrical team to verify wiring info / add wire repair procedure and action required to prevent recurrence.

Curt,
What else will the team need to supply?

Robert B. Aber
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

-----Original Message-----
From: Hale, Curt (B.C.)
Sent: Thursday, May 08, 2003 8:05 AM
To: Aber, Robert (R.B.); Williams, Brent (B.A.)
Cc: Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.); West, Gregory (G.S.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

We have to have the draft text for the TSB from whomever before we can begin the process.

-----Original Message-----
From: Aber, Robert (R.B.)
Sent: Thursday, May 08, 2003 7:58 AM
To: Williams, Brent (B.A.); Hale, Curt (B.C.)
Cc: Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.); West, Gregory (G.S.); Aber, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

What is timing for TSB (Oasis/SSM/etc) addressing the wiring?

Robert B. Aber
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Thursday, May 08, 2003 7:38 AM
To: Aber, Robert (R.B.); West, Gregory (G.S.)
Cc: Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.);

Hale, Curt (B.C.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Robert,
All of the circuits except 640 do in fact go to the suspect connector/wiring that was potentially shorted to shock tower.

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7286
Email: bwilli8@ford.com

-----Original Message-----
From: Abar, Robert (R.B.)
Sent: Thursday, May 08, 2003 7:27 AM
To: West, Gregory (G.S.); Williams, Brent (B.A.)
Cc: Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.); Hale, Curt (B.C.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,
Can you provide the specific circuit that Brent is requesting that is generating the failure?

Brent,
The accelerator pedal circuits at connector C2040 14401 Accelerator pedal position sensor are as follows:

pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1285 (RD/LG) Idle validation switch, signal
pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal
pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

Independant of Greg's response do any of these circuits go thru the are near the shock tower?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-88073 rabar@ford.com
Room: 1CP20/Rotunda CI #4 Mail Drop: LM410

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Wednesday, May 07, 2003 9:54 AM
To: Abar, Robert (R.B.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Still one question that was never answered from my standpoint.....Can anyone tell me was circuit # or pin that could have the potential shorting condition to cause the failure modes seen with the pedals? I would like to trace the path of the circuit to see if it even runs near the shock tower.
Thanks.

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2879
Pager: 502-336-7285
Email: bwillia8@ford.com

----Original Message----
From: Abar, Robert (R.B.)
Sent: Wednesday, May 07, 2003 9:36 AM
To: Williams, Brent (B.A.); Hale, Curt (B.C.)
Cc: West, Gregory (G.S.); Abar, Robert (R.B.); Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)
Subject: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures
Importance: High

Brent / Curt,

We started seeing repeat repairs on 2002 F-series HD vehicles that have the 03B03 Recall level -9F836-DE accelerator pedal assy's on them. They are coming back with usually less that 5000 miles on them and usually within two months of the replacement.

Highest frequency of repeat repairs are in the early builds when the wire chafing issue was a potential as indicated by the following data on repeat repairs. (this data includes repeats for earlier level -DA and fix level -DE pedal assys)
Jul 01 - 6
Aug 01 -8
Sep 01 - 12
Oct 01 -38
Nov 01 - 30
Dec 01 - 41
Jan 02 - 51
Feb 02 - 6
Mar 02 - 7
Apr 02 - 2
May 02 - 4
Jun 02 - 3
Jul 02 - 0
Au 02 - 4
Sept 02 -4

In order to reduce repeat repairs and reduce the mechanics diagnostic time associated with the repeat

repairs please issue a TSB to the field instructing them where to look for the potential chafing issue, especially for the builds prior to Feb 02. Can an Oasis or SSM go out ahead of the TSB?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX(313) 24-00073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM419

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

FYI
Call when you get a chance and I'll explain the pictures.

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)
Cc: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

Here you go Greg, Sorry Craig, delete the previous note.

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7285
Email: bwillia8@ford.com

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:34 PM
To: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

take a look at these pics and give me a call.

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7285
Email: bwillia8@ford.com

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

From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

FYI...

I also have another dealership whom said he would send us a picture. This other truck was also a F550 4X2.

Thank you, best regards and have a great TODAY!

Michael V. Leese
F151/0157 Plant Vehicle Team- Electrical (EESE/EVaT
Kentucky Truck Plant
ph: (502) 426-2566, (pager: (312) 766-7176
email: mleese1@ford.com

-----Original Message-----
From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.); Mancilovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnema, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

Gentlemen, FYI
Shop Foreman Larry Simon of Don Sanderson Ford in Arizona sent this picture of harness rubbing driver's side shock tower and causing no accel by interupting IVS signal.
This was a 2002 F550 4X2 R/C Chassis Cab with Flatbed built 8/8/01 and 10 miles on the odometer.

Dealer put two pedals on this unit and ran 5V in place of B+ to IVS portion of switch (as a test only) before finding chafe, repaired wiring, restoring B+ to IVS, and deeming concern fixed.
Same dealer told of another stock unit on which the starter would stay engaged when applying pressure to fuse panel....replaced CJB...still had concern....traced issue to when moving fuse panel was actually moving underhood harness which was chaffed to the LH shock tower...both units are fixed at this point.

I think the grey/white and brown/white wires in the picture are for AP signal, but its hard to see.
This is for information update purposes only to inform everyone of what we and the dealers are seeing.

Phil Evenhouse, 79334

Tech Hotline Diesel Group Leader

-----Original Message-----
From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]
Sent: Wednesday, October 03, 2001 1:30 PM
To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QESTIONS....623-842-8891

10/2/2003

SHIELDED CIRCUITRY

WIRE NO.	BACK/GROUND CIRCUIT	ENCLOSED CIRCUITS / SHIELDS	WIRE SIZE	LENGTH (MM)	SPECIFICATION NUMBER
22	450	358, 359A, 359B, 359C, 360A, 360B, 360C, 361A, .562A, 576, 1082,	G-18 B-16	800	ES-F4SB-14A121-AA MANAGEMENT 9

NO. 2C3T-12A581-ML

LTR	REVISIONS: DATE	REVISED BY / CHECKED	APPROVED	ECO
	REN. 2C3T-12A581-MK			
	REL 2C3T-12A581-MJ			
K1	ADD PLASTIC BAG			
	ECO-E-11261838-001			
	01 04 22 ENGINEERING	T.THOMPSON	T.THOMPSON	YES
	REN 2C3T-12A581-MJ			
	REL 2C3T-12A581-ME			
L1	EFF CHANGES			
	ECO-E-11211818-000			
	01 04 07 D.LANE	T.THOMPSON	T.THOMPSON	YES
	REN 2C3T-12A581-MH			
	REL PM3C3T-12A581-AA			
M1	PN + NAME CHANGE ONLY			
	WAS WIRING ASSEMBLY-ENGINE CONTROL SENSOR			
M2	TRAILER TOW SYSTEM			
	ECO-E-11282438-000			
	01 04 26 J.BLACK	T.THOMPSON	T.THOMPSON	YES
	REN PM3C3T-12A581-AA			
	REL 2C3T-12A581-ML			
N1	PN + NAME CHANGE ONLY			
	WAS WIRING ASSEMBLY-ENGINE CONTROL SENSOR			
N2	ADD 58325 INTERCONNECT			
	ECO-E-11220825-002			
	01 05 14 J.BLACK	G.SMITH	G.CARLIN	YES
P1	FEU CHANGES			
	ECO-E-11175478-000(REL)			
	ENGINEERING	K.SHEPPARD	K.HENDRIX	YES

MUST CONFORM TO SPECIFICATION "ES-F4SB-14A121-AA"

ALCOA

ALCOA FAIRCHILD LTD.

REFERENCE: 2C3T-12A532-N1 PANEL ASSEMBLY-AUTO W/EGHT, DRL OVERHEAD CONSOLE, HEADLAMP, FOG LAMPS

PART MUST COMPLY WITH MATERIAL SPECIFICATION ESB-M3P9999-A1 TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT.

DRAFTED IN ACCORDANCE WITH FORD ENGINEERING DRAFTING STANDARDS CURRENT AT INITIAL RELEASE

3RD ANGLE PROJ. DIMENSIONS IN MILLIMETERS

CAD TYPE	CAD LOC.	CAD FILE	E P
E - EDGS	0102		TO MASTER

DRFN. NO.	UNIT	DRAWING
	01	2C3T-12A581-ML

DESIGN	DETAIL	TITLE	SHT
THOMPSON	LANE	WIRING ASSEMBLY-ENGINE CONTROL SENSOR	OF
CHECKED	SAFETY		SHEETS
SCALE	DATE	DIVISION	
NONE	08 07 07	PLANT	

LIBRARY STORE DATE: 01/03/05 11:30
LIBRARY NUMBER: AVT LIB 26-20 2000-050
LIBRARY NAME: EDGS LIB 00-12-22
ASSEMBLY CONTAINS 245 CIRCUITS

FRAME 1 OF 40

219 220 221 222 223

F8B3-044 8838

SHIELDED CIRCUITRY

SHLD NO.	ENCLOSURE CIRCUIT	ENCLOSED CIRCUITS / SHIELDS	GRID LOC.	LENGTH (MM)	SPECIFICATION NUMBER
24	498	038, 039A, 039B, 288A, 588A, 648A, 581A, 582A, 0F8, 1017	B-26 B-31	1.165	ES-F8DB-14A121-AA PARAGRAPH 8

NO. 2C3T-12A581-MN

LET	REVISIONS DATE	REVISED BY	CHECKED	APPROVAL	CAD
⊙	REM 2C3T-12A581-MC REL PM2C3T-12A581-MN PN + NAME CHANGE ONLY WAS WIRING ASSEMBLY-ENGINE CONTROL SENSOR				
B1					
B2	TRAILER TOW SYSTEM ADDED E-11D2488-CAB				
	01 06 24	J.BLACK	T.THOMPSON	T.THOMPSON	YES
⊙	REM PM2C3T-12A581-MC REL 2C3T-12A581-ML PN + NAME CHANGE ONLY WAS WIRING ASSEMBLY-ENGINE CONTROL SENSOR				
M1					
M2	ADD 15975 INTERCHANGE ADDED E-11F2B033-CAB				
	01 05 24	J.BLACK	S.MARTIN	S.MARTIN	YES
⊙	REM 2C3T-12A581-ML REL 2C3T-12A581-MN ADD HONEY CLIP. ADDED E-11F2A1B-CAB				
P1					
		P. WOLFE	T.THOMPSON	T.THOMPSON	YES
E2	WIRING AND SECTIONS. ADDED E-16J7343B-CAB				
		P. WOLFE	T.THOMPSON	T.THOMPSON	YES
⊙	REM 2C3T-12A581-MB REL 2C3T-12A581-MN RELOCATE 42-WAY CONNECTOR. ADDED E-11C3228-CAB				
E1					
		P. WOLFE	T.THOMPSON	T.THOMPSON	YES

D

C

B

MUST CONFORM TO SPECIFICATION "ES-F8DB-14A121-AA"

ALCOA

ALCOA FUJIKURA LTD.

REFERENCE 2C3T-12A581-MJ P131 DIESEL AUTO W/ROOF, CAL OVERHEAD CONSOLE, HANDLAMP, FOG LAMPS

PART MUST COMPLY WITH MATERIAL SPECIFICATION ES-XXXXX-AA TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT.

DRAFTED IN ACCORDANCE WITH FMC ENGINEERING DRAFTING STANDARD CURRENT AT INITIAL RELEASE

SEE TABLE FOR DIMENSIONS IN MILLIMETERS

CAD TYPE	CAD LOC.	CAD FILE	
E - EDGE	B102		E M TO MASTER
DRWG. NO.	UNIT	DRAWING	
	01	2C3T-12A581-MN	
DESIGN	DETAIL	TITLE	UNT OF
THOMPSON	LANE	WIRING ASSEMBLY-ENGINE CONTROL SENSOR	
CHECKED	SAFETY		SHEET
SCALE NONE	DATE 08 07 24	DIVISION PLANT	

LIBRARY STORE DATE: 01/07/02 06:46
LIBRARY NUMBER: AVT LIB 26-20 2001-031
LIBRARY NAME: EDGS LIB 01-06-29
ASSEMBLY CONTAINS 245 CIRCUITS

FRAME 1 OF 40

FORD-644 8548

219 220 221 222 223

Engineering
RESOURCE GUIDE

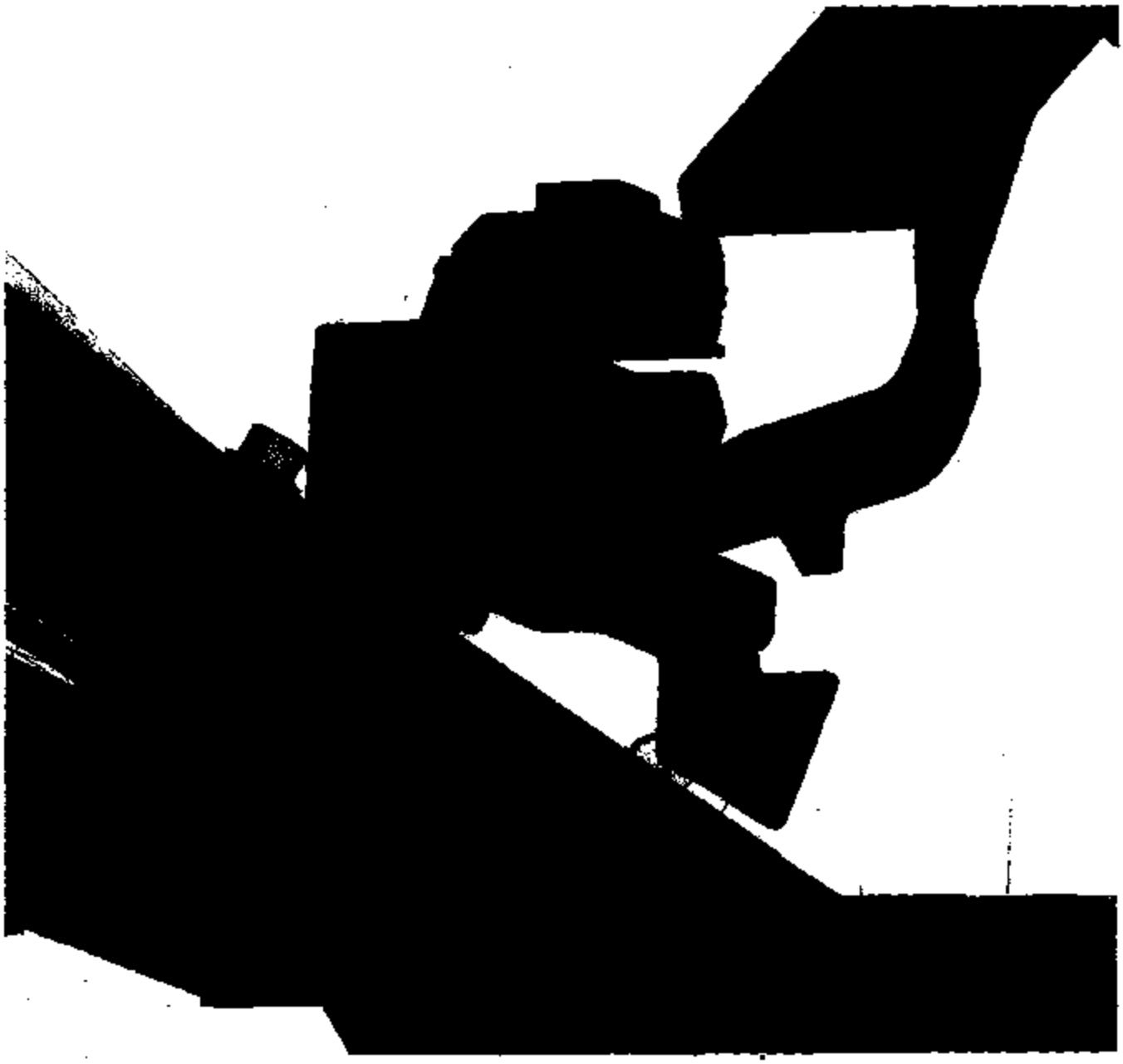
PBS-044 12003

Engineering

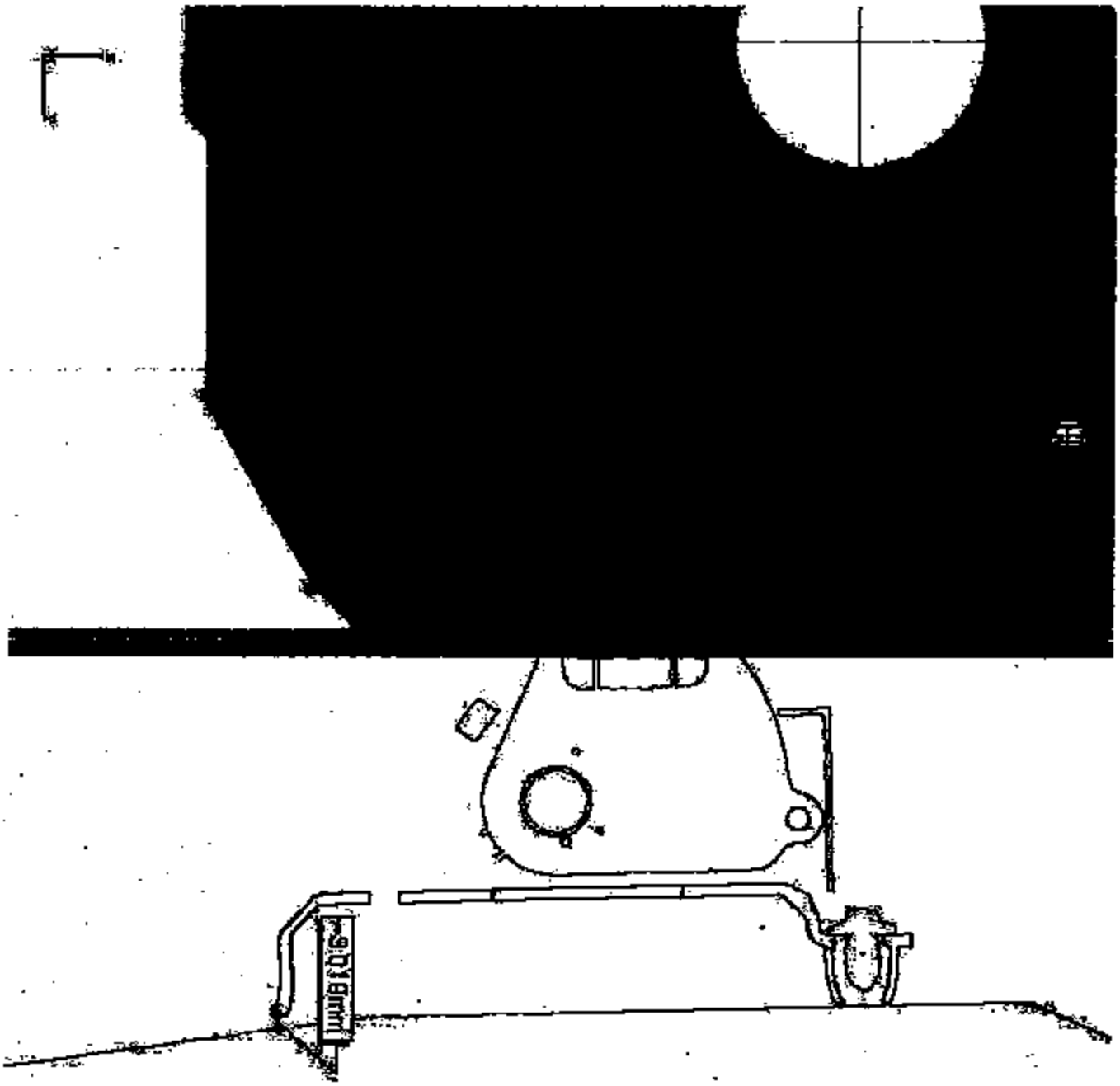
RESOURCE GUIDE

Part Name P15

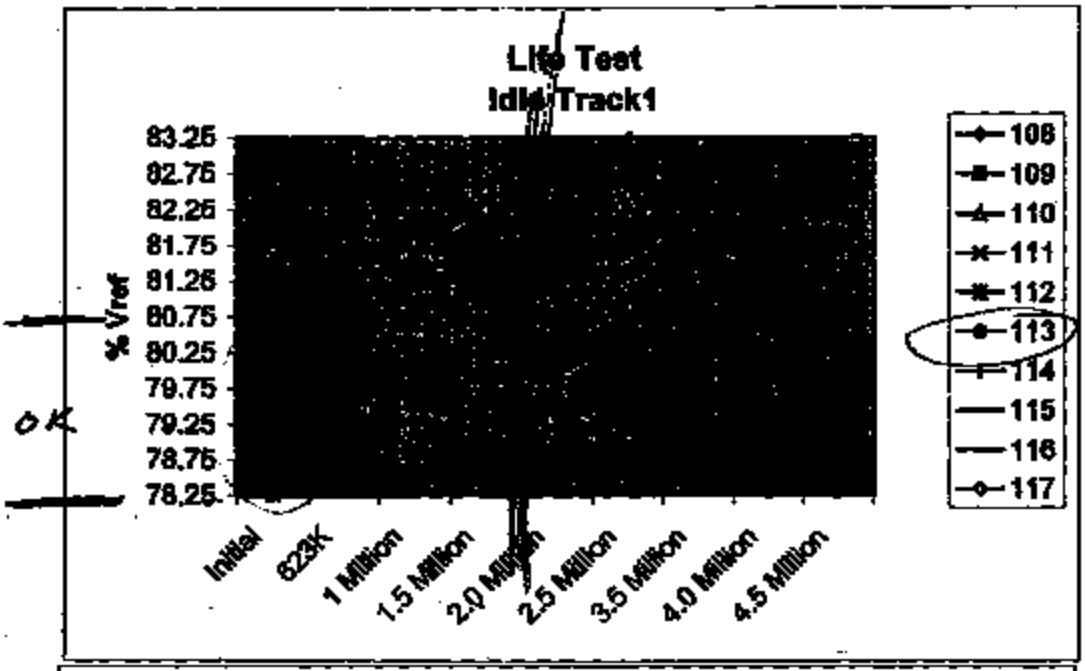
2003 ETC PEDAL



PE83-844 12885



review pedal 113
119
115
116



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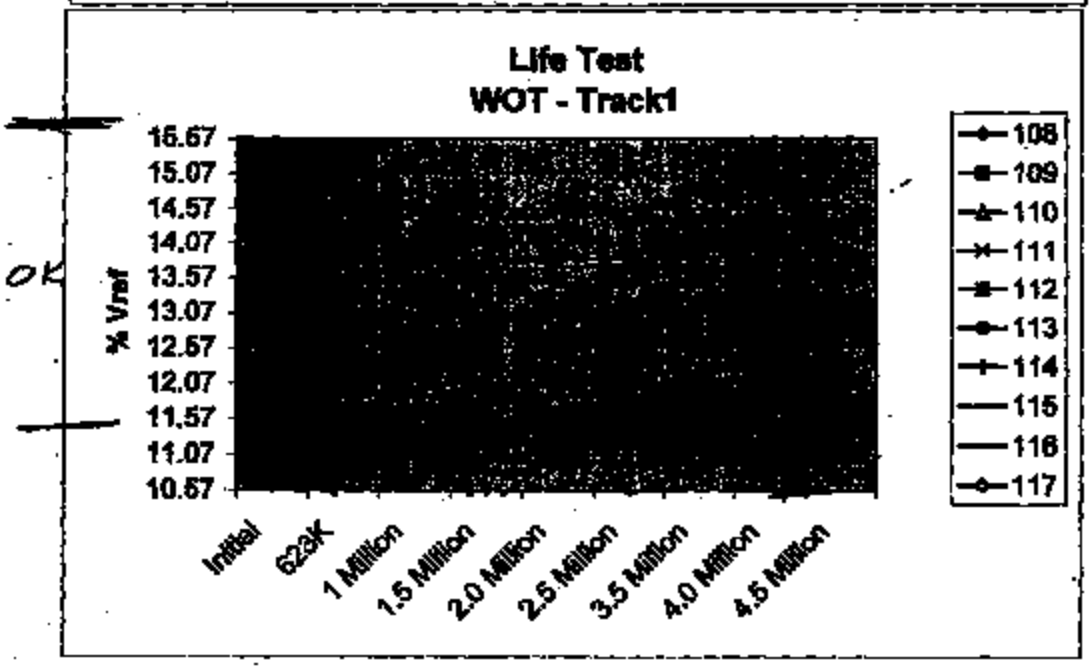
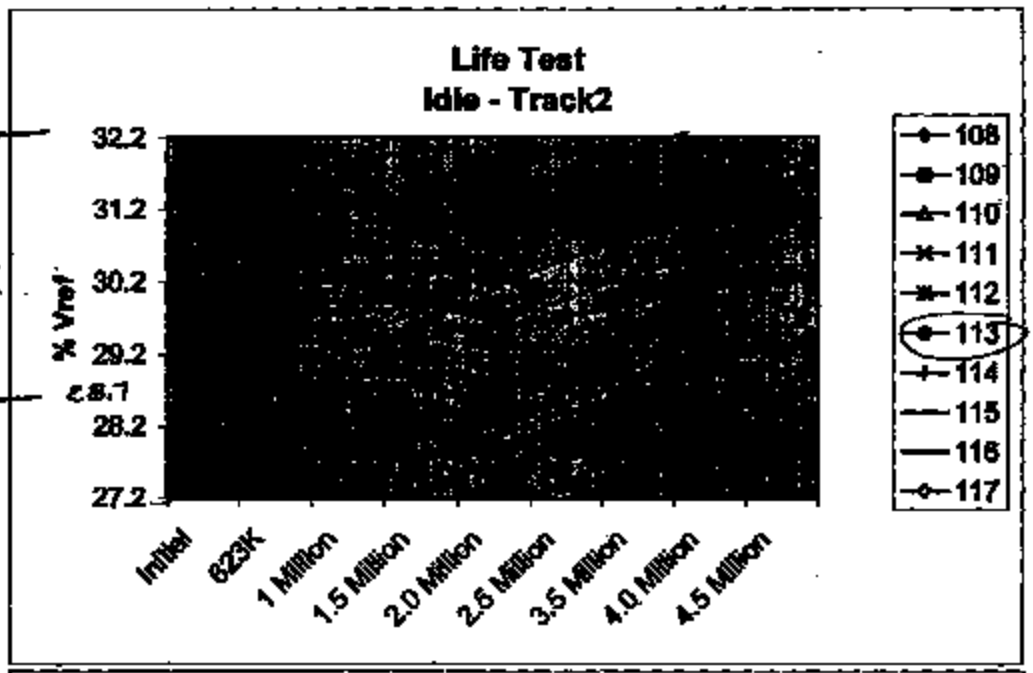


OK

review slope coordination over KCT

TFX PV for CB.25



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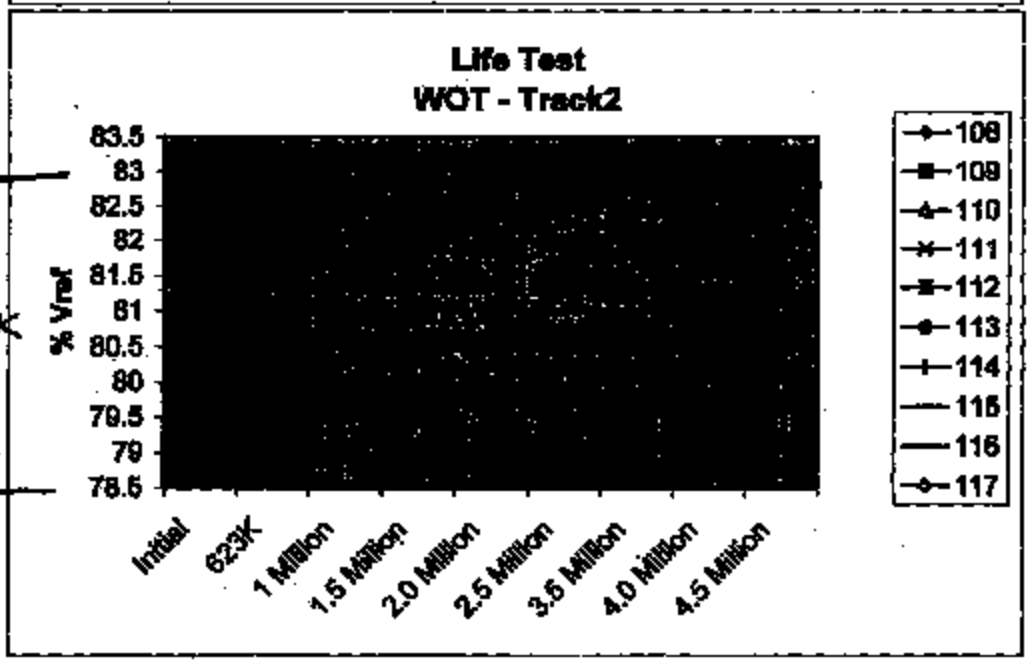

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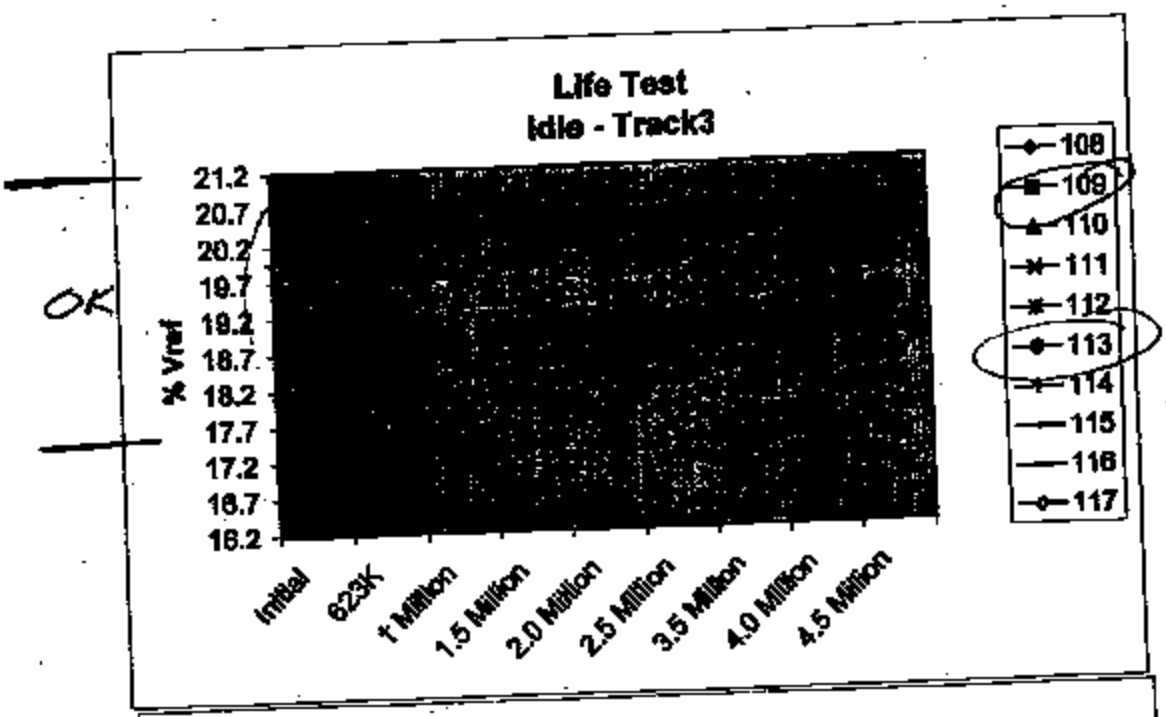
Life Test
Idle - Track3
% Vref
21.2
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17.2
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16.2
Initial
623K
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108
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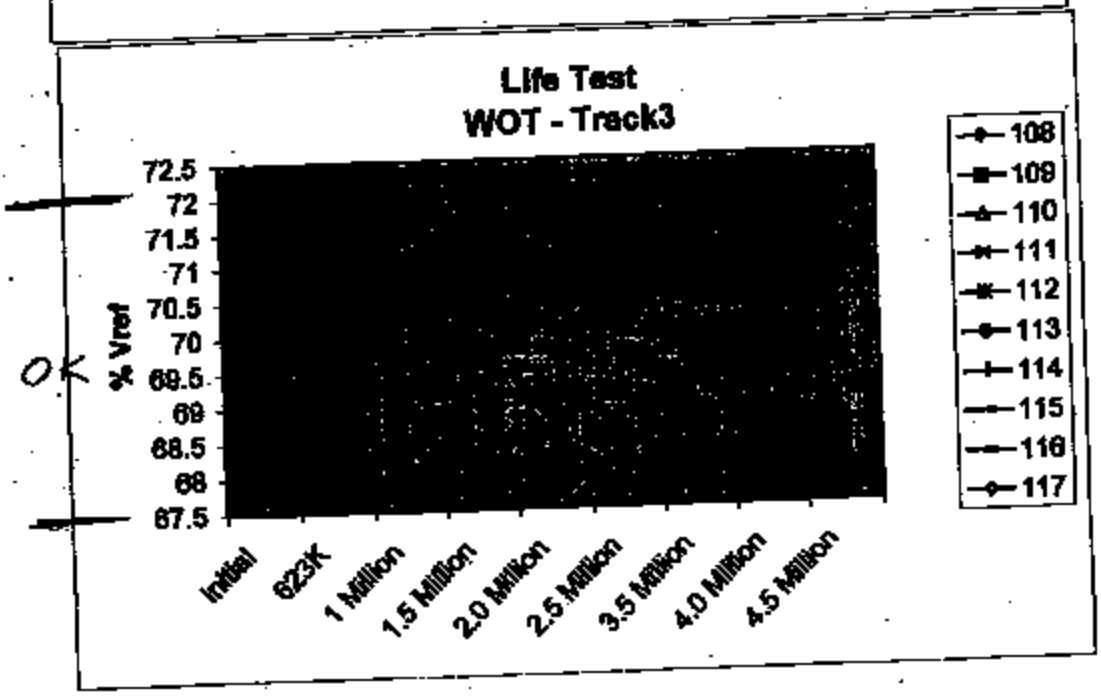
Life Test
WOT - Track3
% Vref
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PE03-044 3347

PE03-044 3349

CUST_TXT	AREA_CD	COUNTRY_CD	BUS_DLR_CD	TXN_CD	CNTRY_SOLD

PE83-644 3320

ENTRY_TXT	AREA_CD	COUNTRY_CD	DLR_DLR_CD	TXN_CD	CNTRY_BOLD

[redacted]

From: Johnson, Steven (S.M.)
Sent: Tuesday, December 10, 2002 8:24 AM
To: Williamson, Richard (E.); Setti, Frank (F.E.)
Subject: 02-03 FH Diesel accel pedal

Rick/Frank,

Here is the file of tow in reports for the 2002-2003 F-superduty accelerator pedal assembly replacements. I searched both the customer and technician comment fields for anything related to the vehicles being towed in. I found 130 tow in reports out of the 6295 total AWS accel pedal replacement file. After a quick cost analysis, the average total repair bill is $210 with an average material cost of $71. The AWS claim data does not break out any towing expenses from the repair expenses.

02-03 FH Diesel accel pedal.xl...

Let me know if you need anything else.

Steve Johnson

ECI concern analyst
sjohns62@ford.com
(313) 248-8113

Report Information														
Report ID:														
41980849:	Status=Finished													
Data Selection Criteria:		Model Year = MY_2002003, MY_2003003												

Report Selection Criteria:	Report Name=Inventory Orders List

MDL_YR	VEH_OD	LSR_DOO	VEH_LIN	MKT_DE	BOD_DA	VEH_SRS	DRIVE_G		TRANS_D	PLANT_O		WRTY_START_D
2003	1FTNW21F02	$1,51	DIFT	TW	TWO	TWO	TW	TWO	TWO	A1	13-Sep-01	1-Oct-01
2003	1FTNX21F02	$64,04	DIFT	TW	TWO	TWO	TW	TWO	TWO	A1	8-Nov-01	31-May-02
2003	1FTNW21F03	$1,51	DIFT	TW	TWO	TWO	TW	TWO	TWO	A1	13-Sep-01	1-Oct-01
2003	1FTNS91F03	$0,42	DIFT	TW	TWO	TWO	TW	TWO	TWF	A1	21-Sep-01	19-Oct-01
2003	1FTNW21F04	$0,39	DIFT	TW	TWC	TWO	TW	TWO	TWO	A1	17-Jul-01	4-Sep-01
2003	1FTNS20F03	$0,39	DIFT	TW	TWO	TWO	TW	TWO	TWW	A1	21-Dec-01	19-Jul-02
2003	1FTNS21W03	$20,03	DIFT	TW	TWO	TWO	TW	TWO	TWO	A1	13-Oct-01	28-Oct-01
2003	1FTNW21F13	$21,08	DIFT	TW	TWO	TWO	TW	TWO	TWF	A1	27-Nov-01	26-Dec-01
2003	1FTNW21F23	$0,83	DIFT	TW	TWO	TWO	TW	TWO	TWW	A1	6-Nov-01	31-Dec-01
2003	1FDNW21F23	$1,88	DIFT	TW	TWO	TWO	TW	TWO	TWF	A1	23-Oct-01	19-Nov-01
2003	1FTNW21F13	$3,08	DIFT	TW	TWO	TWO	TW	TWO	TWF	A1	27-Nov-01	26-Dec-01
2003	1FTNW21F33	$1,82	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	21-Sep-01	26-Oct-01
2003	1FTNW21F43	$20,27	DIFT	TW	TWO	TWO	TW	TWO	TWW	A1	11-Jan-02	1-Feb-02
2003	1FTNX20F03	$2,01	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	6-Sep-01	16-Nov-01
2003	1FTNW21F53	$41,08	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	16-Nov-01	22-Dec-01
2003	1FDNF81F43	$6,83	DIFT	TW	TWO	TW	TW	TWO	TWF	A1	23-Sep-01	9-Oct-01
2003	1FDNF21F43	$20,08	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	30-Nov-01	14-Jan-02
2003	1FTNS20F13	$14,8	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	4-Jan-02	17-Jan-02
2003	1FDSW21F03	$0	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	20-Oct-01	17-Dec-01
2003	1FTNF20F03	$8,83	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	9-Feb-02	19-Apr-02
2003	1FTNW21F33	$24,08	DIFT	TW	TWO	TWO	TW	TWO	TWO	A1	6-Jun-02	22-Jun-02
2003	1FTNS20F23	$3,83	DIFT	TW	TWO	TWO	TW	TWO	TWF	A1	4-Sep-01	20-Sep-01
2003	1FDNW21F03	$2,08	DIFT	TW	TWO	TWO	TW	TWO	TWF	A1	23-Sep-01	7-Nov-01
2003	1FTNW21F23	$7,83	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	30-Oct-01	6-Nov-01
2003	1FTNW21F53	$99,85	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	16-Dec-01	16-Jan-02
2003	1FDSW21F03	$3,08	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	7-Mar-02	9-Apr-02
2003	1FDNF21F03	$15,18	DIFT	TW	TWA	TWO	TW	TWO	TWF	A1	9-Nov-01	16-Nov-01
2003	1FDNF80F23	$0,79	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	5-Mar-02	22-Apr-02
2003	1FTNW21F03	$2,75	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	15-Mar-02	4-Apr-02
2003	1FTNS21F03	$0,82	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	4-Jan-02	1-Feb-02
2003	1FTNS21W03	$7,43	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	13-Dec-01	31-Dec-01
2003	1FTNS21F03	$16,82	DIFT	TW	TWO	TWO	TW	TWO	TWA	A2	11-Dec-01	31-Dec-01
2003	1FDSW21F03	$40,23	DIFT	TW	TWO	*	*	TWO	TWA	A2	9-May-02	19-May-02
2003	1FTNW21F03	$65,91	DIFT	TW	TWC	TWO	TW	TWO	TWA	A1	30-Sep-01	26-Oct-01
2003	1FTNW21F73	$0,9	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	3-Jun-02	27-Jun-02
2003	1FDSW21F03	$24,08	DIFT	TW	TWA	TWO	TW	TWO	TWA	A1	23-Apr-02	23-May-02
2003	1FDNF80F23	$0	DIFT	TW	TWA	TWO	TW	TWO	TWF	A1	15-Oct-01	31-May-02
2003	1FTNX21F03	$20,72	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	29-Nov-01	4-Dec-01
2003	1FDNW21F03	$6,73	DIFT	TW	TWA	TWO	TW	TWO	TWA	A1	8-Nov-01	30-Nov-01
2003	1FTNW21F03	$2,58	DIFT	TW	TWC	TWO	TW	TWO	TWA	A2	16-Sep-01	26-Oct-01
2003	1FTNW21F03	$0,08	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	16-Oct-01	7-Dec-01
2003	1FTNW21F03	$2,83	DIFT	TW	TWC	TWO	TW	TWO	TWA	A1	16-Oct-01	7-Dec-01
2003	1FTNW21F03	$72	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	4-Sep-01	22-Sep-01
2003	1FTNW21F13	$76,08	DIFT	TW	TWC	TWO	TW	TWO	TWA	A1	23-Sep-01	14-Dec-01
2003	1FTNW21F23	$68,08	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	16-Nov-01	22-Dec-01
2003	1FDNW21F03	$2,34	DIFT	TW	TWC	TWO	TW	TWO	TWF	A1	23-Mar-02	13-May-02
2003	1FTNW21F03	$76,84	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	14-Jan-02	28-Jan-02
2003	1FTNS21F03	$3,84	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	17-Oct-01	5-Nov-01
2003	1FTNW21F03	$4,19	DIFT	TW	TWO	TWO	TW	TWO	TWA	A1	13-Nov-01	4-Dec-01

Reported Discrepancies

NAME	DOC_NUM	PH_NUM	WDD_OR	Description of the Discrepancy	Default Choice for Date Discrepancy is current cutoff date	PART_NU M_CRUS	PART_NU M_DRUM	PART_NU M_CRUS	CUST_CO NO_OD	COND_CD	RPR_DT	TR_WEB	CUS_KEY	MILES	LTR_OD ST	TOT_COS T_GROSS	LER_HRS	CUS_CC	CUS_SUB _OD	REMON_ OD	ST_REW _OD	ORIG_O CUS
JACKY W JONES FORD INC	8888291	8888188	8791	2036	88788	DA	031			9-Nov-01	2	388244	3883	48	135.21	LS	150	*				31481
HEALY FORD SALES LIMITED	14444891	4288881	8791	1082	88988	DA	A46			19-Nov-01	4	888826	4	48.47	444.88	3.2	84288	*				31481
JACKY W JONES FORD INC	7888281	8888188	8791	1038	88788	DA	031			27-Nov-01	2	888782	4000	48	139.21	LS	150	*				31481
SMITHTOWN FORD, INC.	8444881	8888848	8791	1082	88988	DA	288			9-Dec-01	3	887388	1467	75.88	148.88	0.8	870	*				31481
Patrick Ford, Inc.	8138181	7788888	8788	2038	88888	DA	288			7-Dec-01	4	388881	4188	88.84	178.88	1.8	3488	*				31481
DREW FORD	3888881	4847777	8791	2032	88888	DA	288			17-Dec-01	1	838888	884	48	141.88	1.8	3488	*				31481
COURTESY FORD	4848881	7848488	8788	2038	88888	DA	288			19-Dec-01	2	788888	8478	48	178.88	1.8	3478	*				31481
COURTESY FORD TRUCKS	8848484	8788878	8791	1082	88988	DA	288			19-Dec-01	3	718887	3888	48.84	882.87	3.8	7788	*				31481
SMITH PE FORD, INC.	4888281	4838882	8791	1038	88788	DA	288			19-Dec-01	3	841888	1388	48.84	138.88	1	4848	*				31481
OAK CLARK FORD (OLDS) LTD.	8778884		8791	1888	88888	DA	288			21-Dec-01	3	888888	188	88.88	188.48	0.8	84887	*				31481
ROBERSON FORD SALES, INC.	3888881	3838481	8791	1088	88988	DA	288			8-Feb-02	3	848848	3888	88.84	178.78	1.4	8818	*				31481
DE PAUL FORD SALES	8888884	4888811	8791	2038	88988	DA	811			8-Feb-02	4	888888	8888	48	134.87	1.8	8878	*				31481
MILLER FORD-MERCURY	1488881	4787288	8788	2032	88988	DA	288			22-Feb-02	4	888888	1478	48	881.87	2.1	8884	*				31481
QUEENSWAY Ford	1877881	8888888	8791	1888	88988	DA	288			8-Mar-02	4	818888	7388	48.84	188.88	0.8	884	*				31481
LAKEWOOD FORD,INC (N)	8888481	3782888	8791	2082	88988	DA	288			8-Mar-02	4	838888	1188	48	188.88	2.1	3143	*				31481
NORTHLAKE FORD-MERCURY	8888884	3888888	8791	1038	88988	DA	288			12-Mar-02	4	888884	8138	88.84	148.48	1.8	8788	*				31481
MUND FORD, INC.	1888138	7818878	8791	1082	88988	DA	811			3-Apr-02	4	1887888	1481	88.84	871.8	3.8	3888	*				31481
RIVERHEAD MOTORS, INC.	8888881	7878888	8788	2038	88888	DA	288			3-Apr-02	4	888784	8888	48	382.8	3.8	3878	*				31481
RAPPAHANNOCK FORD MERCURY	8148881	7848878	8791	1888	88988	DA	288			10-Apr-02	4	888888	4414	88.84	118.84	0.8	8881	*				31481
CORNER FORD-MERCURY	1888881	8848484	8791	1038	88988	DA	288			10-Apr-02	1	888881	818	88.84	187.88	0.8	7778	*				31481
MOORESVILLE FORD MERCURY, INC.	4444881	8841888	8791	2032	88988	DA	288			28-Apr-02	4	1888878	13728	48	188.88	2.1	4188	*				31481
TOM NEFFENBAH FORD-MERCURY INC	8138181	3484878	8788	1888	88888	DA	288			28-Apr-02	4	1448888	21882	118.84	188.71	0.8	3488	*				31481
HAMEL FORD, INC.	8848881	4838848	8788	1082	88988	DA	288			28-Apr-02	4	8888878	32388	48.84	888.48	0.8	8884	*				31481
LAKEWOOD FORD,INC (N)	7818181	3888888	8788	2038	88888	DA	288			3-May-02	4	1848888	14788	48	188.88	1	3142	*				31481
BROOKHAVEN FORD TRUCK SALES,	8818881	8272281	8791	2082	88988	DA	288			3-May-02	4	1888888	1887	48	387.88	1.8	3848	*				31481
WHITE-STATE FORD TRUCK SALES,	1188138	7888888	8791	1038	88988	DA	288			28-May-02	4	1888888	4188	88.84	174.4	1.8	8888	*				31481
GARY WOMANS FORD	3488788	3888771	8791	1082	88988	DA	288			28-May-02	7	1887788	8188	88.84	888.88	3.8	4738	*				31481
JOE CLEMMONS FORD LTD,	8888884	3488888	8788	1038	88888	DA	288			3-Jun-02	3	1818788	8548	88.88	188	1.8	87888	*				31481
TRADEWINDS FORD, INC.	8878481	7888888	8791	1882	88988	DA	288			3-Jun-02	3	1888888	878	48.84	188.88	1.8	8878	*				31481
JERRY'S LINCOLN FORD LM	8888881	7788188	8788	2038	88888	DA	288			10-Jun-02	4	1884488	11388	48	134.88	1.8	187	*				31481
BRAD HEWELL MD	4148488	8888884	8788	2038	88888	DA	288			14-Jun-02	4	8888888	11288	48	88.48	0.8	8848	*				31481
MORR WARNER FORD	MGH 2801	8878888	8788	*	88888	* DA	288			20-Jun-02	4	1878888	8888	88.84	888.87	2.8	3778	*				31481
WABASH FORD TRUCK SALES, INC.	8848788	3848841	8788	1038	88888	DA	288			20-Jun-02	2	1788744	78	88.84	888.88	2.8	8888	*				31481
R. S. MELNER FORD SALES, INC.	1878884	3488884	8788	2038	88888	DA	288			24-Jun-02	4	1888888	38818	48	344.81	3	8188	*				31481
AUBURN FORD, INC.	11487881	8828888	8788	2082	88988	DA	288		XI	27-Jun-02	3	1888188	7778	88.84	188.84	1.8	3484	*				31481
WAYNE AKRIN FORD, INC.	2881188	8888444	8788	1038	88888	DA	288			1-Jul-02	3	1888287	3847	84.88	388.88	2.8	4878	*				31481
NORTH STAR FORD	8888884	7888878	8788	1082	88988	DA	288			8-Jul-02	3	1818778	3888	84.88	141.88	0.8	8888	*				31481
WORLD FORD/FRANCHISE FINER	1888881	4888888	8791	2082	88988	DA	288			8-Jul-02	3	1884887	18488	48	818.77	3.8	8877	*				31481
FRIENDLY FORD, INC.	2818478	8884888	8788	1038	88888	DA	288			8-Jul-02	3	1848888	18888	84.88	178.88	1.8	8887	*				31481
REUTHER FORD, INC.	1888884	4848888	8788	1082	88988	DA	288			8-Jul-02	3	1878788	14788	84.88	188.84	1	8884	*				31481
FREEDOM FORD TRUCK CENTER INC	8448884	*	8788	1038	88888	DA	288			8-Jul-02	3	1838748	38884	84.88	148.88	0.8	7881	*				31481
FREEDOM FORD TRUCK CENTER INC	8448788	*	8788	1082	88988	DA	288			8-Jul-02	3	1844488	38878	84.88	188.84	1	7881	*				31481
COLORADO RIVER FORD, INC.	1778888	3282178	8788	1038	88888	DA	288		XI	8-Jul-02	10	1848184	18888	84.88	188.88	1.8	788	*				31481
THE PEMBROKE MOTOR COMPANY	8488884	8888111	8788	2082	88988	DA	288			15-Jul-02	3	1884748	33788	48	388.88	3.8	87	*				31481
ROBERSON FORD SALES, INC.	8488881	3284881	8788	2082	88988	DA	288			17-Jul-02	7	1888378	14734	48	184.88	1.8	8818	*				31481
DALE JARRETT FORD	1881888	8888881	8788	1038	88888	DA	288			19-Jul-02	3	1888887	1888	84.88	148.88	1	1884	*				31481
SUTHLLE FORD	4887888	*	8788	2082	88988	DA	288			26-Jul-02	3	2888888	4888	48	888.84	8	7888	*				31481
PARK CITY FORD, INC.	3888884	8883888	8788	2038	88888	DA	288			26-Jul-02	3	2888888	11388	48	188.84	1.8	3874	*				31481
CHERRY FORD SALES(1981)LTD	1348881	7881188	8788	*	88888	* DA	288			31-Jul-02	3	2888881	14478	8	88.78	1.8	87288	*				31481

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TECH_TX T1	TECH_TX T2	CUST_TXT	AREA_CD	COUNTRY_CD	SLS_DL R_CD		TOW_CD
[illegible]	[illegible]	CLICKING SOUND UNDER HOOD WAS TOWED	[illegible]	USA	[illegible]	[illegible]	
TESTED [illegible]	REPAIR FOR THE THROTTLE LINKAGE IS NOT CONNECTED PROPERLY.	OTHER IS FOR THE TOWING,RAMP DEAL	[illegible]	CAN	[illegible]		[illegible]
[illegible]	[illegible]	CLICKING FROM ACCELERATOR WILL NOT ACCELERATE WAS TOWED	[illegible]	USA	[illegible]	[illegible]	
CHECKED OUT [illegible]	[illegible]	NO ACCELERATION (DX AND REPORT) TOWED TO SHOP	[illegible]	USA	[illegible]		[illegible]
REPLACE ACCEL. P[illegible]		VEHICLE WAS TOWED IN WILL START AND IDLE BUT AN ATTEMPT AT ACCELERATING LACKS POWER OR WILL NOT GO	[illegible]	USA	[illegible]		[illegible]
VERIFY [illegible]	[illegible]	ACCEL PEDAL IN SHOP [illegible] TOWED IN	[illegible]	USA	[illegible]		[illegible]
TESTED WITH [illegible]		TOW IN [illegible] CUSTOMER STATES THAT ON HIS WAY HOME FROM [illegible] THE VEHICLE WOULD SURGE AND THEN DIE, BUT	[illegible]	USA	[illegible]		[illegible]
ROAD TESTED AND [illegible]		REPAIR FOR CHECK ENGINE LIGHT ON AND NO THROTTLE RESPONSE, TOWED IN	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	CHECK ENGINE LIGHT CAME ON ENGINE WILL NOT TAKE FUEL TOW IN	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	TOWED IN THROTTLE NOT WORKING		CAN	[illegible]		[illegible]
VEH LOST THROTTLE		CUST SAYS THAT THEY LOST THROTTLE RESPONSE, THEN ENGINE LIGHT CAME ON, WHEN WAITING FOR TOW, IDLE WAS ERRATIC UP AND DOWN, THIS IS 3RD TIME,	[illegible]	USA	[illegible]	[illegible]	
[illegible]	[illegible]	CUST STATES ON SLIGHT ACCELERATION [illegible] HAS FULL THROTTLE	[illegible]	USA	[illegible]		[illegible]
ACCEL PEDAL	[illegible]	OWNER REPORTS THAT WHEN DRIVING VEHICLE LOOSES POWER DIAGNOSE & REPORT TOWED IN	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	VEH WILL NOT ACCEL, TOWED IN [illegible] SEE HISTORY	[illegible]	USA	[illegible]	[illegible]	
ENGINE RESPONSE		ENGINE HAS NO RESPONSE WHEN PRESS ACCEL PEDAL, THEN SEEMS TO CATCH TURBO DIESEL TOW IN	[illegible]	USA	[illegible]		[illegible]
REPLACED DEFECT		CUSTOMER STATES ENGINE IDLES BUT NO THROTTLE OPERATION. CUSTOMER HAD VEHICLE TOWED IN. CHECK AND ADVISE PER CUSTOMER STATEMENT.	[illegible]	USA	[illegible]		[illegible]
ROAD TEST [illegible]		CUSTOMER HAD VEHICLE TOWED INTO SHOP STATING THE VEHICLE DOESNT MOVE WHEN YOU STEP ON GAS PLEASE TEST DRIVE	[illegible]	USA	[illegible]		[illegible]
CHECKED [illegible]		CUSTOMER REPORTS VEHICLE WILL NOT RUN BY THE GAS PEDAL, JUST STARTS AND IDLES, DRIVESHAFT REMOVED BY TOWING COMPANY	[illegible]	USA	[illegible]		[illegible]
VERIFIED, TESTED,		TOWED IN, ROUGH IDLE, NO THROTTLE SOMETIMES	[illegible]	USA	[illegible]		[illegible]
[illegible]		REPORTS CHECK FOR CHECK ENGINE LIGHT COMING ON AND [illegible] WILL NOT REV OVER IDLE WILL DIE, TOWED IN	[illegible]	USA	[illegible]		[illegible]
		CUSTOMER STATES ENGINE LOSE POWER AND THE CHECK ENGINE LIGHT IS ON, TOWED IN	[illegible]	USA	[illegible]	[illegible]	
TRUCK WAS TOWED		TRUCK WILL ONLY IDLE	[illegible]	USA	[illegible]	[illegible]	
CHECK WITH [illegible]		ENGINE WILL ONLY IDLE	[illegible]	USA	[illegible]	[illegible]	
[illegible]	[illegible]	CHECK ENGINE LIGHT ON, NO RESPONSE FROM ACCEL PEDAL TURBO DIESEL TOW IN	[illegible]	USA	[illegible]	[illegible]	
[illegible]		EMERGENCY BREAKDOWN TOWING [illegible] [illegible]	[illegible]	USA	[illegible]		[illegible]
[illegible]		COULD NOT ACCELERATE TOWED IN	[illegible]	USA	[illegible]		[illegible]
[illegible]		TOW IN NO THROTTLE WONT GO	[illegible]	USA	[illegible]		[illegible]
DIAGNOSE ENGINE		CHECK & REPORT ON ENGINE STALLING ON ACCELERATION	[illegible]	CAN	[illegible]		[illegible]
VERIFY [illegible]		CUSTOMER STATES TRUCK WILL NOT ACCEL WAS TOWED IN, CUSTOMER CHECKED FUSES	[illegible]	USA	[illegible]		[illegible]
CHECK ENGINE [illegible]		TOWED INTO SHOP WONT MOVE	[illegible]	USA	[illegible]		[illegible]
[illegible]		CUST STATES VEH WOULD BARELY MOVE IN GEAR TOWED TO SHOP	[illegible]	USA	[illegible]		[illegible]
ACCELERATOR PE[illegible]		CUSTOMER STATES VEHICLE WAS TOWED BECAUSE WHEN PUT IN GEAR NOTHING HAPPENED BUT AFTER STEPPING ON GAS FOR AWHILE	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	CUSTOMER STATES THAT THE UNIT LOST ALL THROTTLE RESPONSE	[illegible]	USA	[illegible]		[illegible]
CHECK TRANSMISSION		VEH WILL NOT MOVE [illegible] TRANS TOWED IN	[illegible]	USA	[illegible]	[illegible]	
THROTTLE PEDAL [illegible]		CHECK ENGINE LIGHT WAS ON, VEHICLE HAD NO THROTTLE RESPONSE AND WOULD NOT MOVE, NOW IT DOES, IT WAS TOWED IN, ADVISE	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	TOWED IN WONT GO OVER 5 MPH INTERMITTENTLY [illegible]	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	VEHICLE WAS TOWED IN WHEN YOU STEP ON GAS JUST IDLES DOESNT MOVE	[illegible]	USA	[illegible]		[illegible]
[illegible]		CUST STATES THE DASH ENGINE WARNING LIGHT COMES ON, VEHICLE WONT ACCEL WHEN LIGHT IS ON TOW IN	[illegible]	USA	[illegible]		[illegible]
[illegible]	[illegible]	WILL ENGAGE IN GEAR, BUT WILL NOT MOVE WHEN ACCELERATING	[illegible]	USA	[illegible]	[illegible]	
[illegible]		TOWED NO RESPONSE WHEN GAS PEDAL IS PUSHED	[illegible]	USA	[illegible]	[illegible]	
ENGINE HAS IDLE [illegible]		THERE IS NO RESPONSE FROM ACCEL PEDAL WILL NOT ACCELERATE TOWED IN		USA	[illegible]	[illegible]	
[illegible]		THERE IS NO RESPONSE FROM ACCELERATOR PEDAL, TOWED IN		USA	[illegible]	[illegible]	
DIESEL [illegible]		OK VEH TOWED TRANS COMPLETELY [illegible] IN ALL GEARS	[illegible]	USA	[illegible]	[illegible]	
[illegible]		TOWING, ONLY IDLES, WONT ACCELERATE	[illegible]	USA	[illegible]	[illegible]	
VEH STARTS BUT [illegible]		CUST SAYS THAT THAT THE VEHICLE WOULD START BUT NO ACCELERATE, COULD NOT GO, CHECK AND ADVISE, HAD TOWED IN, CUST NEEDS TO HEAD OUT TODAY	[illegible]	USA	[illegible]	[illegible]	
[illegible]		TOWED IN, CUSTOMER STATES THAT THE ENGINE LIGHT IS ON AND THE VEHICLE WILL NOT ACCELERATE	[illegible]	USA	[illegible]		[illegible]
CHECKED [illegible]		TOWED IN [illegible] ROUGH		USA	[illegible]		[illegible]
DIAGNOSE & REPLA[illegible]		TOWED TO SHOP BY CUSTOMER, [illegible] CHECK ENGINE LIGHT COMES ON AND VEHICLE WONT MOVE	[illegible]	USA	[illegible]		[illegible]
INSTALL [illegible]		[illegible] FOR NO THROTTLE	[illegible]	CAN	[illegible]	[illegible]	

[redacted]

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CNTRY_S OLD	GRT_CD	VPS_CD	AWS_VL_ CD	VRT_CD	TM_FLAG
USA	[illegible]	[illegible]	F7	811	
CAN	[illegible]	[illegible]	F7	[illegible]	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
CAN	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
CAN	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
USA	[illegible]	[illegible]	F7	811	
CAN	[illegible]	[illegible]	F7	811	

[redacted]

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ATCHLEY FORD INC	NA	MI
NORTHTOWN FORD MERCURY INC	NA	MI
HUNTINGTON FORD, INC.	NA	MI
BILL GRAHAM FORD, INC.	NA	MO
ROBINSON FORD SALES, INC.	NA	OR
TOM CLARK FORD, INC.	NA	PA
TURNPIKE FORD, INC.	NA	WV
DON CHALMERS FORD	NA	MN
[illegible] MOTORS, INC.	NA	MO
[illegible] FORD MERCURY INC	NA	NY
JACK DEMMER FORD, INC.	NA	MI
FUTURE FORD	NA	CA
[illegible] FORD	NA	NJ
[illegible] TRUCK SALES, INC.	NA	MA
[illegible] FORD, INC.	NA	IL
CAPITAL FORD INC	NA	MO
MICHAEL MOTOR COMPANY, INC.	NA	WV
[illegible] FORD MERCURY INC	NA	NY
FREEDOM FORD SALES LIMITED	NA	AB
MARTIN-[illegible] FORD LINCOLN	NA	NC
RIVER CITY FORD TRK SLS INC	NA	IA
ATCHLEY FORD INC	NA	NE
MISSION VALLEY FORD TRUCK SLS	NA	GA
[illegible] FORD INC	NA	OH
PHIL LONG FORD, LLC	NA	CO
KOONS FORD OF ANNAPOLIS, INC.	NA	MD
[illegible]DALE FORD, INC.	NA	NY
[illegible] MOTOR CO., INC.	NA	OK
[illegible] FORD	NA	CA
[illegible] TRUCK SALES, INC.	NA	MA
VALLEY FD TRK [illegible]	NA	PA
FUTURE FORD	NA	CA
ANTELOPE VALLEY FORD	NA	CA
[illegible] FORD, INC.	NA	MA
HALLMARK FORD SALES LIMITED	NA	SD
[illegible] LAKE FORD INC	NA	GA
SHEEHY FORD OF GAITHERSBURG, L	NA	MN
[illegible] FORD TRUCK SLS INC	NA	OH
DREW FORD	NA	CA
[illegible] FORD INC	NA	PA
[illegible] FORD & MERCURY	NA	MI
[illegible] FORD	NA	AL
[illegible] FORD, INC.	NA	OH
WADE FORD, INC.	NA	GA
[illegible] FORD TRUCK SALES & S	NA	NY
[illegible] FORD SALES[illegible]LTD	NA	ON
[illegible] CAPITAL FORD	NA	PA
ALL AMERICAN FORD, INC.	NA	NJ
[illegible] FD TRK SLS INC	NA	MD
PHIL LONG FORD, LLC	NA	CO
ROBINSON FORD SALES, INC.	NA	OR
[illegible] FORD SALES	NA	IL
[illegible] FORD INC	NA	PA
FAIRWAY FORD, INC.	NA	NC
COUNTRY FORD TRUCKS	NA	GA
[illegible] FORD, INC.	NA	FL
[illegible] COMMERCIAL TRUCK CENTER	NA	NJ
[illegible] MOTOR CO	NA	MI
CRANDALL FORD-MERCURY	NA	UT
[illegible] COUNTY MOTORS, INC.	NA	MI
[illegible] FORD LINCOLN MERC	NA	IN
VISTA FORD OF [illegible]	NA	GA
[illegible] FORD	NA	GA
BATTLEFIELD FORD	NA	VA
LALLY SALES & SERVICE LIMITED	NA	ON
[illegible] FORD	NA	NJ
[illegible] MOTORS 1972 LTD.	NA	AB
[illegible] FORD SALES LIMITED	NA	AB
SHEEHY FORD OF GAITHERSBURG, L	NA	MB
COMMERCIAL MOTOR COMPANY	NA	TX
[illegible] FORD INC	NA	OH
CRESCENT TRUCKS SLS & SERV CO	NA	LA
BATTLEFIELD FORD	NA	VA
VAN CLEVE FORD, INC	NA	WA

[illegible] PERFORMS STARTS AND RUNS WILL NOT ACCELERATE STAYS AT IDLE. TOWED IN
RUN MODE DIAG A PE CHECK ENGINE LIGHT ON & OFF WHEN CRUISE RESPONSE AT ACCELERATOR PUSH TO FLOOR NOTHING THERE. VEHICLE TOWED IN LIGHT WAS ON,THEN WENT OFF WHEN STARTED.
RD TEST [illegible] MODE DAS VEHICLE WILL NOT ACCEL, ADVISE TOWED IN [illegible].
DRIVING SP IN PCI VEHICLE TOWED IN WILL NOT IDLE OR RUN WHEN CUST STATES THEY HAVE TO KEEP FOOT ON BRKE TO RUN EX & ADV
VEH LOSES POWER DRIVER REPORTS VEHICLE LOOSES POWER WHEN DRIVING DOWN THE ROAD AND THEN IT COME BACK, TOWED IN
DIS. REPLACE PEDAL TOWED TO SHOP CUSTOMER STATES RETAIL WHEN SHAKE GAS MOVED OUT BACK. NO GAS PEDAL RESPONSE
NEW TESTER MONT THROTTLE DOES NOT WORK PER TOM TRUCK DRAGS
NO ACCELERATION CUSTOMER STATES VEHICLE WILL STALL ON HARD ACCELERATION VEHICLE TOWED IN
PEDAL SHORTED TOWED BACK IN, ACCEL. PEDAL [illegible].
VERIFIED CONCERN TOW TO SHOP VEHICLE HAS NO POWER AND WENT ACCELERATE
11791 SHOP DIAG PE B43 ENGINE LACKS POWER ON ACCEL. TOWED IN
REPLACED VSS GM Transmission STARTED TO SLIP BADLY AND THEN LOST POWER TOWED IN
DIESEL PI TP NO CP CHECK VEH FOR NO ACCELERATION CUST STATES THAT THE VEH WILL JUST IDLE RUNNING ACCEL PEDAL PRESSED VEH TOWED IN [illegible]
9311 HAR 4 GP PE I CUST STATES NO THROTTLE RESPONSE ON ACCEL.
TOWED IN PERFOR PAR,Throttle Shudder during shift,Also after stopped at stop sign truck does not want to move at all....
SHOP REPLACE GAS Towed in, no power
DID KEE TEST REPL. TOWED IN ENGINE TRUCK WOULD ONLY IDLE
VERIFIED CONCERN TOWED TO SHOP BY ROAD AND ASSISTANCE [illegible] WILL NOT ACCELERATE ABOVE IDLE SPEED ADVISE J.S. ON REPAIR
TEST FOR CODES, F REPAIR FOR NO FOOT RESP. TOWED IN
DIESEL DIAGNOSTIC TOWED IN,TRANS SHOP IN [illegible] WILL MOVE AT IDLE
[illegible] PUSH IN T CHARGE & REPAIR TOWED IN NO THROTTLE RESPONSE ONLY IDLES
RUN DIESEL DIAG N CRANKS WONT START TOW IN
VERIFIED CONCERN TOWED TO SHOP, CUSTOMER STATES THE TRUCK WILL START, BUT WILL NOT ACCELERATE
RAN OK E 1 CHECK ENGINE LAMP COMES ON (TRUCK ENTER TO A IDLE AND WILL NOT ALLOW ACCELERATION (TOWED IN) [illegible]
RUN TEST. PROPER CUSTOMER STATES ENGINE ONLY IDLES, NO THROTTLE RESPONSE, TOW IN.
[illegible] CUST STATES VEHICLE WILL NOT ACCELERATE, CHECK ENGINE LAMP ON TOW IN
ACCEL. PEDAL TOW TO SHOP,DON'T STAY RUNNING
RUN DIAG TEST DID CUST STATES ENGINE WILL NOT START, TOW IN
ROAD TES E REPLAC DRIVABILITY CONCERN PERFORM COMPRESSIONS TEST FOR IDLER OK BUT NO THROTTLE RESPONSE TOWED TO SHOP
5311 CHEATON B,STRAND TO SHOP BY ROAD CHE TOWING CHECK AND ADVISE FOR NO THROTTLE RESPONSE
THROTTLE PEDAL P TOW IN ENG STARTS AND IDLES WILL NOT ACCELERATE
[illegible]REPLACED THROTTLI TOWED IN VEH WILL DIE AFTER DRIVING FOR A WHILE
DCL AND ROAD NOI TOWED IN CUST STATES NO POWER WHEN ACCELERATING AFTER STARTING
ROAD TES ABOUT AC TOW ATTRUCK HAS NO POWER ATRATE BUT WILL NOT ACCELERATE
INSTALL DRIVER HAT CHANG FOR [illegible] WONT ACCELERATE
VERIFIED CONCERN CUSTOMER STATES THAT THE VEHICLE HAS NO POWER, TOW IN INSPECT AND REPORT
RD TEST , PERFORM TOW TO SHOP WILL NOT ACCEL NO POWER
CHECKED CODES,P NO THROTTLE RESPONSE (TOWED IN)
CHECK AT PID SW 3 CHECK ENGINE LIGHT IS ON AND ENGINE WONT ACCELLERATE WHEN PEDAL IS PUSHED 3.M.,TOWED IN
VEHICLE WAS TOWN PUSH ON THROTTLE NO RESPONSE IN MOTION
PERFORMED NEGEK TOWED IN VEHICLE STARTS RUN ACID PEDAL IS IN OP
RUN PERFORMANCE S CUSTOMER STATED TOWED IN,WONT HOLD AN IDLE,GOES DEAD,TRY TO START,NOTHING HAPPENS
CHAS [illegible] BY AND P INSTALL DRIVELINE RAMONES FOR G F TOW IN ENGINE STARTS UP BUT DERATES TO IDLE SPEED ONLY (NO THROTTLE RESPONSE)
1402 [illegible]TION ER P RAK PEDAL IS UNRESPONSIVE,TOW IN
TOWED TI M, ROAD CUSTOMER STATES TOWED TO SHOP, CRANKS NO START
ENGINE WILL NOT R TOWED IN R&R FLY VEHICLE IN GEAR AND WONT MOVE WONT S R/
CHECK AT INFINITE CUSTOMER RAN TRUCK FOR JOHN GRAB OCCILLANDS [illegible] INDICATION TOWED TRUCK BACK
R EPLACED THE TRA TOWED TO SHOP ROADSIDE ASSISTANCE, CUSTOMER STATES ENGINE WOULD NOT RESPOND TO THE ACCELERATOR PEDAL, JUST STAYED AT IDLE AND THE TRANSMISSION WARNING LIGHT CAME ON.
ENGINE TP E AND RE (TOW BY R RADIOLOGIST)N EX VEHICLE NO FORWARD MOTION AND NOT ABLE TO ACCELERATE
SEC TEST & PROPO CUSTOMER STATES NO THROTTLE RESPONSE WILL ONLY IDLE, TOW IN.
NO THROTTLE RESP CUST STATE ENGINE HAS NO THROTTLE RESPONSE AT TIMES,THEN TO RAN IT THE THROTTLE AND NO GO, HAVING TOWED IN
RAN ALL DIAGNOST VEHICLE TOWED TO SHOP. LOSING POWER
TSCH 394 VERIFY C TOWED IN WILL NOT RUN
ROAD TES ABSHED HOW TRUCK TOWED TO SHOP NO THROTTLE RESPONSE
WORK FAULT CODE P VEH WAS TOWED IN,VEH WON'T MOVE WHENACE PEDAL IS PUSHED
9231 CODE W SHOP DAS TOWED IN NO POWER WONT ACCELERATE BEING.
126, CHEK OPERATIV VEHICLE WAS TOWED IN [illegible]ady TOW OFF ATLANTIC CITY EXPRESSWAY.
VADS TEST , JUSLAK TRUCK TOWED IN, WILL IDLE BUT WILL NOT MOVE
PERFORMANCE TES BRAK TOWED IN IDLE NO POWER Engine Light On CHECK AND ADVISE
RAN PERFORMANCE TOWED IN WONT ACCELERATE
APH SPRM OC 43 CK CUST STATES ENGINE LIGHT IS ON TOW IN
PEDAL AND SENSOR CUSTOMER REQUEST DIAGNOSIS TOWED IN NO THROTTLE RESPOND
836 ARRIVED 1.4 PE CUSTOMER STATES GAS PEDAL GOES DEAD, ENGINE CONTINUES TO IDLE INTERMITTENLTY. VEHICLE TOWED IN, CHECK ENGINE LIGHT IS ON
REPLACE THROTTLI TOW IN,, ENGINE DOES NOT RESPOND TO THROTTLE PEDLE
9401 WOR BILY AND I CHECK BALBE OF ENGINE LIGHT COMES AS ONE DRIVER NO ACCELLERATION TOWED IN
9899, FOUND CODES ON INSABILITY GAS SERVICE CHECK ENGINE LIGHT ON TOWED IN
CHEK PC STRA. IN WILL NOT START, HAD TOWED
CHECK AT, VEHICLE WAS TOWED HERE, THROTTLE IS STICKING.
IN PERFORM DIAG I CHECH TRUCK RUNS BUT GAS PEDEL IS NOT WORKING TOWED IN
CALLED ROADSIDE E, ENGINE WONT ACCELERATE
252 GL PC ST, KEEP CUSTOMER STATES VEHICLE WILL RUN OUT RESPONSE OF GM GAS PEDAL (TOWED I)
RESPON, CODE,SEA CUSTOMER STATES ACCELERATOR ENGINE NOT TO BE WORKING,WILL NOT GO FASTER THAN IDLE TOWED IN
HOW TEST R,REPLACE TOW IN,, VEHICLE WILL NOT ACCELERATE
TOW TO SHOP. GAS GO INJECT NO POWER ON ACCELERATION.

402	USA	153339	BH
718	USA	154438	BH
348	USA	144881	3
314	USA	152113	BH
841	USA	174463	2
734	USA	144804	2
304	USA	152888	2
406	USA	148821	1
853	USA	153911	BH
718	USA	144784	1
734	USA	144218	2
698	USA	173880	2
702	USA	171188	1
886	USA	119833	BH
317	USA	153387	1
918	USA	151916	BH
304	USA	144838	1
718	USA	144834	1
718	CAN	435219	2
838	USA	131888	1
886	USA	149883	BH
402	USA	149882	BH
406	USA	171884	2
843	USA	147884	1
718	USA	436087	2
478	USA	144384	2
844	USA	113472	1
840	USA	162488	1
886	USA	129817	BH
886	USA	111882	BH
	USA	147313	BH
818	USA	170288	BH
444	USA	171488	BH
804	USA	171484	1
804	CAN	447888	2
818	USA	173888	2
301	USA	138888	2
350	USA	144812	BH
818	USA	171000	2
717	USA	131833	2
838	USA	135811	BH
351	USA	134818	1
814	USA	142112	1
779	USA	131881	2
831	USA	113113	2
818	CAN	488883	2
717	USA	443388	BH
351	USA	113147	1
446	USA	113884	BH
716	USA	488838	2
841	USA	174488	BH
712	USA	146201	BH
412	USA	144831	1
884	USA	121786	2
238	USA	172818	BH
841	USA	134818	1
488	USA	118888	1
881	USA	135308	2
436	USA	18888	BH
338	USA	134817	2
748	USA	147113	2
836	USA	171888	2
888	USA	121881	1
736	USA	137848	BH
818	CAN	188888	1
888	USA	118288	1
780	CAN	448817	2
780	CAN	488218	2
321	USA	141884	BH
341	USA	488838	2
813	USA	147884	BH
884	USA	122381	2
783	USA	187848	1
388	USA	488248	BH

PEBS-944 17789

[redacted]

[redacted]											

	[illegible]	[illegible] ST01	1002	[illegible]	SA	D[illegible]	42	[illegible]-Nov-02	8	[illegible]	[illegible]	41.42	234.07	5.1	1341 *	NA	PA	31001
FORD [illegible] FORD OF WEST [illegible]	13021101	[illegible] ST01	2002	[illegible]	DA	[illegible]	34	16-Nov-02	11	[illegible]	14700	48	156.21	1.4	[illegible] *	NA	[illegible]	31001
BILL-[illegible] MOTORS, INC.	[illegible]	[illegible] ST01	1002	[illegible]	SA	D[illegible]	42	16-Nov-02	3	[illegible]	2220	81.82	210.[illegible]	4.2	[illegible] *	NA	MD	31001
MARTIN - [illegible] FORD LINCOLN	194115A	[illegible] ST01	2002	[illegible]	SA	D21	34	20-Nov-02	4	[illegible]	7050	48	304.34	2.1	7[illegible] *	NA	CA	31001
WALNUT CREEK FORD	376230A	[illegible] ST01	2002	[illegible]	SA	D21	34	20-Nov-02	7	[illegible]	16005	46.91	162.16	1.8	[illegible] *	NA	OH	31001
[illegible] FORD LINCOLN MERCURY[illegible]	361101	[illegible] ST01	1002	[illegible]	SA	D20	48	21-Nov-02	8	[illegible]	16005	48	374.07	3.8	1102 *	NA	CA	31001
FOLSOM LAKE FORD INC	[illegible]	[illegible] ST01	2002	[illegible]	DA	D21	42	25-Nov-02	8	[illegible]	16025	48	374.07	2	61 *	NA	VA	31001
FUNWAY FORD, INC.	[illegible]	[illegible] ST01	1002	[illegible]	SA	D[illegible]	42	26-Nov-02	2	[illegible]	1000	81.82	212.00					

FEB-3-04 17:02

TEST ETC AND WITH CUSTOMER STATES WHEN THEY STEP ON THE GAS, THE VEHICLE WILL NOT MOVE. TOWED IN.
OPEN DR CHECK ENGINE LIGHT ON WILL NOT MOVE WHEN GRAND CAR TOWED IN
PERFORM DIAGNOSTIC TRUCK BRAND TOWED IN CHECK ENGINE LIGHT COME ON AFTER CUT BRAKE OFF TRIED TO RESTART NO GAS FROM DOG
7000 OPETT RUNTIME CUST STATES BACKED OUT OF DRIVE WAY STEPPED ON FUEL PEADL WOULD NOT MOVE RPM DID NOT GO UP THEN STARTED WORKING WHILE DRIVING ENGINE DIED TOWED IN
WOULD NOT TEST DID TOWED IN. REPORT ON UNIT DOES NOT MOVE
SUSPECT ECU, CK, | C.E TRUCK DIED WHILE DRIVING NO POWER TOWED IN ADMIRE
OK WHEN YOU PUSH TOWED IN C E WHEN YOU PUSH DOWN ON GAS PEDAL HOUSTONS WILL NOT ADD.

310	USA	116488	1
360	USA	186000 JDH	
430	USA	131697	3
430	USA	172226	2
250	SAN	480438 BS4	
250	USA	172357 BS4	
540	USA	127049	3

FB03-844 17803

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

PE83-844 17504

From: Burrows, Jim (J.A.)
Sent: Thursday, October 17, 2002 5:10 PM
To: Slachta, Joseph (J.F.); Wnuk, John (J.G.)
Subject: FW: Critical 6.0L P131/U137 accel pedal changes.

FYI

Jim Burrows

Buyer - Cables, Pedals, & Parking Brakes
Global Chassis Commodity Management
jburrow3@ford.com
Phone: (313) 337-2505; Fax: (313) 323-2317

—Original Message—
From: Roberts, George (G.)
Sent: Thursday, October 17, 2002 4:56 PM
To: West, Gregory (G.S.); Udell, Anne Marie (A.M.); Christensen, Jeff (J.S.); Wagner, John (J.D.)
Cc: Major Jr., John (JSM.); Buss, Stephen (S.D.); Johnson, David (D.J.); Brennan, Patrick (P.M.); Liposky, Lawrence (L.J.); Burrows, Jim (J.A.); Thompson, Greg (G.J.)
Subject: RE: Critical 6.0L P131/U137 accel pedal changes.

Notice is going to R stat.

—Original Message—
From: West, Gregory (G.S.)
Sent: Thursday, October 17, 2002 11:11 AM
To: Udell, Anne Marie (A.M.); Christensen, Jeff (J.S.); Wagner, John (J.D.)
Cc: Major Jr., John (JSM.); Buss, Stephen (S.D.); Roberts, George (G.); Johnson, David (D.J.); Brennan, Patrick (P.M.); Liposky, Lawrence (L.J.); Burrows, Jim (J.A.); Thompson, Greg (G.J.)
Subject: Critical 6.0L P131/U137 accel pedal changes.

Need NE01-E-11400245-004 approved ASAP per Phil Guys, Bill Ickes has also approved.

I also wrote C11427639 to get assy labor approved for to use the adj pedal in place of the fixed pedal for remaining IB and job #1.

IB's with WMCO pedals **ARE NOT SALEABLE** until the successful completion of KLT due 11/20. If KTP can't wait until that date to ship IB trucks then we will need an OSM to install adj pedals in place of fixed in IB's, Jeff Christensen please initiate if required.

George, we need releases changed ASAP through November from WMCO(3C44-9F836-AB) to TFX(3C34-9F836-BD). Can you help with that? We should have TFX ship as many parts as they can make as soon as possible.