

PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 16 OF 28
PART 4 OF 4

FORD APQP. PEN ISSUES

Route alert to the people

Program: U137/P131

Description: Brake, Axcel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EB (026T-G0128); 2C34 2450FB (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
16	Motor assay	1/31/01	G. Braniff	Provide 10 motor assemblies (with fastening screws attached) and 10 motor brackets for Ford torque testing. <i>Parts delivered, additional motors required, will supply by 2/26/01</i>	2/9/01	
18	Noise testing w/o motor	1/31/01	G. Braniff B. Franklin	Provide a plan on how Teleflex will noise test parts if motor assemblies are not part of brake assemblies <i>Parts for IPP will be noise tested and used as base line. Formal plan will be issued for production intent</i>	2/13/01 2/14/01	
19	IPP support	1/31/01	E. Evangelista	Lisa is asking for IPP support at KTP for following time period 3/19/01 thru 3/26/01 build support at KTP - Greg to support 3/19-3/20, Elio to support balance. 4/2/01 thru 4/6/01 Nova Audit - Will be available as needed 4/12/01 Management review - Elio to support		
20	Noise Testing - Status of 6 sigma	2/5/01	Rob Mundroff	Provide update to U137 team on status of the 6 Sigma efforts going on at Teleflex and how/what is/will be incorporated on this program <i>Rob Mundroff will provide update on 3/6/01</i>	3/6/01	
21	Noise testing of U137 program	2/6/01	B. Franklin M. Foreman	What is the plan on testing pedals for noise now that motor is shipped separate from pedals? Determine plan and present to Ford prior to IPP build <i>Parts for IPP will be noise tested and used as base line. Formal plan will be issued for production intent</i>	3/5/01 2/20/01 2/20/01	
22	8D's on brake pivot, axcel pivot binding	2/6/01	G. Braniff M. Foreman B. Franklin	Ensure that checks mentioned in 8D's are in place and working for IPP build. These areas also must be covered in control plan used to support IPP build	3/5/01 2/20/01 2/20/01	
25	8D - missing grease on axcel pivots	2/20/01	G. Braniff R. Curias	Provide 8D on how grease was missing on AP3 parts (2003 ETC) <i>Investigate O.S. # shipped under and build instructions (prints, control plan)</i>	3/5/01 2/20/01	

Author: Elio Evangelista
Filename: U137_2002_APQP_Open_Issue.doc

Last printed: 02/26/01
Last Updated: 02/26/01

Created on: 1/24/01
Page 2 of 3

FORD APQP PEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EB (026T-G0128); 2C34 2450FB (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petrasikas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
			B. Franklin	to determine how mixed		
26	Pedal effort curve	2/20/01	G. Braniff R. Carlas	Verify parts for IPP in both 5 th & 95 th position that we meet curve.	3/10/01	
27	Screw - motor assembly	2/20/01	G. Braniff E. Evangelista	Investigate using Ford approved screw on motor assembly instead of current released one.	3/26/01 <i>3/27/01</i>	
				- Support in Mexico		
				- who properly used this		
				✓ to drawing for 2003, Pass State		2/28
				✓ Ship to Bendallville		4/12-4/19

FORD-844-9 4411

Author: Elio Evangelista
Filename: U137_2002_APQP_Open_Issues.doc

Last printed: 02/26/01
Last Updated: 02/26/01

Created on: 1/24/01
Page 3 of 3



low cost way to figure out how to determine which
FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elin Evangelista

P/N: 2C34 2450 EA (026T-G0128); 2C34 2450FA (026T-G0129); 2C34 9P836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
 2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

FED Engineer

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
2	PEC Build - PV testing - Need SREA & Alert	1/23/01	G. Beard	Need to get SREA issued to cover prototype components on PV test parts	2/19/01	
3	Production Packaging	1/23/01	B. Boerstein D. Nation T. Chama	Finalize packaging to new level and confirm packaging plan with KTF & Daerboen Finalize packaging plans with Todd Chama (313) 523-9800 & Dave Nation (502) 340-3095	TBD	
4	Rev. Rate 115	1/23/01			4/13/01	
					4/13/01	1/31/01
					2/15/01	2/15/01
					2/29/01	2/29/01
	Material flow service - Rev. & Draw parts	1/23/01	M. Freeman	Review packaging of all parts and ensure correct material flow between different components - rev. & draw parts	4/13/01	
	Visa. add for line	1/23/01	M. Freeman	Inspect visual aids & "tabbing" present before line run	4/13/01	
	Control Plan - Update	1/23/01	M. Freeman	Finalize control plan for all parts and components per IATF 16949 & STA	4/13/01	

find celer

Author: Elin Evangelista
 Filename: U137_2002_APQP_Open_Issue.doc

Last printed: 03/13/01
 Last Updated: 03/13/01

Created on: 1/24/01
 Page 1 of 3

FORD-044-0-4413

FORD APQP _ PEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EA (026T-G0128); 2C34 2450FA (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Brandiff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

Author: Elio Evangelista
Filename: U137_2002_APQP_Open_Issue.doc

Last printed: 03/13/01
Last Updated: 03/13/01

Created on: 1.24/01
Page 2 of 3

FORD-944-A 4414



FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EA (026T-G0128); 2C34 2450FA (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petrauskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
25	ED -- mixing grease on accel pivot	2/20/01	G. Braniff R. Carias B. Franklin	Provide ED on how grease was missing on AP3 parts (2003 ETC) Investigate O.S. # shipped under and build instructions (prints, control plan) to determine how mixed.	3/3/01	
26	Pedal effort curve	2/20/01	G. Braniff E. Carias	Varyify parts for LFP in both 5° & 95° positions that we meet curve.	3/10/01	
27	Screw - motor assembly	2/20/01	G. Braniff E. Evangelista	Investigate using Ford approved screw on motor assembly instead of current released one. Screw choices selected, 8008544 or 808942. Need to determine a source ASAP to capture for IPP build	3/20/01	
28	Plant support - Cuarititan Assembly Plant	2/27/01	E. Evangelista	Determine who/how Teleflex will support tryouts - <i>needed</i> April 17 th 2001 (2002 1PP) June 25 th 2001 (2002 4P) July 23 rd 2001 (2002 system fill) <i>Review issues w/ pedal - SVD: Check out</i>	TBD	

F03-044-A 4415

Author: Elio Evangelista
Filename: U137_2802_APQP_Open_Issues.doc

Last printed: 03/13/01
Last Updated: 03/13/01

Created on: 1/24/01
Page 3 of 3

Released to new part numbers.
 Alerts to Steve Douglas
 screws

FORD APQP PEN ISSUES

Torque
 Lead time 12 weeks
 1/25/01

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 BA (026T-G0128); 2C34 2450FA (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
 2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Plan to get w/ supplier -

16,000 screws available

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
---------	-------------	-------------	-------------	-----------------	----------	-------------

1	1PP Builds - need Alert written	1/23/01	G. Braniff L. Petruskas	Need to write an Alert for 1PP builds. Waiting for final Ford approvals (2/8/01)	1/31/01	
2	FEU Build - PV testing - Need SREA & Alert	1/23/01	G. Braniff	Need to get SREA issued to cover prototype components on PV test parts	2/19/01	
3	Production Packaging	1/23/01	E. Boicouris D. Nation T. Cheema	Finalize packaging to new level and confirm packaging plan with KTP & Dearborn Finalize packaging plans with Todd Cheema (313) 223-9500 & Dave Nation (302) 359-3995 Proposals submitted to Ford, initial plans call for cardboard until final returnable complete and tested. Trials not scheduled until after FEU build. Packaging design sent out for review/approval 2/27/01.	TBD	
4	Run @Rate - FEU build	1/23/01	E. Evangelista	Propose plan for supporting 300 pc build/Run@Rate for FEU build Plan proposed to support this request, reference letter dated 2/7/01 Phil requesting that additional parts then proposed plan be run. Need to determine acceptable plan.	2/2/01	
5	Lateral Lash test method	1/23/01	B. Franklin M. Foreman	Verify that parts meet specification Test perform and how data for 1PP build	3/5/01	
					1/31/01	1/31/01
					2/16/01	2/1/01
8	CC/SC list - ETC	1/23/01	G. Braniff B. Franklin	Provide CC/SC list on ETC program List complete and submitted, need Ford engineering sign-off Lisa reviewed, needs correction, Greg to update and resubmit	2/9/01	
9	Material Flow between Gas & Diesel parts	1/23/01	M. Foreman	Provide information of how Teleflex will keep separate the material flow between parts	4/13/01	
10	Visual aids on line	1/23/01	M. Foreman	Provide visual	4/13/01	
12	Control Plan - Finalize	1/23/01	B. Franklin	Finalize control plan	4/13/01	
13	ETC Fixturing	1/23/01	M. Foreman	Finalize fixturing	4/13/01	

Author: Elio Evangelista
 Filename: U137_2002_APQP_Open_Issue.doc

Last printed: 02/28/01
 Last Updated: 02/28/01

Created on: 1/24/01
 Page 1 of 3

Alexander Kendallville 7mm instead of 6mm

FEBS-044-A 4916

NOT CONTAINED

FORD APOP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EA (026T-G0128); 2C34 2450FA (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
14	Noise testing w/o motor	1/31/01	G. Braniff B. Franklin	Provide a plan on how Teleflex will noise test parts if motor assemblies are not part of brake assemblies <i>Parts for IPP will be noise tested and used as base line. Formal plan will be issued for production intent</i>	4/15/01	
19	IPP support	1/31/01	E. Evangelista	Lisa is asking for IPP support at KTP for following time period 3/19/01 thru 3/26/01 build support at KTT - Greg to support 3/19 - 3/21 Elio to support balance 4/2/01 thru 4/6/01 New Audit - Will be available as needed 4/12/01 Management review - Elio to support		
20	Noise Testing - Status of 6 sigma	2/6/01	Rob Munderoff	Provide update to U137 team on status of the 6 Sigma efforts going on at Teleflex and how/what is/will be incorporated on this program <i>Rob Munderoff will provide update on 3/6/01</i>	3/6/01	
21	Noise testing of U137 program	2/6/01	B. Franklin M. Foreman	What is the plan on testing pedals for noise now that motor is shipped separate from pedals? Determine plan and present to Ford prior to IPP build <i>Parts for IPP will be noise tested and used as base line. Formal plan will be issued for production intent</i>	3/5/01	
22	8D's on brake pivot, accel pivot binding	2/6/01	G. Braniff M. Foreman B. Franklin	Ensure that checks mentioned in 8D's are in place and working for IPP build. These areas also must be covered in control plan used to support IPP build	3/5/01	

Author: Elio Evangelista
Filename: U137_2002_APOP_Open_Issue.doc

Last printed: 02/28/01
Last Updated: 02/28/01

Created on: 1/24/01
Page 2 of 3

FORD APQP PEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EA (026T-G0128); 2C34 2450FA (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G662 AA (026T-G0142); 2C34 9G662 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
25	SD -- missing grease on accel pivot	2/20/01	G. Braniff R. Carina B. Franklin	Provide SD on how grease was missing on AP3 parts (2003 ETC) <i>Investigate O.S. # shipped under and build instructions (prints, control plan) to determine how missed.</i>	3/3/01	
26	Pedal effort curve	2/20/01	G. Braniff R. Carina	Verify parts for 1FP in both 5 th & 95 th position that we meet curve.	3/10/01	
17	Screw - motor assembly	2/20/01	G. Braniff E. Evangelista	Investigate using Ford approved screw on motor assembly instead of current released one. <i>Screw choices selected, 8008544 or 808942. Need to determine a source ASAP to capture for 1FP build</i>	3/20/01	
28	Plant support - Counition Assembly Plant	2/27/01	E. Evangelista	Determine who/how Teleflex will support tryouts April 17 th , 2001 (2002 1FP) June 25 th , 2001 (2002 4P) July 23 rd , 2001 (2002 system fill)	TBD	

FORD-944-9 4418

Author: Elio Evangelista
Filename: U137_2002_APQP_Open_Issue.doc

Last printed: 02/28/01
Last Updated: 02/28/01

Created on: 1/24/01
Page 3 of 3

FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EB (026T-G0128); 2C34 2450FB (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G664 AA (026T-G0142); 2C34 9G66 BA (026T-G0143)

Ford Engineer: Lisa Petrukas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
1	1PP Builds - need Alert written	1/23/01	G. Braniff L. Petrukas	Need to write an Alert for 1PP builds. <i>Waiting for final Ford approvals (2/6/01)</i>	1/31/01	<i>Alert approved</i>
2	FEU Build - PV testing - Need SREA & Alert	1/23/01	G. Braniff	Need to get SREA issued to cover prototype components on PV test parts <i>- put on W</i>	2/19/01	
3	Production Packaging	1/23/01	E. Bosering L. Petrukas <i>D. Vest</i>	Finalize packaging to new level and confirm packaging plan with KTP & Dearborn <i>Finalize packaging plan with Todd Chesno (313) 322-6866 & Dave Nation (313) 336-1995</i> <i>Lick Stanton</i>	2/9/01	
5	Lateral Link test method	1/23/01	B. Franklin M. Foreman	Verify that parts meet specification	2-26-01	
8	CC/SC list - ETC	1/23/01	G. Braniff B. Franklin	Provide CC/SC list on ETC program	2-9-01 <i>2/15/01</i>	
9	Material Flow between Gas & Diesel parts	1/23/01	M. Foreman	Provide information of how Teleflex will keep separate the material flow	4-13-01	
	Visual aids on line	1/23/01	M. Foreman		4-13-01	
	Control Plan - Finalize	1/23/01	B. Franklin		Eng & STA: 2-12-01	<i>2/15/01</i>
	ETC fixturing	1/23/01	M. Foreman		2-12-01	<i>2/15/01</i>
	Accel bracket assay	1/31/01	G. Braniff		torque testing 2/9/01	<i>2/13</i>
	Motor assay	1/31/01	G. Braniff	brackets for Ford torque testing	and 10 motor 2/9/01	<i>2/14</i>
17	DVP&R update	1/31/01	G. Braniff	Update the DVP&R - drop testing & structural load testing	2/9/01	

Author: Elio Evangelista
Filename: Customr_APQP_Open_Issues.doc

Last printed: 02/13/01
Last Updated: 02/13/01

Created on: 1/24/01
Page 1 of 2

FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EB (026T-G0128); 2C34 2450FB (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G664 AA (026T-G0142); 2C34 9G66 BA (026T-G0143)

Ford Engineer: Lisa Petrauskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
18	Noise testing w/o motor.	1/31/01	G. Braniff B. Franklin	Provide a plan on how Teleflex will noise test parts if motor assemblies are not part of brake assemblies	2/16/01	
19	1PP support	1/31/01	E. Evangelista	Lisa is asking for 1PP support at KTP for following time period 3/19/01 thru 3/26/01 build support at KTP 4/2/01 thru 4/6/01 Nvys Audit - <i>on call</i> 4/12/01 Management review		
20	Noise Testing - Status of 6 sigma	2/6/01	Rob Muroff	Provide update to U137 team on status of the 6 Sigma efforts going on at Teleflex and how/what is/will be incorporated on this program	2/13/01	
21	Noise testing of U137 program	2/6/01	B. Franklin M. Foreman	What is the plan on testing pedals for noise now that motor is shipped separate from pedals? Determine plan and present to Ford prior to 1PP build	2/26/01	
22	8D's on brake pivot, accel pivot binding	2/6/01	G. Braniff M. Foreman B.	Ensure that checks mentioned in 8D's are in place and working for 1PP build. These areas also must be covered in control plan used to support 1PP build	2/26/01	
23	DVP&R update	2/6/01	G.	Send copy of DVP&R to Rich Stanton	2/9/01	
24	Motor Torque per Ford specifications	2/6/01	G. M. Foreman	Verify that the motor fastener torque will meet the Ford specification of 3.2 +/- 0.5 Nm vs what Teleflex required (3.5 Nm) <i>What you require that should (10) motor (10)</i>	2/16/01	
				<i>Damage</i>		

*Todd Cheema
313-325-9881
Qemman*

*Illustrations - for Rich Stanton
Veh 310W330
OTB: States
who is the 6 sigma guy.*

*Issue
1. Heater duct
2. Motor Installation*

FORD-APQP-9-4428

FORD APQI OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EB (026T-G0128); 2C34 2450FB (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G664 AA (026T-G0142); 2C34 9G66 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update Status	Date Due	Date Closed
1	IPP Builds - need Alert written	1/23/01	G. Braniff L. Petruskas	Need to write an Alert for IPP builds Waiting on Reg. Ford approval 1/25/01	2/1/01	
2	PPC Build - PV testing - Need SREA & Alert	1/23/01	G. Braniff	Need to get SREA issued to cover prototype components on PV test parts Wait until after IPP	2/1/01	
3	Production Packaging	1/23/01	E. Boscarin L. Petruskas Richard Franke	Finalize packaging to new level and confirm packaging plan with KIP & Dearborn Finalize packaging plan with Todd Chenevix (312) 323-9966 & Dave Vetter (502) 336-3993 ED	2/1/01	
4	Latent Lash test method	1/23/01	B. Franklin M. Foreman	Verify that parts meet specification	2/26/01	
5					2/26/01	2/26/01
6					2/16/01	2/1/01
7	CC-SC list - ETC	1/25/01	G. Braniff B. Franklin Lisa	Provide CC-SC list on ETC program	2/9/01	2/27/01
8	Material Flow between Gas & Diesel parts	1/23/01	M. Foreman	Provide information of how Transfer will occur separate the material flow between different components on Gas & Diesel parts	2/1/01	
9	Virtual aids on lens	1/23/01	M. Foreman			
10	Control Plan - Finalize	1/23/01	B. Franklin			
11	ETC fixturing	1/23/01	M. Foreman			
12					2/26/01	
13	Accel bracket assay	1/31/01	G. Braniff			
14	Motor assay	1/31/01	G. Braniff			
15	DVP&R update	1/31/01	G. Braniff	Update the DVP&R - drop testing & structural load testing	2/9/01	

Author: Elio Evangelista
Filename: Customer_APQI_Open_Issue.doc

Last printed: 02/21/01
Last Updated: 02/21/01

Created on: 1/24/01
Page 1 of 2

FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 EB (026T-G0128); 2C34 2450FB (026T-G0129); 2C34 9F836 CA (026T-G0133); 2C34 9726 CA (026T-G0132);
2C34 9G664 AA (026T-G0142); 2C34 9G66 BA (026T-G0143)

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
18	Noise testing w/o motor	1/31/01	G. Braniff B. Franklin	Provide a plan on how Teleflex will noise test parts if motor assemblies are not part of brake assemblies <i>overdue</i>	2/16/01	
19	1PF support	1/31/01	E. Evangelista	Lisa is asking for 1PF support at KIP for following time period 3/19/01 thru 3/26/01 build support at KIP - <i>Greg/Elio</i> 4/2/01 thru 4/6/01 Nova Audit - <i>Binning Section</i> 4/12/01 Management review		
20	Noise Testing - Status of 6 sigma	2/6/01	Rob Mundroff	Provides update to U137 team on status of the 6 Sigma efforts going on at Teleflex and how/what is/will be incorporated on this program <i>overdue</i>	2/13/01	
21	Noise testing of U137 program	2/6/01	B. Franklin M. Foreman	What is the plan on testing pedals for noise now that motor is shipped separate from pedals? Determine plan and present to Ford prior to 1PF build	2/25/01	
22	8D's on brake pivot, accel pivot binding	2/6/01	G. Braniff M. Foreman B. Franklin	Ensure that checks mentioned in 8D's are in place and working for 1PF build. These areas also must be covered in control plan used to support 1PF build	2/26/01	
23	DVP&R update	2/6/01	G. Braniff	Send copy of DVP&R to Rich Stamon <i>done</i>	2/9/01	
24	Motor Torque per Ford specifications	2/6/01	G. Braniff M. Foreman	Verify that the motor fastener torque will meet the Ford specification of 3.2 +/- 0.5 Nm vs what Teleflex reported (3-5 Nm) - <i>what's going on</i>	2/16/01	
				<i>Got w/ Prototype builder - grease</i>		
				<i>to do grease around pivot</i>		
				<i>Concerns w/ A13 parts</i>		

Farkner Jeff LaDuke
313-894-2947

Lendelville trip - need to get schedule updated

Richard Stratton - VO Need to know foot rotation
accel - accel

313-845-4791

Author: Elio Evangelista
Filename: Customer_APQP_Open_Issue.doc

Last printed: 02/21/01
Last Updated: 02/21/01

Created on: 1-24-01
Page 2 of 2



FORD APQP PEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 CB (026T-G0128); 2C34 2450DB (026T-G0129); 2C34 9F836 BB (026T-G0133); 2C34 9726 AB (026T-G0132);
2C34 9G664 AA (026T-G0142); 2C34 9G66 AB (026T-G0143)

Ford Engineer: Lisa Petrauskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

PERS-844-R 4428

Author: Elio Evangelista
Filename: Customer_APQP_Open_Issue.doc

Last printed: 02/06/01
Last Updated: 02/06/01

Created on: 1/24/01
Page 1 of 2



FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

P/N: 2C34 2450 CB (026T-G0128); 2C34 2450DB (026T-G0129); 2C34 9F836 BB (026T-G0133); 2C34 9726 AB (026T-G0132);
2C34 9G664 AA (026T-G0142); 2C34 9G66 AB (026T-G0143)

Ford Engineer: Lisa Petrauskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
18	Noise testing w/o motor	1/31/01	G. Braniff B. Franklin	Provide a plan on how Teleflex will noise test parts if motor assemblies are not part of brake assemblies	2/15/01	
19	1PP support	1/31/01	E. Evangelista	Lisa is taking for 1PP support at KTP for following time period 3/19/01 thru 3/26/01 build support at KTP 4/20/01 thru 4/30/01 Nova Audit 4/12/01 Management review		

FORD-944-A 4428

Author: Elio Evangelista
Filename: Customer_APQP_Open_Issue.doc

Last printed: 02/06/01
Last Updated: 02/06/01

Created on: 1/24/01
Page 2 of 2

FORD

[REDACTED] A1

[REDACTED]

Recent Brief History of Electronic Throttle Controls for Over 8500# F-Series

Spring 1999

Teleflex is awarded adjustable pedal system for 2001 Expedition based on their design proposal to Chassis Engineering. Lead design responsibility is Brake Systems section, following precedent set by under 8500# platform for Expedition.

Design competition for a cost reduced fixed ETC commences with Teleflex and Williams.

Summer 1999

2001 cost reduction fleet built and updated with new ETCs.

Accel Controls design section chooses Williams as it's supplier for 2001 MY fixed pedals. Okay-to-tool drawings released mid-August, for 2001 Job#1.

Purchasing delays kick-off to Williams because of supply-base reduction objectives.

Fall 1999

After meeting with Purchasing upper management, Accel Controls design section is assured that Williams will receive official authorization to proceed.

Electrical interface compatibility between adjustable and fixed pedals and the dash panel harness is being negotiated, with connector definition yet undetermined.

November, 1999

Device transmittal is finalized for all ETCs and submitted to Electrical team (Ford, AFL, Yazaki.) Connector selected to meet Ford wiring standards and also provide simple transition to 3-APPS transfer function for 2003 diesel engines and later gasoline engines for the platform (meeting the "GAP" strategy objective.) This late definition delays introduction of the Williams & Teleflex programs.

Spring 2000

DV continues for both ETC systems. In April, sensor oversight responsibility is assigned to new activity. As well, other activities are changing strategies regarding the electrical interface between ETC and PCM.

May 2000

PV testing of the specified sensors and connector architecture will begin for the fixed ETC, timed for October, 2000 Job#1. Sensor housing tooling is being PPAP'd by the Tier 2 supplier to Williams.

Desire to commonize sensor pinouts/connector definition is under clarification to all affected ETC activities, not considering these activities' efforts to commonize, support future model programs and implement "entrepreneurial spirit" as suggested by Ford CEO.

In Summary:

While the effort to commonize ETC sensor architecture is well understood (interchangeability between APPS suppliers, economies of scale, assembly simplification, etc.,) several issues have not been considered:

Tooling for Williams sensor housings will be PPAP'd this month in support of an assembly PPAP end of July 2000.

This same tooling supports 2003 MY diesel applications and 2004 gasoline application for this vehicle platform.

[REDACTED]

[REDACTED]

API component MRD for 2003 is 7/10/2000 - three assembly part numbers for three different diesel engine applications in H215.

2002 CP builds starting next week already have the connector we were directed to use in November on their wiring harnesses.

Sensor definition has yet to be made to the ETC activities, further delaying efforts to support critical prototype delivery dates, and possibly production.

New tooling cost for sensor housings can run between \$60-100K, and requires approximately 2 months to complete and validate.

Finally -

as question -

Would you lease a new car for 24 months, turn it in early after 21 months, pay an early return penalty, then wait another a week and buy the same car back from the dealership to which you returned the car?

Neither would I.

Accelerator Controls Systems Coordination Team Meeting

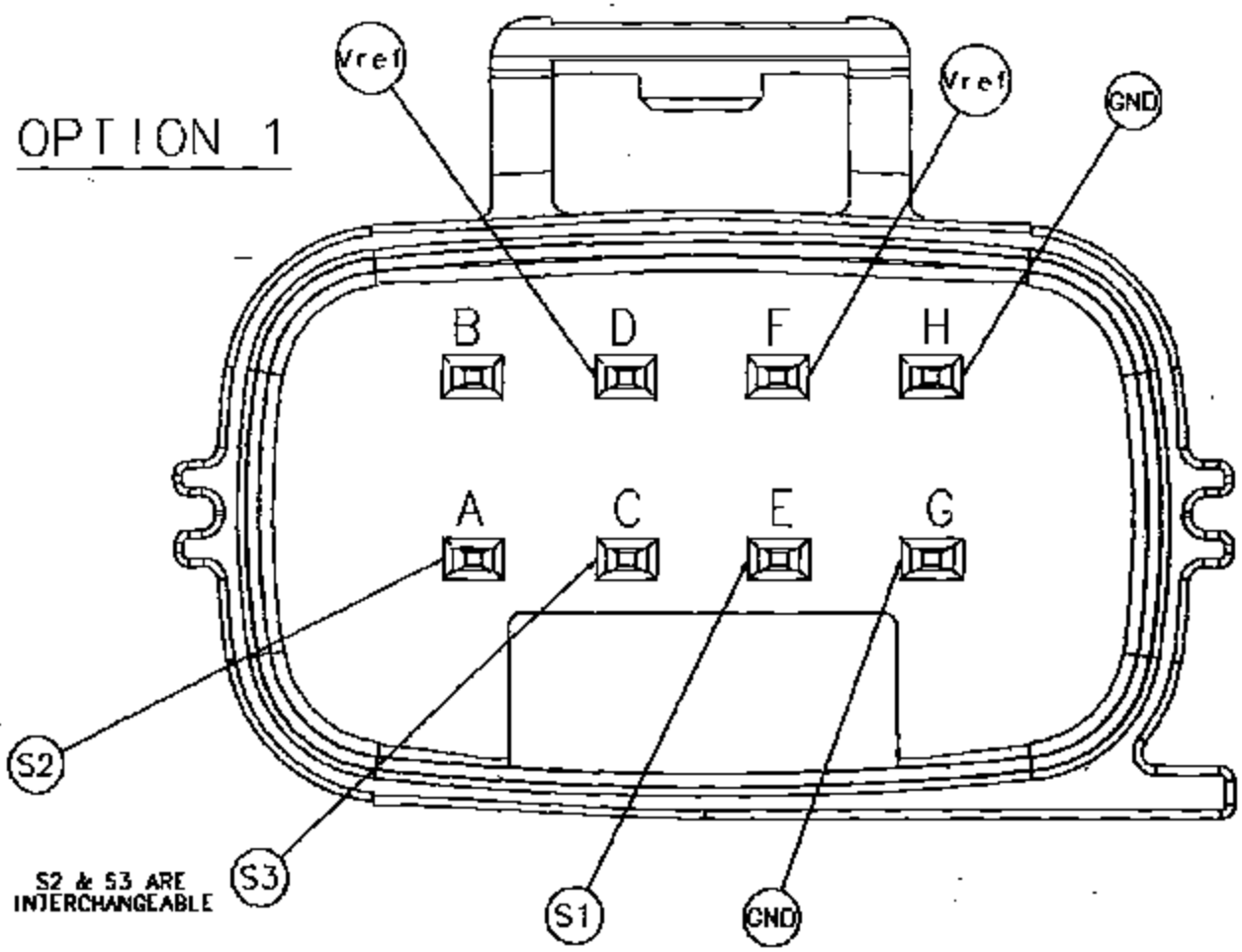
Date 5-11-00

Name	Activity	Vehicle Line	Phone	e-mail/CDSID
Jim Conrad	RFVT Core Accelerator Controls	All	(313) 337-4443	jconrad@ford.com
Henry Reese	"	"	(313) 337-3489	hrees@ford.com
Paul Boers	BIRKBEYS ELECTRICS	ALL	248 851-0698	pboers@birkbeyselec.com
CALVIN KAUFMANN	TELEFLEX-ETC.	ALL		
Mike Weber	Ford - Accel Controls	U231	313 323 6713	mweber3@ford.com
Jack Kuzinger	RVT - Core Accel Ctrl	-	313 208 1125	JKUZINGER@ford.com
RICK MIRER	TELEFLEX ETC.	P-273	248-668010	RMIRER@ford.com
Kathy Holland	Telex ETC	All	248-616-3103	KHOLLAND@ford.com
Tim TLOTTE	TFX ETC/MTC	All	248-666-8113	TTLOTTE@ford.com
Said Hasan	TFX ETC/MTC	V120, V0121	(498) 517-1858	S.HASAN@ford.com
Basel Abbasi	Ford Accel controls	UP 207	248 594-1866	BABBASI@ford.com
Mike Lindhorst	Ford PCM-ETCSYS	All	71654	MILINDHORST@ford.com
David Antoni	FIENSON	-	414-619-2000	dantoni@fienson.com
BOB BEUNGER	DURA	-	248 244 7582	BEBUNGER@ford.com
Peter Mischak	KSR INTERNATIONAL	ALL	517 674 5413	PMISCHAK@ksr.com
Joel Dalton	FORD Accel MTS	U122/U120	99 02101	JDALTON@ford.com
GERALD CORNETT	CTS AUDIATIVE	ALL	734-878-4802	GCORNETT@cts.com
MIKE STAWARA	NAC-PTSE	TANUSKALE	313 5240874	MSTAWARA@ford.com
TON SILLANPAA	YESON Accel Controls	YESON F-SERIES	314 84-5280	TSILLANP@yeson.com
Chris Varghese	YAZAKI N.A.T.M.	ALL	313-383-5721	CVARGHESE@yazaki.com
KAY AMATO	RVT - FJ3 DM	ALL	248 424 887	KAMATO@ford.com
Rakesh SETHI	Ford - Accel Controls	U152	(313) 845-7424	RSETHI@ford.com
Ron Gaw	Ranger Throttle System	P273	(413) 750-5756	RGAW@ford.com
Scott Rollins	FORD PTSE	SN 95/5177	313-248-4129	SROLLINS@ford.com
NOEL WALKER	FORD FEAD		313 317 2388	NWALKER@ford.com
Mike Kozykosti	FISO Accel Control	PN 96/221	313 396 9011	MKOZYKOSTI@ford.com
John Zych	TFX ETC/MTC	F-150/06-98/5157/SUSI/P...	248-616-3127	JZYCH@ford.com
CRAIG CRESNEY	PTSE	DEW/M205	313-594-2566	CCRESNEY@ford.com

[REDACTED]

[REDACTED]

OPTION 1

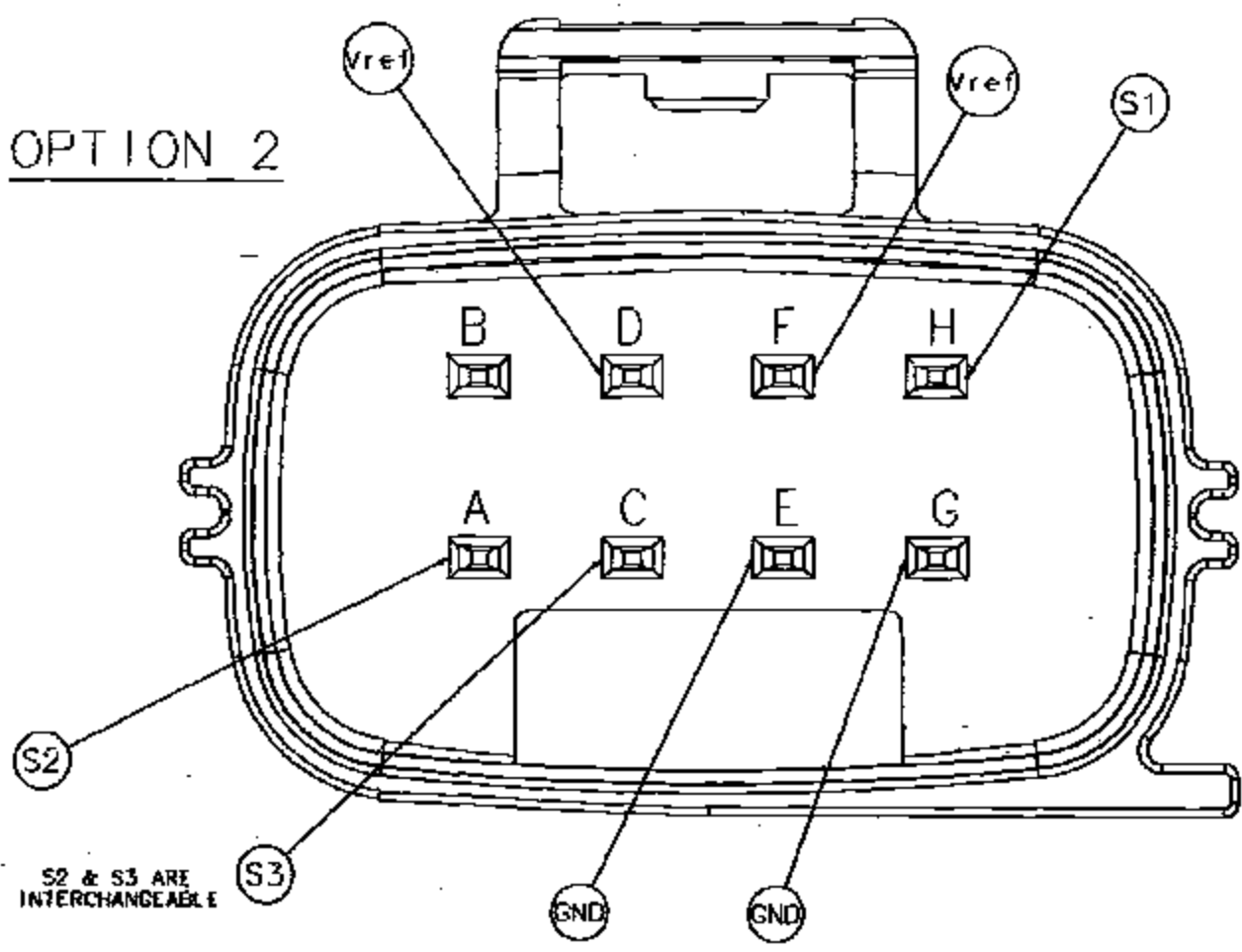


S2 & S3 ARE INTERCHANGEABLE

[REDACTED]

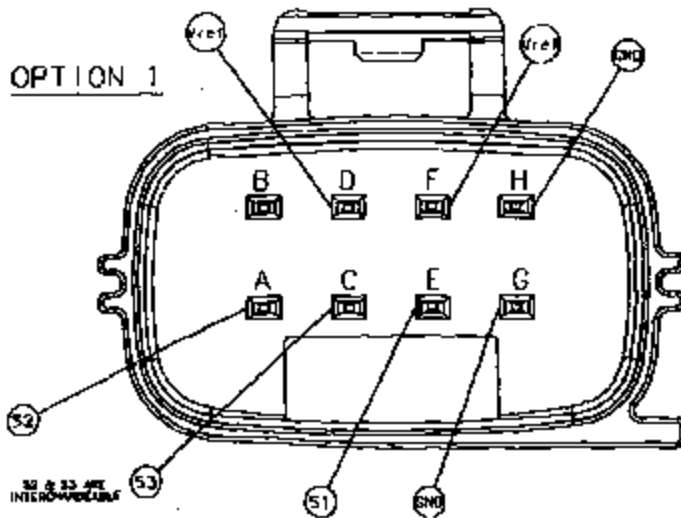
[REDACTED]

OPTION 2



S2 & S3 ARE INTERCHANGEABLE

265



3074

2003 P131A/137 ENGINEERING DISCIPLINE HEALTH
Accelerator Controls Subsystem

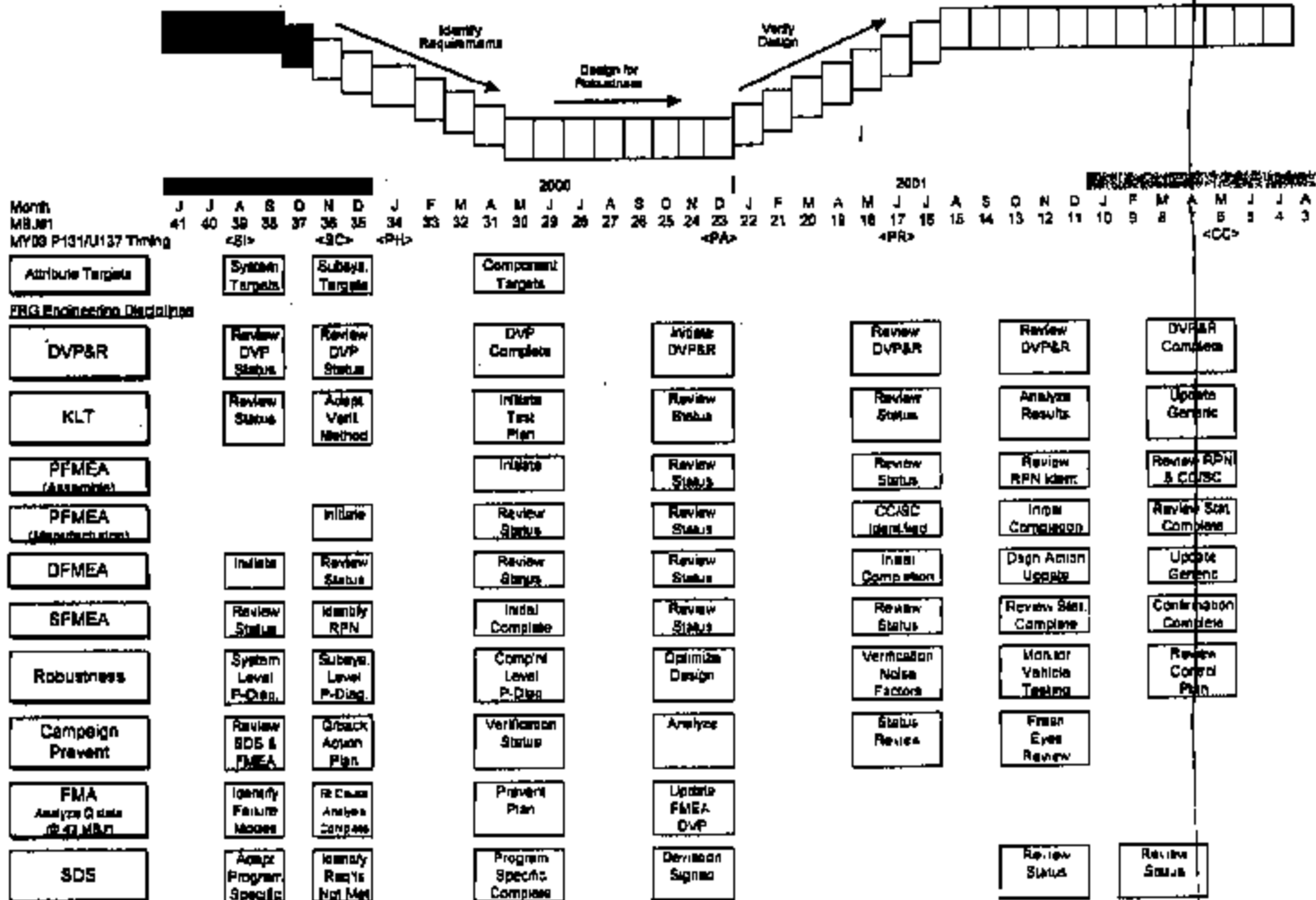


FIG-944 11823

[REDACTED]

[REDACTED]

Over 8500# Throttle controls

2002MY

Carryover mechanical throttle controls for 5.4/6.8L Gas

Open issues - Releasing an additional part into KTP, the 6.8L with adjustable pedals will have a unique extension return spring. This is required to return the vehicle to idle at -40 during the FMVSS 124 test. We also added effort to the 6.8L throttle body spring and added a torsion spring to the adjustable pedal assembly (now unique for 6.8L) to pass the FMVSS test.

Job #1 for this system was 11/12/01, the throttle body/pedal assy/extension spring has passed life cycle testing and all parts are released. KTP will scan this new spring/bracket assy to insure integrity of the build. We are developing a revised pedal assy that would add an extension spring or possibly a dual wound extension spring that would give the greatest amount of effort in the rear position, which is where the assist is needed. This would help reduce the high pedal efforts and allow a common extension spring with the fixed pedal assemblies.

Carryover electronic throttle control for the 7.3L Diesel

Open Issues

- Williams Controls quality, failures due to low idle voltage have been eliminated since the acceptable voltage guard band was reduced 5/2/01. Previously they had failures with the pin that retains the pivoting foot pad falling out. This was due to a missed hardening process to the pin.

We are currently revising the pedal effort, lowering the WOT efforts from 11.2lbs to 9.8lbs and we are also adding effort to the torsion spring in the articulated foot pad.

1999 6.8L throttle cable failure which resulted in a high idle. This led to an ECI report and we reported out on the issue 10/29 to the CCRG.

2003MY

Introduction of the 3 track pedal position sensor *with 6.0L Diesel*

The mechanical part of the system is carry over, the sensor board has an additional track for output redundancy.

- Open issues - FV testing is due to start within the next month.
Completion of FMVSS 124 testing

2004MY

C/O mechanical for the gas engines and c/o ETC for the 6.0L

2005MY

C/O ETC for the 6.0L, the 3 valve gas engines will utilize this same 3 track pedal assembly. New adjustable pedal assembly, KSR is the lead supplier since they have been sourced the adjustable brake pedal assembly from TRW (tier 1). KSR has a design for fixed and adjustable acet pedals that have common pedal efforts.

- Verify Shovals truck has correct spring rates
- Process should note that a damaged cable will lead to failure

11/30/01

PER3-844 11927

2466163828 P.02/02

TELEFLEX TRDY

OCT-14-1999 17:10

F200-044 12440

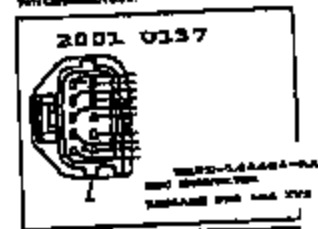
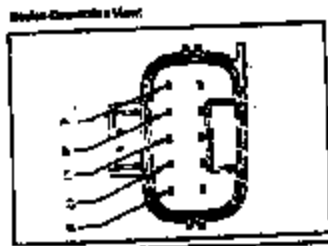
Device Transmitted

Vehicle Code: _____ Model Year: 2001 Vehicle Use: VEH
 Dealer Name: General Motors
 Subsystem Name: General Motors - Electronic Ignition System

Part Number Required
 Part Number: _____
 Quantity: _____
 Unit of Measure: _____

Order Number: _____
 Date: _____
 Order Cycle: _____
 JDMC System Engineer: _____
 Plant Number: _____

Device Part Number: 150730000 Device Connector PWB: 150730000
 Device Supplier: General Motors Device Connector Supplier: General Motors
 Part Name: _____ Device Connector Type: Print Circuit
 Part Location Code: _____
 Part Number P/N: 150730000 Mat. Com. App. Form No.: 001
 Connector Supplier: _____ Connector Description: Print Circuit
 Part System P/N: _____ Date and Qty. Req'd: _____



Order	Part Number	QTY	Description	Device Connector										Circuit	Thermal	Part Supplier	Part Supplier	Min Qty	Max Qty	Unit	Lot	
				Pin	Color	Wire	Wire	Wire	Wire	Wire	Wire	Wire	Wire									Wire
A	150730000		Print Circuit	1	Red	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V
B	150730000		Print Circuit	2	Red	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V
C	150730000		Print Circuit	3	Red	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V
D	150730000		Print Circuit	4	Red	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V
E	150730000		Print Circuit	5	Red	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V	16V

Part System Engineer: _____ Part Wiring Engineer: _____ Part Conn. Eng. Required: _____ Part Test Engineer: _____ Part Draw App. Engineer: _____
 Name: _____ Name: _____ Name: _____ Name: _____ Name: _____
 Signature: _____ Signature: _____ Signature: _____ Signature: _____ Signature: _____
 Location: _____ Location: _____ Location: _____ Location: _____ Location: _____

Original Job UNCLASSIFIED

Date Issued: 08/14/99
Doc Number: 12440

ENTIRE PAGE
CONFIDENTIAL

TOTAL P. 02
PAGE: 02

2466163828

OCT 14 1999 16:55



FSS - STATEMENT OF WORK
U137 ADJUSTABLE PEDAL SYSTEMS

① Attach ESTM Info + Price

PROGRAM INFORMATION

PROGRAM/MODEL YEAR: 2001 U137

SUPPLIER/COMMODITY: T80
Adjustable Pedal Assemblies

PROGRAM ASSUMPTIONS:

OUTSOURCING

The adjustable pedal program for U137 is intended as a completely outsourced program, with the pedal supplier assuming total program responsibility, including program workplan, vehicle package, vehicle integration, and proveout (DVP&R).

The adjustable pedal system supplier will be responsible for engineering and program management to accomplish the above. Cost of product development should be amortized in piece price.

PROTOTYPES

The adjustable pedal system supplier will be responsible for prototype vehicles as follows:

- Two design aid installations for the gas and diesel adjustable pedal systems - to be installed by Ford in design aid;
- AP prototypes (approximately 5 vehicles) during winter 1999 fitted with J#1 instant adjustable pedal systems to be used for brake and throttle development, built from production P131 pickups;
- Confirmation prototypes (approximately 3 vehicles) during winter 2000 to be built from production U137 vehicles and fitted with J#1 instant adjustable pedal systems;
- Prototype vehicles will be primarily used by the supplier, but must be available to Ford for vehicle level brake & throttle testing.

Design Aid
Fleet Test

3623
30 cars

Prove Hardware

File & Function

Steel Center

The supplier of the adjustable pedal systems will be responsible for the initial prototype tooling. All prototype tooling required therefor should be the responsibility of the supplier if it is due to changes by the supplier to ensure proper packaging and functioning of the system within the vehicle package initially supplied. Ford will be responsible for all prototype tooling required due to changes of vehicle package initiated by Ford.

PACKAGING & DESIGN

Adjustable pedal systems, while complying with all applicable Ford WCR standards, the supplier will also define alternatives to deal with packaging changes to interior components and systems, and load limits and other engineering activities responsible to implement the necessary changes.

WCRES/SDS - The adjustable pedal systems must meet all applicable WCR standards, the adjustable pedal SS (available 8/98), and the SDS for brake and accelerator controls. Ford will provide a generic SDS for adjustable pedals, although program specific SDS will be developed and written by the supplier.

The initial design FMEA must be completed with all RPNs at each phase. RPNs must be concurred upon by CP. Final RPNs must be approved by CP for approval by Ford.

CAE - The CAE plan will be the responsibility of the supplier and must be reviewed by Ford for concurrence. CAE analysis will be completed by the supplier using 3D solid modeling techniques. The CAE plan, full cases, and CAE analysis are all subject to review and approval by Ford.

SERVICEABILITY - The adjustable pedal systems must meet FCSD guidelines for serviceability. The supplier will also be responsible for providing the engineering input to develop service and repair manuals to the Ford contractors who edit and publish the manuals.

ASSEMBLY - The adjustable pedal systems must meet Ford VTD requirements for assembly feasibility. The adjustable pedal systems must be interchangeable with the non adjustable pedal systems in the assembly plant.



FSS - STATEMENT OF WORK
U137 ADJUSTABLE PEDAL SYSTEMS

PROVEOUT/DVP&R

DV PLAN - The supplier must develop (with Ford support) a complete DV plan covering component, subsystem and vehicle requirements. The DV plan is subject to Ford approval.

TESTING/REPORTING - The supplier will be responsible for the component and subsystem DVP&R required for the adjustable pedal systems, including all engineering, testing and reporting involved. Ford will be responsible for vehicle level DVP&R, and for DVP&R on affected interfacing components and systems. The complete DV report must be submitted at program sign-off.

TARGET SETTING - The supplier will be responsible for developing system and subsystem level functional requirements, including durability, NVH, squeak and rattle, etc. These targets should be developed at SI and finalized and agreed upon by Ford at SC.

DVP&R REQUIREMENTS - The program DVP&R must include the following:

- Meet all applicable WCR standards affecting pedal systems DVP, DVP provisions of the pedal bracket ES, and the SDS for adjustable pedals, including subsystem durability, corrosion, NVH, and customer usage requirements.
- Provide a compliance demonstration plan for FMVSS 124 and FMVSS 105/135, and lead work to demonstrate compliance with the standards. After completion of all compliance testing, the supplier must provide the compliance demonstration report to Ford engineering for submission to ASES.
- Develop and carryout a plan for campaign prevention, with Ford support.
- The DVP should include or reference all component level tests as well as detailing subsystem and vehicle level tests

PROGRAM MANAGEMENT

TIMING - The adjustable pedal supplier will be responsible for developing, monitoring and reporting on the total program workplan, including the necessary activities and support from interfacing component and subsystem engineers and suppliers.

TEST PLANNING - The supplier will be responsible for identifying, tracking and reporting on their own prototype test plan, as well as tracking and reporting on testing required for components and subsystems which are affected by the adjustable pedal systems, (although the adjustable pedal supplier may not be responsible for the other testing).

MEETING STRUCTURE

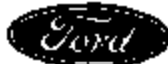
- **ADJUSTABLE PEDAL PMT** - The adjustable pedal supplier will be responsible for organizing and leading a working level PMT for the adjustable pedal systems, location TBD. The PMT should meet regularly (weekly or bi-weekly) to identify and resolve all open issues relating to design, development, or program management.
- **ADJUSTABLE PEDAL PROGRAM REVIEW/COO MEETINGS** - The supplier will be responsible for organizing monthly management level meetings with Ford to review program status, risk assessments, and high impact issues from the PMT.
- **OPEN ISSUES TRACKING** - The supplier will develop and maintain an open issues log for tracking and closure of all program open issues. The open issues log should be reviewed regularly through the PMT.
- **MILESTONE REVIEWS/PROGRAM READINESS REVIEWS** - The supplier will be responsible for reviewing program status, providing risk assessments, and reviewing open issues with Ford management at monthly QOS meetings, at program milestones, and at readiness reviews prior to build.

FASTTRACK FINANCIAL REVIEWS - Financial status, risks, and opportunities will be reviewed with Ford on a monthly basis.

PACKAGE COMPATIBILITY REVIEWS - The supplier will be responsible for organizing and leading package compatibility reviews to resolve all package issues relative to the adjustable pedal systems and interfacing components and subsystems.

SIGNOFF - The supplier will be responsible for reviewing program readiness for production, including DVP&R risks and workplans, at a formal engineering sign-off review with Ford Motor Co.

ISO 9000 - The supplier must comply with all ISO 9000 requirements.



FSS - STATEMENT OF WORK U137 ADJUSTABLE PEDAL SYSTEMS

ASSEMBLY AND LAUNCH

ASSEMBLY PROCESS - The adjustable pedal supplier will be responsible for working with Ford Vehicle Operations to meet VO process requirements, including providing on-site engineering personnel, problem reporting, tracking and resolution.

LAUNCH - The adjustable pedal supplier will provide launch team personnel to support the launch of the adjustable pedal systems at the Ford assembly plant.

APOP - The supplier must comply with all APOP requirements, including establishment of SCs and CCs, process control plans, timing plan for PSW by 1PP, etc.

VEHICLE ASSUMPTIONS:

2001 U137 PROGRAM

The U137 is to be first introduced as a 2000MY SUV derivative of the Ford 1999 F-250 platform, (P131). The 2001 U137 program is carryover from 2000, and is completely common with the P131 in pedal packages, pedal bracket attachments, floorpan, steering column, UP package, etc. The assembly plant is the Kentucky Truck Plant (KTP), located in Louisville, KY. Powertrains include 5.4L V8 and 6.8L Y10 gas engines, and a 7.3L DI Turbo Diesel engine.

THROTTLE SYSTEMS

There are two throttle systems:

- 1) a conventional, cable operated throttle system which is common to both gas engines;
- 2) a drive-by-wire design with an electronic throttle control, (ETC), which is unique to the diesel engine.

BRAKE SYSTEMS

There are two brake systems:

- 1) a conventional vacuum-boosted hydraulic system with the gas engines;
- 2) a hydroboost brake system with the diesel.

PEDAL SYSTEMS

NON-ADJUSTABLE - The base pedal systems are carryover, nonadjustable pedal systems common to both P131 and U137. The nonadjustable pedal systems are expected to comprise 75% of the U137 vehicle volume.

ADJUSTABLE - The adjustable pedal systems will be all new for 2001 U137, and are expected to comprise 25% of both the diesel engine and gas engine U137 vehicles produced. Adjustable pedals are not planned for the P131 at this time.

COMMODITY ASSUMPTIONS:

ADJUSTABLE PEDAL SYSTEM CONTENT

The adjustable pedal systems will include pedal and bracket assemblies for both gas and diesel engine vehicles. The systems will also include the adjustment mechanisms, motor(s) and controls, brake pedal switch, control switch in the instrument panel, and the wiring pigtail and connectors for connecting with the main -14401- electrical harness.

INTERFACING COMPONENTS AND SUBSYSTEMS

INSTRUMENT PANEL/CROSS-CAR BEAM - The IP and cross-car beam are provided by Ford/Mirison, who will package the adjustable pedal control switch.

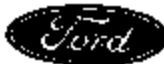
VEHICLE WIRING HARNESSSES - The -14401- electrical harness will be provided by the wiring supplier, who will route and package the added circuits, connectors, and fusing for installation of the adjustable pedal systems.

CLIMATE CONTROL SYSTEM - The climate control system is supplied by Ford/Mirison. Climate control system ducting may be affected by the adjustable pedal systems. The adjustable pedal supplier will help define alternatives and lead resolution of any packaging issues with Ford/Mirison, who will engineer any necessary changes to the climate control system.

FLOORPAN/COWL - The floorpan and cowl are provided by Ford/Mirison. They ideally should remain unaffected by the adjustable pedal installation, and must be common between adjustable and non-adjustable pedal installations.

PACKAGE PROTECT FOR MEMORY FEATURE

The adjustable pedal systems must include package protection for a memory feature, as it affects the motor or adjustment mechanisms.



**FSS - STATEMENT OF WORK
U137 ADJUSTABLE PEDAL SYSTEMS**

Silver Pedal Sensor

INTERCHANGEABILITY OF ADJUSTABLE/NONADJUSTABLE PEDAL SYSTEMS

Adjustable pedal systems will be optional, and must be interchangeable with the base manual pedal systems regarding floorpan, pedal bracket attachments and fasteners, engine broilite cans (gas engines), and engine calibrations.

PEDAL RATIOS AND FUNCTIONALITY OF ADJUSTABLE PEDAL SYSTEMS

Pedal ratios must be engineered to maintain operational compatibility with the existing brake and throttle systems.

ERGONOMICS

The design of the adjustable pedal systems must cover a range of adjustment to suit 5% female and 95% male drivers. The system design must be approved by the Human Factors activity.

VOLUME: 19,000 units per year (25% installation rate; 76,500 annual volume).

Contact Ford Procurement (FPI v CPV)

PROGRAM TIMING: Tentatively 2001, with timing to be finalized based on the program workplan agreed to at sourcing. A proposed copy of the workplan to be submitted as part of the quote package for review by Ford Motor Co.

Code	Milestone	Date
SI	Strategic Intent	06/03/1998
SC	Strategic Confirmation	10/03/1998
PA	Program Approval/Sourcing	12/03/1998
PR	Product Readiness	07/03/1999
CP	Confirmation Prototype MPD	10/03/1998
CC	Change Cut-off	02/03/2000
SD	Sign Off	04/17/2000
LR	Launch Readiness	04/17/2000
TD/1PP	Tool Try Out/ 1PP	05/21/2000
J1	Job #1	08/03/2000

Bid due July 3rd

CAD (CAD DATA TRANSFER) REQUIREMENTS:

See attached CAD Deliverables Checklist.

CO-LOCATION REQUIREMENTS:

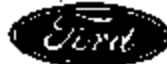
Full time engineering and CAD support location TBD.
Co-Location requirements TBD

Work with Cassin on lane 4

PROGRAM TARGETS:

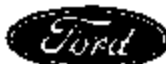
Description	Target	Description	Target
Variable Cost	See Target Agreement	Quality	See Target Agreement
Investment Cost	See Target Agreement	Weight	See Target Agreement

*Warranty Savings - 100k
Cost Savings - 50k/50*



**FSS - STATEMENT OF WORK
U137 ADJUSTABLE PEDAL SYSTEMS**

	Ford		Supplier
	VC	AVT	
SYSTEM DESIGN AND DEVELOPMENT			
S. Development/Test Responsibilities			
<ul style="list-style-type: none"> • Provide compliance demonstration plans for FMVSS 124, 105, 135 • Assess adjustable pedal subsystem compatibility with FMVSS 124, 105, 135 • Acquisition of duty cycle and customer use data • Provide DVP plan covering all component, subsystem, and vehicle level testing • Conduct DVP and ES testing and provide DVP&R (report) • Provide FEA plan • Perform FEA as required • Conduct ES testing on parts as required • Provide sub-system/component engineering sign-off for adjustable pedal subsystem • Provide sign-off for interfacing subsystems and components • Provide build and parts requirements schedules • Procure prototype parts (end item assembly) • Provide prototype parts to support design aid builds, lab tests, plant trials, and the various builds (SP, CP, VO, 1PP, FEU, Job #1) and any special builds • Provide vehicle engineering sign-off 	S S E A S A - A - E S - AP		E E E E E E E E E E E E E
MANUFACTURING DEVELOPMENT			
<ul style="list-style-type: none"> • Arrange plant visits and facility reviews as requested • Provide prototype tooling • Implement complete statistical process control in all areas of the manufacturing process • Acquire and provide PIST and PIPC data as required • Develop process control plans • Develop dimensional control plans • Control capability runs on each process prior to launch and provide results • Demonstrate conformance to minimum Cpk of 1.67 • Report progress toward PSW via APQP disciplines • Provide manufacturing feasibility sign-off • Conduct ISW as required • Design and procure production tooling 	- - - - A A A A A A A -		E E E E E E E E E E E
QUALITY			
<ul style="list-style-type: none"> • Develop verification plan to meet TGM and R/1000 quality objectives • Develop quality improvement proposals for Ford review • Provide quality reports for surrogate and actual processes upon request • Provide in-house and sub-supplier quality plans upon request • Utilize the Ford 8-D problem resolution process 	M - - - -		E E E E
A = Approve; M = Monitor; E = Execute; S = Support			



FSS - STATEMENT OF WORK
U137 ADJUSTABLE PEDAL SYSTEMS

	Ford		Supplier
	VC	AVT	
SYSTEM DESIGN AND DEVELOPMENT			
FORD VO SUPPORT			
<ul style="list-style-type: none"> Develop the CP and Launch issues and resolution process Support fit and function studies Support plant production builds (1PP, FEU, Job #1) Coach plant operators for unique/new assembly operations Review and address production issues Fully support vehicle builds and launch as required Periodically review assembly operations to insure compliance with sub-system intent 	E S S E E S E		S E E S E E E
SERVICE SUPPORT			
<ul style="list-style-type: none"> Develop diagnostic strategy and service procedures Prepare artwork for service manuals Provide P.I.A. detailed information for service part kit release 	S E -		E E E
POST JOB 1			
<ul style="list-style-type: none"> Proactively review and address all warranty claims and warranty parts returns Review and address assembly plant part rejects (monthly review) Support FSE and holdins Champion quarterly Design Quality Reviews (DQR) Implement actions for on-going quality improvements, warranty cost reductions including 3Q and variable cost reductions 	- - - E M		E E S S E
A = Approve; M = Monitor; E = Execute; S = Support			

NOTE: THE FSS ENGINEERING BUDGET IS BASED ON THIS COMPLETED, SIGNED SOW.

We have reviewed the Adjustable Pedals SOW, accepted the conditions outlined, and committed toward achieving the targets.

Robin C. Miller
U137 Chassis Supervisor

Kan Buhs
U137 Finance Supervisor

Eric A. Donabedian
TVC Buyer - Pedal Systems

Rory Carpenter
U137 Accelerator Controls

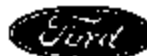
Originator: U137 Chassis Engineering
Filename: 80WADJ-8.doc

Page 7 of 7

Date Created: 6/1/99
Date Revised: 6/1/99

FEB3-844 12158

**Computer Aided Design
Deliverables Checklist**



Dana
Supplier

U137
Program

Chassis Frame System
Commodity

Program Timing to be: World Class Timing (WCT) Ford Product Development System (FPDS)

PLEASE NOTE: This checklist is part of the Statement of Work (SOW) and Target Agreement (TA).

PART 1. TECHNICAL REQUIREMENTS

IMPORTANT NOTE: For detail specifications of technical requirements contact the Ford CDX Helpdesk 313-312-3943 (option 1) or Ford Supplier Web Site (<http://web.suppliers.ford.com>)

Must be a Full Service Supplier (FSS) Yes No

A. Provide necessary hardware/software to support program using: CADDSS AutoCAD* PDCS CIP
Current Rev. Level: 26.04

IMPORTANT NOTE: Supplier must install new release of software revisions within the synchronization period defined by Ford's Software Release Schedule, to ensure compatibility of data.

*PLEASE NOTE: AutoCAD applies to Manufacturing ONLY!

B. All 3-D assemblies/parts/drawings/layouts are the property of Ford Motor Company, and are required to be accessible through electronic network transfer (as specified below), using and maintaining the same CAD system as the interfacing Ford activity (as indicated above).

Comments: _____

Target: <PA>

C. Provide supporting electronic communication through the use of: E-Mail Internet* X.400
 PROFS IBMMAIL

D. Electronic link for CAD/CAM data exchange (CDX) will be:
Modem X.25 ISDN SMDS
 B/VAN ANX _____

E. Supplier provides/accesses product data via electronic communication through the use of:
 WERS Message* WIPS
 DocMan WIS2 CEPR

Comments: _____

Target: <PA>

F. Accepted media other than electronic:
 8mm 1/4" Cass 3.5 Floppy 4mm DAT 9-Track Other: NONE

Comments: U137 is to be supported with electronic media. Usage of alternative media is not acceptable.

I. Technical Requirements (Continued)

Computer Aided Design
Deliverables Checklist



G. Supplier must have server class capability for this component. Yes No

Comments: Supplier must have a TDM server with a registered Ford ID

Target: <PA>

H. There must be competent CAD System Administration support on-site at Supplier's location Yes No

Comments:

Target: <PA>

PART 2. PRODUCT/SERVICE DELIVERABLES/RESPONSIBILITY

Applicable Yes No

I. Study File Data Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Provide all necessary design drawings/package study files to support the program and key events. All component and assembly drawings are to incorporate features which are efficient to manufacturing, which prevent improper assembly, meet service requirements and provide the fit, finish, and function requirements of the design.

B. Follow engineering design direction and initiate proposals based on System Design Specifications (SDS), design aid back, vehicle development, assembly requirements, Worldwide Customer Requirements (WCR), design review meetings, etc.

Comments: Must support all program availability reviews at targeted program timing

C. 3-D Master Model data is to be: 3-D Wireframe Fully Surfaced Parametric Solid Model

II. Release Data Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Provide component/system CAD information to Ford for release and incorporation into design layouts, master vehicle package, electronic library and installation sheets.

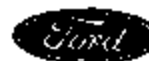
B. Provide detail drawing/layout files that meet FAO Engineering Drafting Standards, including:

1. Applying ASME Y14.5M Geometric Dimensioning and Tolerancing Standards on fully checked details.
2. Standard notes for change, engineering approval, manufacturer control plan, environment, ASME, and control items.
3. Part weight, chain material and engineering symbol.
4. Installation/illustration sketches and package.
5. The release of unique service part kit drawings.

C. Data will be structured according to:

1. Ford Worldwide Organization for CAD Standards (WOCS)

Computer Aided Design Deliverables Checklist



Release Data (Continued)

2. Customer Local Procedures:

- Body CAD Design/Checking Procedures and Body FSS Design guidelines
- Chassis Light Truck Suppliers Manual
- VC Powertrain/Chassis CAD Procedures
- Passenger Car CAD Procedures
- Powertrain Operations Engine Engineering Supplier Drawing Manual
- Other (as specified below)

Comments:

D. Provide files to support manufacturing that is accomplished by CAD/CAM for MASTER. Yes No

- Ford Lead Supplier Lead Not Applicable
- Ford Support Supplier Support

III. Design Changes Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Provide necessary drawings to support program and design changes.

1. Provide CAD designer knowledgeable on commodity.

- Designer to adapt and coordinate designs when changes to the vehicle environment occurs.
- Supplier to provide collocated designer on site
- Every drawing/layout will include an accurate record of revisions made to each detailed part, assembly or illustration.
- Designer or Design Iterate Halson to attend and participate in team meetings, design review, compatibility reviews, etc. with required information.
- Provide available data to Ford Design Engineering within 24 hours of request during launch phase.

Comments: Must support all program milestones as required by FPDS guidelines.

- 2. Provide 3D CAD data files to support WERS concerns/options as required within the specified Timing Process.
- 3. Provide accurate timing and completion dates for delivery of files, updates, changes, and rescheduling along with explanations.
- 4. Show assembly tool access.
- 5. Incorporate supplier data into Master Packages.

Comments: Must follow Vehicle Development PDM CAD & CAE PDM Processes.

IV. Feasibility Layouts As Required Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Evaluate design options and make feasible design proposals per engineering direction as required for fit and function.

B. Evaluate and propose design options to engineering based on the design environment, design layout information and component design expertise.

Comments: Must support all program milestones as required by FPDS guidelines.

Computer Aided Design
Deliverables Checklist



- V. Engineering Studies As Required Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Design support is required for engineering studies such as for test fixtures, CAE, VSA, and other computer support.

Comments: Must support all program milestones as required by FPDS guidelines

- VI. Dimensional Tolerance Stack-Ups As Required Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Provide tolerance stack-ups as required on the design layouts.

B. Provide tolerance stack-ups for all attachments and routings as required to prevent improper assembly, prevent grounding and to assure that the fit/function requirements of the design will be met, and evaluate design robustness.

Comments: Must support all program milestones as required by FPDS guidelines

- VII. Other CAD Requirements and Considerations Ford Lead Supplier Lead Not Applicable
 Ford Support Supplier Support

A. Library applications

1. Use forms, formats, title blocks provided by Ford.
2. Use Ford parameter file format, dimension, arrow head, etc., provided by Ford.
3. All data to be in millimeters to double precision.

B. Package Dynamics or other software required for this commodity **:

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Adams | <input type="checkbox"/> Solid Chassis |
| <input type="checkbox"/> Drive Compos | <input type="checkbox"/> P&S |
| <input type="checkbox"/> Engine Roll | <input type="checkbox"/> VIS-Fly |
| <input type="checkbox"/> Kinematics | <input type="checkbox"/> CHIPS |
| <input type="checkbox"/> Layout Setup | <input type="checkbox"/> GT View |
| <input type="checkbox"/> APTS *** | <input checked="" type="checkbox"/> Other <u>As required to support the U137 program</u> |

** Please note, some software packages may require special procurement or access.

*** Use for Class A Surface Development Work ONLY!

C. Provide component/system CAD/CAM information to Ford for incorporation into:

- Design Layout Electronic Library Digital Back Master Package Illustration Manuals

Comments: Must support all program milestones as required by FPDS guidelines

FORD ENGINEERING DESIGN RESPONSIBILITY

I. Provide Layout numbering for FULL SERVICE SUPPLIER.

Comments: At all milestones as required for support of U137 program

Ford ENGINEERING DESIGN RESPONSIBILITY (Continued)

Document date: 1/10/97 Revised 06/05/1998

Page 4 of 5

PEB3-044 12162

I
T

**Computer Aided Design
Deliverables Checklist**



II. Archive released 3D CAD Data.

Comments: As all milestones as required for support of U137 program

III. Provide information for:

- A. FAO Engineering Drafting Standards
- B. Local procedures
- C. CAD/CAM the MASTER (if required)
- D. Electronic Library
- E. Program Connectivity Specifics
- F. Head Point Definition/Packaging
- G. Area specific WERS or CEFR
- H. Design-specific Product Information Management (PIM) Requirements

IV. Provide relevant background package CAD data for supplier to create necessary drawings.

Comments: As all milestones as required for support of U137 program

V. Communicate Timing Requirements to support key program events.

VI. Provide GDT specialist to assist in the GDT 5-step methodology.

This document is to be reviewed with the respective Ford Design Representative(s) and Supplier Manager(s). Requirements may vary for each program. Program-specific requirements are to be reviewed between Program Module Team (PMT) and supplier, prior to signing this document. Any deviations from the above requirements must be submitted in writing and approved by those signing below.

Acknowledged by:

_____ Ford Design Representative (Date)	_____ Supplier Manager (Date)	_____ (Date)
_____ Ford Design Manager (Date)	_____ Supplier Manager (Date)	_____ (Date)

Supplier Request For Engineering Approval

Date 10/25/01

Supplier To Complete Supplier Name And Address Williams Controls Pedal Plant 2420 Trailside Drive Sarasota, FL 34243		
Ford And / Or Supplier Name And Part Number Of Assembly And Its Components Pedal & Sensor Assy - Apcal 1C34-0F038-BA	Intentional Code Member (See Form 74-107) _____ Control Item Affected <input type="checkbox"/> Yes <input type="checkbox"/> No	
Description Of Change: <input type="checkbox"/> Design <input type="checkbox"/> Composition <input type="checkbox"/> Weight <input checked="" type="checkbox"/> Processing In an effort to provide better response time to engineering and quality issues, W/C is requesting that Ford Motor Co approve relocation of the sensor production line at W/C's Apex division in Deerfield Beach, FL to its Sarasota, FL pedal manufacturing site. All assembly tools and fixtures are to be relocated, along with the possibility of some of the existing production personnel. A relocation timetable detailing the specific completion dates of the relocation attached to this document. To meet the intent of the applicable engineering specification, ES-1C34-0F038-BA, and other applicable approvals contained in that document and STA requirements, a 4-week supply of sensors from the Apex facility will be manufactured prior to the relocation. Following the relocation and set-up of the assembly line in Sarasota, full inspection and functional testing of a 125-piece run will be performed. In addition, full cycle testing at 1 million cycles of 6 pedal assemblies will be conducted according to paragraph III.3.14 of the above ES to demonstrate compliance to the specification. This testing would be used as surrogate data in lieu of a full-PV program, with the approval of Ford Product Engineering and STA.		
Effect Of Change: The relocation of the sensor production line should have no effect to Ford Motor Co.		
Intentionality Affected Assembly: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Components: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Time Req'd To Incorporate Change After Approval (Immediate) _____ Signature: _____ Supplier Representative	Tooling Facility Changes Required <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Cost Effect \$ _____ Piece Cost Affected <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Cost Effect \$ _____
Will incorporation of changes affect Shipping Schedule? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Product Engineering To Complete <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Release Action Req'd, Notice # _____ <input type="checkbox"/> Rejected		
BY: Signature: <i>[Signature]</i> Blanket Approval Granted For Subsequent Changes Which Are Same AS Described Above <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Date: 2/21/02 Supplier Checklist Attached? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Concurred By: _____ Date: _____ Sample Of Changed Component Required <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Reason For Rejection Or Qualifying Conditions Of Acceptance: Sums 02 (0000010) Production of 300 parts to be completed and a PPAP full approved by Williams and DML with concurrence by Ford STA.		
Reviewed By: SQA <i>[Signature]</i> Date: 2/21/02 Purchasing Date: _____		
* This approval is granted upon the understanding that it is advisory in nature and in no manner changes the Sellers original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and for inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above; and should such changes result in less satisfactory performance than experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency.		

QF-227
Revision A

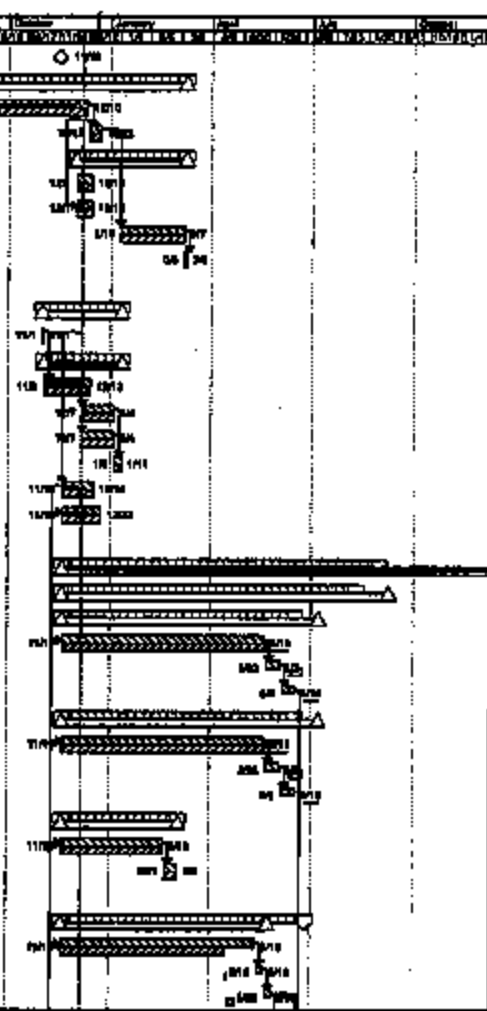
Supplier Request For Engineering Approval

Date: July 26, 2000

Supplier Name And Address Williams Controls Pedal Systems, 2420 Trailhawk Drive, Sarasota, FL 34243 Supplier code 0430E		
Ford And / Or Supplier Name And Part Number Of Assembly And Its Components IC34-SF836BA, PEDAL & SENSOR/ABIL ACCEL	Emission Control Code Number (See Form 74-107)	
Description Of Change: <input type="checkbox"/> Design <input type="checkbox"/> Composition <input type="checkbox"/> Weight <input checked="" type="checkbox"/> Processing Williams Controls requests that Ford Motor Company allow W/C to conduct a mini PV for verification of the Pedal & Sensor Assembly Accelerator ES-1C34-SF836-BA testing. This mini PV would remove alert A11110145. Alert A1119146 was written to allow ES testing to be conducted on parts run at a non-production facility due to project pull ahead. The mini PV will consist of the following tests and samples from the Engineering Specification ES-1C34-SF836-BA. Initial Testing consists of I12.1 Idle Voltage Output, I12.2 Transfer Function, I12.3 Electrical Hysteresis, I12.4 Pedal Load, and I12.5 Audible Noise. Sample size of Initial Testing is 18 parts which would break into three lots of testing. The three lots of testing are I12.6 Output Load Test(6 samples), I12.71 Vibration Test(6 samples) and leg brackets samples). Leg three would consist of the following tests: I12.16 Output Temp Variation , I12.1 Idle Voltage, and I12.17 Returnability. After the three lots of testing each of the eighteen parts would be put through Final Testing. Final testing will consist of I12.1 Idle Voltage Output, I12.2 Transfer Function, I12.3 Electrical Hysteresis, I12.4 Pedal Load, and I12.5 Audible Noise.		
Effect Of Change: None		
Interchangeability Allowed Assembly <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Comments <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Time Req'd To Incorporate Change After Approval 30 Days	Tooling Facility Changes Required <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Cost Effect \$
Will Incorporation Of Changes Affect Shipping Schedule? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Signature: _____ Supplier Representative	Piece Cost Affected <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Cost Effect \$
Approved * <input checked="" type="checkbox"/> Release Action Req'd, Notice # _____ <input type="checkbox"/> Rejected		
BY: Signature: <u>[Signature]</u>	Date: <u>7/26/00</u>	Concurred By: Signature: _____ Date: _____
Blanket Approval Granted For Subsequent Changes Which Are Similar As Described Above <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Supplier Checklist Attached? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Sample Of Changed Component Required <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Reason For Rejection Or Qualifying Conditions Of Acceptance:		
Reviewed By: SCA	Date: _____	Purchasing: _____ Date: _____
* This approval is granted upon the understanding that it is advisory in nature and in no manner changes the Sellers original responsibility for insuring that all characteristics, designated in the applicable engineering specification and for inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above; and should such changes result in less satisfactory performance than experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency.		

U127 ADJUSTABLE PEDALS AND ETC IDENTIFIED ITEMS

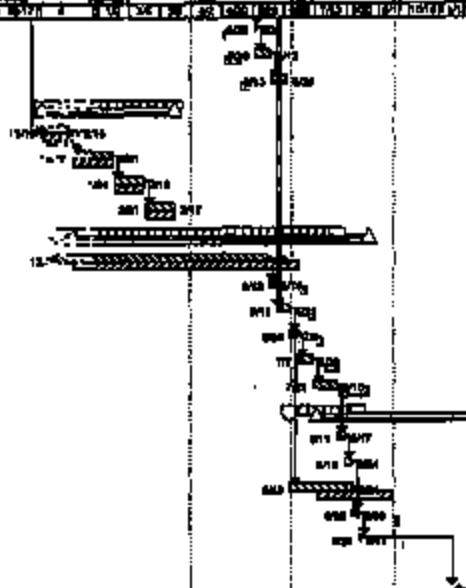
NO	Q	Task Name	Quantity	Est. Start	Est. End	% C	Part	Material	Process	Location	Remarks
1		Manufacturing Meeting	1 day	Mon 12/10/68	Tue 12/10/68	0%					
2		Perseus Phase	30 days	Tue 12/10/68	Thu 12/18/68	0%					
3	2	Component Order/Receive	30 days	Tue 12/10/68	Thu 12/18/68	0%					
4		ETC Assembly	1 day	Mon 12/16/68	Mon 12/16/68	0%					
5		UV Testing	25 days	Wed 12/10/68	Thu 12/18/68	0%					
6	2	Apert testing: outer bracket	13 days	Wed 12/10/68	Thu 12/18/68	0%					
7	2	Apert testing: inner bracket	2 days	Wed 12/10/68	Thu 12/18/68	0%					
8	2	UV testing: inner bracket	10 days	Mon 12/16/68	Tue 12/23/68	0%					
9		UV testing: outer bracket	2 days	Mon 12/16/68	Tue 12/23/68	0%					
10		PRODUCTION RELEASE PACKAGE	20 days	Wed 12/10/68	Thu 12/18/68	0%					
11		Design/Manufacturing Review	1 day	Mon 12/16/68	Mon 12/16/68	0%					
12		Applicability Review	10 days	Tue 12/17/68	Tue 12/17/68	0%					
13		Update Drawing/Design	2 days	Tue 12/17/68	Thu 12/19/68	0%					
14		Tolerance Study	2 days	Tue 12/17/68	Thu 12/19/68	0%					
15		PEA	2 days	Tue 12/17/68	Thu 12/19/68	0%					
16		Develop Design Update after start/PEA	1 day	Wed 12/18/68	Tue 12/23/68	0%					
17		Process Acceptance Plan Order	4 days	Thu 12/19/68	Thu 12/19/68	0%					
18		RFQs in Motion	2 days	Thu 12/19/68	Thu 12/19/68	0%					
19		PRODUCTION PHASE - PEAR	20 days	Thu 12/19/68	Thu 12/19/68	0%					
20		Tooling/Equip Build	20 days	Thu 12/19/68	Thu 12/19/68	0%					
21		Final Review	20 days	Thu 12/19/68	Thu 12/19/68	0%					
22		Component Order	20 days	Thu 12/19/68	Thu 12/19/68	0%					
23		TRAP	20 days	Thu 12/19/68	Thu 12/19/68	0%					
24		Apert Acct/mt	20 days	Thu 12/19/68	Thu 12/19/68	0%					
25		Manufacturing	20 days	Thu 12/19/68	Thu 12/19/68	0%					
26		Design & Build	20 days	Thu 12/19/68	Thu 12/19/68	0%					
27		Final & Ship	20 days	Thu 12/19/68	Thu 12/19/68	0%					
28		Inventory Build	20 days	Thu 12/19/68	Thu 12/19/68	0%					
29		Setup	20 days	Thu 12/19/68	Thu 12/19/68	0%					
30		Spec. Design, & Build	20 days	Thu 12/19/68	Thu 12/19/68	0%					
31		Equip Overhaul	20 days	Thu 12/19/68	Thu 12/19/68	0%					
32		Final Cell Build Phase	20 days	Thu 12/19/68	Thu 12/19/68	0%					
33		Final Cell Equip/Ph. Build	20 days	Thu 12/19/68	Thu 12/19/68	0%					
34		Setup and Prod. Trial	1 day	Mon 12/23/68	Mon 12/23/68	0%					
35		Production Trial Run	2 days	Mon 12/23/68	Mon 12/23/68	0%					



Personnel: Engineer, Area, Mach, Tooling, Equipment, Production Order, Item 127-001
 Task: [Symbol] Duration: [Symbol] Start/End: [Symbol] Material: [Symbol] Duration: [Symbol] Start/End: [Symbol] Material: [Symbol] Duration: [Symbol] Start/End: [Symbol] Material: [Symbol]
 Legend: [Symbol] Task, [Symbol] Duration, [Symbol] Start/End, [Symbol] Material, [Symbol] Duration, [Symbol] Start/End, [Symbol] Material

PERC-044 1227B

NO	TO	Task Name	Duration	Start	Finish	% C	Predecessors	Resources	Notes
39		Receiving Equip.	1 day	04/01/88	04/02/88	75			
40		Install Equip.	2 days	04/02/88	04/04/88	75			
41		Debug Equip.	2 days	04/02/88	04/04/88	75			
42		Assembly Line	1 day	04/04/88	04/05/88	75			
43		Line Layout, Panning Floor	2 days	04/04/88	04/06/88	75			
44		PPMBA	4 days	04/04/88	04/08/88	75			
45		Control Plan	4 days	04/04/88	04/08/88	75			
46		Visual Indicators	4 days	04/04/88	04/08/88	75			
47		Debug/Tooling	1 day	04/04/88	04/05/88	75			
48		Design & Build	10 days	04/04/88	04/14/88	75			
49		Equip and Prod. Types 1 and 2	1 day	04/04/88	04/05/88	75			
50		Build PPAP Parts	10 days	04/04/88	04/14/88	75			
51		Reassemble Equip.	1 day	04/04/88	04/05/88	75			
52		Install Equip.	2 days	04/04/88	04/06/88	75			
53		Debug Equip.	2 days	04/04/88	04/06/88	75			
54		PPAP Phase	10 days	04/04/88	04/14/88	75			
55		Prepare Capability	1 day	04/04/88	04/05/88	75			
56		Build PPAP Parts	1 day	04/04/88	04/05/88	75			
57		S.S. Tooling	4 days	04/04/88	04/08/88	75			
58		PPAP Preparation	4 days	04/04/88	04/08/88	75			
59		PPAP	1 day	04/04/88	04/05/88	75			
60		JOB #1	10 days	04/04/88	04/14/88	75			



PENG-044 12279

Product Engineer: Alan Fortch
 Technical Administrator: [Name]
 Development Date: 04/01/88

Task: [Symbol] [Symbol] [Symbol]
 Program: [Symbol] [Symbol] [Symbol]

Resource: [Symbol] [Symbol] [Symbol]
 Summary: [Symbol] [Symbol] [Symbol]

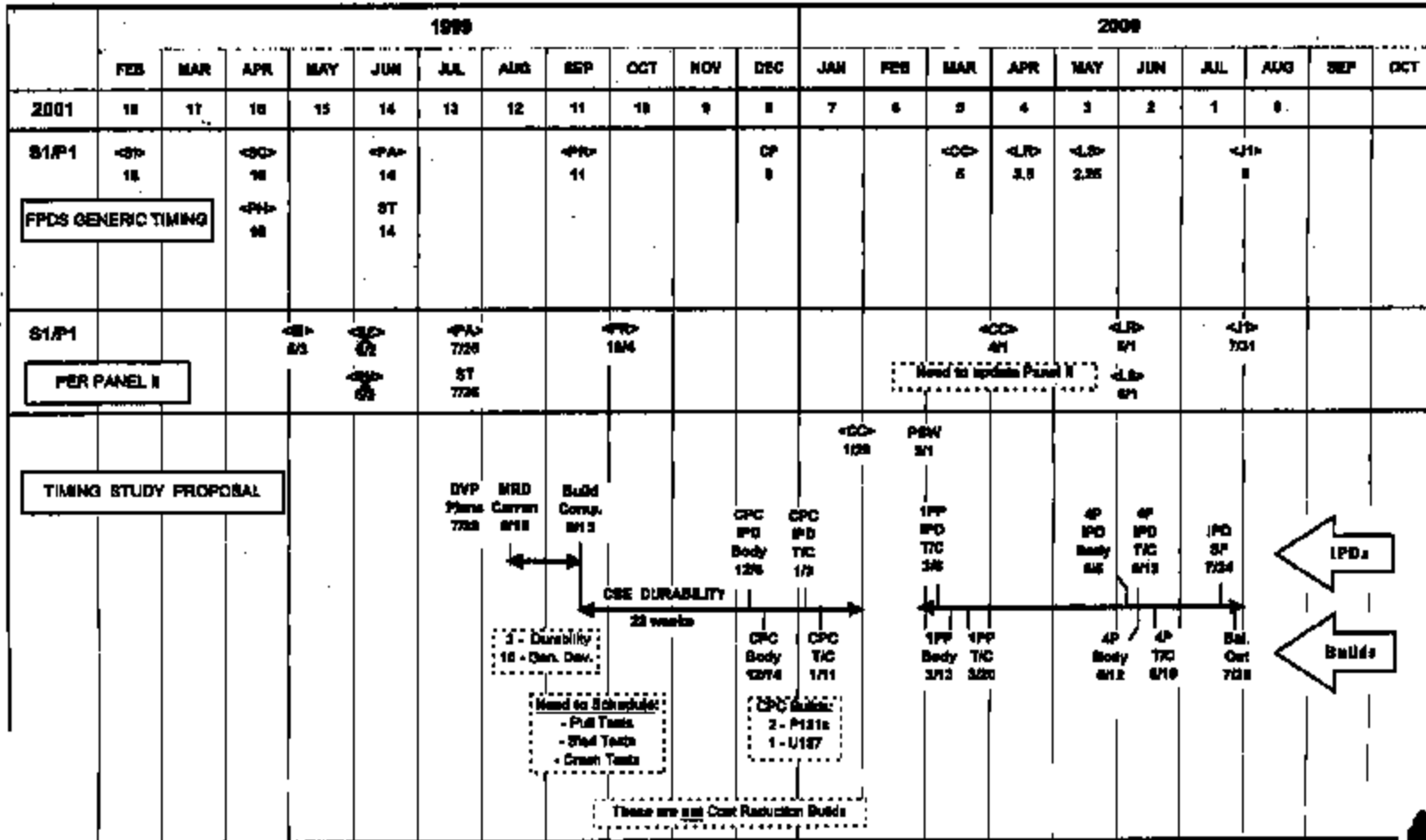


- DRAFT -

OPD 2001 CSE P131/U137
WORKPLAN DEVELOPMENT

Rev. 06/23/1999

CONFIDENTIAL



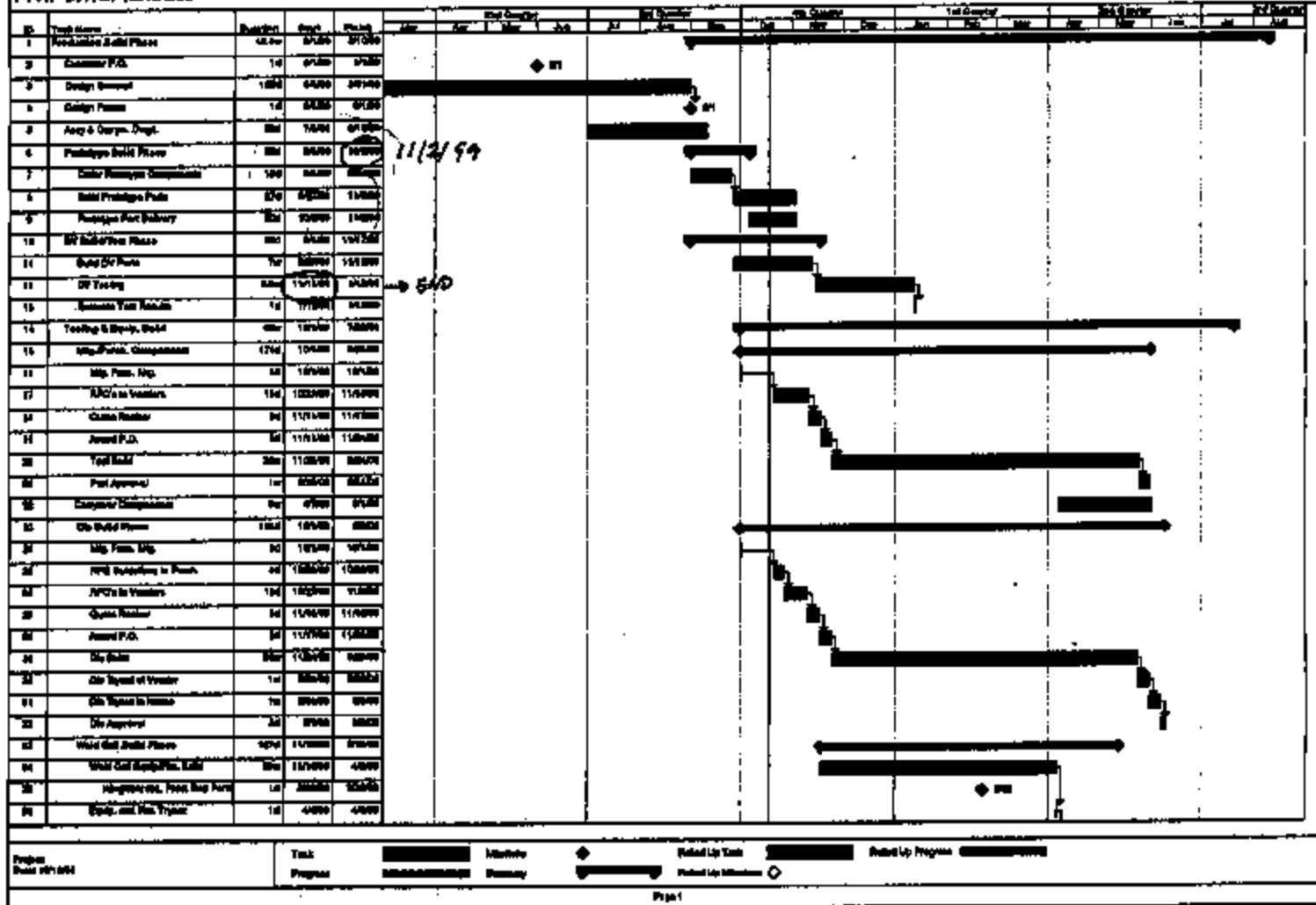
PC83-044 12/2000

Authorized by: Ginger Jones
Author: Dave Williamson (DWILL119) 31-72301

U137 ADJUSTABLE PEDALS

PPAP DATE: 10AUG00

JOB 1:31JUL00



P003-044 12281

U137 ADJUSTABLE PEDALS

PPAP DATE: 10AUG00

JOB 1:31JUL00

ID	Task Name	Duration	Start	Finish	2nd Quarter				3rd Quarter				4th Quarter				1st Quarter				2nd Quarter				3rd Quarter				4th Quarter										
					Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug						
37	Production Test Plan	1d	07/28/00	08/01/00																																			
38	PPAP to Customers	1d	07/28/00	08/01/00																																			
39	Supplier Equip.	1d	08/14/00	08/15/00																																			
40	Install Equip.	1d	08/04/00	08/04/00																																			
41	Design Equip.	1d	08/03/00	08/03/00																																			
42	Assembly Equip. production line	2d 3d	07/28/00	08/04/00																																			
43	Ship Prod. Equip.	1d	07/28/00	07/28/00																																			
44	NDC Installation in Plant.	1d	07/28/00	07/28/00																																			
45	PPC's to Vendor	1d	08/02/00	08/02/00																																			
46	Custom Keyboard	1d	07/28/00	07/28/00																																			
47	Install PCB.	1d	07/28/00	07/28/00																																			
48	Equip. Test	1d	07/28/00	08/01/00																																			
49	Transfer Equip. Prod. Equip. Room	1d	07/28/00	07/28/00																																			
50	Equip. and Prod. Equip. to Vendor	1d	07/28/00	07/28/00																																			
51	Equip. PC Equip. to Vendor	1d	07/28/00	07/28/00																																			
52	Remove Equip.	1d	07/28/00	07/28/00																																			
53	Install Equip.	1d	07/28/00	08/01/00																																			
54	Design Equip.	1d	07/28/00	07/28/00																																			
55	Production Test Plan	1d	07/28/00	08/01/00																																			
56	PC Testing	1d	07/28/00	08/01/00																																			
57	PCB Preparation	1d	08/01/00	08/02/00																																			
58	Install Subcontractor	1d	07/28/00	07/28/00																																			

Project: D41C 1013009

Task	Subtask	Milestone	Preceded Up Task	Followed Up Predecessor
Progress	Subway		Preceded Up Milestone	

PENG-844 12282



[REDACTED]

From: Hudson, Lou - Troy [Hudson@TFXAuto.com]
Sent: Monday, October 23, 2000 1:49 PM
To: Petrauskas, Lisa (L.E.)
Subject: U137 Design Review



U137 Trial Build
Issues.doc

U137 Adjustable Pedal Trial Build Issues

Concern # C11157557

Issue: Accelerator pedal on diesel units bottoms out on dash insulator, not reaching its full range of travel.

Material in affected area of the mounting bracket has been removed to assist in achieving W.O.T. This is a no-cost change and will be completed in 2 weeks.

The in-board side of the accelerator arm rubs the dash insulator during throttle actuation. Ford LT-26 testing will determine severity of this issue. This issue was not identified on any durability or R202 evaluations.

Recommendation: Perform LT-26 tests on production-intent parts. Lever arm modifications will be discussed pending test results. Teleflex is already investigating potential modifications.

Concern # C11157558

Issue: Boo switch IP wire is in hard contact with adjustable pedal brake shaft (track rod).

Due to the switch design, the mating connector pigtail to the switch must loop down from the IP below the switch and then back up, leaving a loop of ~ 30mm. This is not an issue on current vehicles since the pedal arm is a blade that doesn't encroach on wiring clearances. This issue was not identified on any durability or R202 evaluations.

Recommendation: Implementation of the 6-way Boo switch to be used on U222 and P221 programs will eliminate this issue.

Concern # C11157559

Issue: Accelerator pedal broke when dropped from a height of under 3 ft. The outboard-most attachment was snapped when the accelerator was dropped. This would be the source of production scrap in the plant.

Material of the accel mounting bracket is 13% glass-filled nylon. All levels of DV testing including vehicle durability have been performed with this material. Changes in material for this part could result in structural integrity issues.

Sub-components of the ETC are not visible in final assembly. Physical damage to these parts created by mishandling the part would not be observed.

Failure to pass ES impact test requirements has been communicated to Ford.

Recommendation: Waive impact requirement and instruct KTP to discard dropped adjustable pedals.

Concern # C11157562

Issue: Assembly access to connect 2-pin motor takes too difficult. AFL reviewing alternative routing.

Teleflex will work with AFL and all other suppliers to lessen impact to the program.

containment plan 11159105

Page 1 of 1

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Tuesday, October 24, 2000 3:15 PM
To: Lisa Petrauskas (E-mail)
Subject: containment plan 11159105

Attached is containment plan for your review. Let me know if any changes needed. I will get signed and Bill will bring tomorrow.

<<containment plan 11159105.xls>>

Elio Evangelista
Program Manager
Pedal Systems
Teleflex Automotive

11/17/2003

PEES-044 21879

Super Duty F-Series Containment Plan

Form # 170 (Revised) Yes No

Form Operator's Date Submitter Equipped

Advanced POPS Yes No N/A

Customer Name: ELI LILLY

Manufacturer Log #: 2004 F 2500 FWD F151

Model Year: 2004 2005 2006 2007

Service Description: 2004 F150 2.5L 4C

Work Order #: 10000000000000000000

Vehicle Accessory/Modification: None

Vehicle Identification Number: 1F2P12C6A80000000000

Vehicle Make and Model: Ford Super Duty

Operator Name: John Doe

Operator Address: 123 Main St

Operator Phone: 555-555-5555

Vehicle Features

<input type="checkbox"/> 4x4	<input type="checkbox"/> ABS	<input type="checkbox"/> Air	<input type="checkbox"/> Cruise	<input type="checkbox"/> Fog	<input type="checkbox"/> Power
<input type="checkbox"/> 4x2	<input type="checkbox"/> ESP	<input type="checkbox"/> CD	<input type="checkbox"/> Lock	<input type="checkbox"/> Rain	<input type="checkbox"/> Windows
<input type="checkbox"/> 4x4	<input type="checkbox"/> TPMS	<input type="checkbox"/> DVD	<input type="checkbox"/> Mirror	<input type="checkbox"/> Wash	<input type="checkbox"/> Wipers
<input type="checkbox"/> 4x2	<input type="checkbox"/> Trailer	<input type="checkbox"/> XM	<input type="checkbox"/> Sun	<input type="checkbox"/> Wax	<input type="checkbox"/> Tires
<input type="checkbox"/> 4x4	<input type="checkbox"/> Backup	<input type="checkbox"/> Bluetooth	<input type="checkbox"/> Shade	<input type="checkbox"/> Seal	<input type="checkbox"/> Fluids
<input type="checkbox"/> 4x2	<input type="checkbox"/> Hitch	<input type="checkbox"/> GPS	<input type="checkbox"/> Cover	<input type="checkbox"/> Trim	<input type="checkbox"/> Belts
<input type="checkbox"/> 4x4	<input type="checkbox"/> Ladder	<input type="checkbox"/> Radio	<input type="checkbox"/> Rack	<input type="checkbox"/> Mats	<input type="checkbox"/> Brakes
<input type="checkbox"/> 4x2	<input type="checkbox"/> Bed	<input type="checkbox"/> TV	<input type="checkbox"/> Box	<input type="checkbox"/> Liners	<input type="checkbox"/> Lights

Part Name	Part Number	Qty	Notes	Part Location
Oil Filter	10000000000000000000	1	Replace	Engine
Oil	10000000000000000000	5	Change	Engine
Spark Plugs	10000000000000000000	4	Replace	Engine
Water Pump	10000000000000000000	1	Replace	Engine
Timing Belt	10000000000000000000	1	Replace	Engine
Timing Chain	10000000000000000000	1	Replace	Engine
Water Hose	10000000000000000000	1	Replace	Engine
Water Hose Bracket	10000000000000000000	1	Replace	Engine
Water Hose Bracket Bolt	10000000000000000000	1	Replace	Engine
Water Hose Bracket Nut	10000000000000000000	1	Replace	Engine
Water Hose Bracket Washer	10000000000000000000	1	Replace	Engine
Water Hose Bracket Seal	10000000000000000000	1	Replace	Engine
Water Hose Bracket Pin	10000000000000000000	1	Replace	Engine
Water Hose Bracket Clip	10000000000000000000	1	Replace	Engine
Water Hose Bracket Bolt	10000000000000000000	1	Replace	Engine
Water Hose Bracket Nut	10000000000000000000	1	Replace	Engine
Water Hose Bracket Washer	10000000000000000000	1	Replace	Engine
Water Hose Bracket Seal	10000000000000000000	1	Replace	Engine
Water Hose Bracket Pin	10000000000000000000	1	Replace	Engine
Water Hose Bracket Clip	10000000000000000000	1	Replace	Engine

Workshop Name: ABC

Part Name	Part Number	Qty	Notes	Part Location
Oil Filter	10000000000000000000	1	Replace	Engine
Oil	10000000000000000000	5	Change	Engine
Spark Plugs	10000000000000000000	4	Replace	Engine
Water Pump	10000000000000000000	1	Replace	Engine
Timing Belt	10000000000000000000	1	Replace	Engine
Timing Chain	10000000000000000000	1	Replace	Engine
Water Hose	10000000000000000000	1	Replace	Engine
Water Hose Bracket	10000000000000000000	1	Replace	Engine
Water Hose Bracket Bolt	10000000000000000000	1	Replace	Engine
Water Hose Bracket Nut	10000000000000000000	1	Replace	Engine
Water Hose Bracket Washer	10000000000000000000	1	Replace	Engine
Water Hose Bracket Seal	10000000000000000000	1	Replace	Engine
Water Hose Bracket Pin	10000000000000000000	1	Replace	Engine
Water Hose Bracket Clip	10000000000000000000	1	Replace	Engine

Preparation: Yes No

Workshop Name: ABC

Operator Name: John Doe

Operator Address: 123 Main St

Operator Phone: 555-555-5555

Proposed changes to this document should be noted in this area only

Attach picture of change

Comments: None

Workshop Name: ABC

Operator Name: John Doe

Operator Address: 123 Main St

Operator Phone: 555-555-5555

FORD-944-21000

From: Hudson, Lou - Troy [lhudson@TFXAUTO.com]
Sent: Tuesday, October 24, 2000 4:45 PM
To: Lisa Petrauskas (E-mail)
Cc: Phil Bauckelaere (E-mail); Steve Buas (E-mail); Teller, Bill - Troy
Subject: Clearance Study

Lisa,

We did some investigating to try to determine just how our accel pedal could have been designed with 8.5mm interference into vehicle carpet.

Last Friday, you recall we downloaded the PEDGS package containing both fixed and adjustable ETC's in hopes of finding something visual that would show differences in these systems and explain the in-vehicle interference. Contained in this package, we found both the floor panel and carpet. Since ETC's are only used on diesel trucks, we concluded this package is diesel-only.

Attached are 6 screen dumps. We made 5 section cuts at various points as a clearance study. The "layout" file lists the part numbers contained in the package and our study. It also shows where these sections were cut.

The sections show a worst-case clearance of 2.3mm to carpet in design nominal position. Section 4.2 of the accelerator clearance WCR (also attached) states:

"The minimum clearance between the accelerator pedal in its design depressed position and any other components within Area A, including carpeting and floor mats, shall be 13mm except when a pedal wide open throttle stop is provided."

Our ETC does provide a positive throttle WOT stop. The package study shows we have clearance to the carpet. Unless the data is bad, our issue doesn't lie in CAD. Can you confirm accuracy of the data? Without accurate data, I cannot revise the pedal design to provide improved clearance.

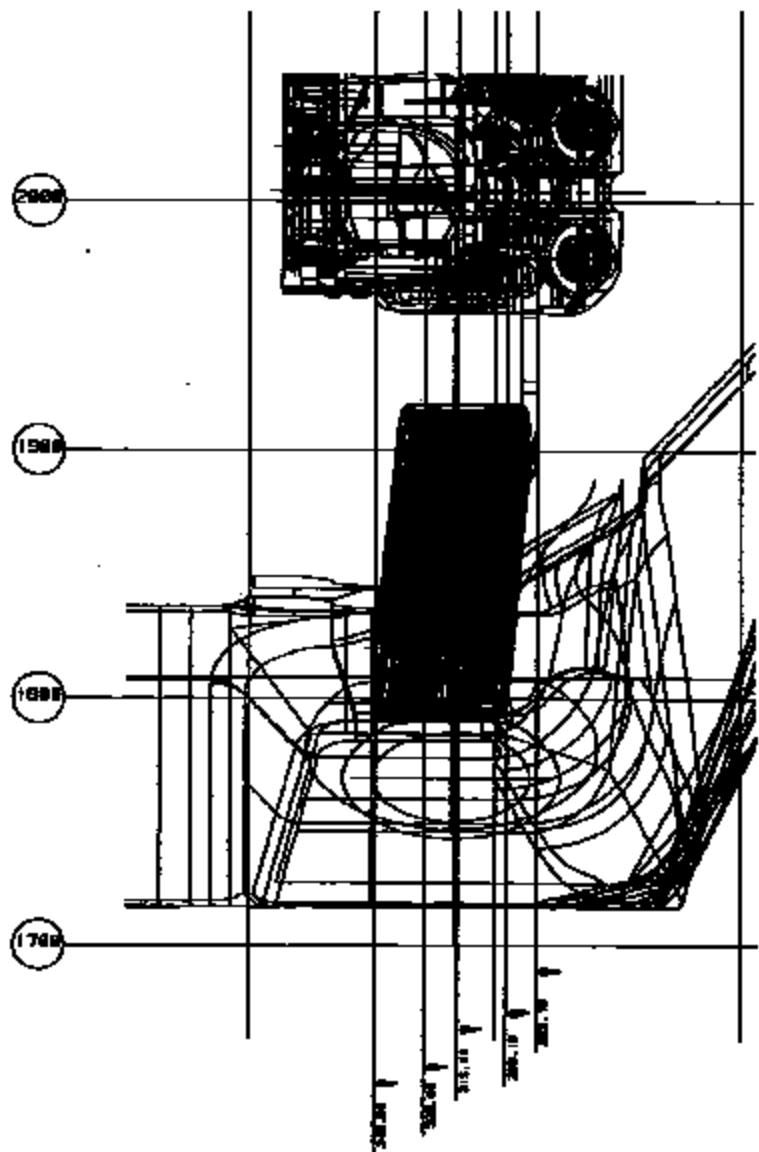
We will continue to explore options for improving in-vehicle clearances to the ETC accel arm and pad.

Regards,
Lou Hudson
Teleflex

<<Layout.tif>> <<Y-282.tif>> <<Y-285.tif>> <<Y-315.tif>> <<Y-328.tif>> <<Y-348.tif>>

[REDACTED]

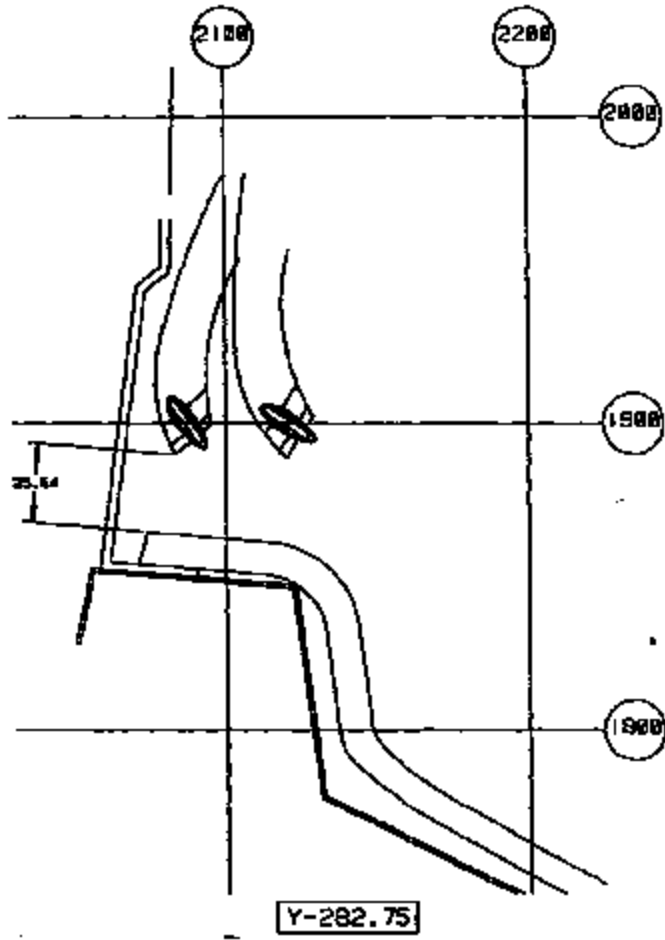
[REDACTED]



REAR VIEW

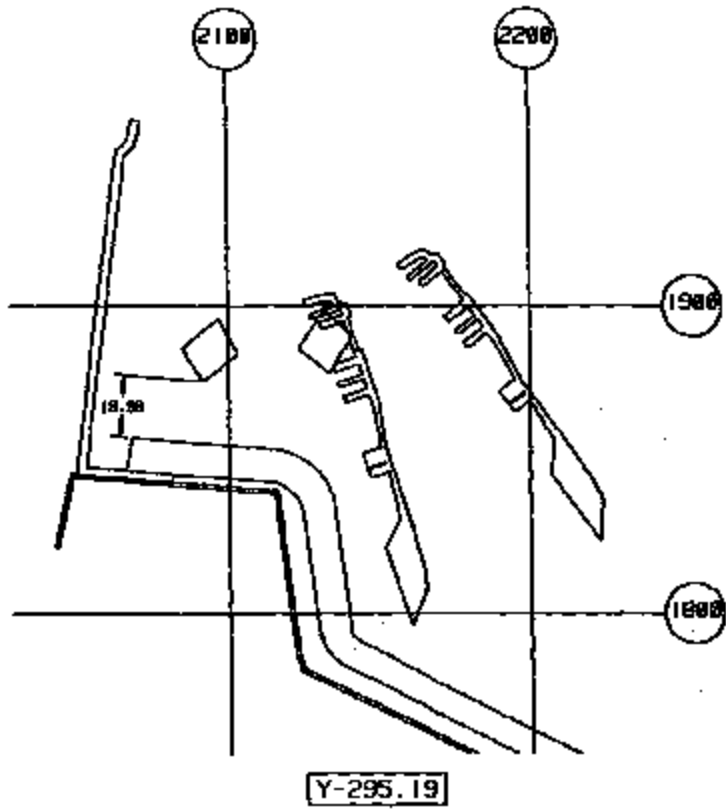
FIG-2811000-01 CABINET-PLUMB SET
FIG-2811140-00 RAB-PURGE FIBER
FIG-2811150-00 RAB-RTY-00 RAB-RTY-00

FIG-244 21882



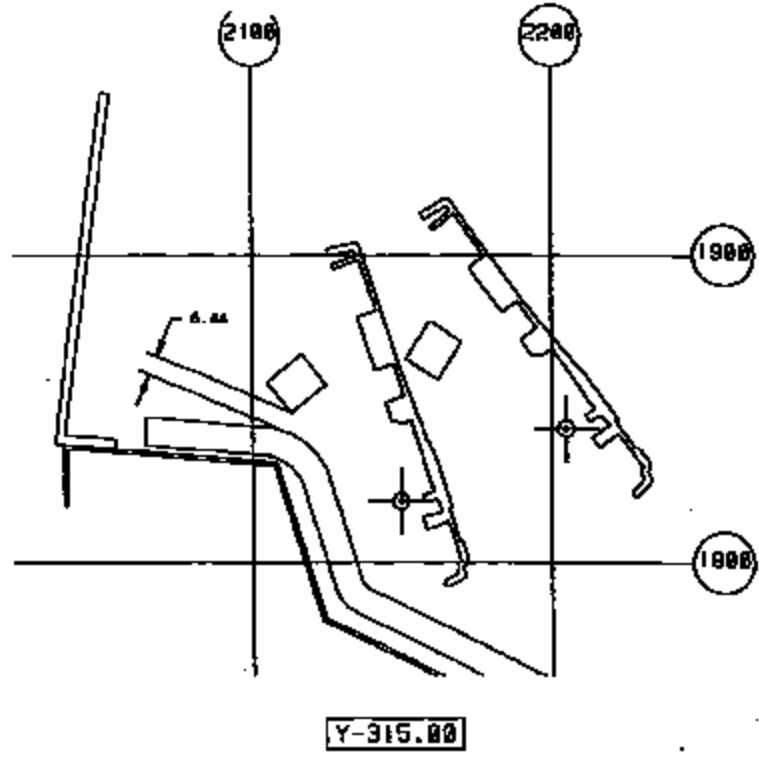
[REDACTED]

[REDACTED]



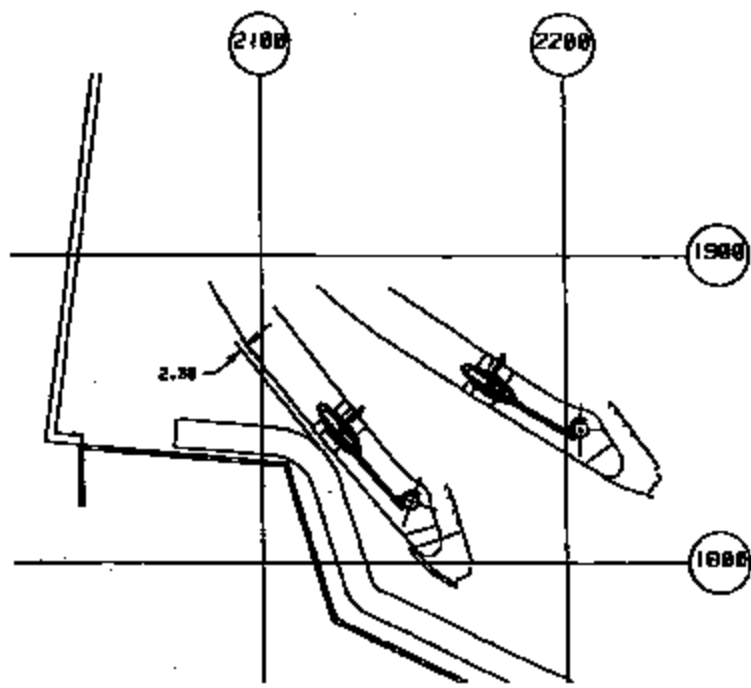
[REDACTED]

[REDACTED]

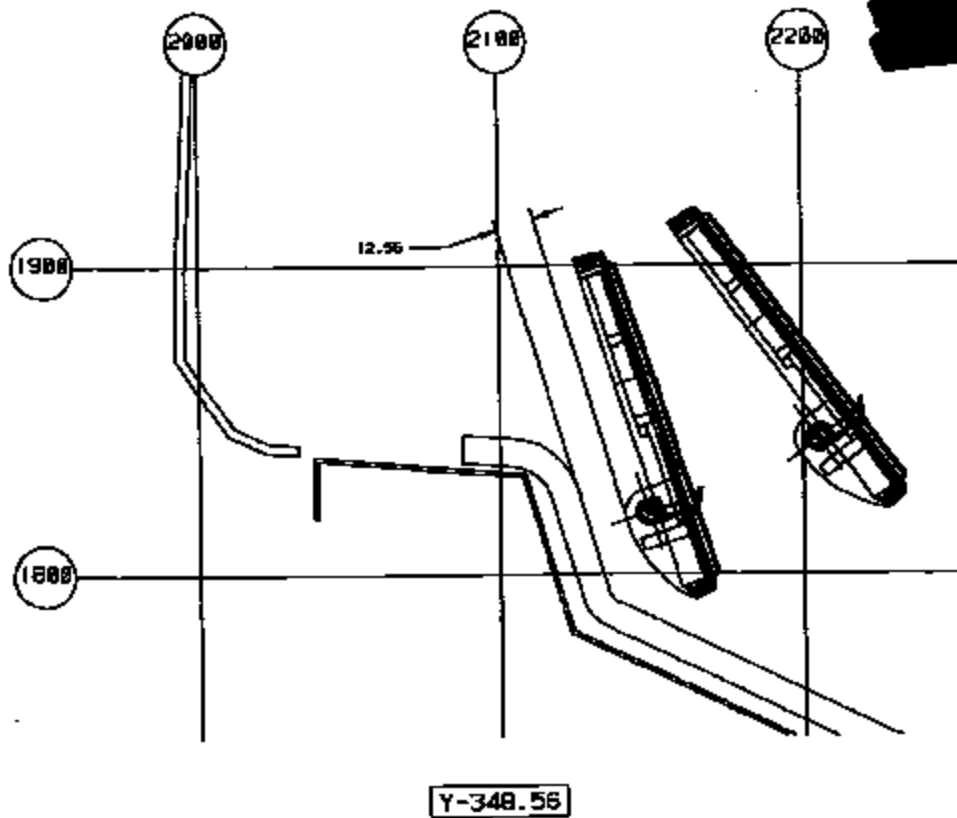


[REDACTED]

[REDACTED]



Y-328.66



Teleflex**U137 ADJUSTABLE PEDAL / ETC
FORD OPEN ISSUES**REVISION DATE:
REVISED BY:11/17/03
L. Hudson

Y NUM NO.	ISSUE DESCRIPTION	ISSUE STATUS	RESPONSIBILITY	DATE DUE:	DATE Completed:
***** 2001 PMT ISSUES *****					
4	2001 PROTOTYPE DVPR	<ul style="list-style-type: none"> 7-11-00 Discuss parameters with Adam Bertois. 7-14-00 Per Adam B. The Windstar program is under going full-blown DV testing due to the changes being made to the worm and drive gear. These are common components to all APS, and therefore the Windstar DV data can be used as surrogated data. The U137 should only undergo noise testing, which will involve fabricating fixtures for the sound chamber and then testing in the chamber. When components are available, noise test U137 pedals in Kandalville. 6-Sigma project status to be delivered 11/1/00. (10/25/00) 	AK	7-08-00 8-4-00	10/25/00
5	2001 PRODUCTION DVPR • review with Ford	<ul style="list-style-type: none"> 7-11-00 AF and AK to review with Ford Lori to provide feedback TX to provide update: DVP&R Conrad: DVP&R update: 10-20-00 - 10-28-00. 	LP	7-18-00 8-4-00	
6	PROGRAM MANAGEMENT REVIEW MEETING	<ul style="list-style-type: none"> 7-18-00 Planning meeting for 10-10-00 Meeting to be 10-10-00 10-10 meeting cancelled. New date TBD. (10/25/00) 	EE	7-18-00 7-26-00 9-20-00	
7	NOISE TESTING OF U137 ASSEMBLIES • determine procedure, cost and timing to test assemblies at Kandalville	<ul style="list-style-type: none"> 7-11-00 Discuss parameters with Adam Bertois. 7-14-00 Per Adam B. The Windstar program is under going full-blown DV testing due to the changes being made to the worm and drive gear. These are common components to all APS, and therefore the Windstar DV data can be used as surrogated data. The U137 should only undergo noise testing, which will involve fabricating fixtures for the sound chamber and then testing in the chamber. When components are available, noise test U137 pedals in Kandalville. 6-Sigma project status to be delivered 11/1/00. (10/25/00) 	BT	10-23-00	
8	PHIL TO TALK WITH JIM CONRAD TO DETERMINE IF FORD ASSISTANCE IS AVAILABLE IN COMPLETING DVP TESTING	<ul style="list-style-type: none"> Need testing update from Ford. Full SDS requirement list and full 2002 DVP&R delivered to Lisa for review. Some required Ford tests might not be on DVP&R. Need status on remainder. (8/20/00) 	LP	??	
13	FMVSS124 • Need to perform this test on vehicle ASAP with a gas version accel pedal	<ul style="list-style-type: none"> Lisa to schedule Update needed (8/1/00) Accel adjust cable pulling on pedal per Jim 	LP	8-11-00	

U137 FORD OPEN ISSUES (10-25-00).doc

1 of 4

F03-044 21891

Teleflex**U137 ADJUSTABLE PEDAL / ETC
FORD OPEN ISSUES**REVISION DATE: 11/17/00
REVISED BY: L Hudson

TNUM NO.	ISSUE DESCRIPTION	ISSUE STATUS	RESPONSIBILITY	DATE DUE	DATE COMPLETED
		Conrad, pedal feel adversely affected. Curve copies to Bill Teller 9/20/00. All accel vehicle tests need to be redone with new motor position, bracket, and cable. To be scheduled once part timing is available. (9/20/00) • New parts delivered. Testing in progress (10/25/00).		TBD	
14	SAFETY • Feedback required on crash tests	• Crash tests thus far (with no crash dummies) indicate no crash issues with the pedal. • Additional testing required with crash dummies. Timing? • Tests performed without wiring dummy, not required for program. (9/20/00) • One additional test, timing TBD	LP	8-11-00 8-18-00	
17	MOTOR BRACKET CHANGE - Motor position change required for diesel packaging and to improve cable routing.	• New motor position uploaded to data collector. Rejected by Ford. (9/13/00) • Revised motor position uploaded to data collector. Rejected by KTP. (9/19/00) • New motor position for verbally OK'ed for prototypes by Steve Buss, KTP. Cost and timing for parts TBD, but required for design aid tryout before 10/17 KTP trial. Need to evaluate prototype brackets ASAP to kick off production tools. New bracket may require extra station on TFX assembly line. (9/20/00) • Motor bracket released. No issues with prototypes at 10/17 KTP trial. (10/25/00)	LH / LP / KTP	10/1/00	10/17/00
18	ASSEMBLY DRAWING CHANGES - Add (REF) dimension for motor pigtail length - Dimension wiring attachment hole on ass'y.	• Will be incorporated on next release. • To be added to -AC drawing and released as a revision by 9/22/00. Copy to be delivered 9/22. Motor position, bracket, and new cable to be released as -AD. Need concern # for -AD. (9/20/00)	LH / AV	9/22/00	
19	IP ASSIST TOOL INTERFERENCE Assist tool hits accel track rod during installation of IP.	• Visit to KTP 9/19/00 to verify issue and determine plan. Oxbow to redesign arm of tool to provide clearance. Package data sent to Oxbow data collector 9/20/00. 2 assemblies delivered to Oxbow 9/20/00. TFX will support efforts. • No issues between tool and pedal identified at KTP 10/17 trial. (10/28/00)	Ford / TFX	9/20/00	10/17/00
20	ETC PEDAL INTERFERENCE - ETC pedal hits carpet at WOT, forward position	• Identified on all diesel vehicles so far. CAD data shows 4.9mm clearance to carpet (L. Alsbury). Issue requires more investigation. (10/25/00)	Ford / TFX	10/31/00	New

FORD-044 21892

Teleflex

**U137 ADJUSTABLE PEDAL / ETC
FORD OPEN ISSUES**

REVISION DATE: 11/17/03
REVISED BY: L. Hudson

Y NUM NO.	ISSUE DESCRIPTION	ISSUE STATUS	RESPONSIBILITY	DATE DUE:	DATE Completed:
21	BOO SWITCH PIGTAIL INTERFERENCE - Pigtail to switch mating connector contacts track rod guide tube during travel.	<ul style="list-style-type: none"> Identified at 10/17 KTP trial. Still looking for resolution. Pigtail length change and right-angle connector options rejected. 8-way BOO PPAP submitted '01. (10/25/00) 	Ford / TFX	10/31/00	New
22	DAMAGED PART AT KTP - Part dropped at KTP 10/18 trial by PVT. Lower-right corner of bracket and insert broken off.	<ul style="list-style-type: none"> Pedals are not impact-resistant. Waiver of drop test required to avoid complete re-design. All other programs have waived requirement. (10/25/00) 	Ford / TFX	10/31/00	New
23	LT-26 TESTING	<ul style="list-style-type: none"> Gas parts pass. Diesel parts show effort spikes at 17.4" rotation. Arm interference with bracket identified. Notch added for arm clearance 10/19/00. Need concern released for --AD accel level. Testing timing TBD. (10/25/00) 	Ford / TFX	???	New

2002 PMT ISSUES

8	2002 ASSEMBLY PRINT <ul style="list-style-type: none"> add note indicating exception to the impact test for the sensor 	7-20-00 Need to add <ul style="list-style-type: none"> Drawing complete. Transfer upon conclusion of pricing discussions. -AB & -BB levels to be released with: pigtail length noted as reference, new sensor (9/28/00) -AC & -BC levels to be released with: new motor mount (9/28/00) 	LH	2/1/00	
9	WIRE HARNESS FOR PROTOTYPES	(8/13/00) 20 ordered from Yazaki. Due 9/21/00. (9/20/00) Motor pigtail lengths for 2002 & 2001: 2001 wants extra 3" from current 8", 2002 wants 12" total length. Issue with SDS - 300mm takeout length requires retention clip. TFX and Ford would like to use one length for both MY. TBD following eval on design aid & in discussion with AFL.	LH	8/31/00 9/27/00	
10	DVP Plan	DV testing to include 19,000 cycle adjustment test in ambient. PV DVP&R and full SDS requirements delivered to Lisa 8/20/00 for review. Lifecycle to be run in chamber. Structural tests to use surrogate 2001 data. (9/20/00)	LH / LP	8/27/00	
11	MEMORY SENSOR REVIEW / PRESENTATION <ul style="list-style-type: none"> describe Teleflex's existing two sensors and why 	<ul style="list-style-type: none"> Design Review 10/11. (Item transferred from 2001 list. (9/28/00) 	BT / LP	10/11/00	

PMS-044 21883



Teleflex**U137 ADJUSTABLE PEDAL / ETC
FORD OPEN ISSUES**REVISION DATE:
REVISED BY:11/17/03
L. Hudson

FROM NO.	ISSUE DESCRIPTION	ISSUE STATUS	RESPONSIBILITY	DATE DUE:	DATE Completed:
	<ul style="list-style-type: none"> they don't work describe the new sensor and the reasoning behind it's design explain how the sensor works 				
***** 2003 PMT ISSUES *****					
3	ASSEMBLY DRAWING - UPDATED	<ul style="list-style-type: none"> Mark up provided to Lisa 8-9-00 I-DEAS model to be available 10-10-00 	BT / AK	8-18-00 8/11/00	
4	DFMEA		AK	8-4-00	8-4-00
6	DVPR		AK	8-4-00	8-4-00
8	Interface Diagram	Need feedback from Ello.	LP		
7	Functional Targets	Complete requirements list.	LP		
8	Containment Plan	<ul style="list-style-type: none"> Timing and signoff required 	EE	8-11-00	
9	Quote	<ul style="list-style-type: none"> Quote required for prototype and production piece price and tooling Prototype and production tooling quoted 7-28-00. Production piece price quoted 7-14-00. Prototype piece price required 	LW	8-4-00	

FORD-914 21894

[REDACTED]

[REDACTED]

From: Itkis, Isaac (I.A.)
Sent: Thursday, November 02, 2000 11:10 AM
To: Beuckelaers, Phillip (P.R.); Petrauskas, Lisa (L.E.)
Cc: Webster, Michael (M.W.)
Subject: FW: MINUTES- 11/1/00 PACKAGE REVIEW

Phil, Lisa,
The statement I made regarding the clearance of the accelerator pedal to the carpet was a WRONG statement. There is a 13mm clearance required.
Please, accept my apology.

-----Original Message-----
From: Itkis, Isaac (I.A.)
Sent: Thursday, November 02, 2000 10:56 AM
To: Guona, Mark (M.); Clinton, Mozell (M.J.)
Subject: FW: MINUTES- 11/1/00 PACKAGE REVIEW

-----Original Message-----
From: Itkis, Isaac (I.A.)
Sent: Thursday, November 02, 2000 10:54 AM
To: Petrauskas, Lisa (L.E.); Beuckelaers, Phillip (P.R.); Anchel Nagrus; Bob Rohrhoff; Brenda Ajege; Christopher Barker; Dale Green; Dan Sobel; David Williamson; Douglas Smith; Elaine Kover; George Ko; Heather Daniels; James Williams Jr.; Jason Lee; Jeff Nyquist; John Hinz; Kevin Shenil; Luoman Gehl; Linda Alsbury; Mitt Schwalm; Melissa Greenwalt; Michael Stockman; Michael Webster; Mitchell Baghdadin; Norman Nordstrom; Phillip Beuckelaers; Ra Von Fagan; Ramal Kort; Robert Pellilo; Robert Rients; Ron Smith; Shi-Ing Chang; Syed Shahab; Thomas Rudnik; Tim Runstadler; Todd Barber; Tom Dacko
Subject: MINUTES- 11/1/00 PACKAGE REVIEW

The attached are the minutes of the November 1, 2000 P131/U137 OPD Package Design Review. Please forward it to who you think should be included in my distribution list. Thank you.

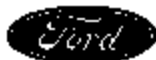


110100mns.doc

"If we always do, what we always did-
We'll always get, what we always got"

Regards,
Iltkis@ford.com
F- Ser. V.E.
(313)248-2912

PEBS-014 21941



**P131/U137 PACKAGE DESIGN REVIEW
MINUTES
NOVEMBER 1, 2000**

P131 F550 AIR SUSPENSION

F350/450/550 AXLE USAGE CLARIFICATION

Dana Co. & Visteon supplying RR axles for P131. Tuthill & Carron Co. needs the correct usage of these axles with F350/450/550.

Tim Runstadler- Dana Co. will provide the P/N & the usage of the Dana axles.

Jim Williams will provide the usage of Visteon axles.

Tuthill is in the process to redesign the bridge of the air suspension system & planning to complete it by 11/10/00, so it is important to provide the necessary data ASAP to support new design.

New design will incorporate the solutions to the build issues discovered at KTP during the prototype builds.

WALK INS

ADJUSTABLE PEDAL

The 4.13mm clearance between the accelerator pedal in WOT & the floor carpet is acceptable.

The 4.5mm clearance between the rod of the fully adjusted accelerator pedal & the air duct is sub-standard. The supplier - Lear Co. need to provide a dimensional stock up & assembly Variations to determine the redesign parameters of the air duct for adequate clearance for Moving parts

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Thursday, November 16, 2000 8:20 AM
To: Lisa Petrauskas (E-mail)
Subject: containment plan 11159105.xls

<<containment plan 11159105.xls>>

Lisa,
Attached is the revised containment plan for your review. I will give Bill the signed one to drop off today. Let me know if/when you need me to attend the next change control meeting.

Elio

Super Duty F-Series Containment Plan

FPM 2007 Containment

FPM 2007 Containment

Regular Program

Advanced PCL1

High

Mid

Low

Customer Location: 21111111
 Add Location: _____
 FPM Number: _____
 Work Order / Job Log ID: _____
 (Must be by ESRD, Park Part)

Manufacturer: Lincoln
 Model: _____
 Year: _____
 VIN: _____

Reason for change: Availability of Model Inventory Repair Safety

Required Parts: _____
 Estimated Cost: _____
 Order Number: _____
 Order Date: _____
 Order Status: _____
 Order Comments: _____

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Part Number	Part Description	Qty	Unit Cost	Total Cost	Part Status	Part Location
10000000000000000000	10000000000000000000	1	10000000000000000000	10000000000000000000	OK	10000000000000000000
10000000000000000000	10000000000000000000	1	10000000000000000000	10000000000000000000	OK	10000000000000000000

Customer Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____
 Email: _____

Item	Change Item	Change Item	Qty	Change Item
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
10	10	10	10	10

Previous Customer (Subtle print) FPM Customer (Bold print)

Must Have Consensus of approval: _____
 Approved: _____ Date: _____

Range of Change plan upon Approval within 5 days P in the same case

Amend picture of change

Description of Problem: _____
 The customer has reported an issue with the vehicle's performance. The vehicle is making a noise when the engine is running. The noise is a high-pitched whine that is most noticeable at idle and low speeds. The noise is not present when the vehicle is in gear or at higher speeds. The customer has also reported that the vehicle is vibrating at idle. The vehicle has approximately 100,000 miles on it. The customer is requesting a repair for the noise and vibration issues.

From: Hudson, Lou - Troy [lhudson@TFXAUTO.com]
Sent: Tuesday, November 21, 2000 12:37 PM
To: 'Petrauskas, Lisa (L.E.)'
Cc: Evangelista, Elio - Troy; Teller, Bill - Troy
Subject: RE: Design Changes

Lisa,

I've tracked down the following cost and timing for the following potential design changes, along with explanations of the changes. Significant changes would require new tools and scrapping of old ones for producing the parts. The numbers are current tooling costs for reference, but complete rebuild costs should be similar. Keep in mind these are engineering estimates only.

DV testing would be required for any change.

Issue: Moving brake track rod to improve clearance to BDO switch

Any lateral change in the current track rod position would require a corresponding change in the brake arm. In addition, the length of the extension plate would need to be increased. Current track rod tooling is at risk as well. We have not begun redesign, and tool kick-off must follow that.

<<-->>

Issue: Revising ETC rotation to increase pedal clearance to carpet

The substrate of the ETC would need to be revised to accommodate decreased rotation.

<<-->>

In addition, there would be approximately an \$8,000 cost for part obsolescence.

Issue: Steel throttle cable retainer

Design has not started. This estimate assumes welding a flat bracket to the extension plate, may involve changes to the extension plate.

<<-->>

Issue: Reinforce accel bracket with steel stamping

Design has not started. Required changes to the accel bracket to accommodate the reinforcement are TBD. This assumes a flat bracket with 3 holes.

<<-->>

Attached are 4 containment plans. If they aren't perfect, please excuse the rookie that made 'em out (me). I'll be bringing paper copies of all this, but it will be easier to finalize if I send the files.

RE: Design Changes

Page 2 of 2

<<containment plan 11157559.xls>> <<containment plan 11159112.xls>> <<containment plan 11102259.xls>>
<<containment plan 11157562.xls>>

11/17/2003

PER3-844 22811

Super Duty F-Series Containment Plan

Plan # MP-000007

Form 10

2007 Order Form Date

Supplier Agreement

Approved PO# Yes No

FORM 10

Program Manager XXXXXXXX **Program Lead** XXXXXXXX
Program Manager XXXXXXXX **Program Lead** XXXXXXXX
Program Manager XXXXXXXX **Program Lead** XXXXXXXX

Project Manager Lead Support Other

Business Manager XXXXXXXX

Business Manager XXXXXXXX

Business Manager XXXXXXXX

Business Manager XXXXXXXX

Business Manager

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Part Number	Part Name	Part Description	Part Location	Part Status	Part Category
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX

Part Number	Part Name	Part Description	Part Location	Part Status	Part Category
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX

Pending Other

Business Manager XXXXXXXX

Business Manager XXXXXXXX

Business Manager XXXXXXXX

Approved Change Plan must include amount & date of the work order.

Attach picture of change

Business Manager XXXXXXXX

Business Manager XXXXXXXX

Business Manager XXXXXXXX

FORM-014 22013



Super Duty F-Series Containment Plan

FORM 11 (1/97) (Rev. 1/97)

Yes No

PPM Calculation Code

Support Department

Advanced PPM Yes No

Start

Department
 Job Number
 PPM Number

Supervisor
 Job Number
 PPM Number

Focus of this program when location address is listed is SHIPMENT ONLY

Special Situations Inventory Used Inventory Other Only

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Always include all, container used when listing and quantities used for children.
 Date/Time: _____

Plant location	Amount	Item No.	Item	Est. Item No.	Usage Remarks
Plant 1000	1000	1000	Item 1000	1000	1000
Plant 2000	2000	2000	Item 2000	2000	2000
Plant 3000	3000	3000	Item 3000	3000	3000
Plant 4000	4000	4000	Item 4000	4000	4000
Plant 5000	5000	5000	Item 5000	5000	5000

Equipment Item _____
 Date/Time _____
 PPM Number _____

Equipment	Amount	Item No.	Item	Usage Remarks
Equipment 1	1	1	Item 1	1
Equipment 2	2	2	Item 2	2
Equipment 3	3	3	Item 3	3
Equipment 4	4	4	Item 4	4
Equipment 5	5	5	Item 5	5

Packaging Material (Changeover) PPM Materials (MPP) (MPP)

Item	Amount	Item No.	Item	Usage Remarks
Item 1	1	1	Item 1	1
Item 2	2	2	Item 2	2
Item 3	3	3	Item 3	3
Item 4	4	4	Item 4	4
Item 5	5	5	Item 5	5

Attach picture of change

Additional Information
 Day worked (if any): _____

F800-844 22814



Senior Duty F-Series Containment Plan

FORM 119 (Rev. 1/87) Yes No

FORM 119 (Rev. 1/87) Yes No Part

Project Details
 All changes
 PMS Number
 Additional PMS tag #
 (check by NRC Plant FAX)

Approval
 Authority
 MGR/SA
 PMS
 PMS Number

Reference: Management staff history review of letter # to the licensee:

Attach pictures of changes

Plant Address	Duty Station	Section	Area	Job Title	Supervisor
...
...

Supervisor	Name	Section	Job Title	Signature
...
...

Additional Comments
 Other Remarks

Item	Count
...	...
...	...

FORM 119 (Rev. 1/87)

[REDACTED]

From: Bauckelaers, Philip (P.R.)
Sent: Monday, January 08, 2001 7:08 AM
To: Johnson, Ron (R.K.)
Cc: Petrauskas, Lisa (L.E.)
Subject: FW: Renita meeting Performa

Importance: High

The attached has been updated for the adjustable pedal with new ETC.

Philip R. Bauckelaers
Super Duty/Excursion OPD
(313) 317-2345
pbauckel@ford.com

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

From: Johnson, Ron (R.K.)
Sent: Friday, January 05, 2001 10:21 AM
To: Bob Robinson; Dan McCarthy; Dan Sibat; Derek Pelowski; Jerry Nantis; Keith Love; Lisa Petrauskas; Michele Fraser; Philip Bauckelaers; Ron Smith; Scott Freeman
Subject: FW: Renita meeting Performa
Importance: High

I just found out that I have a Program review with Renita Monday. Please update the attached Performa and return to me by close of business today or at least by 9:00 a.m. Monday morning so I have time to compile all of the information into one matrix. This is for anyone with 2003 parts. Please update the AP3 build related issues box, CSP box, FMVSS box and Signoff/P-Authority box. I will take care of the remaining 7 boxes. If you have questions, call me. The boxes are pretty self explanatory.

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

From: Warren, Jamie (J.A.)
Sent: Friday, January 05, 2001 9:48 AM
To: Johnson, Ron (R.K.)
Subject: Renita meeting Performa

Ron,
Here is the form Carla is forcing on you.



Prog_Rev_03.xls

James A. Warren (Jamie)

2003/04 F650-750 Transmissions and Clutch
(313)84-57964, PDC, MD310, 2B-A46
Pager: (313)851-5275 or
Text (jwarren3) at <http://vn7.dearborn.ford.com/cgi/textpage>

2003 Super Duty/Excursion Program Review Proforma

FMT Name _____ **Assignment Vehicle** _____
FMT Contact: _____ **Unit Number** _____

131A1317/8/9/0 PROGRAM REVIEW

Event	Date	Status	Comments
CPA	Dec. 2001	O	
CPB	10-04-01	G	
CPD	1-04-01	B	
CPG			

Event	Next Steps	Priority/Date
Target Agreement		
Design		
Program		
Package		
Customer/ty (Standard Service)		

Event	Due Date	Next Steps

App. Vehicle Cost	Year	Make	Subtotal	MM
U137	0.00	0.00	0.00	0.00
P131	0.00	0.00	0.00	0.00
U137	0.00	0.00	0.00	0.00
Estimated WWT (WFL)	Year	Make	Subtotal	MM
FINANCIALS	0	0	0	0

Vehicle Make	MSRP	Condition	Cost Factor	XC	ERT	Custom

Vehicle Type U137	Year	Make	Subtotal	MM
Total Cost				
Total Weight				
Vehicle Type P131	Year	Make	Subtotal	MM
Total Cost				
Total Weight				

Substance	MSRP	Vehicle	Weight
Substance Number			
Package Description			
FD-01			
Material/MSRP			
Design P131's			

Customer/ty (WFL)	Year	Make	Subtotal	MM	ERT	Custom
Open APAC Issues	X					
Open WFL's/Custom	X					
Are Any Items Open to Tolerated Items?	X					
Final Review (WFL)	Year	Make	Subtotal	MM	ERT	Custom
Open	X					
Are All Items Open to Tolerated Items?	X					

APAC/CPA Status	Yes	No	% Complete	Remarks
Are all parts in WFL in CPY?	X			
Are all WFL parts in APAC in production?	X			
Are all the WFL in the latest WFL level?	X			
Does the Design Aid Book match the Design Master?	X			
Check each plus for WFL Revision alignment	X			

Are P131's Compliance Documentation Worksheets Prepared?	Yes	No	Remarks
Have P131's Compliance Documentation Worksheets been used?	X		
Are you developing any RCP/WFL Drawings for Job #17?	X		
Are Correction Compliance Worksheets being used?	X		
Have Compliance Worksheets been used?	X		Not Prepared

Are all Parts Released of P-Advisory Outside % Complete	Yes	No	% Complete	Remarks
Do the APAC Parts Preparation Job #1 follow in standard assembly procedure?	X			
Is CAB required?	X			
Are all other Subsequent Designs getting your Design Testing at P131?	X			
What is Special Note for Job #11 follow Design if not an APAC?	X			Job #11 Involves Part on APAC Not Prepared
Has Long Lead Testing been started?	X			
Do you have any packages pending for CP?	X			
Do any of your components require Summer Testing?	X			

[REDACTED]

From: Beuckelaers, Philip (P.R.)
Sent: Monday, January 29, 2001 6:45 AM
To: Petruakaa, Lisa (L.E.)
Subject: FW: U137 2002 SBOM Support; Parts Requiring Engineering Release for Service

The attached lists 3 adjustabel pedal parts required for service. Please release this week if possible.

Philip R. Beuckelaers
Super Duty/Excursion OPD
(313) 317-2345
pbaukel@ford.com

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

From: Armbruster, Phil (P.J.)
Sent: Sunday, January 28, 2001 10:50 PM
To: Dupuis, Larry (L.J.); Troiano, Thomas (T.J.); Burdette, Dave (D.W.); Beuckelaers, Philip (P.R.); Williams Jr., James (J.R.)
Cc: Van Dort, Scott (J.S.); Menendez, Phil (P.M.); Wash, Joe (J.J.); Pegg, Mike (M.G.); Downey, Michael (M.I.); McIsaac, Mike (M.M.); Hayden, Larry (L.W.); Dumity, Sheryl (S.); Thompson, Greg (G.); Ranfies, Gregory (G.W.)
Subject: RE: U137 2002 SBOM Support; Parts Requiring Engineering Release for Service

2002 P131/U137 PMTs,

The file attached to this note is a sorted version of the file forwarded to some of you on Friday which contains parts requiring release for the U137.

- These parts were erroneously not included in the original list distributed two weeks ago. Your immediate attention to these parts is necessary.
- Also, the FCSD Advance Service Release group sorted the file sent Friday and it now lists all parts by PMT to provide quicker identification of parts per PMT.
- Just to clarify, the parts listed as unmatched are parts that were used by similar, previously released systems. Each representative PMT needs to release their corresponding part number, based on the base number. The FCSD Advance Service Release group develops SBOM templates as parts requiring to be released by base number and this is usually drawn from history of similar releases.
- Thank you for the great progress made on the P131 lists. A program status report will be generated on Monday.



1-25-01 U137
UnMatched Report.

Again, your immediate attention is requested. My apologies for any inconvenience this late awareness is generating.

Phil Armbruster
FCSD UCS Program Mgr.- F-Series SuperDuty
☎: +1-313-20-82072 FAX: +1-313-24-82750
✉: parmbrus@ford.com

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

From: Pegg, Mike (M.G.)
Sent: Friday, January 26, 2001 3:43 PM
To: McCarthy, Dan (D.J.); Dupuis, Larry (L.J.); Troiano, Thomas (T.J.); Burdette, Dave (D.W.); Beuckelaers, Philip (P.R.); Astal, Jim (J.J.); Lee, Jason (J.D.); Thompson, Greg (G.); Williams, James (J.C.); Smith, Ron (R.A.)
Cc: Van Dort, Scott (J.S.); Menendez, Phil (P.M.); Pegg, Mike (M.G.); Wash, Joe (J.J.); Armbruster, Phil (P.J.)
Subject: U137 2002 SBOM Support; Parts Requiring Engineering Release for Service

Goal: 100% Parts Released for Service by Engineering SAO January 25

The attached file lists the part numbers the FCSD Advance Service Release team has identified as still needing to be released by engineering as a part to be serviced. The part list is cut by PMTs and a PMT lead is listed for each section. Please let me know if we have improperly binned a part or a PMT lead name.

Need to Resolve Parts Required for Service but Have Not Been Released as Expected

Please have the respective engineer review their section of unresolved parts and take the appropriate action of either releasing the part, or informing FCSD of why it should not be released as listed (e.g. released as a different base number).

[REDACTED]

For assistance, replies, or any information on the parts listed, please contact Phil Menendez(PMENENDE) or Mike Pegg (MPEGG) of the FCSD Advanced Service Release team as soon as possible. We will be providing the program an updated status later this week to help insure we meet the target of 100% complete.

Thank you for your support on this important metric to help us improve Customer Satisfaction!

<< File: U1372002MCUnmatched.xls >>

Mike Pegg

Advance Service Release Team

(734) 45-80829 @ NPDC

(313)39-03856 @ DSC2

PE83-844 22177

Service Bill Of Material Report Process

CPBC	PMT	Eng. Base	Part Description	Feedback	Activity Status	Aging Date
010303	02 CLOSURES/HOOD	18408	SPKT-RR LIC PLT MTG	Service		
010303	02 CLOSURES/HOOD	1640400	GT			
010303	02 CLOSURES/HOOD	16404B04	WD			
010303	02 CLOSURES/HOOD	16404C04	WE			
010303	02 CLOSURES/HOOD	16406A10	LFT ASY-LFT/GT			
010303	02 CLOSURES/HOOD	16406A11	LIFT ASSY - LIFTGATE	NA Not part of Program		
010303	02 CLOS		T/GT	NA New Design		
010303	02 CLOS		T HDW			
010303	02 CLOS		LFT ON DR			
010702	02 CLOSURES/HOOD	1620709	W/S ASY-FRT DR OPG LH	9820709		
010702	02 CLOSURES/HOOD	16266B18	SHLD-			
010702	02 CLOSURES/HOOD	16404A07	W/S A			
010702	02 CLOSURES/HOOD	16A942	PAD ASY-HOD ON CWL	PMT4 Interior		
010303	02 CLOSURES/HOOD	17A38				
010303	02 CLOSURES/HOOD	54455	DR			
010702	02 CLOSURES/HOOD	1620709	W/S ASY-FRT DR OPG LH	1624444		
010702	02 CLOSURES/HOOD	16266B18	SHLD-REVISED DRAWING PROC			
010702	02 CLOSURES/HOOD	16404A07				
			Thing-of-a-bob - mbatchmaterial	Add 13R777		

Add 13R777

The SBOM is a tool for identifying service commodities based on FCSD historical information for repairing a comparable vehicle or system. The SBOM process is managed by two reports:

- >> The Non-Matched Report is a list of commodities NOT released in WERS for the program vehicle.
- >> The Matched Report is a list of commodities THAT ARE released in WERS for the program vehicle.
- >> Each PMT must validate the SBOM listings and respond to the SBOM Contact within 5 working days using the Feedback field process above.

Ⓢ All commodities listed on either SBOM report MUST be released in WERS with the SAR field = 'Y'.
 Ⓢ All commodities released in WERS not on the SBOM reports or identified by the PMT as N/A must have the SAR field = 'N'.

The SBOM does not track Fastener type parts

WERS Release Warning:

- Ⓢ Component SBOM parts must be linked, via next assembly relationships, to the Final Assembly part that is not effected-out.
- Ⓢ Likewise, the Final As'y part must carry level down structure that includes the component SBOM service parts.
- Ⓢ If these conditions are not met, WERS released parts will remain on the Non-Matched SBOM report until corrected.

FCSD Support Web Site: <http://qpls.pds.ford.com/~wers/service.htm>
 Ⓢ View Service Parts Catalog Illustrations
 Ⓢ Service Field Training and Desktop Reference Material
 Ⓢ FCSD Product Analyst Contacts

FCSD - LVC SBOM Contact: Rob Lund, Phone: 32-39432, Bldg 2 24L33
 FCSD - TVC SBOM Contact: Phil Menendez Phone: 58-43877, PDC 1J D54

U137 NonMatched Service Bill of Material Report as of January 26, 2001

Printed 11/17/2003

Click on the column header to sort the data. To view details for a PMT, click on the PMT number. To return back to the summary view, click on the PMT number. To view details for a PMT, click on the PMT number. To return back to the summary view, click on the PMT number. To view details for a PMT, click on the PMT number. To return back to the summary view, click on the PMT number.

CPSC	Eng. Pix	Eng. Base	Eng. Sfx	Part Description or PMT Leader	Feedback	Activity Status
060602		2C431		MTR		
060802		2C434		Y		
060602		3G063		ADJ.PD		
Grand Count				3		

PERC-BM 22178



Aging
Date

REG-044 21188



U137 NonMatched Service Bill of Material Report as of January 26, 2001

Printed 11/17/2003

To print this report, click on the printer icon in the top right corner of the screen. To print individual PMT detail, select base 83 and filter by individual PMT by clicking on the dropdown list box. To return to all, select All.

To print this report, click on the printer icon in the top right corner of the screen. To print individual PMT detail, select base 83 and filter by individual PMT by clicking on the dropdown list box. To return to all, select All.

Aging: This report shows outstanding parts that have not been used on the aircraft report. This report is last viewed at 7:24 on 11/17/2003.

CPSC	PMT	Eng. Pfx	Eng. Base	Eng. Sbr	Part Description or PMT Leader	Feedback	Activity Status	Aging Date
060602	PMT 08 Brakes		20431		CA-BRK PDL TO MECH YTR			10/1
060602	PMT 10B Brakes		20434		ADJ BRK & ACCEL ASY			10/1
060602	PMT 08 Brakes		90653		NTR & CA ACCEL ASY ADJ PD			10/1
Grand Count								

PER-944 22181



containment plans for review

Page 1 of 1

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Monday, April 09, 2001 7:17 AM
To: Lisa Petrauskas (E-mail)
Subject: containment plans for review

Lisa,

Attached are the 3 containment plans for concerns C11214998, 11202344 & 11216728 for your review.

If all is ok I will sign and provide updated sheets from DDL.

Please note that on part 2C34 9G0662 BA the suffix was changed to BB on both concerns (11216728 & 11202344). Per Andy he said it was possible to add both concerns on same change, please advise if this is correct.

Thanks

<<containment plan C11216728.xls>> <<containment plan C11214998.xls>> <<containment plan C11202344.xls>>

Elio Evangelista
Program Manager - Pedal Systems
Teleflex Automotive Group

11/17/2003

PE83-844 22332

Super Duty E-Series Containment Plan

PMU 8 1/2" Diameter? No Yes

Is Liquid? No Yes

Is Gas? No Yes

Additional PCT? Yes No

Other? Yes No

Change location
 All Hazards
 All Hazards
 4 inches PWT Leg 8
 (Must be by SDS Part 142)

Proposed
 Agency
 Project
 Name

Reason for Change: Existing or Initial Response OSHA Other
 Reason Description: All description per the previous change available
 When Required: As needed for the work and initial incident. This can also occur with change.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Place coverage plan area (indicate column & letter reference only)

Attach picture of change

Event Addressed	Initial Assessment	Number	Result	Response or Job	Single P-Block/PA
Water Leak - Shower - 1st Floor	1000000000	10	Water contained	1000000000	1000000000

Assessment Plan
 Job No: 1000000000
 Job Date: 10/10/00
 Job Location: 1000000000
 Job Description: 1000000000

Item	Quantity	Unit	Location

Pending Budget Approval

This covers job only

What Total Quantity of Material? _____

Description of Material

Material used in this plan is intended to be used in the event of an emergency.

PMS-041 22333

Summer Duty E-Series Containment Plan

How is your Containment? Yes No N/A Advanced PCR? Yes No N/A

Access Subject: _____
 JAF Number: _____
 POC: _____

Proposed Activity: _____
 POC: _____

Request for Change: Primary or Critical Priority Standard Other
 Reason for Request: _____
 How will this change be implemented? _____

Request for Change

Yes No N/A Yes No N/A

Yes No N/A Yes No N/A

Yes No N/A Yes No N/A

Yes No N/A

Request Number	Request Description	Priority	Status	Requester	Request Date

Request Number	Request Description	Priority	Status	Requester	Request Date

Primary or Critical Priority Standard Other

How will this change be implemented? _____

Request for Change (this area is for the requester to provide details of the change and to provide a plan of action)

Article picture of change.

Requester's Signature: _____

Date: _____

Requester's Title: _____

FORM-844 2/2004

Super Duty F-Series Containment Plan

Part # (If Constant) Yes No

Drawn By EDC Description
 RPT/Outstanding Supplier Signature

Advanced ECTV Yes No Part #

Original Part:
 Part Number:
 Description:

Quantity:
 Lot:
 Part Name:

Reason for Change: Assembly or Weld Feasibility NFI Other
 Material Substitution:
 Standard units used changed:

Dimensional Comparison:

Part #	Part #	Part #	Part #

Part Name	Quantity	Material	Part #	Supplier	Part #	Supplier

Part Name	Quantity	Material	Part #	Supplier

Feasibility Complete (Manufacture) With Feedback (Part Part)

Must include description of application:

Approved: Date:

Part #	Part #

Reason for Change (Other than changes outlined in table #1 to the same part):

Attach photos of change

Drawings of Prototype:

Drawings must be submitted with application on following dates:

Refer to table below and (if) it's checked if done. Columns must show all dates from 1 to 30.

Part #	Part #	Part #	Part #

7000-044 22335

containment plan for springs (brake & accel)

Page 1 of 1

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Tuesday, April 17, 2001 5:52 PM
To: Lisa Petrauskas (E-mail)
Cc: Phil Bauckelaers (E-mail); Douglas Velt (E-mail); Teller, Bill - Troy; Braniff, Greg - Troy; Meister, Conrad F. -Troy
Subject: containment plan for springs (brake & accel)

Attached is the containment plan for the new springs for both the accel and brake. The containment plan presented will support both the FEU build at KTP in early May and a PPAP date of 6/4/01.

Because we are trying to incorporate these springs for the FEU build, the FEU run@rate at Tefeflex Kendalville will be rescheduled for next Tuesday 4/24/01. We will noise test parts Wednesday and have parts at KTP on Thursday 4/26/01.

Greg will present the plan tomorrow at 7:30 a.m. If you have any questions, call me in Kendalville at (219) 349-1985.

thanks
<<containment plan C11218107.xls>>

Elio Evangelista
Program Manager - Pedal Systems
Teleflex Automotive Group

11/17/2003

PEB3-044 22345

Super Duty F-Series Containment Plan

Form # (77) 2000/07

Yes No

WSP-00-00000-000

4-2001

Site Specific

Approved POC

Yes No

Site

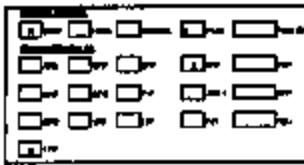
NAF

Organization: US ARMY

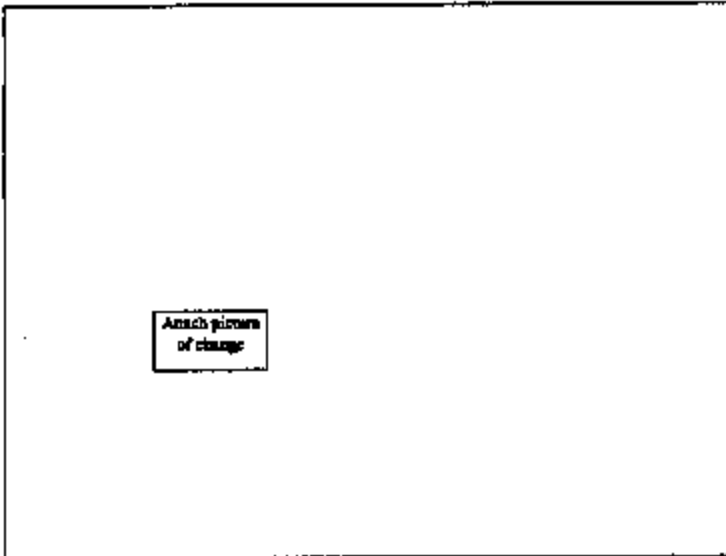
Responsible Party: US ARMY

WSP-00-00000-000

System for Storage: Security in Storage Facility N-FA Other



Types of Storage: On-site Off-site



Item/Location	Owner	Access	Access	Access	Access
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY	US ARMY	US ARMY
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY	US ARMY	US ARMY
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY	US ARMY	US ARMY

Item/Location	Access	Access	Access	Access
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY	US ARMY
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY	US ARMY
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY	US ARMY

Security in Storage Facility N-FA Other

Item/Location	Access	Access	Access
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY
Super Duty - 1st Army Storage - 1000000000	US ARMY	US ARMY	US ARMY

PER-00-00000-000