

PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 18 OF 28
PART 1 OF 4

[REDACTED]

From: Hale, Curt (B.C.)
Sent: Tuesday, August 05, 2003 9:35 AM
To: West, Gregory (G.S.)
Cc: Kramer, Michael (M.T.); Williams Jr., James (J.P.); Smith, Ryan (R.E.)
Subject: Dead Pedal - 1st 1" of Pedal Travel

Greg,

We are seeing and hearing customer complains about the accelerator pedal being dead in the first inch or so of travel. It seems that this condition is present on all current 6.0Ls. Can you advise why this is occurring and what we can do to correct it?

B. Curtis Hale
FCSO PVT Program Manager
F-Super Duty & Excursion

PE03-044 10443

[REDACTED]

From: Hale, Curt (B.C.)
Sent: Tuesday, August 05, 2003 11:45 AM
To: Kramer, Michael (M.T.)
Cc: Williams Jr., James (J.P.); Smith, Ryan (R.E.); West, Gregory (G.S.); McDonagh, Scot (S.M.)
Subject: RE: Dead Pedal - 1st 1" of Pedal Travel

All the time but more noticeable when cold.

—Original Message—

From: Kramer, Michael (M.T.)
Sent: Tuesday, August 05, 2003 11:35 AM
To: Hale, Curt (B.C.)
Cc: Williams Jr., James (J.P.); Smith, Ryan (R.E.); West, Gregory (G.S.); McDonagh, Scot (S.M.)
Subject: RE: Dead Pedal - 1st 1" of Pedal Travel

Initial start of the day, all the time, both? If only at initial start could be related to the lack of power when cold QSF.

The company that builds and delivers the best products wins!

Mike Kramer
Supervisor, Super Duty/Excursion/E-Series FTQRT & OPD PT PMT (non-MCR)
Six Sigma Black Belt
Phone/fax: (313) 594-2003
Fax: (313) 201-9852 (beep); <[http://wm4.dearborn.ford.com/soi/testpage?](mailto:wm4.dearborn.ford.com/soi/testpage?)> (internal lead); <http://myemail.com/> (external lead)
Email: mikramer1 (internal); mikramer1@ford.com (external)

—Original Message—

From: Hale, Curt (B.C.)
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Cc: Kramer, Michael (M.T.); Williams Jr., James (J.P.); Smith, Ryan (R.E.)
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B. Curtis Hale
FORD PVT Program Manager
F-Super Duty & Excursion

PE03-044 19444

[REDACTED]

From: West, Gregory (G.S.)
Sent: Wednesday, August 06, 2003 9:19 AM
To: Hale, Curt (B.C.); Kramer, Michael (M.T.)
Cc: Williams Jr., James (J.P.); Smith, Ryan (R.E.); McDonagh, Scot (S.M.)
Subject: RE: Dead Pedal - 1st 1" of Pedal Travel

There is no dead pedal associated with the pedal itself, the moment you step on the pedal output voltage begins to change.

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

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Sent: Tuesday, August 05, 2003 11:45 AM
To: Kramer, Michael (M.T.)
Cc: Williams Jr., James (J.P.); Smith, Ryan (R.E.); West, Gregory (G.S.); McDonagh, Scot (S.M.)
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Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT & OPD PT PMT (non-MCR)

Six Sigma Black Belt

Phone/fac: (313) 694-2003

Page: (313) 201-9652 (beep); <<http://vm4.dae@com.ford.com/cgi/bsdpage?>> (internal text); [http://mra@mail.com/](mailto:mikram@ford.com) (external text)

Email: mikram@ford.com (internal); mikram@ford.com (external)

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B. Curtis Hale

FCSO PVT Program Manager
F-Super Duty & Excursion

FE83-044 13445

[REDACTED]
[REDACTED]

From: Centa, John (J.R.)
Sent: Monday, August 04, 2003 6:06 PM
To: Hale, Curt (B.C.); Smith, Ryan (R.E.)
Subject: FW: 7.3 with dead pedal

FYI.
Interesting find from one of the other Cincinnati FSE's...

Rpt#: 3EUCU014 NHL Rpt: 05/21/2003 Odom: 2,313 M
Rvw'd: File: _ Folder: _ Atchmnts: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2003 F250 4X4,SUP CAB,PICKUP 1FTNX21F53E [REDACTED] Bid: 10/23/2002
Engine: 7.3L DI Calb: Trans: 4R100 D Axle: 6084F3.73C A/C: YES
Dir Id: USA 03930 Burd Ford, Inc. Ph#: (317) 545-8551
State: Indiana City: Indianapolis Orig/Callr: TIM GRUWELL
Symptom: 8 14 5 00 DRVABL,LOSS OF POWER ,ACCELERATION,OTHER-CODE NA
Add Sym: P0123 AND P0221 St: CCRG/EPRC: _ Rvw'd Dt:
Fix: Y Caus. Comp: WIRE ASY MAIN LOOM - RPR Condition Code:
Hotliner: GMICHALE Phone: 313 317-9367 Regn Cdt: 47 Cincinnati - 47
Engineering: Phone: TAR: CLD
Dir Contact: DETA ACTION Phone: 317 545-8551 Title Cde: T
ADD-ON 08/04/2003 01:10PM DENNIS WILSON(FSE) MSS - FCSD - REG - CINCINNATI
CLOSING REPORT. VISITED DEALER AND TEST DROVE 60 MILES WITH VDR HOOKED
UP AND COULD NOT VERIFY. SPOKE WITH TECH AND FOUND THAT THE PINS HAD
NOT BEEN REMOVED FROM THE AFFECT ACP CONNECTORS TO DETERMINE CRIMP ETC
ALSO CUSTOMER SAYS THAT RAIN MAKES THE CONCERN WORSE. STARTED BY
PULLING EVERY PIN AT THE ETC (PEDAL ASSY) AND FOUND ALL PINS TIGHT AND
PROPERLY CRIMPED. ALSO CHECKED CENTRAL JUNCTION BOX FOR WATER ENTRY
BECAUSE OF THE TILT OF THE CONNECTOR. THE BACK SIDE OF THE PLASTIC
CONNECTOR WAS LOOSE ON THE 14401 SIDE ON ONE OF THE FOUR CORNERS. THIS
ALLOWED WATER TO ENTER BECAUSE THIS CONNECTOR IS EXPOSED TO ROAD SPLASH.
THE CONNECTOR WAS DRY WHEN I EXAMINED IT, BUT WITH WATER AND POWER
FOR THE FUEL PUMP PASSING THROUGH THE CONNECTION THE RESULTING
MIXTURE ALLOWS VOLTAGE TO TRAVEL TO PIN 15 AFFECTING THE ETC CIRCUITRY
CAUSING AN INTERMITTENT DEAD PEDAL WITH CODES WHEN RAINING OR RECENTLY
RAINING CONDITIONS. I HAVE PICTURES THAT I WILL ATTACH. DWILSO20
THE DEALER WILL REPLACE THE PLASTIC CONNECTOR AND TWO FEMALE PINS
15 AND 16.

Thank you and have a great day!

John R. Centa

Field Service Engineer, Markets D1/E1, Cincinnati FCSD
Phone (513) 573-1136 Ford Net: 397-1136
Fax: (502) 491-0587 E-mail: jcenta1@ford.com

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

From: Wilson, Dennis (D.D.)
Sent: Monday, August 04, 2003 2:48 PM
To: Centa, John (J.R.)
Subject: 7.3 with dead pedal

John, this is the one I was telling you about with the dead pedal. Is it possible that the 6.0 could be affected this way? Pin 15 on c139 is signal for tp3 and the fuel pump power wire is also next to it in location 16 just like the 7.3 liter. the CQIS report # is Seuc014. I also entered an EDSR and attached pictures. I was unable to

attach them directly to the hotline report.



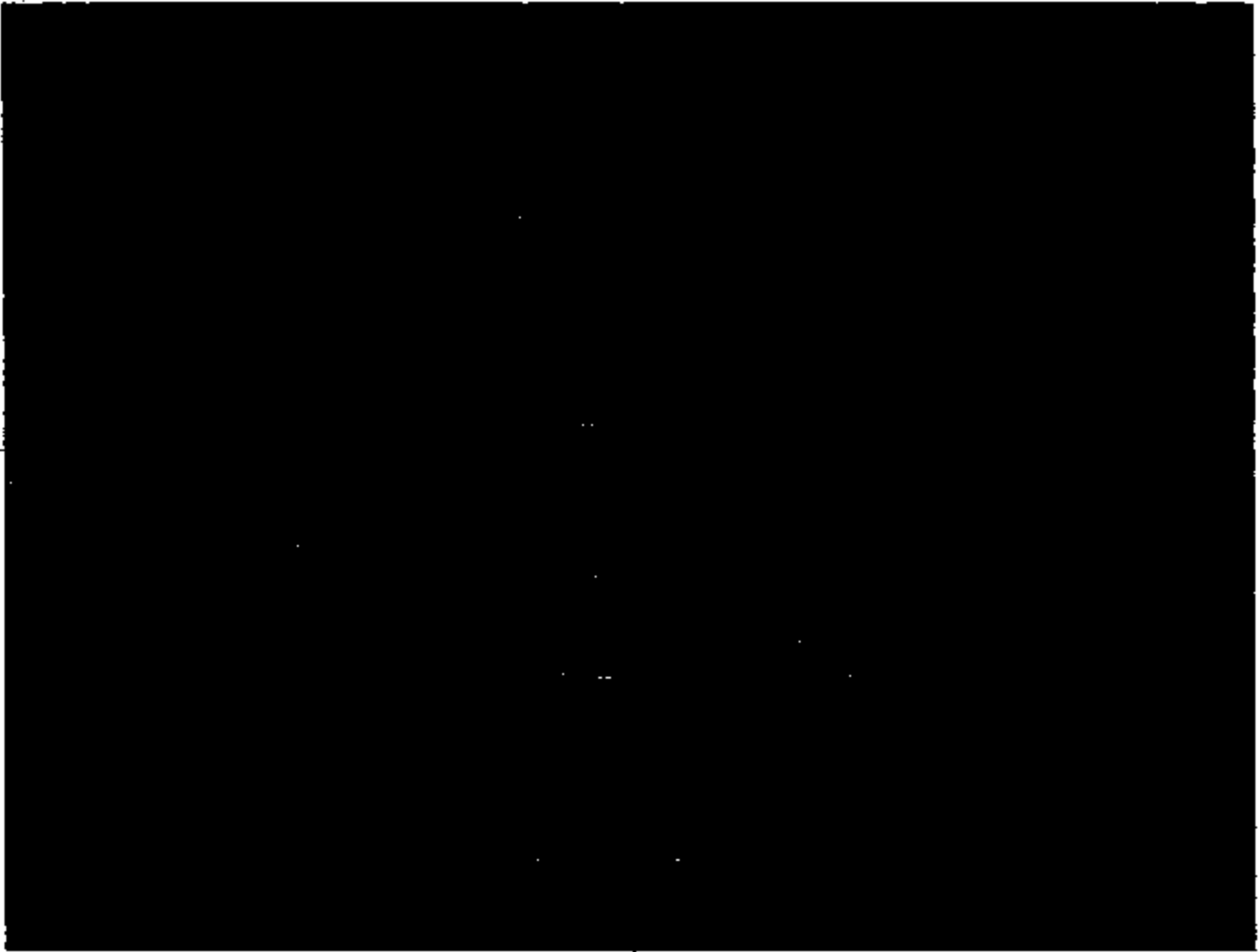
C 139 Water Entry
LZIP

Regards,

*Dennis Wilson, Field Service Engineer
Dwilso20@Ford.com
Phone (513) 573-1047
Fax (317) 823-4623*

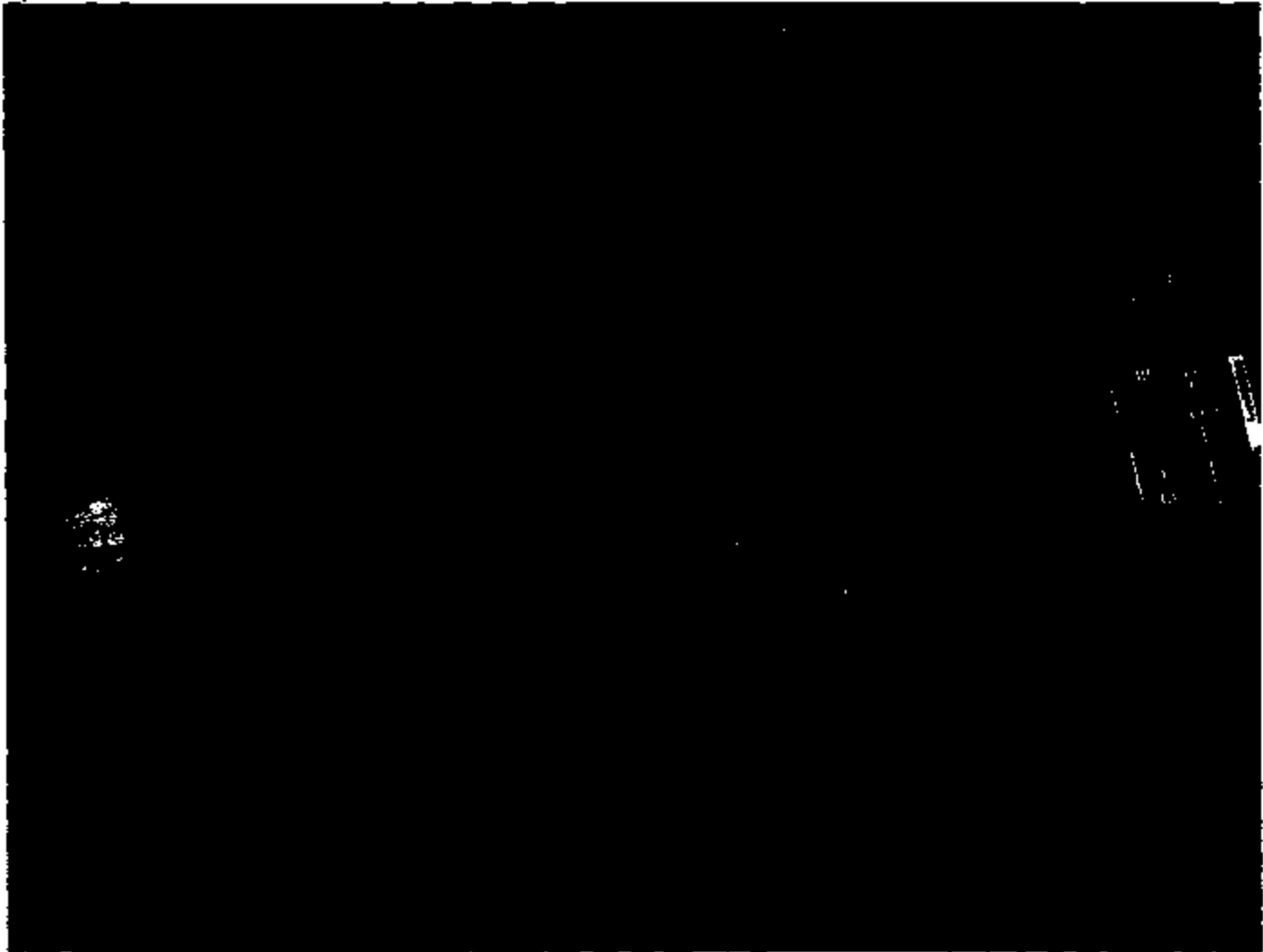
[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]



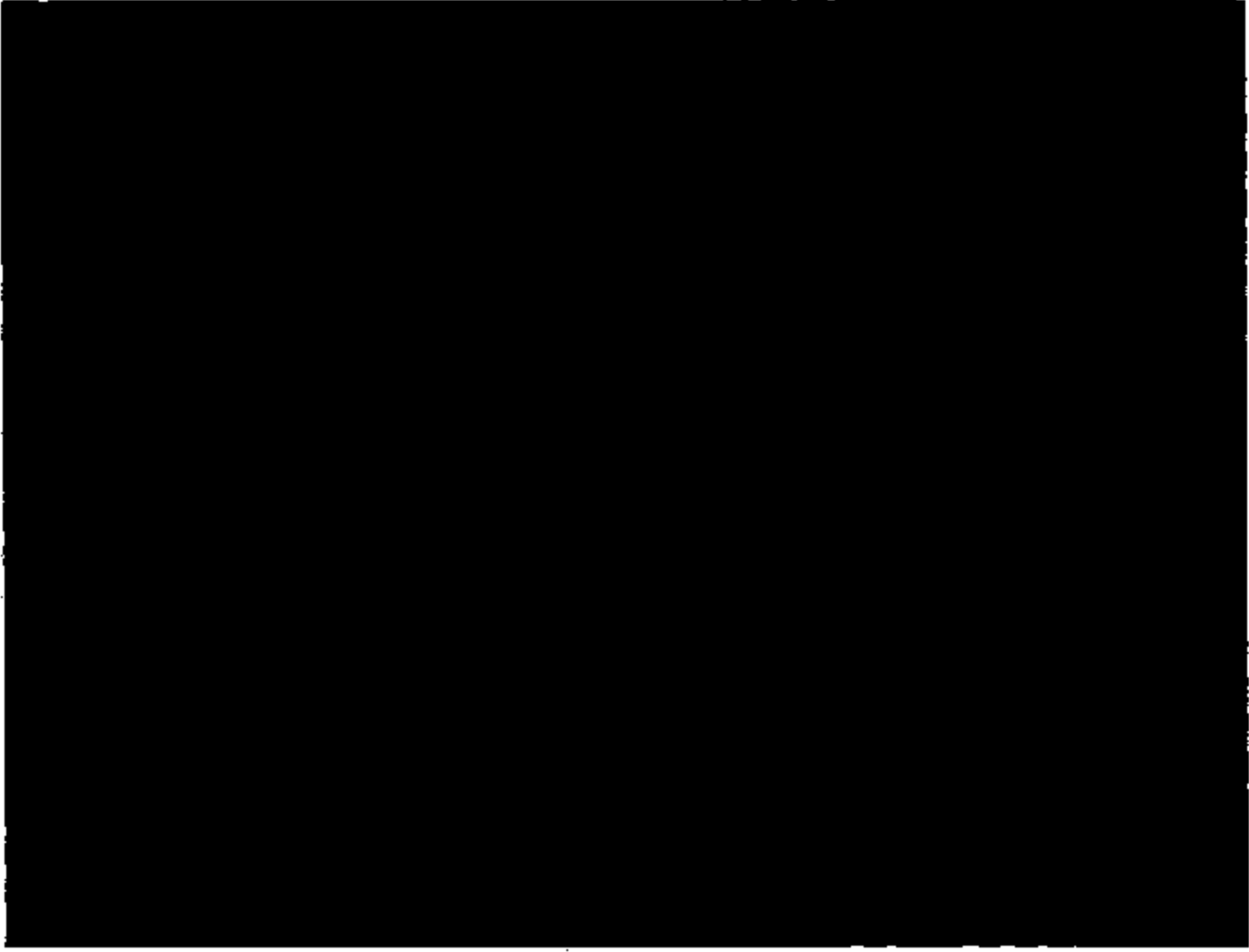
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

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Sent: Tuesday, August 05, 2003 7:45 AM
To: West, Gregory (G.S.); Kramer, Michael (M.T.); Williams Jr., James (J.P.)
Cc: Smith, Ryan (R.E.)
Subject: FW: 7.3 with dead pedal

Interesting!

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Subject: FW: 7.3 with dead pedal

FYI.

Interesting find from one of the other Cincinnati FSE's...

Rpt#: 3EUCU014 NHL Rpt: 05/21/2003 Odom: 2,313 M
Rvw'd: File: _ Folder: _____ Attachmnts: 0 Print Smy/Disp Data(P/D): _
Vehicle: 2003 F250 4X4, SUP CAB, PICKUP 1FTNX21F53E [REDACTED] Bld: 10/23/2002
Engine: 7.3L DI Cab: Trans: 4R100 D Axle: 6084F3.73C A/C: YES
Dir Id: USA 03930 Burd Ford, Inc. Ph#: (317) 545-8551
State: Indiana City: Indianapolis Orig/Caller: TIM GRUWELL
Symptom: 6 14 5 00 DRVABL, LOSS OF POWER, ACCELERATION, OTHER-CODE NA
Add'l Sym: P0123 AND P0221 St. CCRG/EPRC: _ Rvw'd: Dt
Fic: Y Caus. Comp: WIRE ASY MAIN LOOM - RPR Condition Code:
Hotliner: GMICHALE Phone: 313 917-9987 Regn Cd: 47 Cincinnati - 47
Engineering: Phone: TAR: CLD
Dir Contact: DETA ACTION Phone: 317 545-8551 Title Cde: T
ADD-ON 08/04/2003 01:10PM DENNIS WILSON(FSE) MSS - FCSD - REG - CINCINNATI
CLOSING REPORT. VISITED DEALER AND TEST DROVE 60 MILES WITH VDR HOOKED
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NOT BEEN REMOVED FROM THE AFFECT ACP CONNECTORS TO DETERMINE CRIMP ETC
ALSO CUSTOMER SAYS THAT RAIN MAKES THE CONCERN WORSE. STARTED BY
PULLING EVERY PIN AT THE ETC (PEDAL ASSY) AND FOUND ALL PINDS TIGHT A
ND PROPERLY CRIMPED. ALSO CHECKED CENTRAL JUNCTION BOX FOR WATER ENTRY
BECAUSE OF THE TILT OF THE CONNECTOR. THE BACK SIDE OF THE PLASTIC
CONNECTOR WAS LOOSE ON THE 14401 SIDE ON ONE OF THE FOUR CORNERS. THIS
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H. THE CONNECTOR WAS DRY WHEN I EXAMINED IT, BUT WITH WATER AND POWER
FOR THE FUEL PUMP PASSING THROUGH THE CONNECTION THE RESULTING
MIXTURE ALLOWS VOLTAGE TO TRAVEL TO PIN 15 AFFECTING THE ETC CIRCUITRY
CAUSING AN INTERMITTENT DEAD PEDAL WITH CODES WHEN RAINING OR RECENTLY
RAINING CONDITIONS. I HAVE PICTURES THAT I WILL ATTACH. DWILSO20
THE DEALER WILL REPLACED THE PLASTIC CONNECTOR AND TWO FEMALE PINS
15 AND 16.

Thank you and have a great day!

John R. Centa

Field Service Engineer, Markets D1/E1, Cincinnati FCSD
Phone (513) 573-1136 Ford Net: 397-1136
Fax: (502) 491-0587 E-mail: jcenta1@ford.com

PE03-044 18437

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

From: Wilson, Dennis (D.D.)
Sent: Monday, August 04, 2003 2:48 PM
To: Cerna, John (J.R.)
Subject: 7.3 with dead pedal

John, this is the one I was telling you about with the dead pedal. Is it possible that the 6.0 could be affected this way? Pin 15 on c139 is signal for tp3 and the fuel pump power wire is also next to it in location 16 just like the 7.3 liter. the CQIS report # is 3eucu014. I also entered an EDSR and attached pictures. I was unable to attach them directly to the hotline report.


C 139 Water Entry
LZP

Regards,

*Dennis Wilson, Field Service Engineer
Dwilso20@Ford.com
Phone (513) 573-1047
Fax (317) 823-4623*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

11

[REDACTED]

2

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Gaw, Ron (R.M.)
Sent: Monday, November 04, 2002 7:56 AM
To: Allen Irish (E-mail); Brennan, Patrick (P.M.); Carter, Roscoe (R.O.); Conrad, James (J.A.); Fiorini, John (J.J.); Gilkey, James (J.K.); Greg Mausolf (E-mail); Heaton, Christopher (C.E.); John Zych (E-mail); Kathy Zolan (E-mail); Khan Zulqarnain (E-mail); Lowman, Harold (H.R.); Saklcioll, Dennis (D.S.); Schmitz, Pete (P.J.); Sheth, Rakash (B.); Simko, Steven (S.J.); Todd Brown (E-mail); Tom Martin (E-mail); West, Gregory (G.S.)
Subject: 11/4/02 7AM Meeting Minutes

Detailed UPDATES from Monday 7AM call-in,

Monday's 7AM Agenda:

1. Wabash update [Bob Petersak] on 33 Side Load parts data (% complete, information delivered to Teleflex)
 - A. 6 P221 Pieces, 7 U152 good parts - Wabash [Todd Brown] will send completion timing by Noon 11/4
 - B. 2 U152 failed pedals analysis complete at Wabash
 - C. Teleflex [John Zych] will review what data we will NOT have from parts analyzed prior to establishing the standardized tear-down analysis (early DEW parts)
 - D. 11 P221 Pieces complete, data will be sent to Teleflex by 8AM, 11/4
 - E. Teleflex [led by Kathy Zolan] will complete entry of all data from Wabash info above by COB 11/4
 - F. Additional tear-down data from Teleflex Lyons - Teleflex committed to entering all of this data by CAB 11/5
 - G. Ford [Ron Gaw] will forward electronic data to the team distribution list as it comes in on a daily basis
2. Wabash Rotor Gap vs. Wear correlation study start, estimated completion date
 - A. Wabash [Todd Brown] will send complete test plan by COB 11/4
3. Teleflex update on Side Load test data entry (% complete, plus copy of electronic file as is to date)
 - Electronic copy of data sent before 8AM directly to RGAW and RSHETH1 (@ford.com)
 - A. Teleflex [Kathy Zolan] emailed data during the call-in, Ford [Ron Gaw] confirms information was received at 7:48AM
 - B. Ford [Ron Gaw] will review info with added Ford Reliability Analysis resources [Raghu Jainapur] to improve Main Effects analysis completion timing
4. Teleflex update [Allen Irish] on Idle level, WOP level, Index, Slope Correlation and Linearity analysis
 - Trend Plots complete
 - Mini-tab analysis start date, estimated completion date, progress to date
 - A. Teleflex [Allen Irish] representative was not online to discuss and no update was provided over the weekend. Ford [Ron Gaw, Larry Liposky] to follow up with this during visit to Teleflex Troy offices the morning of 11/4
5. Teleflex Mechanical Stack Up data results sent electronically [Kathy Zolan]
 - A. Teleflex [John Zych] will review the stack-up with Ford [Ron Gaw, Larry Liposky] during 11/4 visit, then follow-up by sending electronic copy of completed study for team review.
6. 6 additional DEW parts (GPIRS #399279) delivery to Ford date
 - A. No updates given during morning meeting. Ford [Ron Gaw, Larry Liposky] to follow up with this during visit to Teleflex Troy offices the morning of 11/4
7. At 7:30AM, Larry Liposky and Ron Gaw will be leaving for Teleflex Troy offices to review and assist in data analysis
 - A. Ford [Ron Gaw, Larry Liposky, Rak Sheth] Troy ETA is 9AM 11/4

Regards,

Ron Gaw
PTSE D&R

Electronic Throttle Controls Design & Release
Ph. #: 313 390-5756 Fax #: 313 249-2558
Pager #: 313 795-3909

PE83-644 25315

[REDACTED]

From: Nicastrì, Paul (P.R.)
Sent: Monday, November 04, 2002 10:46 AM
To: Gaw, Ron (R.M.)
Cc: Carter, Roscoe (R.O.); Heaton, Christopher (C.E.)
Subject: RE: 11/4/02 7AM Meeting Agenda

Ron,

Please add my name to your distribution list. I suspect Roc Carter may have already reported that the greases supplied by Nye Lubricants do not match the materials found in the sensor. Brian Cichoski supplied 2 materials, as he wasn't sure which one was being used on the 3 track sensor. One was Nye 706D, the other was Uniflor 8511U. Roc's molecular analysis of the 2 greases found on the sensor and the 2 samples provided by Nye show that neither sample provided by Nye is even close to being what is on the sensor.

This may be due to my failure to provide adequate information to Nye. My note to Brian said "...I need some help on an Electronic Throttle Control Pedal Sensor from Walbash. I was told you would know what grease they are using on their 3 track design that they make in Mexicali (sp). If you know the material, we also need a sample of that".

It would be best to confirm from Walbash what material they are using. If they claim it to be one of the above Nye products, then we will need to resolve with Walbash and Nye what is really being used.

Paul Nicastrì

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

From: Gaw, Ron (R.M.)
Sent: Saturday, November 02, 2002 2:06 PM
To: Allen Irish (E-mail); Brennan, Patrick (P.M.); Carter, Roscoe (R.O.); Conrad, James (J.A.); Florini, John (J.J.); Gilkey, James (J.K.); Greg Mausolf (E-mail); Heaton, Christopher (C.E.); Kathy Zolan (E-mail); Khan Zulfarnain (E-mail); Lowman, Harold (H.R.); Salicrull, Dennis (D.S.); Schmitz, Pete (P.J.); Sheth, Rakesh (B.); Simko, Steven (S.J.); Todd Brown (E-mail); Tom Martin (E-mail); West, Gregory (G.S.)
Subject: 11/4/02 7AM Meeting Agenda

Good news, everyone. The focus of the 7AM meeting is returning back to it's original intended form.

We will use the 7AM meeting to discuss status to target of specific assignments. The discussions will be limited to answering whether the assignment is complete, what percent complete if not done (no in-depth technical discussions here; any discussions necessary should be focused on what barriers/blocks to progress need to be removed). If a technical discussion is warranted, we will list it as an assignment and work to set up a separate discussion, the timing of which will be based on the relative priority.

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2. Wabash Rotor Gap vs. Wear correlation study start, estimated completion date
3. Teleflex update on Side Load test data entry (% complete, plus copy of electronic file as is to date)
- Electronic copy of data sent before 8AM directly to RGAW and RSHETH1 (@ford.com)
4. Teleflex update [Allen Irish] on Idle level, WOP level, index, Slope Correlation and Linearity analysis
- Trend Plots complete
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5. Teleflex Mechanical Stack Up data results sent electronically [Kathy Zolan]
6. 6 additional DEW parts (GPIRS #398279) delivery to Ford date
7. At 7:30AM, Larry Liposky and Ron Gaw will be leaving for Teleflex Troy offices to review and assist in data analysis.

PEB3-044 25337

Regards,

Ron Gaw
PTSE D&R

Electronic Throttle Controls Design & Release
Ph. #: 313 390-5758 Fax. #: 313 248-2558
Pager #: 313 795-9909

[REDACTED]

From: Gaw, Ron (R.M.)
Sent: Tuesday, November 05, 2002 10:21 AM
To: Nicastrl, Paul (P.R.)
Cc: Carter, Roscoe (R.O.); Heaton, Christopher (C.E.)
Subject: RE: 11/4/02 7AM Meeting Agenda

Paul,

I spoke to the grease / lubricant issue during this morning's (11/5) 7AM meeting. We can get you samples from Teleflex's Lyons facility, and Todd Brown from Wabash has committed to providing the lubricant ingredients by tomorrow. Todd also explained that the Nye lubricants are modified with additives controlled by Wabash, and then the entire mix is sent to Teleflex Lyons direct. This would explain the mismatch, though I would expect all the ingredients listed by Nye would still be present. That's just an assumption, however.

I will also try to get a sample direct from Wabash. The only info I need from you is: What size sample do you need for your testing, and are there any special handling requirements you would recommend for the samples during transport?

P.S. I've added you to the distribution list.

Regards,

Ron Gaw
PTSE D&R
Electronic Throttle Controls Design & Release
Ph. #: 313 390-5758 Fax #: 313 248-2558
Pager #: 313 795-3808

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

From: Nicastrl, Paul (P.R.)
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[REDACTED]

Greg Mausolf (E-mail); Heaton, Christopher (C.E.); Kathy Zolan (E-mail); Khan Zulqarnain (E-mail); Lowman, Harold (H.R.);
Salicidol, Dennis (D.S.); Schmitz, Pete (P.J.); Sheth, Rakesh (&); Simko, Steven (S.J.); Todd Brown (E-mail); Tom Martin (E-mail);
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Regards,

Ron Gaw
PTSE D&R

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Ph. #: 313 390-5766 Fax. #: 313 248-2558
Pager #: 313 795-3909

[REDACTED]

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Subject: 11/8 7AM meeting agenda

Team,

The 7AM tomorrow will focus on the attached timing plan:



OpenIssues_Timing
.mpp

Please plan on solidifying the dates and/or durations, as much of this was entered using initial engineering estimates. For obvious reasons, the interim and permanent corrective action plans are left as very general blocks of time that meet specific P221 program deliverables. This has to be a top priority when considering fixes / corrective actions.

As it stands, PSW is at significant risk (12/19) based on all the indicators pointing toward a common cause at this stage.

Regards,

Ron Gaw
PTSE D&R
Electronic Throttle Controls Design & Release
Ph. #: 313 390-6766 Fax #: 313 248-2558
Pager #: 313 795-3909

[REDACTED]

From: Carter, Roscoe (R.O.)
Sent: Friday, November 22, 2002 1:28 PM
To: Gaw, Ron (R.M.); Gilkey, James (J.K.); West, Gregory (G.S.); Liposky, Lawrence (L.L.); Chesney, Craig (C.D.); Brennan, Patrick (P.M.); Lowman, Harold (H.R.); Conrad, James (J.A.); Florini, John (J.J.); Jainapur, Raghu (R.)
Cc: Schmitz, Pete (P.J.); Simko, Steven (S.J.); Heaton, Christopher (C.E.); Hass, Kenneth (K.C.); Helms, Jeffrey (J.H.); Nicastri, Paul (P.R.); Minnich, Kathy (K.P.)
Subject: Report on P221 and related ETC pedal samples

Steve Simko and ROC Carter have completed their examination of the P221 ETC pedal sensors along with DEW and Transit pedal samples for comparison. The report contains extensive illustration that renders it very large. Hence, as in the past, we have listed it with the earlier report on ETC pedals on the Physical and Environmental Science Web site which can be reached by clicking on the URL below. On that page is the P221 ETC report, titled: *Wear of Sensor Contacts in Pedal Position Sensors for Electronic Throttle Control (ETC)*, which can be clicked on to be accessed.

We hope the results of this study answer many of your questions and we would appreciate hearing how the results provided assistance in the resolution of sensor performance.

We wish the team a quick resolution to the sensor contact wear problem and remain open to assist in the future if needed!

Steve and ROC

http://www.srlford.com/pes/DepartmentWeb/Groups/LubricationScience/R&C_Pub_LubeSci.htm

[REDACTED]

From: Gaw, Ron (R.M.)
Sent: Friday, January 31, 2003 10:56 AM
To: Allen Irish (E-mail); Brennan, Patrick (P.M.); Carter, Roscoe (R.O.); Chesney, Craig (C.D.); Conrad, James (J.A.); Florini, John (J.J.); Gitkey, James (J.K.); Greg Mausolf (E-mail); Heaton, Christopher (C.E.); Jainapur, Raghu (R.); John Zych (E-mail); Kathy Zolan (E-mail); Khan Zulqarnain (E-mail); Liposky, Lawrence (L.J.); Lowman, Harold (H.R.); Nicastri, Paul (P.R.); Selecciolli, Dennis (D.S.); Schmitz, Pete (P.J.); Sheth, Rakesh (R.); Simko, Steven (S.J.); Todd Brown (E-mail); Tom Martin (E-mail); West, Gregory (G.S.)
Cc: Sundar Ananthasivan; derek oxyer; Figurski, Patrick (P.M.)
Subject: RE: P221- Offset Test data

I want to send out a special thank you to the team for all your additional efforts and hard work over the past few months. The most recent test results are a very clear improvement over the previous test results. Special thanks to Khan and the Teleflex team for the exceptional job of pulling these tests ahead of schedule. Your usage of engineering efficiencies to meet and improve delivery timing in a way that will benefit both of our companies in the future is commendable.

In addition, John Fiorini, Kathy Zolan, Greg Mausolf, Rak Sheth, Larry Liposky, John Zych, Sundar Ananthasivan, Charlie Meier, Teleflex lab and manufacturing, Roscoe Carter, Steve Simko and the rest of the Ford Research Lab, Todd Brown, Joe Vitale, Wabash manufacturing and engineering all made significant contributions along the way to make this happen. You all deserve special thanks for reasons too numerous to list here.

Though there is significant work ahead, congratulations is well earned for the complete Ford/Teleflex/Wabash team on the success in making continuous improvements to the product!

Regards,
Ron Gaw
PTSR D&R
Electronic Throttle Controls Design & Release
Ph. #: 313 390-5756 Fax. #: 313 248-2558
Pager #: 313 795-3909

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

From: Zulqarnain Khan [mailto:zkhan1@tfxauto.com]
Sent: Friday, January 31, 2003 10:06 AM
To: John Fiorini; Larry Liposky; Rak Sheth; Ron Gaw
Cc: Kathy Zolan; Charlie Meier; Greg Mausolf; John Zych; Sundar Ananthasivan; derek oxyer
Subject: P221- Offset Test data

Attached, please find the for P221(MY2004)ETC Assembly Offset-Test Data (for 30 parts) with the following modifications:

- * Pivot location reinforced at Main-Housing.
- * Pivot location reinforced at Cover.
- * Rub-bar height modified for Sensor Housing.
- * All parts tested with Production Bracket, holding ETC from the Cover side.

NOT data also enclosed.

FE03-044 25888

ENTIRE PAGE CONFIDENTIAL

Regards,
Khan

PEB3-044 25000

[REDACTED]

From: Ryan, Emmett (E.C.)
Sent: Monday, February 11, 2002 5:20 PM
To: West, Gregory (G.S.); Miers, Jerry; Jackson, Lawrence (L.W.)
Cc: 'Pyle, Ken'; Velat, Ron; Sillanpaa, Don; Compton, James (J.D.); Ryan, Emmett (E.C.); Burrows, Jim (J.A.)
Subject: RE: Facility Visits

WE need to get the Q1 Site Assessment and review of Sensor Process done as soon as possible. If I miss this, I am not available until the week of March 25, 2002, which is not acceptable. We have been planning this since Dec 1st, 2001, based on the move of the Sensor production. I expect to complete this task as planned February 20-22/02. Thank you. Emmett.

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

From: West, Gregory (G.S.)
Sent: Monday, February 11, 2002 10:19 AM
To: 'Miers, Jerry'; Ryan, Emmett (E.C.); Jackson, Lawrence (L.W.)
Cc: Pyle, Ken; Velat, Ron; Sillanpaa, Don
Subject: RE: Facility Visits

Lawrence, I would prefer to NOT reschedule our trip to Williams at this point. Please let me know if we can avoid having Williams present at the 2/21 VQR.

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

From: Miers, Jerry [mailto:jmiers@wmco.com]
Sent: Monday, February 11, 2002 9:57 AM
To: 'eryan@ford.com'; 'ljackson@ford.com'; 'gwest2@ford.com'
Cc: Pyle, Ken; Velat, Ron; Sillanpaa, Don
Subject: Facility Visits

Gentlemen,

There seems to be a conflict in the schedules and requests of Williams Pedal Systems.

The manufacturing facility in Louisville (KTP) has request our (WPS) presents

for a VTR on Feb. 15th and a VQR on Feb. 21 st, these are the same dates (20/21/22) that have schedule for a month to validate the sensor production line move from Deerfield to Sarasota, review Q1 progress and review design issues with the spring effort change.

Please help us in determining which issue is most important, due to the fact that

Williams is a lean manufacturing organization we do not have enough resources to cover both meeting. This visit is my reasonability, however this visit will limit the effort that will be give to the Q1 witness book and preparation for the validation.

Emitt / Greg,

Due to the above issues please review your schedules and let me know the availability of moving the scheduled plant visit (WPS).

Lawrence,

Please review the VRT & VQR issues that are present and let us know if our presents is a requirement. The way I see the issue and our communication

[REDACTED]

[REDACTED]

with you and dealerships we will be reviewing the same information that was reviewed in the past presentation. We are placing the issue of shorted ETC's as number one priority, however there is a high percentage of units that are not being receiving and will not be analyzed. The second item that may need to be discussed is the containment of potential shorted ETC's, the wiring issue is still not contained and we will continue to see shorted units due to vibration in vehicle operation. We are analyzing all warranty product that is being returned to our facility. At present the majority of 2002 returns are, (+50%) of all returns are due to this issue, while the remainder (40%) are no trouble found and 10% are due to an earlier issue.

Please let me know which way you need us to go.

[REDACTED]

Beuckelaere, Phillip (P.R.)

[REDACTED]

From: Rahman, Nayeema (N.)
 Sent: Tuesday, August 01, 2000 2:28 PM
 To: Beuckelaere, Phillip (P.R.); Petrauskas, Lisa (L.E.); Buss, Stephen (S.D.); Negrus, Andrei (A.M.); Spencer, Jeff (J.); Bocko, James (J.G.)
 Cc: Patel, Bharat (B.C.); Reed, Bill (B.P.); Patel, Tej (.); Gilpin, Leary (L.W.)
 Subject: FW: Adjustable Pedals-Buck Review

The following are the open issues came from our electrical design buck review @ PDC which can be addressed during the meeting on Thursday.

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

From: Rahman, Nayeema (N.)
 Sent: Friday, July 28, 2000 10:59 AM
 To: Rahman, Nayeema (N.); Petrauskas, Lisa (L.E.); Joe.Ravenscroft@alcoa.com; William.McLean@alcoa.com; Montes, Jhannet (J.); Buss, Stephen (S.D.)
 Cc: Gilpin, Leary (L.W.); Gould, Walter (W.J.); Williams, Rayford (R.O.); Williams, Brent (B.A.)
 Subject: RE: Adjustable Pedals-Buck Review

THE OUTCOME OF THE DESIGN REVIEW IS AS FOLLOWS:

- (1) A portable hole need to be added to 14401 to retain the motor t/o connector and the motor take out to be shortened 200mm. The existing design for ETC(Diesel) connection doesn't have any issues-Lil McLean (AFL-Design)
- (2) The motor takeout from the pedals side needs to be lengthened 3" additional- Lisa Petrauskas has reviewed it and mentioned that a is CR is already written to lengthen the t/o. The new pedals will be needed for a functional trial @ KTP.
- (3) A CR needs to be pulled to release 14401. with ADJ. pedal content no later than week of 11/6/00- minimum of 10 weeks required to PPAP wire harness- Need concurrence from Steve Buss if 9 additional harnesses(7-U137, 2-P131) will create any issues if released in 11/2000 (After a decision made by S. Buss, Joe Ravenscroft to pull a CR)
- (4) To schedule a functional trial at KTP 12/2000- Diesel and Gas
 - 1. Alert will be written since parts involved in that trial will not be PSW'd
 - 2. Need an acceptable date from the team- Lisa Petrauskas, Joe Ravenscroft, Steven Buss, Rayford Williams for this trial.
- (5) To create new illustrations-a supp. is to be pulled for wire harness illustration and Lisa Petrauskas to provide MSX the new pedal CAD data to update illustrations.

Thanks.

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

From: Rahman, Nayeema (N.)
 Sent: Thursday, July 27, 2000 10:15 AM
 To: Petrauskas, Lisa (L.E.); Joe.Ravenscroft@alcoa.com; William.McLean@alcoa.com; Montes, Jhannet (J.)
 Cc: Gilpin, Leary (L.W.); Gould, Walter (W.J.); Williams, Rayford (R.O.); Williams, Brent (B.A.)
 Subject: Adjustable Pedals-Buck Review

Adjustable Pedal Review:

Date: 7/28/00
 When: 10am
 Where: PDC Design Buck
 Vehicle: 308W098, F-350, 4X2, Diesel
 Build Coordinator @ Design Buck: Walter Gould, Phone 313-323-2458, PDC GH-C31
 This is going to be a non-functional wiring review (routing/interference) since buck vehicles are non-functional.

NOTES:

- 1. 2000 upgraded vehicles with 2001 Adjustable Pedals are @ APG: vehicles 516W720, 516W059, 516W687 and 516W721 were upgraded last month with the Adjustable Pedals @ Carron and now are @ APG running durability.
- 2. I will set up another trial @ KTP before 2/2001 Implementation (please provide your feedback when PSW'd parts are available)

Regards,

Raymond Rahman
#01 F131/U137 EESE
Phone: (313) 323-2420
Fax: (313) 621-8318
E-mail: rrahman3@ford.com

Skwirsk, Tom (T.V.)

Subject: 2002 MY U137/P131 Adjustable Pedals Design Review
Location: Scott Van Dam's Office (PDC 2GF28)

Start: Tue 7/10/2001 5:00 PM
End: Tue 7/10/2001 6:00 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Required Attendees: Skwirsk, Tom (T.V.); Van Dam, Scott (J.S.); Hightower, Edward (E.T.); Vojtisek, Beth Looney (E.L.); West, Gregory (G.S.); Petrauskas, Lisa (L.E.); Elio Evangelista (E-mail); Greg Braniff (E-mail); Allen, Dave (D.R.); Clough, Randy (R.J.)

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

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

- 1) PPAP inhibitors
- High Diesel Accel Pedal EOL Reject Rate - 17% *Beth Vojtisek take pedal measurement at 1 lb*
- Tang Process Capability
- 2) 6.8L Accel Pedal *Pedal Efforts* Tom Skwirsk/Elio Evangelista/Greg West
- Throttle Body PSW
- Accel Pedal PSW
- Fixed Pedal w/ 6.8L on Excursion
- 3) Pedal Squeak & Rattle Teleflex
- Verification Plan
- 4) Diesel Accel Pedal to Carpet Floor Mat Clearance Tom Skwirsk/Lisa Petrauskas
- 5) Memory Accel Cable Length Change Teleflex

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

*1) dial in spring tolerance -> capability. Suit springs??
Greg West?? - 0.1lb on issues??
Tang -> July 12
Full plant to check pedal in vehicle - write up procedure to check accel & pedal
check up -> tomorrow
Show proof of no latent failures*

From: TELEFLEX

4199237765

05/01/2002 10:41 #564 P.008

FRR 18 '02 14:45 FR EENCLINE PVT

448 832 8586 TO 84199237765

P. 01/02
PAGE 1

Dealer/Chrysler



Part Submission Warrant

Part Name: BRACKET - ACCEL CABLE

Part Number: XG28-4728-JA

Design / Government Regulation: Yes

Engineering Draw-Ing Change Level / Detail: Rev 2 12/99

Additional Engineering Changes/Detail: N/A

Shown on Drawing: XG28-4728-JA

Purchase Order Number: 00000 0.0275

Checking AM Number: AAA

Eng. Change Level/Detail: N/A

Supplier Information

What's Incorporated
7900 Main Street SE
Lynn, WA 98588

Supplier Code: 83830

Domestic Material / Part-Drawn Part-Drawn

Customer Name/Address: Ford Motor Company

Report/Supplier Code: J40000000000000000000

Application: Standard

Yes No

Notes: Does this part contain any residual or reusable components?
If possible, parts identified with appropriate ISO marking system.

Design / Process Information

- Initial Submission
- Engineering Change
- Testing (Tolerances, dimensions, reworkability, etc.)
- Correction of Drawings
- Testing Issues (Less than 1 year)

- Change in Material Characteristics or Material
- Sub-Assembly or Material Source Change
- Change in Part Functioning
- Part Produced at Additional Location
- Other - please specify (see below comments)

Submission Requirements (Check One)

- Level 1 - Submit only test or simulation appropriate data, as appropriate. Approved by test personnel as appropriate.
- Level 2 - Submit with product samples and initial supporting data submitted to customer.
- Level 3 - Submit with product samples and complete supporting data submitted to customer.
- Level 4 - Submit with complete supporting data as defined by customer.
- Level 5 - Submit with product samples and complete supporting data submitted at supplier's discretion.



REWORK/REUSE

See comments.

- Resubmitted Requirements
- Resubmitted Process Parameters

- Material per Performance Tests
- Appearance Check

These items must all comply with applicable requirements.
Help / Clarify / Protection / Process: N/A

Yes No No "N/A" - Resubmission Required

DECLARATION

I hereby declare that the supplier represented by this warrant is representative of our plant, have been given to the applicable Publications Part Approval Process Manual and related requirements. I further warrant that samples were prepared of the part using one of the part's forms, if any, and any deviations from this document below.

DECLARATION / COMMENTS

Remember that it only applies. There are other documents involved with this part.

Part Name: Vehicle Shield Title: GM Phone No: 419-923-7765 Fax No: 419-923-7768

Supplier Authorized Signature: Valerie Stendler Date: 4/15/02

FULL COMPLIANCE / SECURITY OF APPLICATION

Part Approval Information

- Approved
- Rejected
- Other

W. F. Kender 5/11/02
4/18/02

Part Production Approval

- Approved
- Rejected

Customer Name: Ford Customer Signature: Adrian Date: 3-11-02

Warrant - Issue

CR3-901

Apr 2002

PE83-844 9723

Distributor: Chrysler



Part Submission Warrant

99 GT-40014

Part Name: **BRACKET ACCBL, CABLE** Part Number: **XC28-8728-BA**
 Safety / Government Regulation: **Yes** Engineering Drawing Change Level / Date: **Rev 2 1/23/98**
 Additional Engineering Changes/Date: **N/A**
 Show on Drawing: **XC28-8728-BA** Purchase Order Number: **WGRD .8018 Pg. 01.**
 Checking Adj Number: **N/A** Eng. Change Level/Date: **N/A**

Supplier Manufacturing Information **Production Information**
 Material, Incorporated: Dimensional Material / Functional Appearance
 Part Name: **XC28-8728-BA** Customer Form ID-Name: **Part Meter Drawing**
 Layer, Qty: **1/1** Buyer / Buyer Code: **James A. Murray**
 Supplier Code: **00000** Application: **Y204, P01, 000000**
 Note: Does this part comply with restricted or prohibited substances?
 For specific parts identify with appropriate MSD number:
 Yes No

REASON FOR SUBMISSION
 Initial Submission
 Engineering Change
 Tooling: Molds, Inserts, Dies, Equipment or Software
 Correction of Dimension
 Tooling Issues - More than 4 year
 Change in Customer Construction or Material
 Sub-Supplier or Supplier Source Change
 Change in Part Functionality
 Parts Produced in Additional Location
 Other - Please Specify Part Below

MANUFACTURING LEVEL - Check One
 Level 1 - Material only used for designated specific items, no Assembly Approval (SAP) required on submission.
 Level 2 - Material with product samples and limited supporting data submitted to customer.
 Level 3 - Material with product samples and complete supporting data submitted to customer.
 Level 4 - Material with product samples and complete supporting data submitted to customer.
 Level 5 - Material with product samples and complete supporting data received at supplier's manufacturing site.
APPROVALS
 The results for:
 Dimensional Measurements Material and Functional Tests
 Engineering Change Package Appearance Checks
 Supply records meet all drawing and specification requirements Yes No (If "No" - Explanation Required)



DECLARATION
 I hereby declare that the samples provided by the vendor are representative of the parts, have been made to the applicable Production Part Approval Process (PPAP) level and are in compliance with the requirements of the applicable customer requirements. I understand that samples were produced in the production run of 4000 parts a week, I have used any drawings that the customer refers to.

EXPLANATORY COMMENTS
 According to the customer, there are parts not for plant inspection but for in-plant testing.

Print Name: **Valerie Shields** Title: **QA** Phone No: **(419) 822-7018** Fax No: **(419) 822-7788**
 Supplier Authorization Signature: *Valerie Shields* Date: **3/28/02**

FOR CUSTOMER USE ONLY (IF APPLICABLE)
Part Material Characteristics **Part Functional Assembly**
 Approved Approved (Assembly Sample Code Book is on part)
 Rejected Rejected
 Other
 Customer Name: _____ Customer Signature: *Greg Thomas/PAT* Date: **4/9/02**

From: TELERLEX

4199237765

05/01/2002 10:41 #564 P.011

FR FR 2002 09:00 FR KTF-PVT DEPT

502 429 2941 TO 834199237765

P.01/02

0107-40Ked

Dealer: Chrysler



GR

Part Submission Warrant

Page 1

Part Name: BRACKET ACCEL. CABLE		Part Number: 2034-8120-AA	
Safety / Government Regulations: The		Engineering Drawing Change Level / Dates: Mar 5/2000	
Additional Engineering Changes/Dates: NA		Purchase Order Number:	
Drawn on Drawing: 2043-8720-AA		Weight: .0013 kg. lbs.	
Checking Aid Number: NA		Eng. Change Level/Dates: NA	

GENERAL INFORMATION		APPROVAL INFORMATION	
Condition: Inspected 7249 High Speed 485 Type: Other Supplier Code: 0800		<input checked="" type="checkbox"/> Drawings <input checked="" type="checkbox"/> Material / Partwork <input type="checkbox"/> Appearance Customer Name / Order / Part Name Drawing Buyer / Buyer Code: James A. Harvey Application: Fill <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<input type="checkbox"/> Total Submission <input type="checkbox"/> Engineering Approval <input checked="" type="checkbox"/> Training, Training, retraining, etc. (State intent to submit) <input type="checkbox"/> Changes of Emergency <input type="checkbox"/> Working Number - New Type		<input type="checkbox"/> Changes in Critical Coordinates or Material <input checked="" type="checkbox"/> Sub-Supplier or Material Source Change <input type="checkbox"/> Change in Part Processing <input type="checkbox"/> PVD Processes or additional finishes Other - please specify how below approved	
APPROVAL LEVEL (Check One) <input type="checkbox"/> Level 1 - Material only (not for detailed application steps, an Appearance Approval Report submitted in customer) <input type="checkbox"/> Level 2 - Material with product samples and limited supporting data submitted to customer <input checked="" type="checkbox"/> Level 3 - Material with product samples and complete supporting data submitted to customer <input type="checkbox"/> Level 4 - Material and other requirements as defined by customer <input type="checkbox"/> Level 5 - Material with product samples and complete supporting data reviewed at supplier manufacturing level			
APPROVAL AUTHORITY Submitted By: <input checked="" type="checkbox"/> Mechanical Measurements <input type="checkbox"/> Material and Partwork Test <input checked="" type="checkbox"/> Statistical Process Control <input type="checkbox"/> Appearance Support These points meet all drawing and specification requirements: Mold / Cavity / Production Process: NA		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Inspection Required	

Q1

SELF-CERTIFIED SUPPLIER

I hereby affirm that the samples represented by this warrant are representative of our parts, have been made to the applicable Production Part Approval process that we follow. I further warrant that samples have prepared at the production site of plant you & I agree, I have noted any deviations from this declaration below.

DECLARATION COMMENTS

Approved by: _____

Print Name: Valerie Shindler Title: GR Phone Ext: 412-532-7311 Fax No: 412-532-7311

Supplier Authorization Signature: Valerie Shindler Date: 3/23/02

FOR CUSTOMER USE ONLY (IF APPLICABLE)

Part Warrant Classification		Part Classification Approval	
<input type="checkbox"/> Approved <input type="checkbox"/> Rejected <input type="checkbox"/> Other		<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Rejected	
Customer Name: _____		Customer Sign: <u>Ang Thomas/PVT</u> <u>4/4/02</u>	

Warrant - Blank

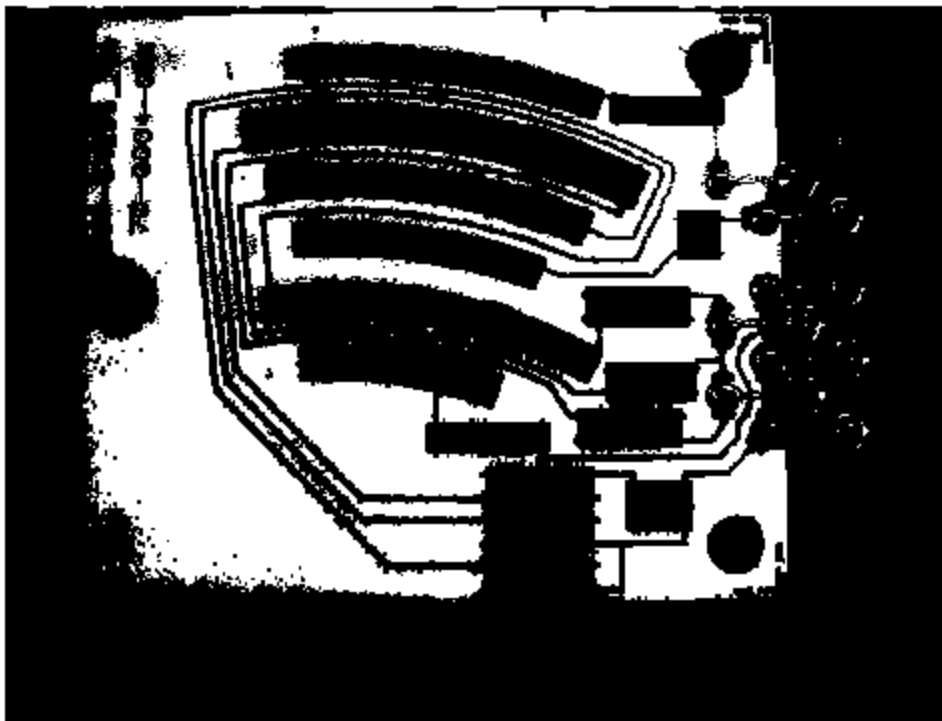
CPO-001

2002

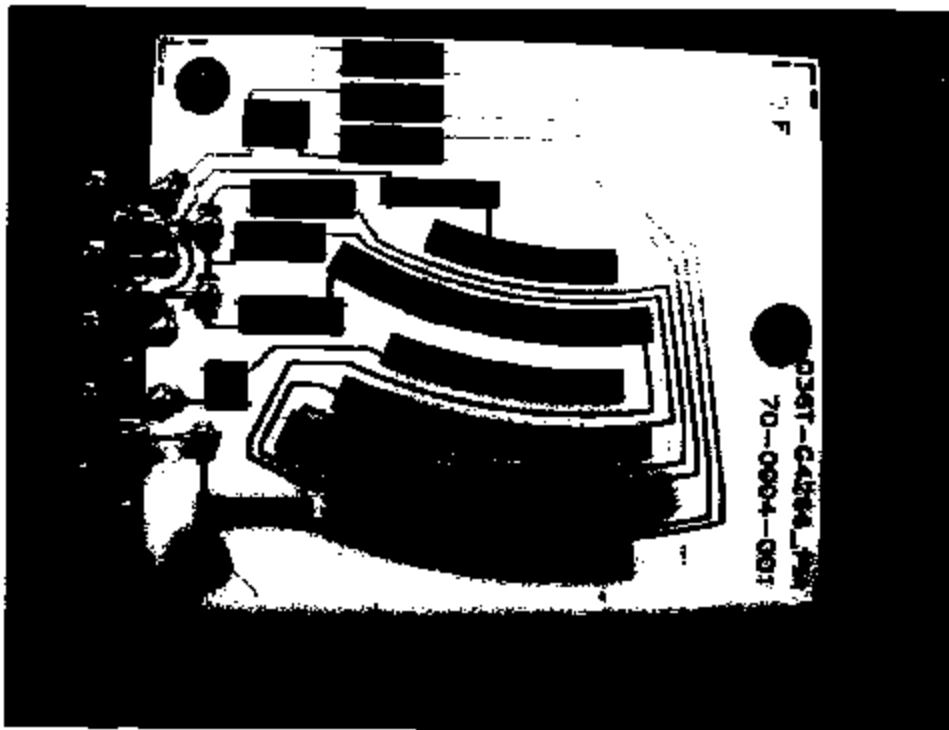
PE03-044 8725

[REDACTED]
[REDACTED]

#312W182 Photographs

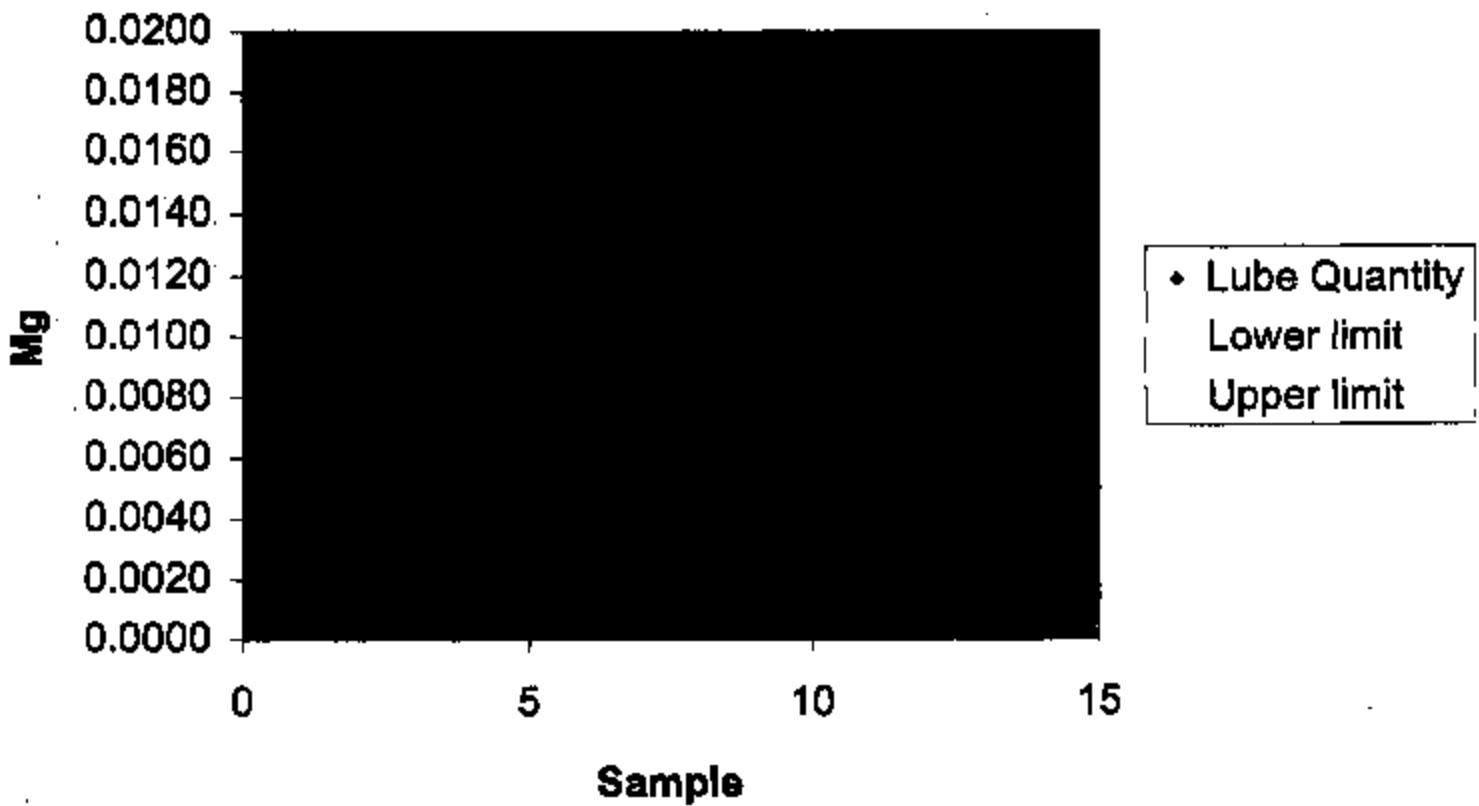


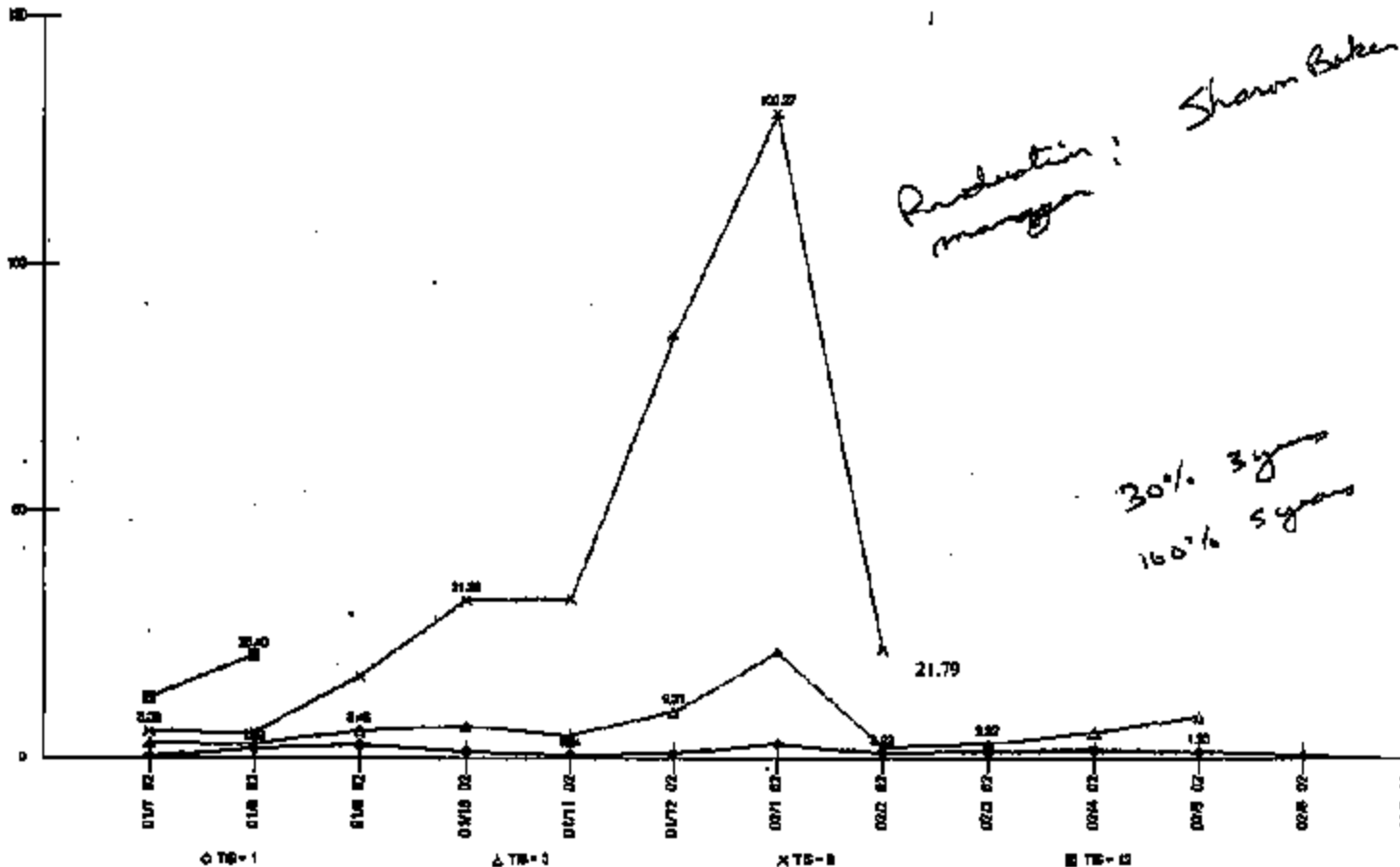
Before Cleaning, Rotor Removed



Before Cleaning, Rotor Removed

Lube Quantity





FB-044 11535

NYE INSTRUMENT GREASE 706D

An Advanced Polyol Ester-Based Grease for Bearings,
Gear Trains and Related Instrument Applications

Temperature Range: -54°C to +150°C

Through use of a complex polyol ester as a base fluid, this lithium soap-gelled grease affords good lubricity, impressive high temperature stability, and low evaporation loss when compared with traditional wide temperature instrument greases, especially in thin film applications.

TYPICAL PROPERTIES OF THE BASE OIL

Viscosity at	100°C	3.7 centistokes
	40°C	18.5 centistokes
	-17.8°C	360 centistokes
	-54°C	38,000 centistokes
Viscosity Index		123
Flash Point		240°C
Fire Point		270°C
Pour Point		-60°C
Neutralization Number		0.12 mg. KOH/g
Corrosion and Oxidation Stability, per FTM 5308		
a. Conditions of Test		72 hours at 175°C
b. Viscosity increase during test		+0.1%
c. Neutralization number change during test		+0.11 mg KOH/g
d. Appearance during test		Reddish-brown, no precipitate
e. Evaporation during test		1.5%
f. Loss of weight of test metals, mg/cm ²		
(1) Nickel		0.00
(2) Aluminum		0.00
(3) Copper		0.00 (moderate tarnish, 2A)
(4) Brass		0.00 (bright yellow)
(5) Steel		0.00 (green)
(6) Bronze		0.00 (greenish yellow)
Evaporation, 24 hours at 100°C		None
Shell 4-Ball Wear Test, steel-on-steel		
a. Conditions of test		40 kg load, 1 hr, 600 rpm, 25°C
b. Wear Scar diameter		0.81 mm

Nye Instrument Grease 706D

TYPICAL PROPERTIES OF THE GREASE

Unworked Penetration	260
Worked Penetration, 60 strokes	269
Dropping Point	190°C
Evaporation, 24 hours at 100°C	< 0.1%
Oil Separation, 24 hours at 100°C	3.5%
Specific Gravity, 25°C	0.95
Copper Corrosion, 24 hours at 120°C	Moderate Tarnish (2E)
Neutralization Number	0.72 mg KOH/g
Neutralization Number after 24 hours at 120°C	0.63 mg KOH/g

CAUTION:

Ester-based lubricants have a tendency to adversely affect certain vulnerable plastics, paints, and elastomers. This lubricant should only be used with substrates of known or proven compatibility. Contact NYE LUBRICANTS, INC. if questions persist.

SPECIFICATIONS:

The typical properties shown on this product data sheet should not be used as a basis for preparing specifications. Please contact NYE LUBRICANTS, INC. for assistance and recommendations pertaining to specification limits and requirements.

SAFETY:

Nye Instrument Grease 706D is not known to cause harmful effects. However, thermal degradation can liberate toxic fumes. Avoid contamination of tobacco products, or heating the grease above 200° Centigrade. Refer to our product Material Safety Data Sheet for detailed safety information.

PACKAGING:

1-ounce tubes, 2-ounce and 1-pound jars, and 7-pound and 35-pound pails.

(9708)