PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 18 OF 28
PART 2 OF 4

Advanced Product Quality Planning
Status Report

Date: 01/15/01
Review No.: 8
Diamond Point:

Supplier	Teleflex Automotive Inc.
Location	Kendallville, IN
Supplier Code	T071O
Risk Assessment	
New : Site [X] Technology [X] Process [ ]	
Other Risks	

Program	U137 - Excursion
Model Year	2002
Lead Part No.	2C34-9726-AA / 2C34-9F836-AA
Part Name	Adjustable Pedal - Accel Cas - (MTC) / Diesel (ETC)
Notice Level	
User Plant(s)	Kentucky Truck

Team Members	Company/Title	Phone/Fax
Elio Evangelista	Teleflex - Program Manager	(248) 616-3104 / (248) 616-3810
Bill Teller	Teleflex - Product Engineer (APQ)	(248) 616-3843 / (248) 616-3810
Rich Carlos	Teleflex - Prototype Coordinator	(219) 349-1985 / (219) 349-1983
Bill Teller	Teleflex - Engineering Manager	(248) 616-3843 / (248) 616-3810
Conrad Nester	Teleflex - Account Manager	(248) 616-3136 / (248) 616-3810
Ben Franklin	Teleflex - Quality Engineer	(219) 349-1985 / (219) 349-1983
Mike Peterson	Teleflex - Manufacturing Engineer (APQ)	(219) 349-1985 / (219) 349-1983
Dave Brisicuff	Teleflex - Manufacturing Engineering Manager	(219) 349-1985 / (219) 349-1983
Bill Kirkland	Teleflex - Quality Manager	(219) 349-1985 / (219) 349-1983
Ed Boscaino	Teleflex - Materials Manager	(219) 349-1985 / (219) 349-1983
Lisa Petrunkas	Ford - Release Engineer	(313) 389-6070 / (313) 317-4878
Phil Bourdeaiaire	Ford - Engineering Supervisor	(313) 317-2345 / (313) 317-2349
[redacted]		
Doug Veit	Ford - Supplier Quality	(313) 594-1679 / (313) 337-6662

Build Level	Material Required Date	Quantity	Consumed		P.I.P.T %	P.I.P.C. %
			No. ECs	No. CCs		
DF	3/31/2000	25	8	5		
PPAP	06/04/01	300	5	3		
Job #1	07/16/01	694	5	3		

FRM-044 28137

Filename: U137_1C35_9726_9F836_Status_Report

[redacted]

Beuckelaere, Phillip (P.R.) [redacted]

From: Ilkis, Isaak (I.A.)
Sent: Thursday, November 02, 2000 11:10 AM
To: Beuckelaere, 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: Ilkis, Isaak (I.A.)
Sent: Thursday, November 02, 2000 10:56 AM
To: Gucus, Mark (M.); Clarice, Mozell (M.L.)
Subject: FW: MINUTES- 11/1/00 PACKAGE REVIEW

-----Original Message-----
From: Ilkis, Isaak (I.A.)
Sent: Thursday, November 02, 2000 10:54 AM
To: Petrauskas, Lisa (L.E.); Beuckelaere, Phillip (P.R.); Andrei Negrus; Bob Rotenhoff; Brenda Ajegba; Christopher Bunker; Dale Green; Dan Stibel; David Williamson; Douglas Smith; Elaine Kovner; George Ito; Heather Daniels; James Williams Jr.; Jason Lee; Jeff Myquist; John Hinz; Kevin Sherrill; Laxman Gehi; Linda Akbury; Matt Schwalm; Melista Greenawalt; Michael Stickman; Michael Webster; Mitchell Baghdoian; Norman Nordstrom; Phillip Beuckelaere; Ra Van Pagan; Ramil Kori; Robert Pellito; Robert Rents; Ron Smith; Shi-ing Chang; Syed Shahab; Thomas Ruckriegl; Tim Runstadler; Todd Barber; Tom Barlip
Subject: MINUTES- 11/1/00 PACKAGE REVIEW

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

110100wstn.doc

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

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

[redacted]

[redacted]

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 stack up & assembly variations to determine the redesign parameters of the air duct for adequate clearance for moving parts

PE03-844 28139

[redacted]

[redacted]

From: Beuckelaere, Phillip (P.R.)
Sent: Friday, July 07, 2000 6:19 PM
To: Petrauskas, Lisa (L.E.)
Subject: FW: P131/U137 Body Shells Available- Scrappage Imminent

Were you able to get in touch with Amar on this??

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

----Original Message----
From: Walsh, Thomas (T.J.)
Sent: Friday, July 07, 2000 12:50 PM
To: Beuckelaere, Phillip (P.R.); Petrauskas, Lisa (L.E.)
Cc: Ourchane, Amar (A.)
Subject: FW: P131/U137 Body Shells Available- Scrappage Imminent

Re: Adjustable pedal systems test: Please talk to Amar Ourchane. If he feels we can sign-off the adjustable pedals-dash system fatigue and deflection criteria via CAE, fine. Otherwise, I suggest we see if we can get these bucks for a lab test. We probably need to check with the Body folks whether dash fatigue are part of their DVP, and I assume we have some overall brake system deflection criteria we need to meet. C

Tom (T.J.) Walsh

Superduty F-Series/Excursion Platform Chassis Manager
PDC 2B-A80, MD 191
Phone: (313) 323-0615
Fax:(313) 621-4541
e-mail: TWALSH@Ford.com

----Original Message----
From: Lockett, Ebony (E.L.)
Sent: Friday, July 07, 2000 11:09 AM
To: A St Louis; Aaron Bresky; Aaron Shin; Adam Mitra; Adrian Ungvari; Alan Prechtel; Allan Thornton; Amir Joja; Anne Marie Udell; Atim Funchess; Barbara Rossman; Bert Vangiesen; Bill Bast; Bill McRoy; Bill Moraniec; Bill O'Keefe; Brady Stackhouse; Brian Hawkins; Brian Hill; Brian Huber; Bryan Eubank; Buster McCreary; Carl Spanier; Carla Probus; Catherine Cunningham; Charles Wolf; Charlie Guthrie; Charlie Sebastian; Chris Kwasniewicz; Coleen Hartman-Bedrosian; Dan Lingg; Dan O'Neil; Daniel Holden; Daniel Robichaud; David Bardsley; David Hueller; David Paden; David Wilson; Dawn Dressell; Debra Gruber; Denis Madson; Dennis Micek; Dennis Thompson; Diane Reschke; Don Trepkone; Donald Petersen; Donna Shelley; Douglas Stormzand; Ebony Lockett; Eric Boehm; Eric Maloney; Francis Osaigbovo; Frank Hanenberger; Fred Hallway; Frederic Schwendenmann; Gary Gladish; Gary Hollemeister; Gary Hawthorne; Gary Siegel; George Lefranc; Gordon Frenette; Greg Graves; Greg McConville; Gregory Ramfos; Gregory Schmidt; Harish Chawla; Harry Doolittle; Harry Gillis; Harry Hess; Hugh Poore; Jack Kotus; James Parks; Janie Winnard; Jane Heady; Jasper Calanzaro; Jeff Klimek; Jeff Nygulst; Jerry Hendricks; Jerry Hess; Jill Marshall; Jim Antal; Jim Wagner; Joe Wade; John Acciaioli; John Ciesla; John D'Antonio; John Demetriou; John Emma III; John Kard; John Taylor; Jonathan Lachmore; Juan Burgos; Joseph Epperson; Julia Giuliano; Julie Jensen; Keith Campbell; Keith Love; Ken Woods; Kenneth Linton; Kevin Kledalsch; Kristin Sheldon; Kurt Harzdorf; Kyle Edwards; Larry Smith; Laurie Jansen; LaWayne Cato; Lee Trat; Lisa Leduc; Manuel Rodriguez; Marc Chotkowski; Mark Droullard; Mark Kawalec; Mark Lienen; Mark Maine; Mark Murphy; Met Dede; Michael Filipowich; Michael Frankstein; Michael Guzowski; Michael Jurosek; Michelle Robinson; Mike Drawe; Nathan Schmidt; Neil Holcomb; Neville Caulfield; Nick Suchta; Paramjot Bedi; Pat DeMarco; Patricia Donoghue; Paul Farraluolo; Paul Mayer; Paul Smith; Pete Reyes; Peter Childs; Peter Hubbard; Phil Armbruster; Philip Guys; Phillip Beuckelaere; Polly Chevela; Raghu Puttaiah; Randall Miller; Rao Bondalapati; Raymond Yerkes; Renita Williams; Rich Evans; Rich Obermayer; Richard Cadoppo; Richard Shaw; Rob Iorio; Robert Hall; Robert Meyer; Roger Merritt; Roger Rose; Ron Hanson; Ron Johnson; Ron Smith; Ronald Hunt; Ronald McCowin; Roy Stone; Scott Davis; Scott Freeman; Scott Leech; Scott Toma; Shane Anderson; Shane Spencer; Silvia Rivera; Soon Park; Slade Conners; Stan Olszewski; Stephanie Alexander; Stephen Vargo; Steve Chen; Steve Forester; Sumorfin Salazar; Ted Kolar; Thon Fowlee; Thomas Cavanaugh; Thomas Hartmac; Thomas Schen; Thomas Walsh; Timothy Clark; Timothy Donweller; Todd Barber; Todd Lenz; Veryl Davis; Victor Palma; Vincent Re; Vitas Sirpetas; W W; Walter Stephens Jr; Wendy Michalski; William Fogarty; William Smartt
Subject: FW: P131/U137 Body Shells Available- Scrappage Imminent

[redacted]

-----Original Message-----
From: Hartman, Thomas (T.J.)
Sent: Friday, July 07, 2000 11:09 AM
To: Lockett, Ebony (E.L.)
Cc: Robichaud, Daniel (D.L.)
Subject: P131/U137 Body Shells Available- Scrappage Imminent

Ebony
Please forward to the 2003/2004 teams.
Thanks.

There are two body shells, which had been used for revised radiator mounting bracket plant trials at KTP, that are available for use by the team. Other than the lower radiator mount brackets (welded to the core support), they are production 2000 MY level. They are currently located outside receiving dock "C", PDC, in the bullpen area.

There is one crew-cab P131, and one U137 shell.

Note that neither have any bolt-on exterior sheetmetal or closures, nor any trim- these are body welded structures only.

If you have any need of these units, please contact Tom Hartman (THARTMA4), at x07908.

These units will be scrapped within the next two weeks (by July 24) if there is no use for them.

Regards,
Thomas J. Hartman
P131/U137 Vehicle Engineering

[redacted]

[redacted]

From: Beuckelaere, Philip (P.R.)
Sent: Saturday, July 08, 2000 1:16 PM
To: Walsh, Thomas (T.J.)
Cc: Petrauskas, Lisa (L.E.)
Subject: RE: P131/U137 Body Shells Available- Scrappage Imminent

Lisa discussed with Amar 2 weeks ago. He asked for test procedure info which he can use as reference for analysis. Lisa is prepared to provide info when Amar returns from vacation on Monday.

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

----Original Message----
From: Walsh, Thomas (T.J.)
Sent: Friday, July 07, 2000 12:50 PM
To: Beuckelaere, Phillip (P.R.); Petrauskas, Lisa (L.E.)
Cc: Ourchane, Amar (A.)
Subject: FW: P131/U137 Body Shells Available- Scrappage Imminent

Re: Adjustable pedal systems test: Please talk to Amar Ourchane. If he feels we can sign-off the adjustable pedals-dash system fatigue and deflection criteria via CAE, fine. Otherwise, I suggest we see if we can get these bucks for a lab test. We probably need to check with the Body folks whether dash fatigue are part of their DVP, and I assume we have some overall brake system deflection criteria we need to meet. C

Tom (T.J.) Walsh
Superduty F-Series/Excursion Platform Chassis Manager
PDC 2B-A80, MD 191
Phone: (313) 323-0615
Fax(313) 621-4641
e-mail: TWALSH@Ford.com

----Original Message----
From: Lockett, Ebony (E.L.)
Sent: Friday, July 07, 2000 11:09 AM
To: A St.Louis; Aaron Bresky; Aaron Shin; Adam Mitra; Adrian Ungvari; Alan Prechtel; Allen Thornton; Amir Jaja; Anne Marie Udell; Attin Ranchess; Barbara Rossman; Bert Vangiesen; Bill Bast; Bill McRoy; Bill Muraniec; Bill O'Keefe; Brady Steckbauer; Brian Hawkins; Brian Hill; Brian Huber; Bryan Bubanic; Buster McCreary; Carl Spamer; Carla Profus; Catherine Cunningham; Charles Wolf; Charlie Guthrie; Charlie Sebastian; Chris Kwasniewicz; Coleen Hartman-Bedrosian; Dan Lingg; Dan O'Neil; Daniel Holden; Daniel Robichaud; David Bardsley; David Hueller; David Paulsen; David Wilson; Dawn Dressell; Debra Gruber; Denis Madson; Dennis Micek; Dennis Thompson; Diane Reschke; Don Thepkone; Donald Petersen; Donna Shelley; Douglas Stomhand; Ebony Lockett; Eric Boehm; Eric Maloney; Francis Osaighovo; Frank Hanenberger; Fred Halfway; Frederic Schwendenmann; Gary Gladish; Gary Hafemeister; Gary Hawthorne; Gary Siegel; George Lefranc; Gordon Frenette; Greg Graves; Greg McConville; Gregory Ramos; Gregory Schmidt; Harish Chawla; Harry Doolittle; Harry Gilles; Harry Rees; Hugh Poore; Jack Kobus; James Parks; Jamie Winnard; Jane Heady; Jasper Catanzaro; Jeff Klenek; Jeff Nyquist; Jerry Hendricks; Jerry Hess; Jill Marshall; Jim Antal; Jim Wagner; Joe Wash; John Acciaioli; John Ciesla; John D'Antonio; John Demetriou; John Emma III; John Karol; John Taylor; Jonathan Latimore; Jose Burgos; Joseph Epperson; Julia Giuliano; Julie Jensen; Keith Campbell; Keith Love; Ken Woods; Kenneth Linton; Kevin Kleckner; Kristin Sheldon; Kurt Harzdorf; Kyle Edwards; Larry Smith; Laurie Jansen; LaWayne Cato; Lee Tsai; Lisa Ledur; Manuel Rodriguez; Marc Chotkowski; Mark Drouillard; Mark Kawalec; Mark Linnan; Mark Mains; Mark Murphy; Mel Dede; Michael Filipovich; Michael Frankstein; Michael Guzowski; Michael Jurosek; Michelle Robinson; Mike Dewe; Nathan Schmidt; Neil Holcomb; Neville Caulfield; Nick Suchta; Paramjot Bedi; Pat DeMarco; Patricia Donoghue; Paul Fernaiuolo; Paul Mayer; Paul Smith; Pete Reyes; Peter Childs; Peter Hubbard; Phil Armbruster; Philip Guys; Phillip Beuckelaere; Polly Chevela; Raghu Puttaiah; Randall Miller; Rao Bondalapati; Raymond Yerkes; Renita Williams; Rich Evans; Rich Obermayer; Richard Cadoppo; Richard Shaw; Rob Ionio; Robert Hall; Robert Meyer; Roger Merritt; Roger Rose; Ron Hanson; Ron Johnson; Ron Smith; Ronald Hunt; Ronald McComb; Roy Stone; Scott Davis; Scott Freeman; Scott Leech; Scott Toma; Shana Anderson; Shana Spencer; Silvia Rivera; Soon Park; Stacie Conners; Stan Olszewski; Stephanie Alexander; Stephen Vargo; Steve Chen; Steve Forester; Sonorfin Salazar; Ted Krier; Thom Foster; Thomas Cavanaugh; Thomas Hartman; Thomas Scherr; Thomas Walsh; Timothy Clark; Timothy Darweiler; Todd Barber; Todd Lenz; Veryl Davis; Victor Palma; Vincent Re; Vitas Sirgedas; W W; Walter Stephens Jr; Wendy Michalski; William Fogarty; William Swartt
Subject: FW: P131/U137 Body Shells Available- Scrappage Imminent

[redacted]

—Original Message—
From: Hartman, Thomas (T.J.)
Sent: Friday, July 07, 2000 11:09 AM
To: Lockett, Ebony (E.L.)
Cc: Robichaud, Daniel (D.L.)
Subject: P131/U137 Body Shells Available- Scrappage Imminent

Ebony
Please forward to the 2003/2004 teams.
Thanks.

There are two body shells, which had been used for revised radiator mounting bracket plant trials at KTP, that are available for use by the team. Other than the lower radiator mount brackets (welded to the core support), they are production 2000 MY level. They are currently located outside receiving dock "C", PDC, in the bullpen area.

There is one crew-cab P131, and one U137 shell.

Note that neither have any bolt-on exterior sheetmetal or closures, nor any trim- these are body welded structures only.

If you have any need of these units, please contact Tom Hartman (THARTMA4), at x07908.

These units will be scrapped within the next two weeks (by July 24) if there is no use for them.

Regards,
Thomas J. Hartman
P131/U137 Vehicle Engineering

[redacted]

From: Teller, Bill - Troy [bteller@tfxauto.com]
Sent: Thursday, August 17, 2000 11:16 AM
To: 'lpetraus@ford.com'
Subject: Drawings

Lisa - The 2001 brake drawings are available in B2V1 with the proper suffix (AC/BC). The 2002 brake drawing was also mistakenly bumped to AC. Please delete this file, as AB is the correct level. You should have all 2001 and 2002 drawings now. Let me know if this is not the case.

William Teller
Engineering Manager
Adjustable Pedal and Pedal Box Engineering
Teleflex Automotive
(248) 616-3843

[redacted]

From: Kalsi, Avtar - Troy [akalsi@tfxauto.com]
Sent: Monday, August 28, 2000 12:55 PM
To: 'lpetraus@ford.com'
Subject: FW: Pedal Assembly Return

-----Original Message-----
From: Kalsi, Avtar - Troy
Sent: Monday, August 28, 2000 12:17 PM
To: Lisa Petrauskas (Business Fax)
Subject: Pedal Assembly Return

Lisa,

Here is a brief summary of how we perform the subject test:

1) Connect the output of the sensor to Hewlett Packard XY plotter
2) Set time requirements
3) Fill buffer
4) Set buffer
5) Display data
6) Check initial time at WOT, Half open throttle and five degree throttle return
7) Check final time at Idle position

Step 6 and 7 can accomplished with sensor track output or idle validation switch activation.

[redacted]

From: Harwood-Stamper, Peter (P.)
Sent: Friday, September 01, 2000 3:18 PM
To: Petrauskas, Lisa (L.E.)
Subject: RE: Pedal Assembly Return

We need to know how to measure the parameters and what the parameter should read in order to indicate idle. For example, idle is achieved when the idle validation switch = 1.

Peter Harwood-Stamper
DPG Advanced Engineering
Tel: 313.337.3283
Fax: 313.337.8705
Page: 313.795.0278

——Original Message——
From: Petrauskas, Lisa (L.E.)
Sent: Monday, August 28, 2000 1:04 PM
To: Harwood-Stamper, Peter (P.)
Subject: FW: Pedal Assembly Return

Peter,
The was sent by the ETC engineer regarding idle control mode.
Is this what you are looking for?

Let me know

——Original Message——
From: Kalsi, Avtar - Troy [mailto:akalsi@tfxauto.com]
Sent: Monday, August 28, 2000 12:55 PM
To: 'lpetraus@ford.com'
Subject: FW: Pedal Assembly Return

——Original Message——
From: Kalsi, Avtar - Troy
Sent: Monday, August 28, 2000 12:17 PM
To: Lisa Petrauskas (Business Fax)
Subject: Pedal Assembly Return

Lisa,

Here is a brief summary of how we perform the subject test:

1) Connect the output of the sensor to Hewlett Packard XY plotter
2) Set time requirements
3) Fill buffer

[redacted]

4) Set buffer
5) Display data
6) Check initial time at WOT, Half open throttle and five degree throttle return
7) Check final time at idle position

Step 6 and 7 can accomplished with sensor track output or idle validation switch activation.

[redacted]

From:	Qualls, Andrew J. [andrew.qualls@alcoa.com]
Sent:	Friday, October 13, 2000 12:59 PM
To:	'lpetraus@ford.com'
Cc:	McLean, Lillian E.; Ravenscroft, Joe
Subject:	adjustable pedal takeout length

Lisa,

Having looked at the latest adjustable pedals as of today (10/13/00) for both gas and diesel I have determined that the Teleflex takeout to the non-memory adjustable connector can be 11 inches from the takeout of the motor to the back of the connector on the Teleflex side. This length is just long enough to reach the retained adjustable pedal connector on the AFL (14401) side.

Andy Qualls

[redacted]

[redacted]

From: Buss, Stephen (S.D.)
Sent: Saturday, October 21, 2000 9:18 PM
To: Petrauskas, Lisa (L.E.); Beuckelaere, Phillip (P.R.); Reed, Bill (B.P.); Patel, Tej (.); Patel, Bharat (B.C.); Ickes, Bill (B.K.); McCreary, Buster (B.C.); Wagner, Jesse (J.E.); Roberts, George (G.); Coates, Sharon (S.A.); Stanton, Richard (R.A.); Shaw, Richard (R.F.); Stahley, Steve (S.T.); Wendel, Rod (R.H.); Pettus, Terence (T.E.); Charland, Alex (A.J.); Walsh, Thomas (T.J.); Rank, John (J.A.); Kobus, Jack (J.M.)
Subject: Adjustable Pedal Trials

On Tuesday and Wednesday 10/17-10/18 an adjustable pedal trial was conducted at KTP. The trial consisted of four vehicles, two P131s and two Excursions. Each vehicle was built on line and sent through the plant system.

Several issues were observed and captured, here is a brief summary of what issues were found: (note P=Process and D=design)

1. (P/D)) Difficult to hand start accelerator screw. Team felt this could be solved with the use of a yankee. An alternative solution would be to have the top inboard bolt come pla to the assembly.

2. (D) **CR C11157559** Accelerator pedal broke when dropped from a height of under 3 feet. The outboard most attachment was snapped when the accelerator was dropped. This would be the source of production scrap in the plant.

3. (P) The new end affecter detail caught the shift cable upon egress from the vehicle and hit accelerator pedal. A trial on current IP decking process to determine an alternative stow position for the shift cable will be performed.

4. (P) Shooting IP pencil brace becomes more difficult with adjustable pedals. The team felt that this issue could be resolved with the proper extension on the socket.

5. (D) **CR C11157564** Foot warmer difficult to install on diesel units. Foot warmer broken during assembly.

6. (D) **CR C11157562** Assembly access to connect 2-pin motor take out difficult. AFL reviewing alternative routing.

7. (D) **CR C11157557** Accelerator pedal on diesel units bottoms out on dash insulator, not reaching its full range of travel.

8. (D) **CR C11157558** Boo lp wire is in hard contact with adjustable brake pedal shaft.

4P for the adjustable pedal program was scheduled for 12/12. In light of the issues brought forward this date is in serious jeopardy. The next step is to resolve the above CRs and then reevaluate the program timing.

Thanks to all that participated in this trial.

Stephen Buss
Kentucky Truck Plant PVT
Manufacturing Chassis Engineer
Phone: 502-429-2290
Fax: 502-429-2941

[redacted]

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Tuesday, October 31, 2000 1:56 PM
To: Lisa Petrauskas (E-mail); Hudson, Lou - Troy
Cc: Phil Beuckelaere (E-mail); Teller, Bill - Troy
Subject: revised accel brackets for PV testing

Lisa,
Per our discussion today about PV modified accel brackets, I just wanted to let you know that we were not trying to hide anything about what we were testing.

Per containment plan # C11159105 we state that "for PV testing, modified parts by machining material to create clearance".

Since this containment was signed and approved we assumed that this was acceptable. In addition, since PV testing for 2002 is scheduled for completion early February 2001 we felt the risk in this specific item was minimized.

We can discuss this item in more detail tomorrow.
thanks

Elio Evangelista
Program Manager
Pedal Systems
Teleflex Automotive

[redacted]

From: Rudolfi, Dan [DRudolfi@lear.com]
Sent: Tuesday, October 31, 2000 3:36 PM
To: 'Petrauskas, Lisa (L.E.)'
Cc: 'Hess, Jerry'; Wellbaum, Ron; Mekas, David
Subject: RE: Adjustable Pedal Trials

Lisa:

Jerry Hess and I review the properties in the TVC design aid area this morning. We were unable to find the accelerator interference condition. Based on the observations of the vehicles built in the design aid area we are unable to implement a carpet change to provide any further clearance in the accelerator pedal area. This is due to sheet metal and the heat insulator in this area. Please let me know a time when all three of us can get together and review these properties.

Thanks.

If you have any questions, please call me at 313-253-5195.

-----Original Message-----
From: Petrauskas, Lisa (L.E.) [SMTP:lpetraus@ford.com]
Sent: Tuesday, October 31, 2000 1:38 PM
To: 'Rudolfi, Dan'
Subject: RE: Adjustable Pedal Trials

Dan,
The pedals are in 2 excursions down in TVC design aid: 301W997 (red gas)
302W687 (white - diesel)

-----Original Message-----
From: Rudolfi, Dan [mailto:DRudolfi@lear.com]
Sent: Thursday, October 26, 2000 11:11 AM
To: 'Hess, Jerry (G.E.)'; 'Petrauskas, Lisa (L.E.)'
Cc: Wellbaum, Ron; Predd, Pat
Subject: RE: Adjustable Pedal Trials

Jerry/Lisa:

We have reviewed the CAD data sent over yesterday from Ford on the Adjustable Pedals. There is clearance between the carpet and accelerator pedal in the full forward position. In order to resolve this issue will need to review a vehicle with this condition. When can we review a vehicle?
We cannot give cost and time until after the vehicle has been reviewed.

If you have any questions, please call me at 313-253-5195.

[redacted]

[redacted]

-----Original Message-----
From: Hess, Jerry (G.E.) [SMTP:ghess@ford.com]
Sent: Monday, October 23, 2000 1:47 PM
To: 'rwellbaum@lear.com'
Cc: 'drudolfi@lear.com'
Subject: FW: Adjustable Pedal Trials

U137 carpet interferes with the adjustable pedal option. Need
cost/timing
and containment plan.

Regards,
Jerry Hess
Ford Motor Co.
P131 OPD Interior Trim Engineering
PDC, Cube 2G-F38
(313) 845-0740; Fax (313) 845-0578
ghess@ford.com

> -----Original Message-----
> From: Petrauskas, Lisa (L.E.)
> Sent: Monday, October 23, 2000 1:39 PM
> To: Avtar Kalsi (E-mail); Beuckelaere, Phillip (P.R.); Bosko,
James
> (J.G.); Buss, Stephen (S.D.); Chavis, Cory (C.J.);
Clanton, Mozell
(M.J.);
> Davis, Chris (C.); Elio G. Evangelista (E-mail); Gilpin,
Leary
(L.W.);
> Hess, Jerry (G.E.); Janience Mays (E-mail); Joe Ravencroft
(E-mail);
> Kobus, Jack (J.M.); Lillian McLean (E-mail); Lou F. Hudson
(E-mail);
> McLaughlin, Pat (P.L.); Montes, Jhammel (J.); Nation II,
David
(D.G.);
> Osborn, Mark (M.A.); Patel, Tej (.); Rahman, Nayeema (N.);
Rank,
John
> (J.A.); Reed, Bill (B.P.); Roberts, George (G.); Schafer,
Andrew
(A.F.);
> Stanton, Richard (R.A.); Veit, Douglas (D.W.); Walsh,
Michael
(M.D.);
> Weathers, Ryan (R.M.); William Teller (E-mail); Williar,
Kevin
(K.D.)
> Cc: Walsh, Thomas (T.J.); Van Dorn, Scott (J.S.); Ruehl,
Susan
Guaresimo
> (S.K.)
> Subject: FW: Adjustable Pedal Trials
>
> FYI,
> Attached is a matrix of issues from mini-trial adj.
pedals,

> along with Stephen Buss's issues from build.
>
> <<ADJ_TRIAL_ISSUES.xls>>
>
>
> -----Original Message-----
> From: Buss, Stephen (S.D.)
> Sent: Saturday, October 21, 2000 9:18 PM
> To: Petrauskas, Lisa (L.E.); Beuckelaere, Phillip (P.R.); Reed, Bill
> (B.P.); Patel, Tej (.); Patel, Bharat (B.C.); Ickes, Bill (B.K.);
> McCreary, Buster (B.C.); Wagner, Jesse (J.E.); Roberts, George (G.);
> Coates, Sharon (S.A.); Stanton, Richard (R.A.); Shaw, Richard (R.F.);
> Stahley, Steve (S.T.); Wendel, Rod (R.H.); Pettus, Terence (T.E.);
> Charland, Alex (A.J.); Walsh, Thomas (T.J.); Rank, John (J.A.); Kobus,
> Jack (J.M.)
> Subject: Adjustable Pedal Trials
>
> On Tuesday and Wednesday 10/17-10/18 an adjustable pedal trial was
> conducted at KTP. The trial consisted of four vehicles, two P131s and two
> Excursions. Each vehicle was built on line and sent through the plant
> system.
>
> Several issues were observed and captured, here is a brief summary of what
> issues were found: (note P=Process and D=design)
>
> 1. (P/D)) Difficult to hand start accelerator screw. Team felt this could
> be solved with the use of a yankee. An alternative solution would be to
> have the top inboard bolt come pia to the assembly.
>
> 2. (D) CR C11157559 Accelerator pedal broke when dropped from a height of
> under 3 feet. The outboard most attachment was snapped when the
> accelerator was dropped. This would be the source of production scrap in
> the plant.
>

[redacted]

> 3. (P) The new end affecter detail caught the shift cable upon egress from
> the vehicle and hit accelerator pedal. A trial on current IP docking
> process to determine an alternative stow position for the shift cable will
> be performed.
>
> 4. (P) Shooting IP pencil brace becomes more difficult with adjustable
> pedals. The team felt that this issue could be resolved with the proper
> extension on the socket.
>
> 5. (D) CR C11157564 Foot warmer difficult to install on diesel units.
> Foot warmer broken during assembly.
>
> 6. (D) CR C11157562 Assembly access to connect 2-pin motor take out
> difficult. AFL reviewing alternative routing.
>
> 7. (D) CR C11157557 Accelerator pedal on diesel units bottoms out on dash
> insulator, not reaching its full range of travel.
>
> 8. (D) CR C11157558 Boo Ip wire is in hard contact with adjustable brake
> pedal shaft.
>
> 4P for the adjustable pedal program was scheduled for 12/12. In light
> of the issues brought forward this date is in serious jeopardy. The next
> step is to resolve the above CRs and then reevaluate the program timing.
>
> Thanks to all that participated in this trial.
>
> Stephen Buss
> Kentucky Truck Plant PVT
> Manufacturing Chassis Engineer
> Phone: 502-429-2290
> Fax: 502-429-2941
> << File: ADJ_TRIAL_ISSUES.xls >>

[redacted]

From: Ravenscroft, Joe [Joe.Ravenscroft@alcoa.com]
Sent: Tuesday, October 31, 2000 8:08 PM
To: 'Rahman, Nayeema (N.)'; Montes, Jhammel (J.)
Cc: Petrauskas, Lisa (L.E.); McLean, Lillian E.; Walsh, Michael (M.D.); Alsbury, Linda (L.J.); Buss, Stephen (S.D.); Avtar Kalsi (E-mail); Beuckelaere, Phillip (P.R.); Bosko, James (J.G.); Buss, Stephen (S.D.); Chavis, Cory (C.J.); Clanton, Mozell (M.J.); Davis, Chris (C.); Elio G. Evangelista (E-mail); Gilpin, Leary (L.W.); Hess, Jerry (G.E.); Janience Mays (E-mail); Ravenscroft, Joe; Kobus, Jack (J.M.); McLean, Lillian E.; Lou F. Hudson (E-mail); McLaughlin, Pat (P.L.); Montes, Jhammel (J.); Nation II, David (D.G.); Osborn, Mark (M.A.); Patel, Tej (.); Rank, John (J.A.); Reed, Bill (B.P.); Roberts, George (G.); Schafer, Andrew (A.F.); Stanton, Richard (R.A.); Veit, Douglas (D.W.); Roberts, George (G.); Clanton, Mozell (M.J.); Hess, Jerry (G.E.); Montes, Jhammel (J.); Williams, Rayford (R.O.); Perrine, Keith J.
Subject: RE: 2001 P131/U137-Adj. Pedals Electrical Open Issues

Nayeema,

I have concerns with how the issue is stated in this note, but my main concern is production. What is the drop dead date for the part to meet timing. If we wait any longer, KTP will not be doing this change because we will be at 1PP 2002 program. Does anyone know what day KTP need to have in the plant.

AFL will be proactive and support the team, but we don't classify an issue that has been carryover for the past 2 years interferring with a new component. Normally, it is the new component interferring with us, but since we are wiring we are asking to change. I understand that everyone thinks wiring can change over night, this is not the case. We built these adjustable pedals at the 2002 CP Build, can someone please tell me what the changes were, because I have seen the latest part, and it is quite different.

The BOO Switch will not work because it needs to go through major testing, but I am Jhammel should be able to confirm this. Brake switches usually need a Develop test of 1,000,000 cycles which will never meet 01 or 02 timing.

AFL (Lil Mclean and Andy Qualls) are investigating different things.

Thanks,

Joe Ravenscroft
AFL

-----Original Message-----
From: Rahman, Nayeema (N.) [mailto:nrahman3@ford.com]
Sent: Wednesday, October 25, 2000 1:10 PM
To: Montes, Jhammel (J.)
Cc: Petrauskas, Lisa (L.E.); 'lillian.mclean@alcoa.com'; Walsh, Michael (M.D.); Alsbury, Linda (L.J.); Buss, Stephen (S.D.); Avtar Kalsi (E-mail); Beuckelaere, Phillip (P.R.); Bosko, James (J.G.); Buss, Stephen (S.D.); Chavis, Cory (C.J.); Clanton, Mozell (M.J.); Davis, Chris (C.); Elio G. Evangelista (E-mail); Gilpin, Leary (L.W.); Hess, Jerry (G.E.); Janience Mays (E-mail); Joe Ravencroft (E-mail); Kobus, Jack (J.M.); Lillian McLean (E-mail); Lou F. Hudson (E-mail); McLaughlin, Pat (P.L.); Montes, Jhammel (J.); Nation II, David (D.G.); Osborn, Mark (M.A.); Patel, Tej (.); Rahman, Nayeema (N.); Rank, John (J.A.); Reed, Bill (B.P.); Roberts, George (G.); Schafer, Andrew (A.F.); Stanton, Richard (R.A.); Veit, Douglas (D.W.); Roberts, George (G.);

[redacted]

Clanton, Mozell (M.J.); Hess, Jerry (G.E.); Montes, Jhammel (J.); [redacted]
Williams, Rayford (R.O.)
Subject: 2001 P131/U137-Adj. Pedals Electrical Open Issues

(1) Boo switch wiring interference with the track rod arm

Teleflex:
(1) Teleflex to investigate tooling modification in parallel with AFL so the interference issue is eliminated- Lead time is to be determined

AFL:
(1) Is there a right-angled wiring connector available for the switch?- Not available(Lill McLean, AFL)-closed
(2) Is there excess wiring length to the takeout? - None- reviewed E studio buck -AFL, Teleflex- closed

Jhammel Montes: Switch Core
(3) Teleflex recommended a 6 way BOO switch that P221 uses- open for investigation. However, the following points need to be investigated before a decision can be made whether a 6-way can be used.
* Need to verify the switch strategy (low side /high side) transmittal needed- switch supplier needs to fill out the document attached called icd2.xls.
* Need samples for buck review- QTY-10
* If the 6 way switch is PPAPD
* If the 6 way switch supplier can handle superduty volume
Mike/Syed: Do you know who is the electrical PMT leader for P221

<<ICD2.XLS>>

(2) Motor connector location (wiring side) to be confirmed for P131/U137
Linda Alsbury will place the IP and ACCEL/BRAKE Pedals (gas and Diesel) CAD data in AFL's server B2V1. Design resolution will be available by October 31st.

(3) Adj. Pedal Switch scratched IP-Andrew Schafer
Is it due to key way? What's the lead time on lower center finish panel with correct keyway?

[redacted]

[redacted]

From: Hudson, Lou - Troy [lhudson@TFXAuto.com]
Sent: Monday, November 06, 2000 10:49 AM
To: Lisa Petrauskas (E-mail)
Cc: Evangelista, Elio - Troy; Teller, Bill - Troy; Kalsi, Avtar - Troy; Marty MacLean (E-mail)
Subject: APG Visit

Lisa,

Results of the trip:

2 U137 gas accelerators were discovered at APG that would not return to idle. I hand-delivered 2 new parts to Marty MacLean at APG for retrofit in case I was unsuccessful in reworking the original assemblies.

I had hoped the problem parts had been built without greasing the extension plate in the pivot area. However, greasing these parts had little effect on the off-idle condition. I asked Marty to ship these parts to you so that we might disassemble and determine root cause. An 8D will follow that analysis.

The new parts should not repeat this off-idle condition.

In addition, I had hoped to retrofit the memory truck with current-design memory motor and sensor. However, I could not locate the original pigtail that was used to connect the old-design sensor to vehicle wiring. Lacking this harness, I left a new motor / sensor combination with Butch Finkbeiner at APG and am working on getting a new prototype pigtail built for retrofit. When that is complete, I will forward it to Butch at APG.

Regards,
Lou

[redacted]

From: MacLean, Martin (M.K.)
Sent: Monday, November 06, 2000 10:54 AM
To: Petrauskas, Lisa (L.E.); 'lhudson@TFXAuto.com'
Subject: FW: APG Visit

The subject parts were shipped to Lisa Friday afternoon.

Marty

---Original Message---
From: Hudson, Lou - Troy [mailto:lhudson@TFXAuto.com]
Sent: Monday, November 06, 2000 8:49 AM
To: Lisa Petrauskas (E-mail)
Cc: Evangelista, Ello - Troy; Teller, Bill - Troy; Kalsi, Avtar - Troy; Marty MacLean (E-mail)
Subject: APG Visit

Lisa,

Results of the trip:

2 U137 gas accelerators were discovered at APG that would not return to idle. I hand-delivered 2 new parts to Marty MacLean at APG for retrofit in case I was unsuccessful in reworking the original assemblies.

I had hoped the problem parts had been built without greasing the extension plate in the pivot area. However, greasing these parts had little effect on the off-idle condition. I asked Marty to ship these parts to you so that we might disassemble and determine root cause. An 8D will follow that analysis.

The new parts should not repeat this off-idle condition.

In addition, I had hoped to retrofit the memory truck with current-design memory motor and sensor. However, I could not locate the original pigtail that was used to connect the old-design sensor to vehicle wiring. Lacking this harness, I left a new motor / sensor combination with Butch Finkbeiner at APG and am working on getting a new prototype pigtail built for retrofit. When that is complete, I will forward it to Butch at APG.

Regards,
Lou

[redacted]

From: Hudson, Lou - Troy [lhudson@TFXAuto.com]
Sent: Tuesday, November 14, 2000 10:16 AM
To: Lisa Petrauskas (E-mail)
Subject: FW: To Do based on today's PMT

—Original Message—
From: Teller, Bill - Troy
Sent: Wednesday, November 08, 2000 5:07 PM
To: Evangelista, Elio - Troy; Hudson, Lou - Troy; Foreman, Mike - Kendallville; Volker, Andy - Troy
Cc: Da Silva, Carlos - Troy; Niester, Conrad F. -Troy
Subject: To Do based on today's PMT

1. Drop 30 parts from equipment buyoff run occurring Monday 11/13/00. Hudson due 11/16/00
2. Call Steve Buss and determine how the plant will sign off on drop (meeting with plant manager???) Hudson due 11/13/00
3. Clearance to brake switch wiring is 20 mm on diesel. What about gas (screen dump)? Volker due 11/9/00
4. New heat duct part trial on buck. Hudson due 11/13/00
5. Brake lash 8-D. Teller due 11/9/00
6. Noise data from parts built for equipment buyoff. Foreman due 11/16/00
7. Accel pedal sticking 8-D. Hudson due 11/8/00
8. 2003 AP3 part delivery for December. Confirm on time. Elio due 11/9/00.
9. Fax marked up drawing of brake bracket to Lisa. Hudson - complete
10. Run at rate date to Lisa. Teller due 11/16/00
11. Memory wiring (6 pin) confirmation with AFL. Hudson due 11/15/00
12. 2001 pigtail length confirmation with new motor location. Hudson due 11/13/00
13. Screen dump gas pedal clearance to carpet at WOT. Volker due 11/9/00
14. Propose changes to attain 20 mm clearance to dash. Teller due 11/13/00
15. 2002 prototype tooling breakdown ($58,000) to Lisa. Elio due 11/10/00
16. 2001 drawings with bracket cutout. Volker due 11/10/00

Additional notes:
The adjustable pedal has not officially been moved to 2002 via a PDL yet.
The HTFB and breadboard evaluations will have to be supported by Teleflex at KTP.
Tom Walsh would like to visit Kendallville in mid December. Lisa to schedule.
APG vehicles will need to be retrofitted with run at rate parts.
2002 change control meetings may need program management support coming up.

William Teller
Engineering Manager
Adjustable Pedal and Pedal Box Engineering
Teleflex Automotive
(248) 616-3843

[redacted]

[redacted]

From: Teller, Bill - Troy [bteller@TFXAuto.com]
Sent: Wednesday, November 15, 2000 12:31 PM
To: 'Petrauskas, Lisa (L.E.)'; Hudson, Lou - Troy
Cc: Beuckelaere, Phillip (P.R.)
Subject: RE: Tolerance stack-up

Change of plans: Please contact the people below for the information you require. We will provide the pedal info to you. Also, we will continue working on 8-D's, potential brake guide rod move, and accel drop issues.

William Teller
Engineering Manager
Adjustable Pedal and Pedal Box Engineering
Teleflex Automotive
(248) 615-3843

-----Original Message-----
From: Petrauskas, Lisa (L.E.) [SMTP:lpetraus@ford.com]
Sent: Wednesday, November 15, 2000 12:03 PM
To: William Teller (E-mail); Lou F. Hudson (E-mail); Petrauskas, Lisa (L.E.)
Cc: Beuckelaere, Phillip (P.R.)
Subject: Tolerance stack-up

Bill

I need tolerance stack-ups for Scott Van Dorn meeting.

Tolerance stack-up for Adj. brake pedal 1c35-2450-ac - (gas)
boo switch F87B-13480-AB
new dress cap F87B-14A099-AA
wiring

and

Adj. accelerator pedal 1c35-9f836-ac
duct - foot-warmer 1c35-18C433-aa

This is urgent.

Dan Rudolfi 313-253-5195 (Lear- duct foot warmer)
Jerry Hess 1-313-845-0740 (Body)
Andrew Schafer 313-755-2006 (Visteon - IP)
Lil McLean - AFL - 313-240-5141

Linda Alsbury -CAD - 1-313-3172304

Lisa Petrauskas
Heavy F-Series Chassis Design
PDC 2B-A60

[redacted]

313-39-06070
(fax) 313-317-2349
lpetraus@ford.com

[redacted]

From: Hudson, Lou - Troy [lhudson@TFXAuto.com]
Sent: Wednesday, November 15, 2000 3:58 PM
To: 'Petrauskas, Lisa (L.E.)'
Cc: Teller, Bill - Troy
Subject: RE: Tolerance stack-up

Lisa,

Tolerance of the guide tube (welded to pedal arm) with respect to the brake booster pin is 1.20mm. 90% of this stack is based on true position of the booster pin and the track rod puck in the weldment. (What that "means" is that if you want to check clearance to the tube, you need to offset the guide tube shown in PDGS 1.20mm. That's worst case.) I do not have complete prints for either the BOO switch, mating connector, or dress cap, and cannot stack these parts.

Tolerance of the guide tube to the foot warmer is a whole different animal. It needs to take the lengths of components (fore/aft dimensions in the assembly) into account. To stack my parts alone I need to consider about 10 dimensions, which will take some time and probably won't be finished today.

To include the foot warmer in a vehicle stack, you'll also need to look at dash flatness, IP components, ducting, and the foot warmer itself (mounting hole on the sheet metal brace on the IP, attachment to the rest of the ductwork, etc.). Getting all those numbers is a major task, Lisa. Teleflex does not have access to either the CAD data or the prints required to do that. You'll have to champion that end. I'll forward the tube stack when I get it done.

-----Original Message-----
From: Petrauskas, Lisa (L.E.) [<mailto:lpetraus@ford.com>]
Sent: Wednesday, November 15, 2000 12:03 PM
To: William Teller (E-mail); Lou F. Hudson (E-mail); Petrauskas, Lisa (L.E.)
Cc: Beuckelaere, Phillip (P.R.)
Subject: Tolerance stack-up

Bill
I need tolerance stack-ups for Scott Van Dorn meeting.

Tolerance stack-up for Adj. brake pedal 1c35-2450-ac - (gas)
boo switch F87B-13480-AB
new dress cap F87B-14A099-AA
wiring

and

Adj. accelerator pedal 1c35-9836-ac
duct - foot-warmer 1c35-18C433-aa

This is urgent.

Dan Rudolfi 313-253-5195 (Lear- duct foot warmer)
Jerry Hess 1-313-845-0740 (Body)
Andrew Schafer 313-755-2006 (Visteon - IP)
Lil McLean - AFL - 313-240-5141

[redacted]

Linda Alsbury -CAD - 1-313-3172304

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

[redacted]

From: Kalsi, Avtar - Troy [akalsi@TFXAuto.com]
Sent: Thursday, November 16, 2000 4:30 PM
To: Lisa Petrauskas (E-mail)
Cc: Conrad, James (J.A.); Beuckelaere, Philip (P.R.); Teller, Bill - Troy
Subject: U-137 Pedal efforts

Lisa,

As I mentioned on the phone, U-137 adjustable ETC pedal has a fixed pivot, therefore pedals efforts will be different at full forward and full rearward. Our drawing also shows that the specified pedal efforts are applicable when pedal is at full rearward position. This is done to ensure that the pedal efforts aren't too low at full rearward position to avoid any potential non-conformance to FMVSS124. Therefore when a pedal meets the pedal effort spec. at full rearward position, the same pedal would have higher break-away and WOT pedal efforts due reduction in resultant lever-arm length and increase in COM (center of mass) of adjustable mechanism.

Regards,
Avtar Kalsi

[redacted]

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

From: Mercier, Julie (J.A.)
Sent: Monday, March 24, 2003 9:19 AM
To: Hirtzel, Rich (R.J.)
Subject: FW: 03B03 Final Volumes: 02-03 F-Superduty/Excursion-Adjustable Pedal

Best Regards

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

-----Original Message-----
From: Mercier, Julie (J.A.)
Sent: Wednesday, February 05, 2003 12:00 PM
To: West, Gregory (G.S.); Hirtzel, Rich (R.J.); Balint, Gary (G.S.); Carver, Norman (N.B.); Custer, Joseph (J.M.); Drever II, Donald (D.C.); Esch, Becky (B.); Gaunt, Frank (F.); Griewek, Kenneth (K.J.); Kirschke, Kevin (K.E.); Lewis, Cody (C.B.); Noroz, Brian (B.T.); Ott, David (D.J.); Patel, Bharat (B.J.); Pattee, Wyman (R.W.); Ray, Glenn (G.E.); Shore, John (J.); Souchock, Peter (P.D.); Tokarsky, Michael (M.); Williams, Trevor (T.G.); Yu, Dave (D.); Yuen, Albert (A.)
Cc: Mercier, Julie (J.A.)
Subject: 03B03 Final Volumes: 02-03 F-Superduty/Excursion-Adjustable Pedal

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

03b03 mkt
&bdwn.xls

Criteria:

CRITERIA GROUPING(S):	
VIN GROUP EXCLUDE VIN FILE(S):	C:\My Documents\03 add delete vin lists\03B03. : delete.CSV
VIN GROUP AA	
LAST MODIFIED:	05-Feb-2003 09:29 AM (JMERCIER)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	ALL
PRODUCTION DATE:	LESS THAN OR EQUAL TO 17-OCT-2002
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL
	VEHICLE ORDER CODE: 99-99 = F
	: 82-82 = M
	VEHICLE LINE/LEVEL = EXCURSION (VL L1T)
	= F-SERIES OVER 8500 GVW (VL : F7T)

Build Dates by MY & Plant

	2002 MODEL YEAR	2002 MODEL YEAR
	EARLIEST PRODUCTION DATE	LATEST PRODUCTION DATE
	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE CAMPAIGN

NVNP510 NAVIS Vehicle Inquiry [redacted] 03/24/03 09:11:29

==>

VEHICLE ID: 1FTNW21F72[redacted] (WWYPBBBBBB) Vin: 1FTNW21F72[redacted] Div: 2 Status: 800
Vehcle Line: TP7 Convy Deliv: 010902 Orig P-Lvl: 230 Selling Dlr: 71G179
Order Recpt: 111501 ShipTo Stat: Curr P-Lvl: 230 Sale Date: 021102
Orig Sched: 121701 Rls-To Stat: AZ Order Dlr/Reg: 71179/56 Demo Dt:
Inv Prep: 121401 Orig Int St: 011102 Orig Rls Dlr: 71179 Deliv Type: 0
Prod Date: 122301 Curr Int St: 011102 Rls Dlr P&A: 20328 Sales Prd: 002022
Rls Date: 122401 Dlrfin Ext: 012202 Warr Start: 021102 Cancel Sl:
Memo Consgn: P&C Ext: 012202 WarrS-Ind: Sale Status: G
Orig Plthus: 122401 Advert Ext: 012202 -Date- -Dealer- -Region-
Curr Plthus: 122401 Slspsn SS#: 526630891 Shipped: 122701
T/Name: L [redacted] Curr Stock: 122401 71G179 56
Addr: [redacted] State: AZ 1st-Prior:
City: PHOENIX N/A-Rcpt: [redacted] 2nd-Prior:
Zip: [redacted] Warr-Ins-Ind: U 3rd-Prior:

```
V.O.:1        2         3         4         5         6         7         8
12345234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234
W212E1563  K 132 15L3637      FL EH 39C1Z43 2NVET 21VF8S SM B  71G179894  Z1
8    9         0         1         2         3         4         5         6
56789012345678901234567890123456789012345678901234567890123456789012345678901234567890
 R 4HS 4 8    F1FTN7D6        608A 9F9AZ
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F1=Help F3=Exit F4=Primary Menu F5=Financial Screen F9=Screen #3

LPENG88

ENTIRE PAGE CONFIDENTIAL

PE83-844 28166

[redacted]

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

ENTIRE PAGE CONFIDENTIAL

Volumes by Vehicle Line & MY:

VEHICLE LINE TOTALS	2002	2003	Total
Ford			
F-SERIES OVER 8500 GVW	62,171	23,080	85,251
EXCURSION	11,971	3,984	15,955
GRAND TOTAL	74,142	27,064	101,206

Volumes by sold/unsold:

TOTAL BY STATUS			
SOLD	73,552	20,607	94,159
UNSOLD	590	6,457	7,047
GRAND TOTAL	74,142	27,064	101,206

Major Market Breakdown:

	2002	2003	TOTAL
Europe - Part of Affiliates	252	0	252
Other Affiliates	0	1	1
Canada	6,793	2,238	9,031
Federalized Territories	85	31	116
Non-Federalized Territories	99	22	121
United States of America	66,913	24,772	91,685
FAD GRAND TOTAL	74,142	27,064	101,206

Best Regards

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

[redacted]

From: Stanton, Richard (R.A.)
Sent: Thursday, December 07, 2000 4:31 PM
To: Shaw, Richard (R.F.); McCreary, Buster (B.C.); Clanton, Mozell (M.J.); Cavanaugh, Doug (L.D.); Bosko, James (J.G.); Wagner, Jesse (J.E.); Denbo, Kevin (K.B.); Lelsy, John (J.A.)
Cc: Pettus, Terence (T.E.); Petrauskas, Lisa (L.E.)
Subject: FW: IP Decking Trial C11171939

—Original Message—
From: Stanton, Richard (R.A.)
Sent: Thursday, December 07, 2000 11:57 AM
To: Shaw, Richard (R.F.)
Subject: IP Decking Trial C11171939

Reason for Trial:

Concern C11171939 was generated because during the last adjustable pedal trial the new anti rotation end affector installed on the IP decking arm caught a shift cable when the operator removed the decking arm from a vehicle equipped with adjustable pedal. The anti rotation end affector had been changed because it interfered with the track rod on adjustable pedal while decking during a previous trial.

I interviewed operators from both lines. The operator from the fast line stated that he could not remember the modified arm hanging up on the shift cable. The operator from the slow line stated that he did remember the tool catching the cable but did not feel that it was unusual nor did he feel that the new detail would impede IP decking. Both operators stated that the present tool configuration causes the shift cable to become caught periodically.

The KTP launch team and operator agreed that a static trial during the 9:00 am break would allow the team to review the IP decking process and make a confident decision as to further modification of the anti-rotation detail and/or alternative shift cable stowage at IP line.

Method of Trial:

The "A" Crew Operator decked an IP equipped with shift cable into a P131 Crew Cab. The IP was decked with normal fastening methods. The tool was then removed from the vehicle without snagging the cable.

Although this was a static trial on a vehicle equipped with a current pedal the launch team and operator felt confident that Adjustable Pedal could be launched successfully using the modified anti-rotation detail. The team discussed alternative cable stowing methods with the operator that could be implimented should the shift cable get caught frequently. The operator stated that when removing the decking tool from the vehicle the path is initially parallel with the line and then angular out of the vehicle. The end affector pad comes in contact with the shift cable during the angular portion of the path.

Conclusion:

Proceed with present modification of decking arm and keep shift cable stowage as is. Should shift cable impede decking once adjustable pedal is launched launch team will assist in altering stowage method. I will add a comment to C11171939 to recommend closure.

Thanks to the Team.

Jesse Wagner
Buster McCreary
Doug Cavanaugh
Jim Bosko
John Lelsy

[redacted]

Kevin Denbo
Joe Cefarati

Regards,

Rich Stanton

[redacted]

From: Chavis, Cory (C.J.)
Sent: Wednesday, January 03, 2001 11:33 AM
To: Weems, Joe (t.J.); Heady, Jane (M.J.)
Cc: Petrauskas, Lisa (L.E.); Walsh, Thomas (T.J.); Beuckelaere, Phillip (P.R.); Van Dorn, Scott (J.S.)
Subject: C11157557

The team has recommended that we close this CR which deals with the adjustable pedal having contact to the dash insulator prior to reaching full travel. This was reviewed with both Scott Vandorn as well as Tom Walsh and both agree that this is a condition we can live with. Please reject the CR ASAP, thanks.

[redacted]

From: Beuckelaere, Phillip (P.R.)
Sent: Friday, March 30, 2001 5:14 PM
To: Elio Evangelista (E-mail)
Cc: Bill Teller (E-mail); Van Dorn, Scott (J.S.); Slachta, Joseph (J.F.); Allen, Dave (D.R.); Highlower, Edward (E.T.); Jackson, Errol (E.C.); Petrauskas, Lisa (L.E.)
Subject: FW: support at 1PP from Teleflex

Elio,
Improved support at KTP is required form Telleflex for the Adjustable Pedal Launch on Excursion and Super Duty F-Series.
The part time substitute you have on site is not knowlegable enough to resolve the issues. It appears from Lisa's note that for the most part he is not there!
Please address this situation immediately. The understanding we had was that you would be on-site.

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

-----Original Message-----
From: Petrauskas, Lisa (L.E.)
Sent: Friday, March 30, 2001 2:27 PM
To: Beuckelaere, Phillip (P.R.)
Subject: support at 1PP from Teleflex

Phil,

Very frustrating here at KTP for the 1PP build. The adj. pedal program is very close to getting a red rating from the plant.

The Teleflex rep does not know the product very well and has missed most of the meeting. There was not any representative from Teleflex while on was on my vacation at change control or aims meetings.

We will be having an adj. pedal trial at 2:30 and the Teleflex rep is not here.

Need trials on
- tie straps (chicken wire)
  for both brake & gas accel
- foot warmer
- fastener for motor

Tech. specialist will be entering more aims issues that need to be address & resolved ASAP. Not having an informed Teleflex rep is holding us up from getting issues resolved.

Thanks for the help.

[redacted]

From: Beuckelaere, Phillip (P.R.)
Sent: Monday, April 02, 2001 7:56 AM
To: Petrauskas, Lisa (L.E.)
Subject: RE: support at 1PP from Teleflex

When does Teleflex need to be back at KTP?

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

---Original Message---
From: Allen, Dave (D.R.)
Sent: Friday, March 30, 2001 6:51 PM
To: Beuckelaere, Phillip (P.R.); 'Elio Evangelista (E-mail)'
Cc: 'Bill Teller (E-mail)'; Van Dorn, Scott (J.S.); Slachta, Joseph (J.F.); Hightower, Edward (E.T.); Jackson, Errol (E.C.); Petrauskas, Lisa (L.E.)
Subject: RE: support at 1PP from Teleflex

Mr. Evangelista,

I'm the Chassis manager for Excursion Brakes. Please call me Monday, April 2nd, with your resolution plan for the KTP support issue outlined below. The correct solution is a to have a qualified engineer at KTP Monday AM to assist Lisa. The level of support at KTP is inexcusable.

Phil -- please stop in Monday and give me a status.

David Allen
Chassis Manager
313-322-5394

---Original Message---
From: Beuckelaere, Phillip (P.R.)
Sent: Friday, March 30, 2001 5:14 PM
To: Elio Evangelista (E-mail)
Cc: Bill Teller (E-mail); Van Dorn, Scott (J.S.); Slachta, Joseph (J.F.); Allen, Dave (D.R.); Hightower, Edward (E.T.); Jackson, Errol (E.C.); Petrauskas, Lisa (L.E.)
Subject: FW: support at 1PP from Teleflex

Elio,
Improved support at KTP is required form Telleflex for the Adjustable Pedal Launch on Excursion and Super Duty F-Series.
The part time substitute you have on site is not knowlegable enough to resolve the issues. It appears from Lisa's note that for the most part he is not there!
Please address this situation immediately. The understanding we had was that you would be on-site.

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

---Original Message---
From: Petrauskas, Lisa (L.E.)
Sent: Friday, March 30, 2001 2:27 PM
To: Beuckelaere, Phillip (P.R.)
Subject: support at 1PP from Teleflex

Phil,

[redacted]

Very frustrating here at KTP for the 1PP build. The adj. pedal program is very close to getting a red rating from the plant.

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Need trials on
- tie straps (chicken wire)
  for both brake & gas accel
- foot warmer
- fastener for motor

Tech. specialist will be entering more alms issues that need to be address & resolved ASAP. Not having an informed Teleflex rep is holding us up from getting issues resolved.

Thanks for the help.

[redacted]

From: Beuckelaere, Phillip (P.R.)
Sent: Monday, April 02, 2001 3:50 PM
To: Elio Evangelista (E-mail)
Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.); Stanton, Richard (R.A.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.); Weems, Joe (J.J.)
Subject: RE: U137 1PP Build Summary...

See Rich Stanton's note below.
Please reply indicating when you will have samples of the screw we just discussed.

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

-----Original Message-----
From: Stanton, Richard (R.A.)
Sent: Monday, April 02, 2001 3:35 PM
To: Beuckelaere, Phillip (P.R.); Weems, Joe (J.J.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.)
Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.)
Subject: RE: U137 1PP Build Summary...

Phillip,

Lisa told me about the screw that Teleflex came up with. When can we get samples? What is the part number. I have virgin brackets down at KTP to run trials.

Thanks,

Rich Stanton
VO FAE

-----Original Message-----
From: Beuckelaere, Phillip (P.R.)
Sent: Monday, April 02, 2001 1:44 PM
To: Weems, Joe (J.J.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.); Stanton, Richard (R.A.)
Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.)
Subject: RE: U137 1PP Build Summary...

As I understand it, teleflex is preparing 8D on short cable.

Have concerns been issued for the adjustable pedal tie straps?

We are still working on the motor screw. The screw I found last week is to short. Also, hole needs to be reduced in size.
I have a call into the fastener supplier.

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

-----Original Message-----
From: Weems, Joe (J.J.)
Sent: Monday, April 02, 2001 1:35 PM
To: Beuckelaere, Phillip (P.R.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.); Stanton, Richard (R.A.)
Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.); Weems, Joe (J.J.)

[redacted]

[redacted]

Subject: RE: U137 1PP Build Summary...

Philip and Richard Shaw, need your help in resolving the assy issues with the adjustable pedal. We have completed the 1PP build and still do not have a clear plan for resolution. We need to a firm plan in place before the 1PP Management Mtg next week.
Cory need your help with Visteon on the footwarmer and adjustable pedal.

-----Original Message-----
From: Pallela, Ananth (A.)
Sent: Monday, April 02, 2001 12:08 PM
To: Johnson, David (D.M.); Van Dorn, Scott (I.S.)
Cc: Weems, Joe (E.J.); Chavis, Cory (C.J.)
Subject: U137 1PP Build Summary...
Importance: High

18 Excursions were built the week of 3/26/01. 6 were built during night shift on 3/27 (Tuesday), 6 on 3/29 and the remaining on 3/31 on day shifts. Overall, build was smooth with few adjustable pedal assembly issues still open. There were few issues with holes missing in the floor pans due to 2002 sheetmetal pull ahead into 2001 less holes without change in the part number.

Summary of some of the issues -

* Rear Quad seat holes were missing in the floor pan - Floor pans were pulled ahead into 2001 less holes with the same part number without any alert.

* Footwarmer needs more time to install due to adjustable pedal

* Adjustable brake pedal needs to be shipped in "down" position for assembly convenience - possibly a tie strap can be used to hold the pedal in desired position

* Handstarting adjustable accelerator pedal is difficult

* Memory pedal - when pressed, drive cable popped off - not long enough

* Accelerator cable hard to install under the hood

* DVD console hard to install - need to change the clips that would require less force

* Overhead trip computer software failing Rolls - CR has been raised and being addressed

* Rear door switch bezels not on BOM

* Steering wheels with redundant controls were not called out on BOM for units with EATC.

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

[redacted]

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Monday, April 02, 2001 4:12 PM
To: 'Beuckelaere, Phillip (P.R.)'; Evangelista, Elio - Troy
Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.); Stanton, Richard (R.A.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.); Weems, Joe (I.J.)
Subject: RE: U137 1PP Build Summary...

I spoke to Rich a few minutes ago and what we are proposing is the same screw as Teleflex currently uses except with a 6mm hex instead of the 6.25mm hex. Will have cost/timing by tomorrow, targeting FEU build date to incorporate.

Elio Evangelista
Program Manager - Pedal Systems
Teleflex Automotive Group

---Original Message---
From: Beuckelaere, Phillip (P.R.) [<mailto:pbeuckel@ford.com>]
Sent: Monday, April 02, 2001 3:50 PM
To: Elio Evangelista (E-mail)
Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.); Stanton, Richard (R.A.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.); Weems, Joe (I.J.)
Subject: RE: U137 1PP Build Summary...

See Rich Stanton's note below.
Please reply indicating when you will have samples of the screw we just discussed.

Phillip R. Beuckelaere
Super Duty/Excursion OPD
(313) 317-2345
pbeuckel@ford.com

> ---Original Message---
> From: Stanton, Richard (R.A.)
> Sent: Monday, April 02, 2001 3:35 PM
> To: Beuckelaere, Phillip (P.R.); Weems, Joe (I.J.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.)
> Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.)
> Subject: RE: U137 1PP Build Summary...
>
> Phillip,
>
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>
> Thanks,
>
> Rich Stanton
> VO FAE
>

[redacted]

> ----Original Message----
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> Sent: Monday, April 02, 2001 1:44 PM
> To: Weems, Joe (I.J.); Shaw, Richard (R.F.); Petrauskas, Lisa (L.E.);
> Stanton, Richard (R.A.)
> Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.)
> Subject: RE: U137 1PP Build Summary...
>
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>
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>
> We are still working on the motor screw. The screw I found last week is
> to short. Also, hole needs to be reduced in size.
> I have a call into the fastener supplier.
>
>
>
> Phillip R. Beuckelaere
> Super Duty/Excursion OPD
> (313) 317-2345
> pbeuckel@ford.com
>
> ----Original Message----
> From: Weems, Joe (I.J.)
> Sent: Monday, April 02, 2001 1:35 PM
> To: Beuckelaere, Phillip (P.R.); Shaw, Richard (R.F.); Petrauskas, Lisa
> (L.E.); Stanton, Richard (R.A.)
> Cc: Chavis, Cory (C.J.); Pullela, Ananth (A.); Weems, Joe (I.J.)
> Subject: RE: U137 1PP Build Summary...
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> have a clear plan for resolution. We need to a firm plan in place before
> the 1PP Management Mtg next week.
> Cory need your help with Visteon on the footwarmer and adjustable pedal.
> ----Original Message----
> From: Pullela, Ananth (A.)
> Sent: Monday, April 02, 2001 12:08 PM
> To: Johnson, David (D.M.); Van Dorn, Scott (J.S.)
> Cc: Weems, Joe (I.J.); Chavis, Cory (C.J.)
> Subject: U137 1PP Build Summary...
> Importance: High
>
>
> 18 Excursions were built the week of 3/26/01. 6 were built during night
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> issues still open. There were few issues with holes missing in the floor
> pans due to 2002 sheetmetal pull ahead into 2001 less holes without change
> in the part number.
>
> Summary of some of the issues -

[redacted]

[redacted]

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> pulled ahead into 2001 less holes with the same part number without any
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> * Memory pedal - when pressed, drive cable popped off - not long enough
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> being addressed
>
> * Rear door switch bezels not on BOM
>
> * Steering wheels with redundant controls were not called out on BOM for
> units with EATC.
>
>
> Regards,
> Ananth Pullela
> Super Duty F-Series
> OPD Launch and Vehicle Engineering
> 313-24-81605
>

[redacted]

From: Pyle, Ken [kpyle@wmco.com]
Sent: Wednesday, May 22, 2002 3:10 PM
To: 'gwest2@ford.com'; 'tiposky@ford.com'

[redacted]

From: Pyle, Ken [kpyle@wmco.com]

Sent: Thursday, June 13, 2002 10:19 AM

To: 'gwest2@ford.com'

Greg...Please review before I send to Jim Polman. I plan to introduce the chart by explaining three current production units - element, sensor and pedal fines. I believe the lack of understanding of the current production has caused some confusion.

Thanks,
Ken

WILLIAMS CONTROLS
ELECTRONIC THROTTLE CONTROL (3 TRACK ETC)
2003 ¼ BUILD REQUIREMENTS

OBJECTIVE: To develop 2003 ¼ sensor element design by 5/28 that does not require trimming and exhibits manufacturing repeatability.

#	Action Item	Responsibility	Completion	Status
1	Analyze circuitry: 1 Job #1 element design 2 "Old artwork" 3 Comparable units	Sillanpaa/Bitner	5/22	
2	Verify clean room vacuum unit performance	Torres	Before 4PM 5/22	
3	Optimize element print alignment	Torres	Before 4PM 5/22	
4	Validate element components (green tape, conductor paste, resistive ink) 1. Age 2. Application 3. Shrink rate	Poirier/Torres/Bunday/Mike Smith (Dupont)	Before 4PM 5/22	
5	Produce Job #1 and "Old Artwork" elements	Bunday	4PM 5/22	
6	Produce 10 ETC final assemblies each using "Old artwork" and Job#1 elements and provide test data for baseline evaluation.	Poirier/Bitner	5PM 5/22	
7	Reverse engineer "Old Artwork" element design	Sillanpaa/Bitner	5/22	
8	Produce 3 separate resistor screens – S1, S2, S3 in-house with dimensional verification.	Bronson/Brand/Bunday/Bisson	5/23	
9	Order blank screens for possible screen changes.	Poirier	5/22	
10	Review "reverse engineered" design results	TEAM	PM 5/22	
11	DECISION 1. Proceed with 3 print on "old artwork" or 2. Proceed with 3 print on "reverse eng" or 3. Start with #7 using Job #1 design or 4. Other direction based on analysis of data	TEAM	PM 5/22	

[redacted]

Williams ETC Issues (as cited in the 7.3L Development Team Meeting minutes)

Pedal pads falling off of prototypes - (no ID)

Issue was identified to Ford engineering by Williams prior to durability/development truck installations. Holes made in the pedal lever assy were slightly oversized for the pedal pad pivot pins. This resulted in "sloppy" pedal pads, in some cases falling off during use. Not a safety issue, and is addressed by both DFMEA and DVP. Engineering recommended to APG to tack weld the pad pivot pin to the lever arm so that the more critical components of the assy could continue testing.

Engine speed dropping to idle, excessive side motion and evidence of wear due to this side motion - (three separate IDs)

One pedal was missing a shaft bushing - this has been addressed in the PFMEA.

Others related to quality of "off the shelf" sensor pivot pins and bushings that resulted in tolerances exceeding design intent - bushings will be made to specific prints, rather than bought from a catalog.

Electronic Throttle Controls P-Diagram

Noise factors

Customer Usage*
Manufacturing Variation
Vehicle Assembly Variation
Adjoining Systems*
Dirt/Dust*
Vibration
Passenger Compartment Temperature*
Passenger Compartment Humidity*

*Included in Key Life Test

Customer Intent

Control Vehicle Speed

ETC

Customer Perceived Result

Precise Control of Vehicle Speed
Comfortable Pedal Effort
Optimal Performance Feel

Control Factors

ETC design and location

[redacted]

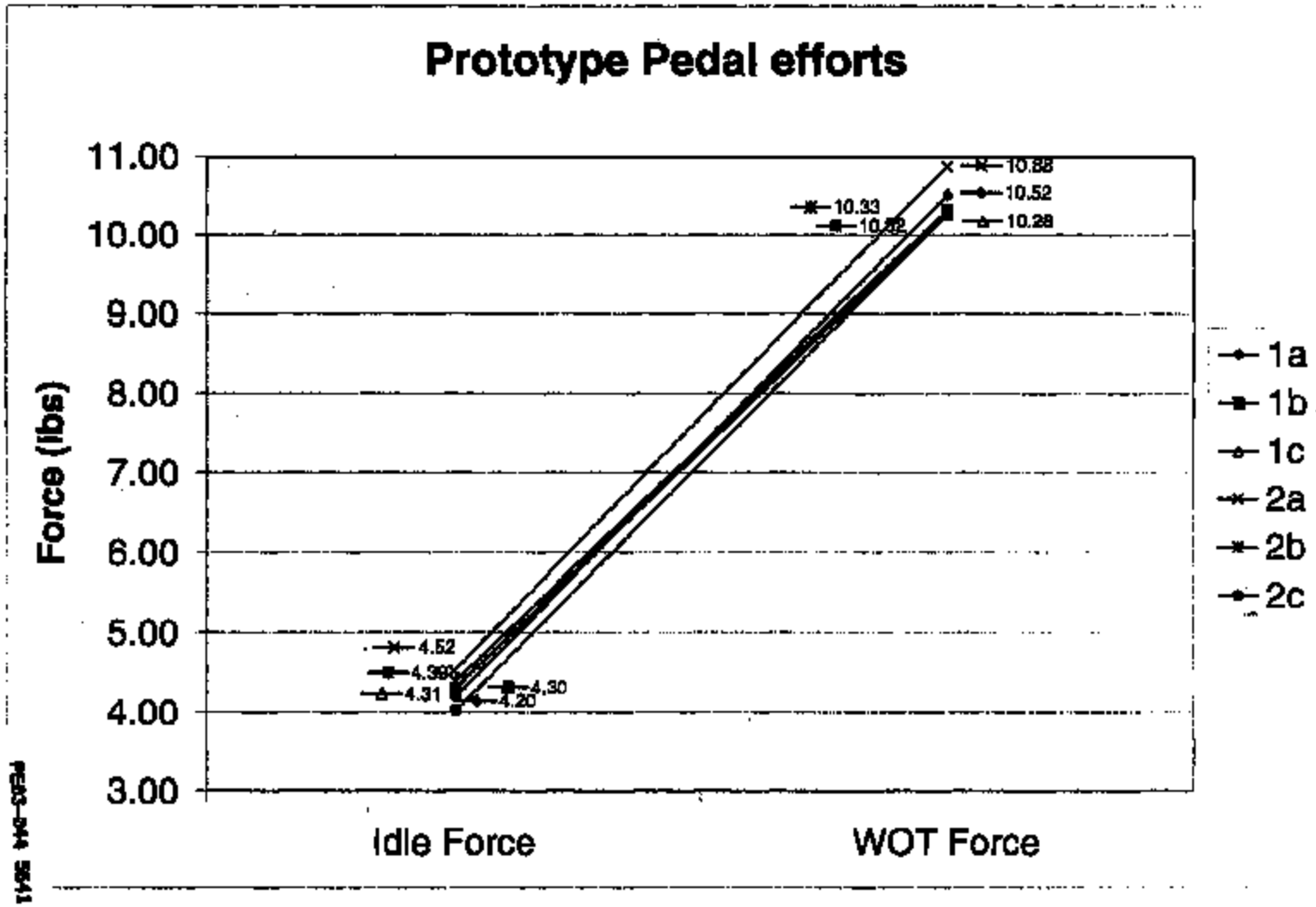
From: Sillanpaa, Don [dsillanpaa@wmco.com]
Sent: Tuesday, September 18, 2001 8:53 AM
To: Greg West (E-mail)

Greg West.xls

<<Greg West.xls>>

Regards,
Don Sillanpaa
Product Engineer, Williams Controls Technology Center
phone: (941) 351-9118, extension 31
fax: (941) 351-3829
e-mail:dsillanpaa@wmco.com

FE83-844 5648


Prototype Pedal efforts
11.00
10.00
9.00
8.00
7.00
6.00
5.00
4.00
3.00
Force (lbs)
10.88
10.52
10.33
10.28
4.52
4.31
4.30
4.20
Idle Force
WOT Force
1a
1b
1c
2a
2b
2c

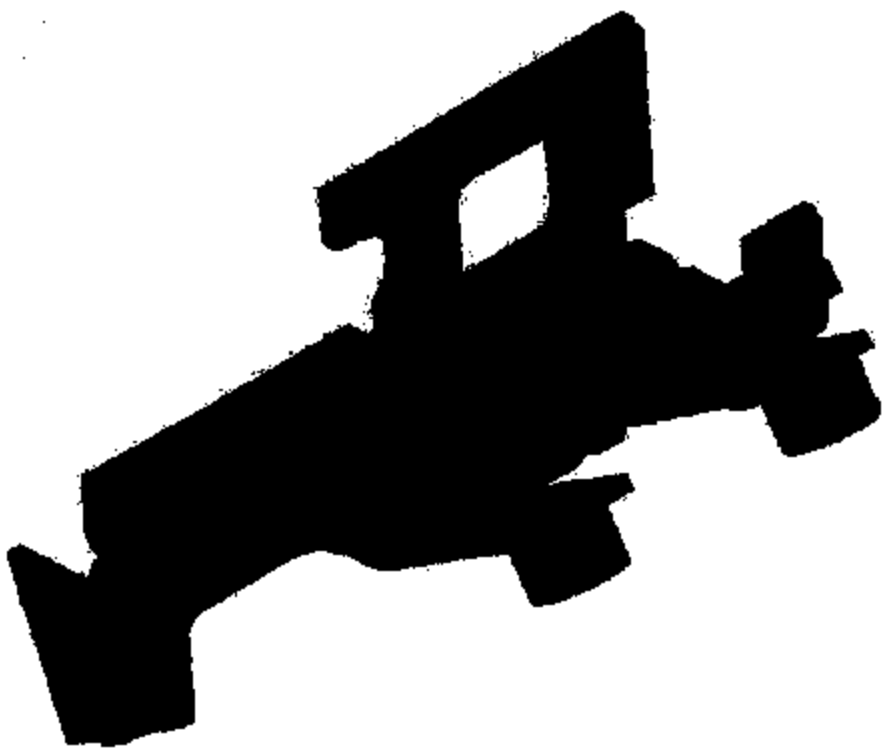
[redacted]

From: Sillanpaa, Don [dsillanpaa@wmco.com]
Sent: Tuesday, August 07, 2001 3:15 PM
To: Greg West (E-mail); Jeff Christensen (E-mail)
Cc: Miers, Jerry
Subject: FW: FEA on bracket

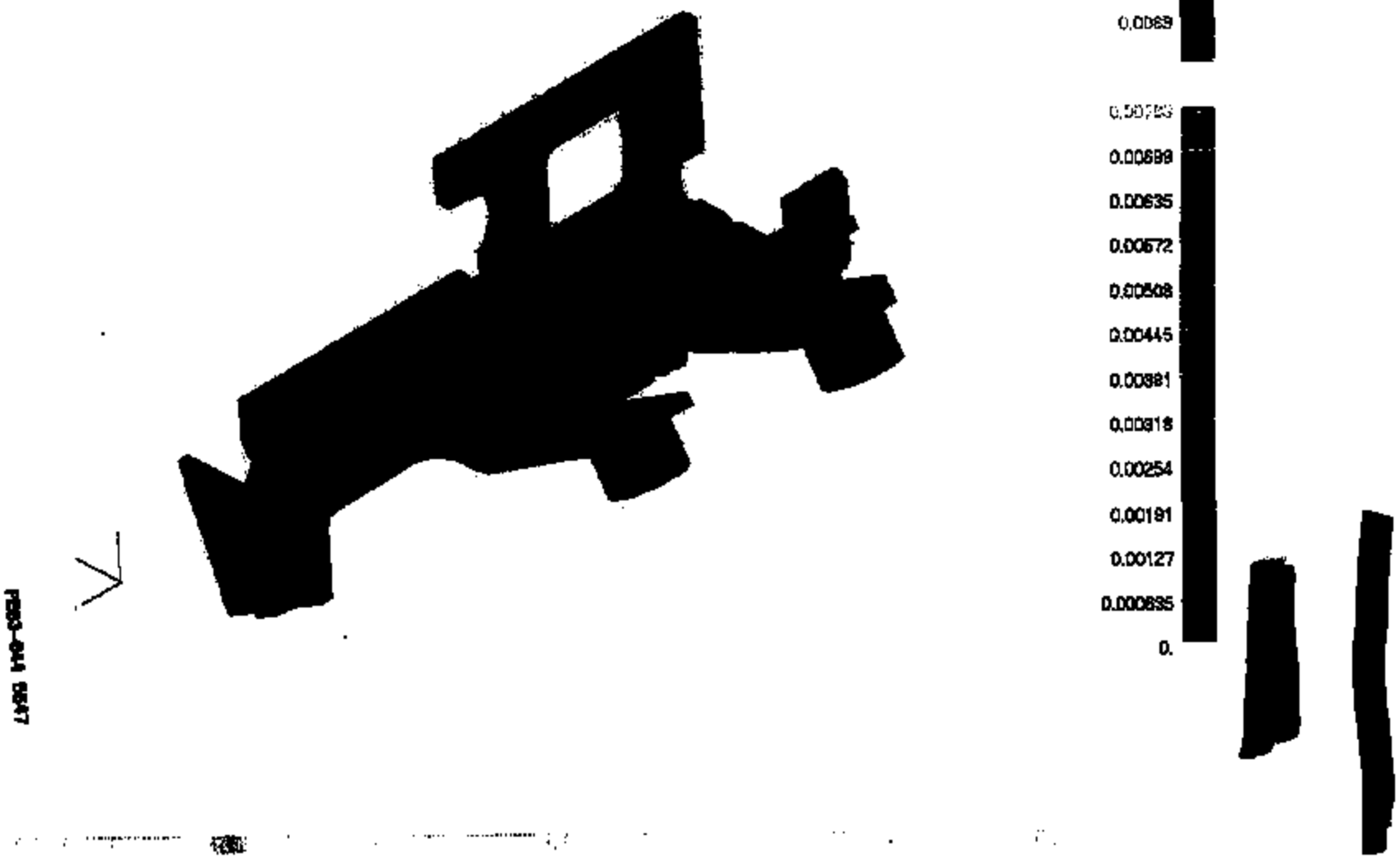
Ford Bracket Analysis.ppt

<<Ford Bracket Analysis.ppt>>
> -----Original Message-----
> From: Sillanpaa, Don
> Sent: Tuesday, August 07, 2001 3:13 PM
> To: Greg West (E-mail); Jeff Christensen (E-mail)
> Cc: Miers, Jerry
> Subject: FEA on bracket
>
> Attached are several images showing preliminary findings on the Ford
> Bracket, as received Monday morning.
>
> In each case, 2 of the 3 mounts were fixed, while the 3rd was displaced
> .010" TOWARD the firewall.
> Note the relative displacements in each image. Case 1 seems to be the
> most severe. Case 1 simulates having tightened the first (upper most
> fastener) then tightening the second fastener (lower right side,) at which
> point the upper leg is stressed and the idle pin is moved "downward,"
> resulting in a lower idle voltage. This was consistently seen during the
> torquing to the dash panel conducted in our DOE.
>
> Adding a brace between the leg and the bracket side would interfere with
> assy tool access at KTP and could also exacerbate the idle drift by tying
> the idle pin more rigidly to the leg and allowing the pin location to move
> with the displacement of the leg more easily.
>
> Regards,
> Don Sillanpaa
> Product Engineer, Williams Controls Technology Center
> phone: (941) 351-9118, extension 31
> fax: (941) 351-3829
> e-mail:dsillanpaa@wmco.com
>

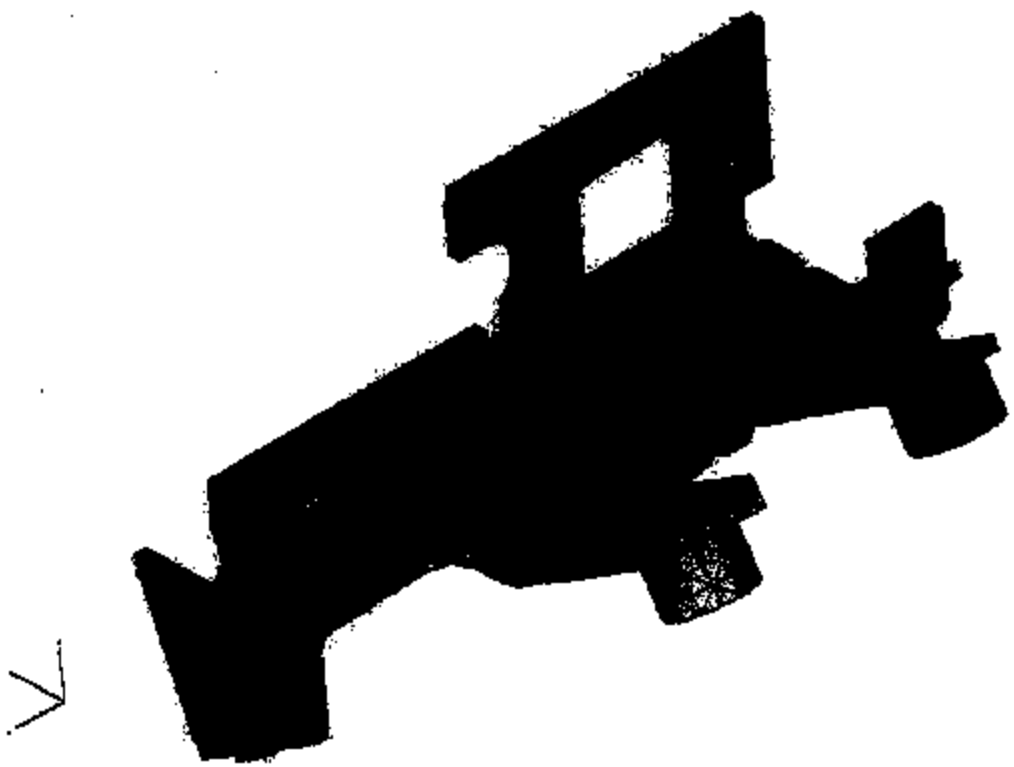
Ford Bracket
Case 1

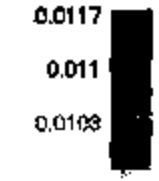


Ford Bracket
Case 2



Ford Bracket
Case 3





[redacted]

[redacted]

From: Sillenpaa, Don [dsillanpaa@wmco.com]
Sent: Monday, August 06, 2001 3:43 PM
To: Greg West (E-mail)
Subject: Foot rotation studies with fixed pedal pad


Alternate Ford Bracket Layout....


Ford Bracket Layout.ppt

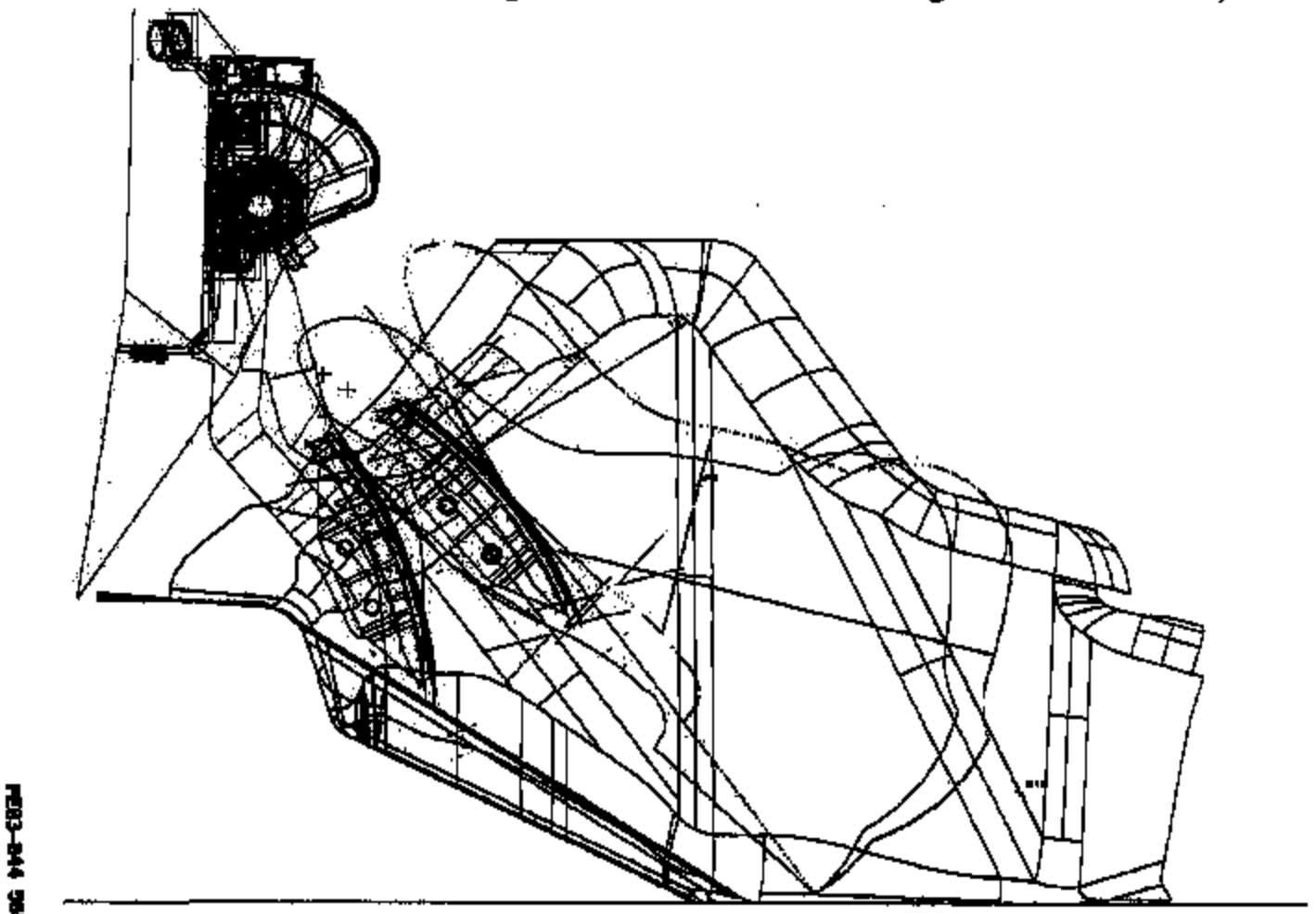
Greg, I've attached to illustrations of the fixed pad layout study. I mentioned them both to you this morning. If the foot rotation is 12 degrees, the proposed lever arm design is almost line-to-line with the floor pan sheetmetal and the lower edge of the pad comes very close also. We must keep a minimum of 13mm clearance between the pedal pad and "compressed" floor covering at WOT. The 12 degrees of foot rotation results in a sensor rotation of 22.3 degrees vs. the current 18 degrees.

Let me know what you think. When the study is complete, I'll get it transferred to you for a package study double-check.

Regards,
Don Sillanpaa
Product Engineer, Williams Controls Technology Center
phone: (941) 351-9118, extension 31
fax: (941) 351-3829
e-mail:dsillanpaa@wmco.com
<<Alternate Ford Bracket Layout.ppt>> <<Ford Bracket Layout.ppt>>

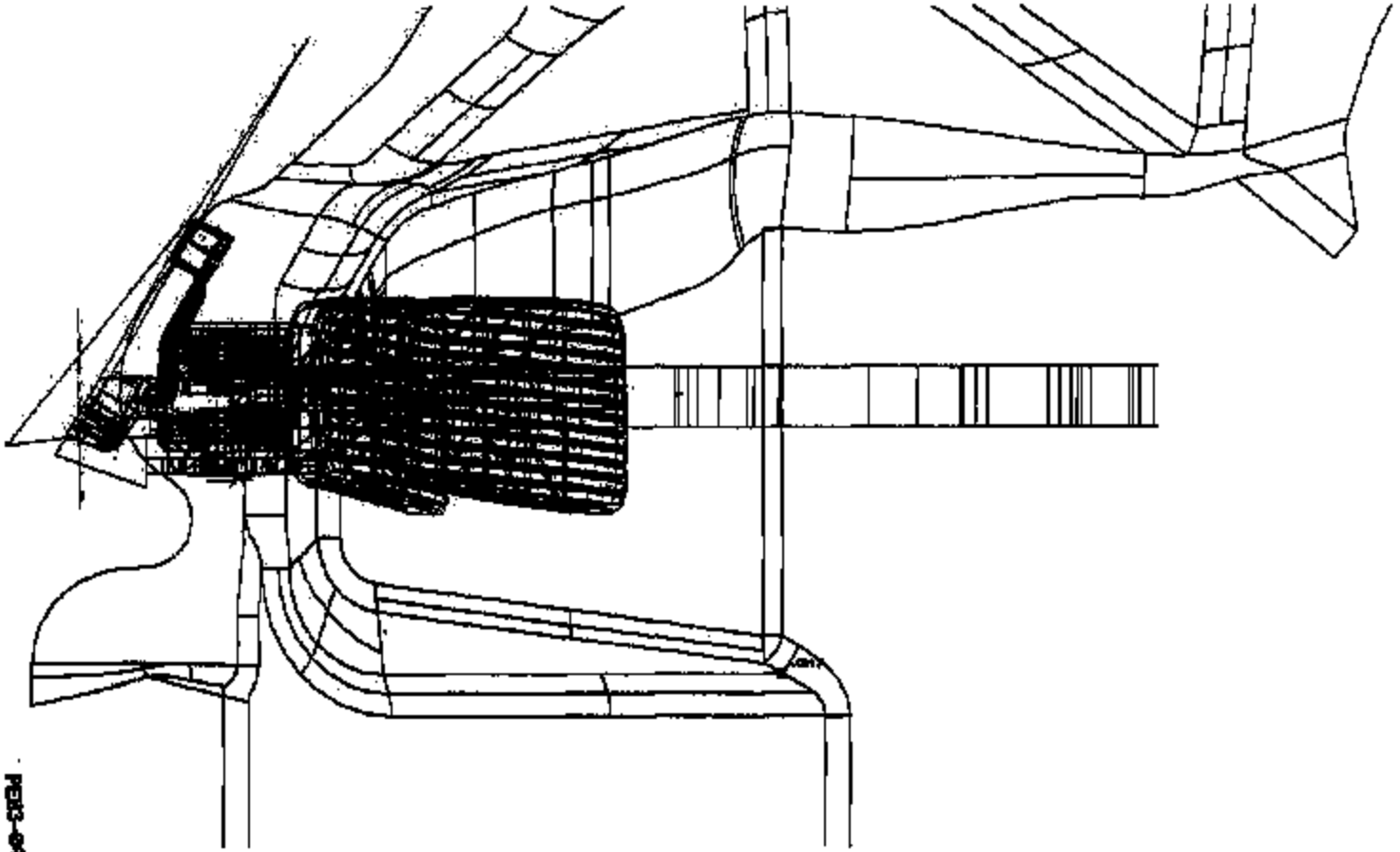
Ford Pedal Layout

(Side View - 10.4 deg. foot rotation with 18 deg. sensor rotation)



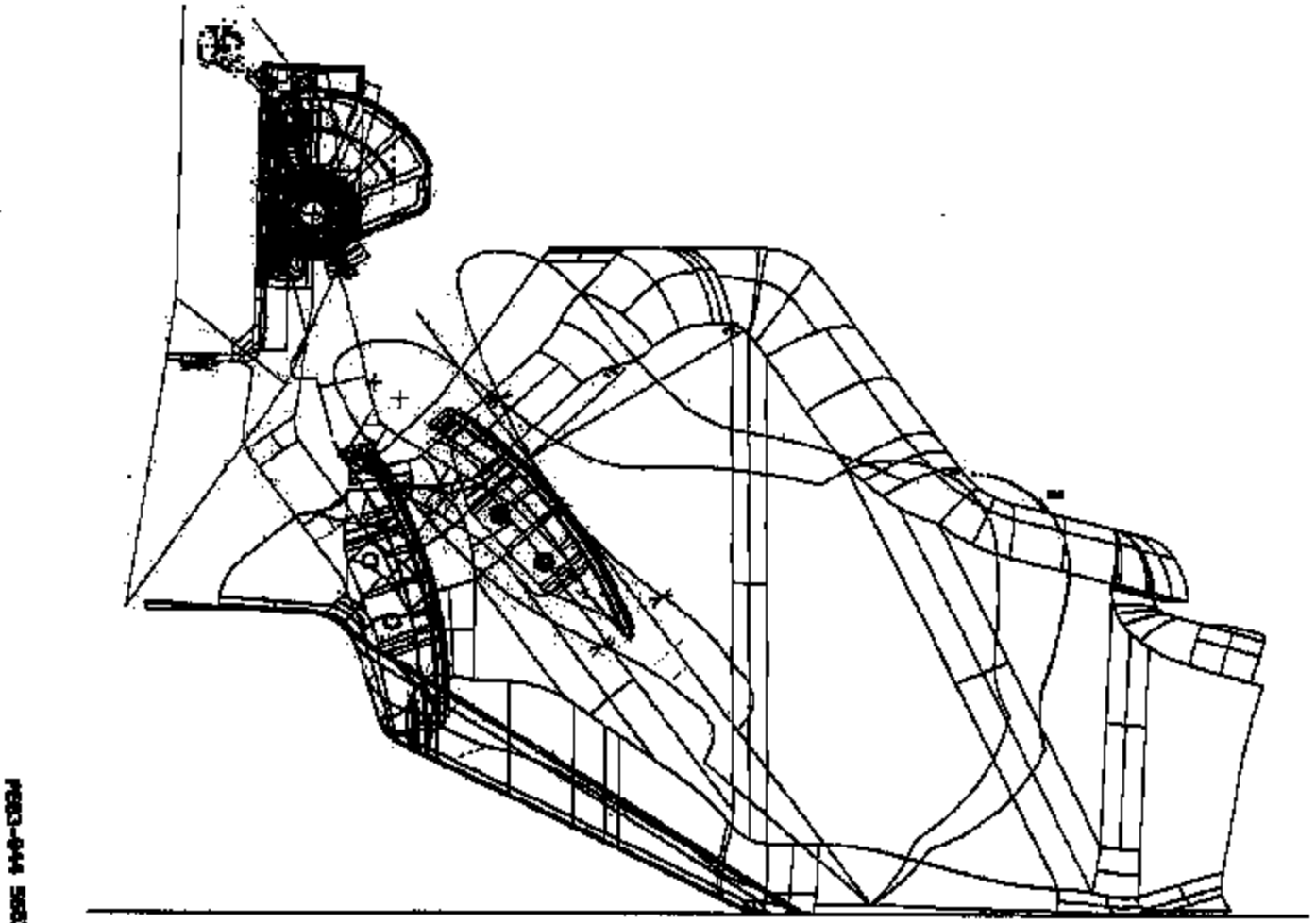
Ford Pedal Layout

Top View



Alternate Ford Pedal Layout

(Side View – 12.0 deg. foot rotation with 22.3 deg. sensor rotation)



[redacted]

[redacted]

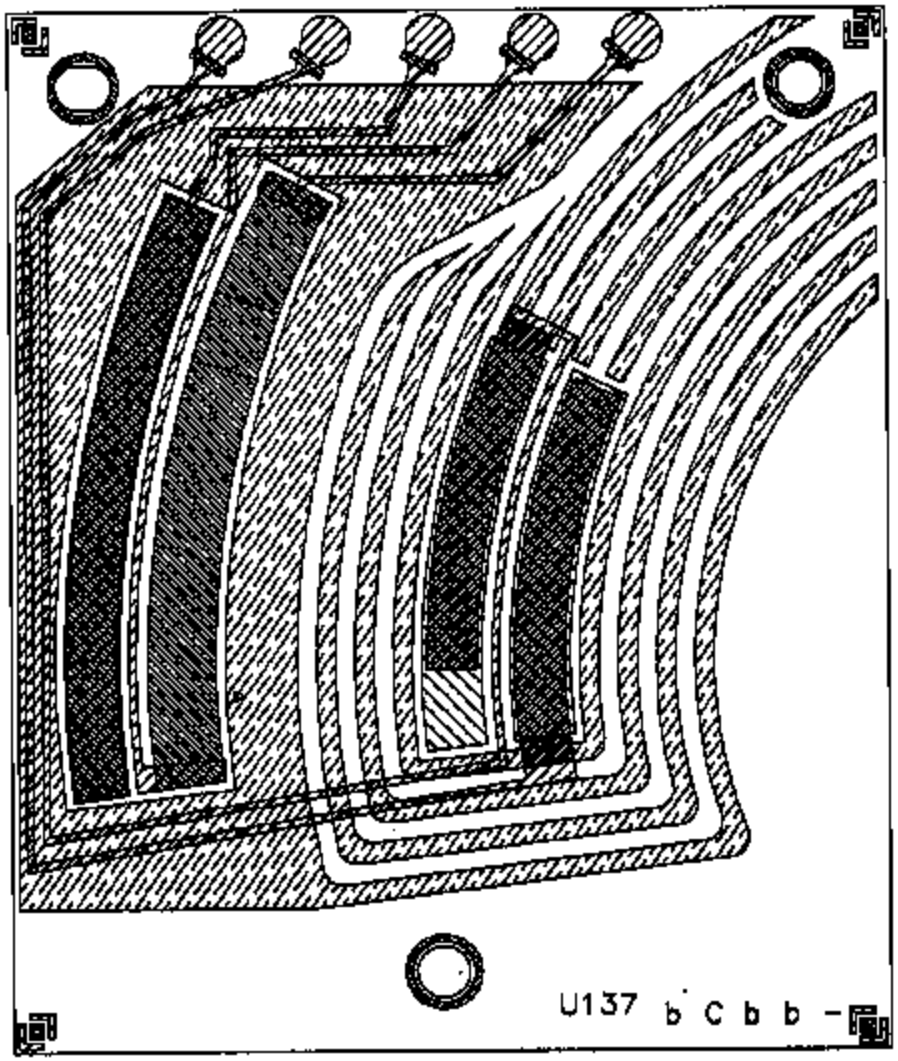
From: Kathy Zolan [kzolan@tfhauto.com]
Sent: Thursday, September 05, 2002 9:28 AM
To: Mkramer1@ford.com; Liposky@ford.com; Gwest2@ford.com
Subject: Attachment for 11 am conference call

ex-3467-002.ppt

-----Original Message-----
From: Pietrzak, Bob [mailto:bpietrzak@wabashtech.com]
Sent: Thursday, September 05, 2002 8:53 AM
To: Vitale, Joseph
Subject: FW: ex-3467-002.ppt

Please distribute. This is the most idea to channel the oil of the substrate.

-----Original Message-----
From: Walz, Kent
Sent: Wednesday, September 04, 2002 1:16 PM
To: Pietrzak, Bob
Subject: ex-3467-002.ppt



[redacted]

[redacted]

From: Kathy Zolan [kzolan@tfxauto.com]
Sent: Tuesday, September 03, 2002 7:16 AM
To: llposky@ford.com; gwest2@ford.com
Subject: FW: Single track update from Kv 08-31




QA 0152 educedETCLubes.dc | CurrentPrinting.JPG | NewPrinting.JPG | mforeman.vcf

Greg,

We still need the SREA that Greg Braniff e-mailed last week to reduce the lube on the rube bar of the cover. Please fax it to myself at 248-733-9641 or Mike Foreman at KV.

Kathy Zolan

-----Original Message-----
From: Mike Foreman [mailto:mforeman@tfxauto.com]
Sent: Saturday, August 31, 2002 3:23 PM
To: mcarr@tfxauto.com; tsmith@tfxauto.com; kzolan@tfxauto.com; akalsi@tfxauto.com; gbraniff@tfxauto.com
Cc: bpietrzak@wabashtech.com
Subject: Single track update from Kv 08-31

1. Production reverted back to original process on 08/30/02 using reduced lube on rub bar. See QA 0152 for details. *** KV still needs approved SREA to ship parts. ***

2. Built 12 single track assemblies with Bob Pietrzak on 08/31/02 using new printed substrates. Used the following process:

Rotor Gap = In spec. (Used new Novi machine)
Switch Lube = Light application using Nye 706D-UV
No lube on intermediate housing rub bar
Nye 365FT (016P-G9071) used around o-ring and lightly on cover rub bar

3. Parts in Item #2 with EOL test data shipped by courier between 12:30 & 1:00 pm on 08/31/02 to:
Ken Cramer
919 Golfview
Rochester Hills, MI 48307
248-652-3909

4. Photographs of new & current intermediate housings attached.

FEB3-844 8441

[redacted]

Full Name:	Mike Foreman
Last Name:	Foreman
First Name:	Mike
Job Title:	Sr. Manufacturing Engineer
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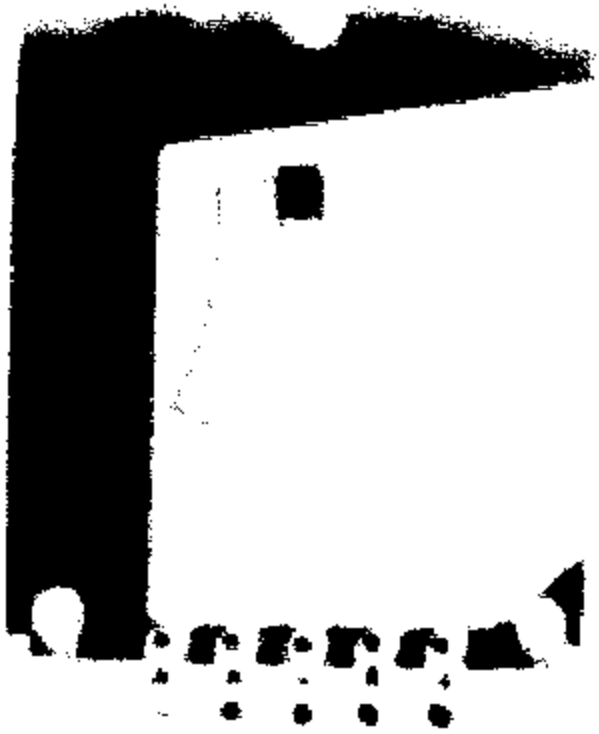

Teleflex Inc. Automotive Division Kendallville, IN	Originator: Karen Etgen	QF 14.1.1.3	PAGE 1 OF 1 Alert No.: QA 0152 ReducedETCLubet.doc

Initial Release	B. Franklin	08/21/01

QUALITY ALERT

TELEFLEX PART NUMBER:	026T-G0133	ISSUED BY:	M. Forman
PROCESS:	U137 Accel OP110 & 150	IMPLEMENTATION DATE:	08/30/02
CONCERN/CCIW ISSUED :	( ) YES (x) NO	EXPIRATION DATE:	09/30/02
CONCERN NUMBER :	N/A	CCIW NUMBER:	N/A
(Detail)			

THIS ALERT OBSOLETES AND REPLACES ALERT QA 0145

***** CHANGE IN PROCESS *****

1. DO NOT APPLY LUBE TO RUB BAR ON INTERMEDIATE HOUSING.
2. APPLY ONE DROP OF LUBE TO RUB BAR ON ETC COVER
3. APPLY WHITE DOT TO ETC COVER AT PIVOT AREA.
4. LABEL SHIPPING CONTAINERS ON 4 SIDES WITH "REDUCED RUB BAR LUBE"

OPERATION 110

OPERATION 150

APPLY WHITE DOT TO THIS AREA OF ETC COVER

LABEL 4 SIDES OF THE SHIPPING CONTAINERS

DISTRIBUTION

X	QUALITY COORDINATOR	X	MANUFACTURING MANAGER	X	ENGINEERING MANAGER
X	Q.A. MANAGER	X	PRODUCTION SUPERVISOR	X	INFORMATION BOARD
X	MAT'L. MANAGER	X	PRODUCTION SUPERVISOR		AREA INSPECTOR

PE03-044 8445