

PE03-044

FORD

5/13/2005

APPENDIX I

BOOK 18 OF 28

PART 4 OF 4

[REDACTED]

From: Miller, Karen (K.A.)
Sent: Thursday, January 09, 2003 1:28 PM
To: Liposky, Lawrence (L.J.)
Subject: RE: Stationary Components Warranty Data Update

Larry,
I'm sorry this took so long, but here is the update. It now contains 2001-2003 model year data. Because we're looking at comparable maturity (SPIT), the 2001 and 2002 data is probably lower than before. Please let me know if you have any questions.



Accel Ctrls by VL &
Part Number...

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

From: Liposky, Lawrence (L.J.)
Sent: Friday, January 03, 2003 1:35 PM
To: Miller, Karen (K.A.)
Subject: FW: Stationary Components Warranty Data Update

Karren, I need to prepare for a warranty deep dive this month. The last data I received is from November. Is there later data available, and can you pull it the same way as before => Accel Controls by TT Vehicle Line and Part #. thanks

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

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

From: Miller, Karen (K.A.)
Sent: Thursday, November 14, 2002 9:42 AM
To: Liposky, Lawrence (L.J.)
Subject: RE: Stationary Components Warranty Data Update

Larry,
The attached file contains accelerator controls warranty by TT vehicle line and part number at 3 MIS R/1000. The first half are 2001 model year, continue down to see 2002 model year.

<< File: Accel ctrl by VL & Pt #.xts >>

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

From: Liposky, Lawrence (L.J.)
Sent: Friday, November 08, 2002 10:47 AM
To: Miller, Karen (K.A.)
Subject: FW: Stationary Components Warranty Data Update

Karen, is it possible to get data cut at one more level. Example, by accel controls, vehicle line, part # ??

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

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

From: Brennan, Patrick (P.M.)

FE83-844 8148

Sent: Friday, November 08, 2002 8:53 AM
To: Bess, Raymond (R.); Fiorini, John (J.); Frantzeslakis, Petros (P.); Hinds, Brett (B.S.); Jones, Jennifer (J.G.); Lipsky, Lawrence (L.); Zhou, Steven (S.)
Subject: FW: Stationary Components Warranty Data Update

be ready to discuss at the 11/19 QST your subsystems in detail.
thanks.

Pat Brennan

Powertrain Engineering Manager - Stationary Components, North American Truck
Phone: 313 323 0621
Fax: 313 323 1153
pbrennan@ford.com

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

From: Miller, Karen (K.A.)
Sent: Thursday, November 07, 2002 4:05 PM
To: Brennan, Patrick (P.M.); Brewer, Gary (G.L.); Conroy, Jerry (J.R.); Dorn, Pat (P.L.); Fascetti, Bob (R.J.); Freese, Charlie (C.E.); Glowacz, Gary (G.J.); Guys, Philip (P.R.); Heller, Michael (M.D.); Kramer, Michael (M.T.); Lowman, Harold (H.R.); McCoy, Julie (J.); Miller, Cary (C.D.); Miller, Karen (K.A.); Neutgens, Kurt (K.J.); Paskus, Anthony (A.); Samsardich, Paul (P.L.); Shepard, Gail (G.); Thompson, Greg (G.); Zhou, Jianhua (J.)
Subject: Stationary Components Warranty Data Update

Please see the attached files updated to the latest warranty cut-off date, in preparation for the next QST meeting on November 19th. The backbone topic of discussion will be Stationary Components.

<< File: Stat Comp QST TT Sept CO.xls >> << File: Stat Comp QST OF Sept CO.xls >>

Karen Miller
Quality Data Analyst
Tough Truck Powertrain Quality & Reliability
kblem@ford.com
248-488-3473

PER3-044 6147

RANK	MOD	YEA	LOGIC	Vehicle L to AWS	Part Num Base (Causal)	R/1000 @ 3 MIS
		2001	Corporate	F5 - OLD/CR CAB		0.89
1		2001	Corporate	F5 - OLD/CR CAB	CABLE-ACC PEDAL TO C	0.28
2		2001	Corporate	F5 - OLD/CR CAB	SWITCH-SP CNT ACTUR	0.18
3		2001	Corporate	F5 - OLD/CR CAB	SERVO SPEED CNTL	0.12
4		2001	Corporate	F5 - OLD/CR CAB	ACTUATOR ASSY	0.07
5		2001	Corporate	F5 - OLD/CR CAB	LASH SHLD EGR VALV	0.05
6		2001	Corporate	F5 - OLD/CR CAB	AL ASY-ACCELERATO	0.05
7		2001	Corporate	F5 - OLD/CR CAB	SWITCH SPD CNTRL	0.04
8		2001	Corporate	F5 - OLD/CR CAB	SPEED CONTROL	0.04
9		2001	Corporate	F5 - OLD/CR CAB	CELERATOR ROD	0.03
10		2001	Corporate	F5 - OLD/CR CAB	CABLE-ACC PEDAL TO C	0.01
		2001	Corporate	F7 - D/350/450/550	TOTAL	1.05
1		2001	Corporate	F7 - D/350/450/550	9F836 - PEDAL & SENSOR ASY	0.83
2		2001	Corporate	F7 - D/350/450/550	9C060 - SWITCH-SP CNT ACTUR	0.15
3		2001	Corporate	F7 - D/350/450/550	9C735 - SERVO SPEED CNTL	0.14
4		2001	Corporate	F7 - D/350/450/550	9F824 - SWITCH SPD CNTRL	0.06
5		2001	Corporate	F7 - D/350/450/550	9818 - ROD ASY GOV TO CARB	0.02
6		2001	Corporate	F7 - D/350/450/550	9A750 - CABLE-ACC PEDAL TO C	0.02
7		2001	Corporate	F7 - D/350/450/550	9A818 - KIT SPEED CONTROL	0.02
8		2001	Corporate	F7 - D/350/450/550	9G652 - DEACTVATOR SWITCH SPEED GNTL	0.02
9		2001	Corporate	F7 - D/350/450/550	9725 - ACCELERATOR ROD	0
10		2001	Corporate	F7 - D/350/450/550	9735 - PEDAL ASY-ACCELERATO	
		2001	Corporate	R1 - RANGER NON ELECTRIC	TOTAL	0.64
1		2001	Corporate	R1 - RANGER NON ELECTRIC	9C888 - SWITCH-SP CNT ACTUR	0.39
2		2001	Corporate	R1 - RANGER NON ELECTRIC	9725 - ACCELERATOR ROD	0.1
3		2001	Corporate	R1 - RANGER NON ELECTRIC	9735 - PEDAL ASY-ACCELERATO	0.04
4		2001	Corporate	R1 - RANGER NON ELECTRIC	9781 - FUEL SHAF	0.04
5		2001	Corporate	R1 - RANGER NON ELECTRIC	9A750 - CABLE-ACC PEDAL TO C	0.04
8		2001	Corporate	R1 - RANGER NON ELECTRIC	9A825 - ACTUATOR ASSY	0.04
7		2001	Corporate	R1 - RANGER NON ELECTRIC	9750 - ACCELERATOR ROD	
8		2001	Corporate	R1 - RANGER NON ELECTRIC	9775 - SWITCH-SP CNT ACTUR	
9		2001	Corporate	R1 - RANGER NON ELECTRIC	9818 - ROD ASY GOV TO CARB	
10		2001	Corporate	R1 - RANGER NON ELECTRIC	9A818 - KIT SPEED CONTROL	

983-24 814

RANK	MOD YEA	LOGIC	Vehicle Line AYS	Part Num Base (Causal)	R/1000 @ 3 MIS
	2001	Corporate	E1 - ECONOLINE		1.16
1	2001	Corporate	E1 - ECONOLINE	- PEDAL & SENSOR ASY	0.8
2	2001	Corporate	E1 - ECONOLINE	- CABLE-ACC PEDAL TO C	0.31
3	2001	Corporate	E1 - ECONOLINE	- SERVO SPEED CNTL	0.14
4	2001	Corporate	E1 - ECONOLINE	ROD ASY GOV TO CARB	0.05
5	2001	Corporate	E1 - ECONOLINE	- SWITCH-SP CNT ACTUR	0.05
6	2001	Corporate	E1 - ECONOLINE	ACCELERATOR ROD	
7	2001	Corporate	E1 - ECONOLINE	PEDAL ASY-ACCELERATO	
8	2001	Corporate	E1 - ECONOLINE	CABLE-ACC PEDAL TO C	
9	2001	Corporate	E1 - ECONOLINE	LEVER ASY-ACCEL SHAF	
10	2001	Corporate	E1 - ECONOLINE	CONTROL ASY-CARBURET	
	2001	Corporate	L1 - EXCURSION		0.78
1	2001	Corporate	L1 - EXCURSION	- KIT SPEED CONTROL	0.52
2	2001	Corporate	L1 - EXCURSION	- ACCELERATOR ROD	0.26
3	2001	Corporate	L1 - EXCURSION	- PEDAL ASY-ACCELERATO	
4	2001	Corporate	L1 - EXCURSION	- CABLE-ACC PEDAL TO C	
5	2001	Corporate	L1 - EXCURSION	- LEVER ASY-ACCEL SHAF	
6	2001	Corporate	L1 - EXCURSION	- CONTROL ASY-CARBURET	
7	2001	Corporate	L1 - EXCURSION	ROD ASY GOV TO CARB	
8	2001	Corporate	L1 - EXCURSION	- CABLE-ACC PEDAL TO C	
9	2001	Corporate	L1 - EXCURSION	- ACTUATOR ASSY	
10	2001	Corporate	L1 - EXCURSION	- SERVO & BRKT SPEED CN	
	2002	Corporate	F7 - 0HD/350/450		2.34
1	2002	Corporate	F7 - 0HD/350/450	- PEDAL & SENSOR ASY	1.72
2	2002	Corporate	F7 - 0HD/350/450	- SWITCH-SP CNT ACTUR	0.27
3	2002	Corporate	F7 - 0HD/350/450	- SERVO SPEED CNTL	0.12
4	2002	Corporate	F7 - 0HD/350/450	- SWITCH SPD CNTRL	0.12
5	2002	Corporate	F7 - 0HD/350/450	- ACTUATOR ASSY	0.05
6	2002	Corporate	F7 - 0HD/350/450	- CABLE-ACC PEDAL TO C	0.03
7	2002	Corporate	F7 - 0HD/350/450	ACCELERATOR ROD	0.01
8	2002	Corporate	F7 - 0HD/350/450	ROD ASY GOV TO CARB	0.01
9	2002	Corporate	F7 - 0HD/350/450	PEDAL ASY-ACCELERATO	
10	2002	Corporate	F7 - 0HD/350/450	CABLE-ACC PEDAL TO C	
	2002	Corporate	F5 - 0/250LD/CR		0.89
1	2002	Corporate	F5 - 0/250LD/CR	- SERVO SPEED CNTL	0.43
2	2002	Corporate	F5 - 0/250LD/CR	- SWITCH-SP CNT ACTUR	0.2

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RANK	MOD YEA	LOGIC	Vehicle Line AWS	Part Num Base (Cause)	R/1000 @ 3 MIS
3		Corporate	F5 - F150/250LD/CR CAB	- CABLE-ACC PEDAL TO C	0.11
4		Corporate	F5 - F150/250LD/CR CAB	- ACTUATOR ASSY	0.05
5		Corporate	F5 - F150/250LD/CR CAB	- SENSOR THROTTLE POSITION IND	0.03
6		Corporate	F5 - F150/250LD/CR CAB	ACCELERATOR ROD	0.02
7		Corporate	F5 - F150/250LD/CR CAB	CABLE-ACC PEDAL TO C	0.02
8		Corporate	F5 - F150/250LD/CR CAB	ROD ASY GOV TO CARB	0.02
9		Corporate	F5 - F150/250LD/CR CAB	- SPLASH SHLD EGR VALV	0.02
10		Corporate	F5 - F150/250LD/CR CAB	- SW TCH SPD CNTRL	0.02
		Corporate	E1 - ECONOLINE		0.82
1		Corporate	E1 - ECONOLINE	- SERVO SPEED CNTL	0.51
2		Corporate	E1 - ECONOLINE	ACCELERATOR ROD	0.1
3		Corporate	E1 - ECONOLINE	- SPLASH SHLD EGR VALV	0.1
4		Corporate	E1 - ECONOLINE	- ACTUATOR ASSY	0.08
5		Corporate	E1 - ECONOLINE	- SWITCH-SP CNT ACTUR	0.08
6		Corporate	E1 - ECONOLINE	PEDAL ASY-ACCELERATO	
7		Corporate	E1 - ECONOLINE	CABLE-ACC PEDAL TO C	
8		Corporate	E1 - ECONOLINE	ROD ASY GOV TO CARB	
9		Corporate	E1 - ECONOLINE	- CABLE-ACC PEDAL TO C	
10		Corporate	E1 - ECONOLINE	- KIT SPEED CONTROL	
		Corporate	R1 - RANGER NON	CTRIC	0.88
1		Corporate	R1 - RANGER NON	CTRIC	0.95
2		Corporate	R1 - RANGER NON	CTRIC	0.12
3		Corporate	R1 - RANGER NON	CTRIC	0.08
4		Corporate	R1 - RANGER NON	CTRIC	0.04
5		Corporate	R1 - RANGER NON	CTRIC	0.04
6		Corporate	R1 - RANGER NON	CTRIC	0.04
7		Corporate	R1 - RANGER NON	CTRIC	0
8		Corporate	R1 - RANGER NON	CTRIC	0
9		Corporate	R1 - RANGER NON	CTRIC	
10		Corporate	R1 - RANGER NON	CTRIC	
		Corporate	L1 - EXCURSION		1.82
1		Corporate	L1 - EXCURSION	- PEDAL & SENSOR ASY	1.37
2		Corporate	L1 - EXCURSION	- SERVO SPEED CNTL	0.26
3		Corporate	L1 - EXCURSION	ACCELERATOR ROD	
4		Corporate	L1 - EXCURSION	PEDAL ASY-ACCELERATO	
5		Corporate	L1 - EXCURSION	- CABLE-ACC PEDAL TO C	

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RANK	MOD	YEAR	LOGIC	Vehicle Line AWS	Part Num Base (Causal)	R/1000 @ 3 MIS
6	2002	Corporate	L1 - EXCURSION		- ROD ASY GOV TO CARB	
7	2002	Corporate	L1 - EXCURSION		- CABLE-ACC PEDAL TO C	
8	2002	Corporate	L1 - EXCURSION		- KIT SPEED CONTROL	
9	2002	Corporate	L1 - EXCURSION		- ACTUATOR ASSY	
10	2002	Corporate	L1 - EXCURSION		- VALVE ASSY	
	2003	Corporate	F7 - F250HD/350/450/550			3.68
1	2003	Corporate	F7 - F250HD/350/450/550		- PEDAL & SENSOR ASY	3.35
2	2003	Corporate	F7 - F250HD/350/450/550		- SERVO SPEED CNTL	0.11
3	2003	Corporate	F7 - F250HD/350/450/550		- SWITCH-SP CNT ACTUR	0.11
4	2003	Corporate	F7 - F250HD/350/450/550		- CABLE-ACC PEDAL TO C	0.05
5	2003	Corporate	F7 - F250HD/350/450/550		- SWITCH SPD CNTRL	0.02
6	2003	Corporate	F7 - F250HD/350/450/550		- ACCELERATOR ROD	0.02
7	2003	Corporate	F7 - F250HD/350/450/550		- SP CNTRL RELEASE SW	0.02
8	2003	Corporate	F7 - F250HD/350/450/550		- SERVO & BRKT SPEED CN	0.02
9	2003	Corporate	F7 - F250HD/350/450/550		- PEDAL ASY-ACCELERATO	
10	2003	Corporate	F7 - F250HD/350/450/550		- SPRING-ACC TO B/CRAN	
	2003	Corporate	F8 - F150/250LD/CR CAB			1.08
1	2003	Corporate	F8 - F150/250LD/CR CAB		- SERVO SPEED CNTL	0.45
2	2003	Corporate	F8 - F150/250LD/CR CAB		- SWITCH-SP CNT ACTUR	0.16
3	2003	Corporate	F8 - F150/250LD/CR CAB		- ROD ASY GOV TO CARB	0.11
4	2003	Corporate	F8 - F150/250LD/CR CAB		- SWITCH SPD CNTRL	0.11
5	2003	Corporate	F8 - F150/250LD/CR CAB		- CABLE-ACC PEDAL TO C	0.06
6	2003	Corporate	F8 - F150/250LD/CR CAB		- ACTUATOR ASSY	0.06
7	2003	Corporate	F8 - F150/250LD/CR CAB		- SPRING-ACC TO B/CRAN	0.03
8	2003	Corporate	F8 - F150/250LD/CR CAB		- ACCELERATOR ROD	0.02
9	2003	Corporate	F8 - F150/250LD/CR CAB		- PEDAL ASY-ACCELERATO	0.02
10	2003	Corporate	F8 - F150/250LD/CR CAB		- KIT SPEED CONTROL	0.02
	2003	Corporate	E1 - ECONOLINE			1.13
1	2003	Corporate	E1 - ECONOLINE		- SERVO	0.67
2	2003	Corporate	E1 - ECONOLINE		- CABLE-	0.41
3	2003	Corporate	E1 - ECONOLINE		- SWITCH-	0.05
4	2003	Corporate	E1 - ECONOLINE		- ACCELER-	
5	2003	Corporate	E1 - ECONOLINE		- PEDAL AS-	
6	2003	Corporate	E1 - ECONOLINE		- SPRING-	
7	2003	Corporate	E1 - ECONOLINE		- ROD ASY	
8	2003	Corporate	E1 - ECONOLINE		- KIT SPE	

PHS-04 0151

RANK	MOD	YEA	LOGIC	Vehicle Line AWS	Part Num Base (Cause)	R/1000 @ 3 MIS
9	2003	Corporate	E1 - ECONOLINE		9A825 - ACTUATOR ASSY	
10	2003	Corporate	E1 - ECONOLINE		9A837 - SP CNTRL RELEASE SW	
	2003	Corporate	R1 - RANGER NON	CTRICTOTAL		0.87
1	2003	Corporate	R1 - RANGER NON	CTRIC9A758 - CABLE-ACC PEDAL TO C		0.49
2	2003	Corporate	R1 - RANGER NON	CTRIC9C888 - SWITCH-SP CNT ACTUR		0.28
3	2003	Corporate	R1 - RANGER NON	CTRIC9A825 - ACTUATOR ASSY		0.05
4	2003	Corporate	R1 - RANGER NON	CTRIC9E766 - SPLASH SHLD EGR VALV		0.05
5	2003	Corporate	R1 - RANGER NON	CTRIC9725 - ACCELERATOR ROD		
6	2003	Corporate	R1 - RANGER NON	CTRIC9735 - PEDAL ASY-ACCELERATO		
7	2003	Corporate	R1 - RANGER NON	CTRIC9737 - SPRING-ACC TO B/CRAN		
8	2003	Corporate	R1 - RANGER NON	CTRIC9818 - ROD ASY GOV TO CARB		
9	2003	Corporate	R1 - RANGER NON	CTRIC9A818 - KIT SPEED CONTROL		
10	2003	Corporate	R1 - RANGER NON	CTRIC9A837 - SP CNTRL RELEASE SW		
	2003	Corporate	L1 - EXCURSION	TOTAL		3.79
1	2003	Corporate	L1 - EXCURSION	9F838 - PEDAL ASY-SENSOR ASY		3.57
2	2003	Corporate	L1 - EXCURSION	9C735 - SERVO & BRKT SPEED CNL		0.22
3	2003	Corporate	L1 - EXCURSION	9725 - ACCELERATOR ROD		
4	2003	Corporate	L1 - EXCURSION	9735 - PEDAL ASY-ACCELERATO		
5	2003	Corporate	L1 - EXCURSION	9737 - SPRING-ACC TO B/CRAN		
6	2003	Corporate	L1 - EXCURSION	9818 - ROD ASY GOV TO CARB		
7	2003	Corporate	L1 - EXCURSION	9A758 - CABLE-ACC PEDAL TO C		
8	2003	Corporate	L1 - EXCURSION	9A818 - KIT SPEED CONTROL		
9	2003	Corporate	L1 - EXCURSION	9A825 - ACTUATOR ASSY		
10	2003	Corporate	L1 - EXCURSION	9A837 - SP CNTRL RELEASE SW		
	2003	Corporate	ER - RANGER ELECTRIC	TOTAL		
1	2003	Corporate	ER - RANGER ELECTRIC	9725 - ACCELERATOR ROD		
2	2003	Corporate	ER - RANGER ELECTRIC	9735 - PEDAL ASY-ACCELERATO		
3	2003	Corporate	ER - RANGER ELECTRIC	9737 - SPRING-ACC TO B/CRAN		
4	2003	Corporate	ER - RANGER ELECTRIC	9818 - ROD ASY GOV TO CARB		
5	2003	Corporate	ER - RANGER ELECTRIC	9A758 - CABLE-ACC PEDAL TO C		
6	2003	Corporate	ER - RANGER ELECTRIC	9A818 - KIT SPEED CONTROL		
7	2003	Corporate	ER - RANGER ELECTRIC	9A825 - ACTUATOR ASSY		
8	2003	Corporate	ER - RANGER ELECTRIC	9A837 - SP CNTRL RELEASE SW		
9	2003	Corporate	ER - RANGER ELECTRIC	9C734 - SERVO & BRKT SPEED CNL		
10	2003	Corporate	ER - RANGER ELECTRIC	9C735 - SERVO SPEED CNL		

PERS-644 6192

From: Setili, Frank (F.E.)
Sent: Tuesday, December 10, 2002 9:42 AM
To: Liposky, Lawrence (L.J.); West, Gregory (G.S.)
Subject: FW: 02-03 FH Diesel accel pedal

Info on F-Superduty tow-ins. Let me know what else you may need.

Frank E. Setili
Powertrain Supervisor
Enhanced Concern Identification Dept.
Phone 313-248-6280
CDSID FSETILI

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

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

Rick/Frank,

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



02-03 FH Diesel
accel pedal.xls

Let me know if you need anything else.

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

PE03-844 6170

DATE	TIME	LOCATION	TYPE	STATUS	REMARKS	OFFICER	UNIT	INCIDENT	STATUS	REMARKS
01/18/77	17	741	741	18	741	17	01	01	01	01
01/19/77	17	741	741	18	741	17	01	01	01	01
01/20/77	17	741	741	18	741	17	01	01	01	01
01/21/77	17	741	741	18	741	17	01	01	01	01
01/22/77	17	741	741	18	741	17	01	01	01	01
01/23/77	17	741	741	18	741	17	01	01	01	01
01/24/77	17	741	741	18	741	17	01	01	01	01
01/25/77	17	741	741	18	741	17	01	01	01	01
01/26/77	17	741	741	18	741	17	01	01	01	01
01/27/77	17	741	741	18	741	17	01	01	01	01
01/28/77	17	741	741	18	741	17	01	01	01	01
01/29/77	17	741	741	18	741	17	01	01	01	01
01/30/77	17	741	741	18	741	17	01	01	01	01
01/31/77	17	741	741	18	741	17	01	01	01	01
02/01/77	17	741	741	18	741	17	01	01	01	01
02/02/77	17	741	741	18	741	17	01	01	01	01
02/03/77	17	741	741	18	741	17	01	01	01	01
02/04/77	17	741	741	18	741	17	01	01	01	01
02/05/77	17	741	741	18	741	17	01	01	01	01
02/06/77	17	741	741	18	741	17	01	01	01	01
02/07/77	17	741	741	18	741	17	01	01	01	01
02/08/77	17	741	741	18	741	17	01	01	01	01
02/09/77	17	741	741	18	741	17	01	01	01	01
02/10/77	17	741	741	18	741	17	01	01	01	01
02/11/77	17	741	741	18	741	17	01	01	01	01
02/12/77	17	741	741	18	741	17	01	01	01	01
02/13/77	17	741	741	18	741	17	01	01	01	01
02/14/77	17	741	741	18	741	17	01	01	01	01
02/15/77	17	741	741	18	741	17	01	01	01	01
02/16/77	17	741	741	18	741	17	01	01	01	01
02/17/77	17	741	741	18	741	17	01	01	01	01
02/18/77	17	741	741	18	741	17	01	01	01	01
02/19/77	17	741	741	18	741	17	01	01	01	01
02/20/77	17	741	741	18	741	17	01	01	01	01
02/21/77	17	741	741	18	741	17	01	01	01	01
02/22/77	17	741	741	18	741	17	01	01	01	01
02/23/77	17	741	741	18	741	17	01	01	01	01
02/24/77	17	741	741	18	741	17	01	01	01	01
02/25/77	17	741	741	18	741	17	01	01	01	01
02/26/77	17	741	741	18	741	17	01	01	01	01
02/27/77	17	741	741	18	741	17	01	01	01	01
02/28/77	17	741	741	18	741	17	01	01	01	01
02/29/77	17	741	741	18	741	17	01	01	01	01
02/30/77	17	741	741	18	741	17	01	01	01	01

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FILE NO.	FILE DATE	FILE TIME	FILE TYPE	FILE SIZE	FILE EXT	FILE PATH	FILE NAME	FILE ATTR	FILE CRE	FILE MOD	FILE STAT	FILE CLAS	FILE COMP	FILE ENCR	FILE SHAR	FILE CLAS	FILE COMP	FILE ENCR	FILE SHAR
1001	10/10/2023	10:00	FILE	1000	.txt	C:\Users\user\Documents	document1.txt	rw-rw-r--	user	2023-10-10	10:00	1000							
1002	10/10/2023	10:05	FILE	2000	.docx	C:\Users\user\Documents	document2.docx	rw-rw-r--	user	2023-10-10	10:05	2000							
1003	10/10/2023	10:10	FILE	3000	.xlsx	C:\Users\user\Documents	document3.xlsx	rw-rw-r--	user	2023-10-10	10:10	3000							
1004	10/10/2023	10:15	FILE	4000	.pptx	C:\Users\user\Documents	document4.pptx	rw-rw-r--	user	2023-10-10	10:15	4000							
1005	10/10/2023	10:20	FILE	5000	.zip	C:\Users\user\Documents	document5.zip	rw-rw-r--	user	2023-10-10	10:20	5000							
1006	10/10/2023	10:25	FILE	6000	.rar	C:\Users\user\Documents	document6.rar	rw-rw-r--	user	2023-10-10	10:25	6000							
1007	10/10/2023	10:30	FILE	7000	.7z	C:\Users\user\Documents	document7.7z	rw-rw-r--	user	2023-10-10	10:30	7000							
1008	10/10/2023	10:35	FILE	8000	.tar	C:\Users\user\Documents	document8.tar	rw-rw-r--	user	2023-10-10	10:35	8000							
1009	10/10/2023	10:40	FILE	9000	.gz	C:\Users\user\Documents	document9.gz	rw-rw-r--	user	2023-10-10	10:40	9000							
1010	10/10/2023	10:45	FILE	10000	.bz2	C:\Users\user\Documents	document10.bz2	rw-rw-r--	user	2023-10-10	10:45	10000							

PERC-044 8172

LINE NO.	LINE	UNIT	QTY	PRICE	TOTAL	DESCRIPTION	DATE	BY	REMARKS	STATUS	DATE	BY	REMARKS	STATUS	DATE	BY	REMARKS	STATUS	DATE	BY	REMARKS	STATUS
100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900	900
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

100-004 5173

NO.	NAME	LAST	FIRST	MIDDLE	INITIALS	DATE OF BIRTH	PLACE OF BIRTH	CITY OF BIRTH	COUNTRY OF BIRTH	EDUCATION	DEGREE	CLASS	STATUS	DATE OF GRADUATION	UNIVERSITY	DEPARTMENT	TELEPHONE	ADDRESS	CITY	STATE	ZIP
1	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
2	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
3	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
4	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
5	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
6	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
7	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
8	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
9	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
10	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
11	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
12	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
13	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
14	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12
15	[REDACTED]	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12	1947	12

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NO.	NAME	AGE	SEX	RACE	HT.	WT.	HAIR	EYES	COMPLEXION	SCARS	MARKS	HAZARD	REMARKS	DATE	PLACE	STATUS	REMARKS	DATE	PLACE	STATUS	REMARKS	
1001	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1001	1001	1001	1001	1001	1001	1001	1001	1001	1001
1002	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1002	1002	1002	1002	1002	1002	1002	1002	1002	1002
1003	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1003	1003	1003	1003	1003	1003	1003	1003	1003	1003
1004	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1004	1004	1004	1004	1004	1004	1004	1004	1004	1004
1005	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1005	1005	1005	1005	1005	1005	1005	1005	1005	1005
1006	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1006	1006	1006	1006	1006	1006	1006	1006	1006	1006
1007	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1007	1007	1007	1007	1007	1007	1007	1007	1007	1007
1008	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1008	1008	1008	1008	1008	1008	1008	1008	1008	1008
1009	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1009	1009	1009	1009	1009	1009	1009	1009	1009	1009
1010	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1010	1010	1010	1010	1010	1010	1010	1010	1010	1010
1011	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1011	1011	1011	1011	1011	1011	1011	1011	1011	1011
1012	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1012	1012	1012	1012	1012	1012	1012	1012	1012	1012
1013	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1013	1013	1013	1013	1013	1013	1013	1013	1013	1013
1014	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1014	1014	1014	1014	1014	1014	1014	1014	1014	1014
1015	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1015	1015	1015	1015	1015	1015	1015	1015	1015	1015
1016	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1016	1016	1016	1016	1016	1016	1016	1016	1016	1016
1017	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1017	1017	1017	1017	1017	1017	1017	1017	1017	1017
1018	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1018	1018	1018	1018	1018	1018	1018	1018	1018	1018
1019	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1019	1019	1019	1019	1019	1019	1019	1019	1019	1019
1020	[REDACTED]	25	M	W	5-8	150	B	B	Fair				1020	1020	1020	1020	1020	1020	1020	1020	1020	1020

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NO.	NAME	AGE	SEX	HT.	WT.	HAIR	EYES	COMPL.	RELIG.	EDUC.	INDUSTRY	RES.	DATE	TIME	STATUS	REMARKS
1	[REDACTED]	24.3	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
2	[REDACTED]	24.1	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
3	[REDACTED]	23.8	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
4	[REDACTED]	23.5	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
5	[REDACTED]	23.2	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
6	[REDACTED]	22.9	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
7	[REDACTED]	22.6	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
8	[REDACTED]	22.3	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
9	[REDACTED]	22.0	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
10	[REDACTED]	21.7	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
11	[REDACTED]	21.4	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
12	[REDACTED]	21.1	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
13	[REDACTED]	20.8	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
14	[REDACTED]	20.5	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
15	[REDACTED]	20.2	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
16	[REDACTED]	19.9	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
17	[REDACTED]	19.6	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
18	[REDACTED]	19.3	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
19	[REDACTED]	19.0	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
20	[REDACTED]	18.7	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
21	[REDACTED]	18.4	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
22	[REDACTED]	18.1	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
23	[REDACTED]	17.8	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
24	[REDACTED]	17.5	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
25	[REDACTED]	17.2	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
26	[REDACTED]	16.9	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
27	[REDACTED]	16.6	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
28	[REDACTED]	16.3	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
29	[REDACTED]	16.0	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None
30	[REDACTED]	15.7	M	72	150	BRN	BLU	AV	None	High School	None	None	1942	10:30	1	None

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PLANT	LINE	DATE	QTY	UNIT	PRICE	TOTAL	TAX	AMOUNT	DESCRIPTION	PLANT	LINE	DATE	QTY	UNIT	PRICE	TOTAL	TAX	AMOUNT	DESCRIPTION
001	001	01/01/77	100	EA	1.00	100.00	0.00	100.00	...	001	001	01/01/77	100	EA	1.00	100.00	0.00	100.00	...
001	002	01/01/77	200	EA	2.00	400.00	0.00	400.00	...	001	002	01/01/77	200	EA	2.00	400.00	0.00	400.00	...
001	003	01/01/77	300	EA	3.00	900.00	0.00	900.00	...	001	003	01/01/77	300	EA	3.00	900.00	0.00	900.00	...
001	004	01/01/77	400	EA	4.00	1600.00	0.00	1600.00	...	001	004	01/01/77	400	EA	4.00	1600.00	0.00	1600.00	...
001	005	01/01/77	500	EA	5.00	2500.00	0.00	2500.00	...	001	005	01/01/77	500	EA	5.00	2500.00	0.00	2500.00	...
001	006	01/01/77	600	EA	6.00	3600.00	0.00	3600.00	...	001	006	01/01/77	600	EA	6.00	3600.00	0.00	3600.00	...
001	007	01/01/77	700	EA	7.00	4900.00	0.00	4900.00	...	001	007	01/01/77	700	EA	7.00	4900.00	0.00	4900.00	...
001	008	01/01/77	800	EA	8.00	6400.00	0.00	6400.00	...	001	008	01/01/77	800	EA	8.00	6400.00	0.00	6400.00	...
001	009	01/01/77	900	EA	9.00	8100.00	0.00	8100.00	...	001	009	01/01/77	900	EA	9.00	8100.00	0.00	8100.00	...
001	010	01/01/77	1000	EA	10.00	10000.00	0.00	10000.00	...	001	010	01/01/77	1000	EA	10.00	10000.00	0.00	10000.00	...

DATE 11-1-77

PLATE	STATE	TYPE	DATE	CLASS	EXPIRES	ISSUE	CLASS	EXPIRES	CLASS	EXPIRES	CLASS	EXPIRES	CLASS	EXPIRES	CLASS	EXPIRES	CLASS	EXPIRES	CLASS	EXPIRES		
1A	CA	REG	1982	1A	REG	1982	1A	REG	1982	1A	REG	1982	1A	REG	1982	1A	REG	1982	1A	REG	1982	
1B	CA	REG	1982	1B	REG	1982	1B	REG	1982	1B	REG	1982	1B	REG	1982	1B	REG	1982	1B	REG	1982	1B
1C	CA	REG	1982	1C	REG	1982	1C	REG	1982	1C	REG	1982	1C	REG	1982	1C	REG	1982	1C	REG	1982	1C
1D	CA	REG	1982	1D	REG	1982	1D	REG	1982	1D	REG	1982	1D	REG	1982	1D	REG	1982	1D	REG	1982	1D
1E	CA	REG	1982	1E	REG	1982	1E	REG	1982	1E	REG	1982	1E	REG	1982	1E	REG	1982	1E	REG	1982	1E
1F	CA	REG	1982	1F	REG	1982	1F	REG	1982	1F	REG	1982	1F	REG	1982	1F	REG	1982	1F	REG	1982	1F
1G	CA	REG	1982	1G	REG	1982	1G	REG	1982	1G	REG	1982	1G	REG	1982	1G	REG	1982	1G	REG	1982	1G
1H	CA	REG	1982	1H	REG	1982	1H	REG	1982	1H	REG	1982	1H	REG	1982	1H	REG	1982	1H	REG	1982	1H
1I	CA	REG	1982	1I	REG	1982	1I	REG	1982	1I	REG	1982	1I	REG	1982	1I	REG	1982	1I	REG	1982	1I
1J	CA	REG	1982	1J	REG	1982	1J	REG	1982	1J	REG	1982	1J	REG	1982	1J	REG	1982	1J	REG	1982	1J
1K	CA	REG	1982	1K	REG	1982	1K	REG	1982	1K	REG	1982	1K	REG	1982	1K	REG	1982	1K	REG	1982	1K
1L	CA	REG	1982	1L	REG	1982	1L	REG	1982	1L	REG	1982	1L	REG	1982	1L	REG	1982	1L	REG	1982	1L
1M	CA	REG	1982	1M	REG	1982	1M	REG	1982	1M	REG	1982	1M	REG	1982	1M	REG	1982	1M	REG	1982	1M
1N	CA	REG	1982	1N	REG	1982	1N	REG	1982	1N	REG	1982	1N	REG	1982	1N	REG	1982	1N	REG	1982	1N
1O	CA	REG	1982	1O	REG	1982	1O	REG	1982	1O	REG	1982	1O	REG	1982	1O	REG	1982	1O	REG	1982	1O
1P	CA	REG	1982	1P	REG	1982	1P	REG	1982	1P	REG	1982	1P	REG	1982	1P	REG	1982	1P	REG	1982	1P
1Q	CA	REG	1982	1Q	REG	1982	1Q	REG	1982	1Q	REG	1982	1Q	REG	1982	1Q	REG	1982	1Q	REG	1982	1Q
1R	CA	REG	1982	1R	REG	1982	1R	REG	1982	1R	REG	1982	1R	REG	1982	1R	REG	1982	1R	REG	1982	1R
1S	CA	REG	1982	1S	REG	1982	1S	REG	1982	1S	REG	1982	1S	REG	1982	1S	REG	1982	1S	REG	1982	1S
1T	CA	REG	1982	1T	REG	1982	1T	REG	1982	1T	REG	1982	1T	REG	1982	1T	REG	1982	1T	REG	1982	1T
1U	CA	REG	1982	1U	REG	1982	1U	REG	1982	1U	REG	1982	1U	REG	1982	1U	REG	1982	1U	REG	1982	1U
1V	CA	REG	1982	1V	REG	1982	1V	REG	1982	1V	REG	1982	1V	REG	1982	1V	REG	1982	1V	REG	1982	1V
1W	CA	REG	1982	1W	REG	1982	1W	REG	1982	1W	REG	1982	1W	REG	1982	1W	REG	1982	1W	REG	1982	1W
1X	CA	REG	1982	1X	REG	1982	1X	REG	1982	1X	REG	1982	1X	REG	1982	1X	REG	1982	1X	REG	1982	1X
1Y	CA	REG	1982	1Y	REG	1982	1Y	REG	1982	1Y	REG	1982	1Y	REG	1982	1Y	REG	1982	1Y	REG	1982	1Y
1Z	CA	REG	1982	1Z	REG	1982	1Z	REG	1982	1Z	REG	1982	1Z	REG	1982	1Z	REG	1982	1Z	REG	1982	1Z

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DATE	TIME	TYPE	FROM	TO	STATUS	REMARKS	OPERATOR	REMARKS	DATE	TIME	TYPE	FROM	TO	STATUS	REMARKS	OPERATOR	REMARKS	
11/20	18:05	1	1100	1100	1100	CHANGING INFORMATION	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:10	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:15	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:20	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:25	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:30	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:35	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:40	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:45	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:50	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	18:55	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:00	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:05	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:10	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:15	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:20	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:25	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:30	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:35	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:40	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:45	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:50	1	1100	1100	1100	UP	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
11/20	19:55	1	1100	1100	1100	DOWN	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100

7528-644 5104

DATE	TIME	LOCATION	STATUS	DESCRIPTION	REMARKS	INITIALS	TIME	LOCATION	STATUS	DESCRIPTION	REMARKS	INITIALS
2/28	10:30	200	1.1	200	200	200	200	200	200	200	200	200
2/28	11:00	200	1.2	200	200	200	200	200	200	200	200	200
2/28	11:30	200	1.3	200	200	200	200	200	200	200	200	200
2/28	12:00	200	1.4	200	200	200	200	200	200	200	200	200
2/28	12:30	200	1.5	200	200	200	200	200	200	200	200	200
2/28	13:00	200	1.6	200	200	200	200	200	200	200	200	200
2/28	13:30	200	1.7	200	200	200	200	200	200	200	200	200
2/28	14:00	200	1.8	200	200	200	200	200	200	200	200	200
2/28	14:30	200	1.9	200	200	200	200	200	200	200	200	200
2/28	15:00	200	1.10	200	200	200	200	200	200	200	200	200
2/28	15:30	200	1.11	200	200	200	200	200	200	200	200	200
2/28	16:00	200	1.12	200	200	200	200	200	200	200	200	200
2/28	16:30	200	1.13	200	200	200	200	200	200	200	200	200
2/28	17:00	200	1.14	200	200	200	200	200	200	200	200	200
2/28	17:30	200	1.15	200	200	200	200	200	200	200	200	200
2/28	18:00	200	1.16	200	200	200	200	200	200	200	200	200
2/28	18:30	200	1.17	200	200	200	200	200	200	200	200	200
2/28	19:00	200	1.18	200	200	200	200	200	200	200	200	200
2/28	19:30	200	1.19	200	200	200	200	200	200	200	200	200
2/28	20:00	200	1.20	200	200	200	200	200	200	200	200	200

FORM 449-100-1

YEAR	STATE	COUNTY	CITY	STREET	APR	VAL	SALES TAX	PROPERTY TAX	WARRANTY	ADVERSE	PROV	CO	WARRANTY	NO	PROV	CO	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST
1970	TX																													
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FD-302 (Rev. 8-1-57)

DATE	TIME	TYPE	NO.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.	S.F.					
11-24	14.45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
11-24	14.45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
11-24	14.45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

[REDACTED]

From: Williamson, Richard (E.)
Sent: Monday, December 09, 2002 3:28 PM
To: Liposky, Lawrence (L.J.)
Cc: Seili, Frank (F.E.)
Subject: Results of 2002 and 2003 Excursion

Importance: High

Larry:

Attached please find a file with my review of AWS claims for 2002 and 2003 Excursions 7.3DI with the base causal part of 9F836.

There were 801 reports 5 for 2003 and 798 for 2002.

I have created an excell chart and attached.

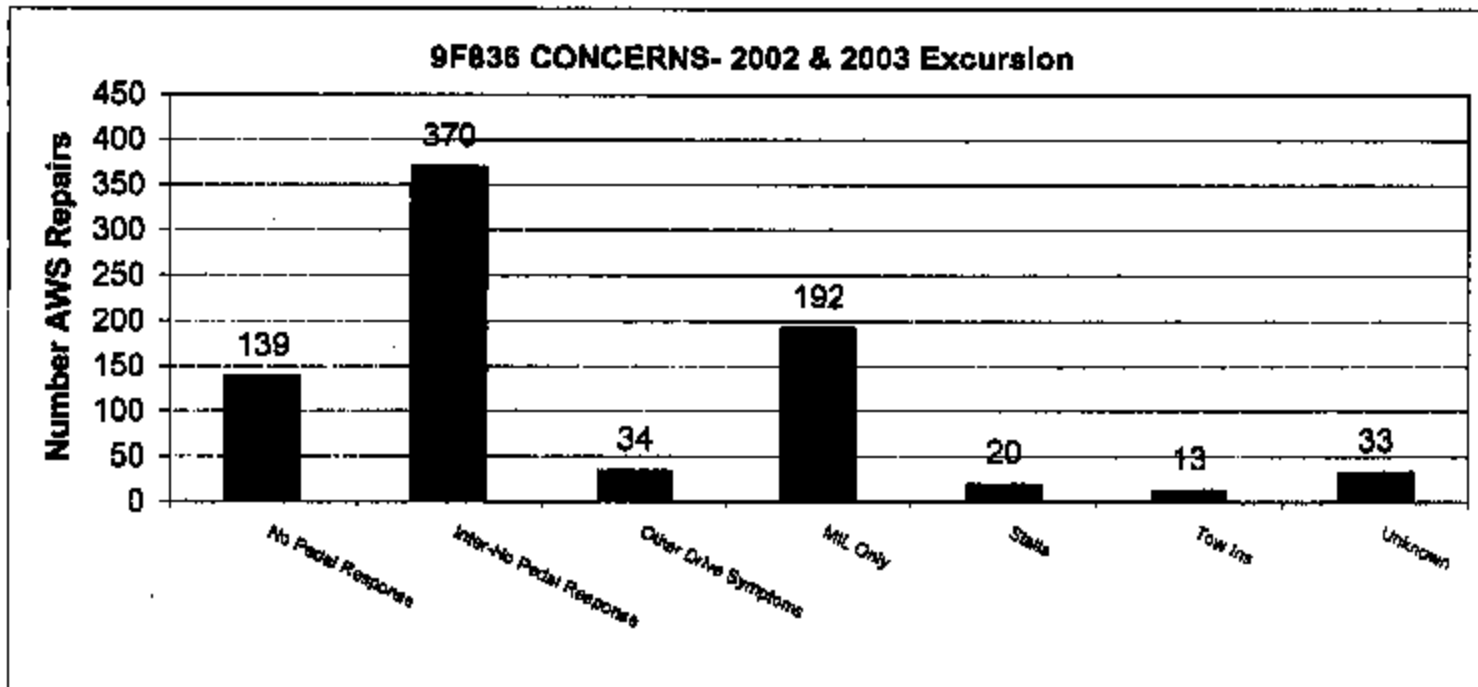
Any questions fell free to call,



9F836 Excursion.xls

RICK WILLIAMSON
Product Concern Analyst
Enhanced Concern Identification
313-248-6348
rwill110@ford.com

PER3-044 8183



No Pedal Response is text alleging that the vehicle would not respond to the throttle at all times. The MIL may or may not be on
Intermittent No Pedal Response is text that alleges the vehicle at times would not have a pedal response, but the customer would cycle the key or pump the throttle and the pedal would eventually respond- the MIL may or may not be on
Other Drive Symptoms is text relating to "runs rough"; "hesitates"; "misses" etc- the MIL may or may not be on.
MIL Only is text that mentions only that the "MIL" or "Check Engine" light is on as the only concern.
Stalls is text that the vehicle is stalling - the MIL may or may not be on.
Tow Ins is text that mentions that the vehicle was towed into the service center- the MIL may or may not be on - and the vehicle may or may not be running.
Unknown is text that does not adequately identify the concern to property bin.

From: West, Gregory (G.S.)
Sent: Tuesday, November 26, 2002 3:32 PM
To: Lipsky, Lawrence (L.L.); Brennan, Patrick (P.M.)
Subject: 2 track pedal presentation



TFX 2 track
failures.ppt

This includes updates from today's review, I will have more supplier teardown data Monday.

PHS-844 6227

**P131/U137 7.3L
Diesel Adjustable
Accelerator Pedal**

PERC-044 8228

10/2/2003

Topic of Discussion

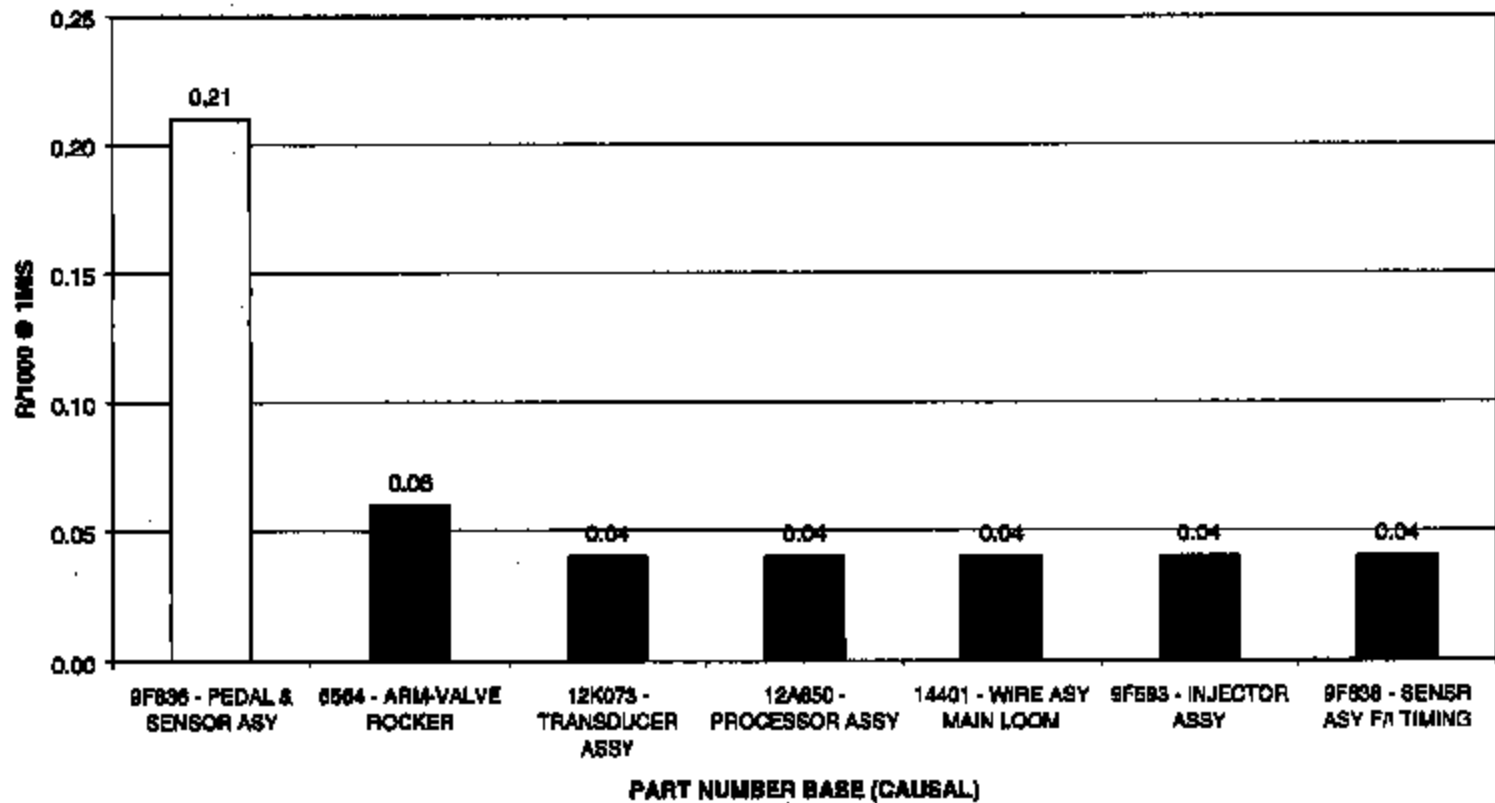
- 2002/2003 MY 7.3L Teleflex adjustable accel pedal field failures
- 2003 ¼ MY 6.0L Teleflex adjustable accel pedal

1993-04 0228

10/2/2003

2

2002 1MIS SUPER DUTY D36 Top Parts Pareto
D36 = ENGINE HESITATES/SURGES WHEN ACCELERATING
Production Month = 2002 May[2002-05], 2002 Apr[2002-04], 2002 Mar[2002-03]

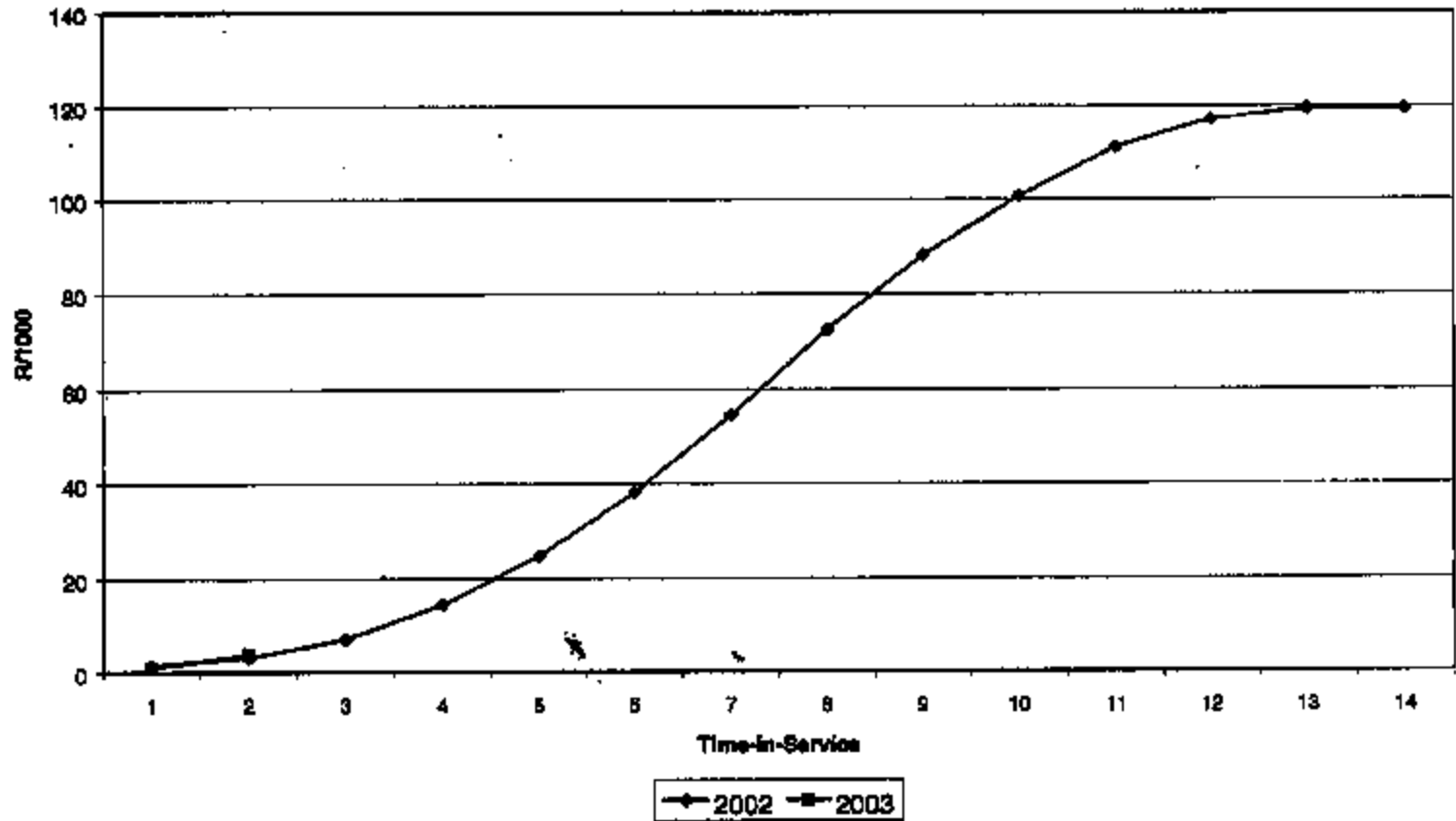


P/1000 @ 1MIS

10/2/2003

TELEFLEX PEDAL

2002 - 2003 MY 7.3L D9L Super Duty F-Series / Excursion - 9F836 - Stack Chart
Part Num Full (cause) [typed] = [2C32,9F836,%]

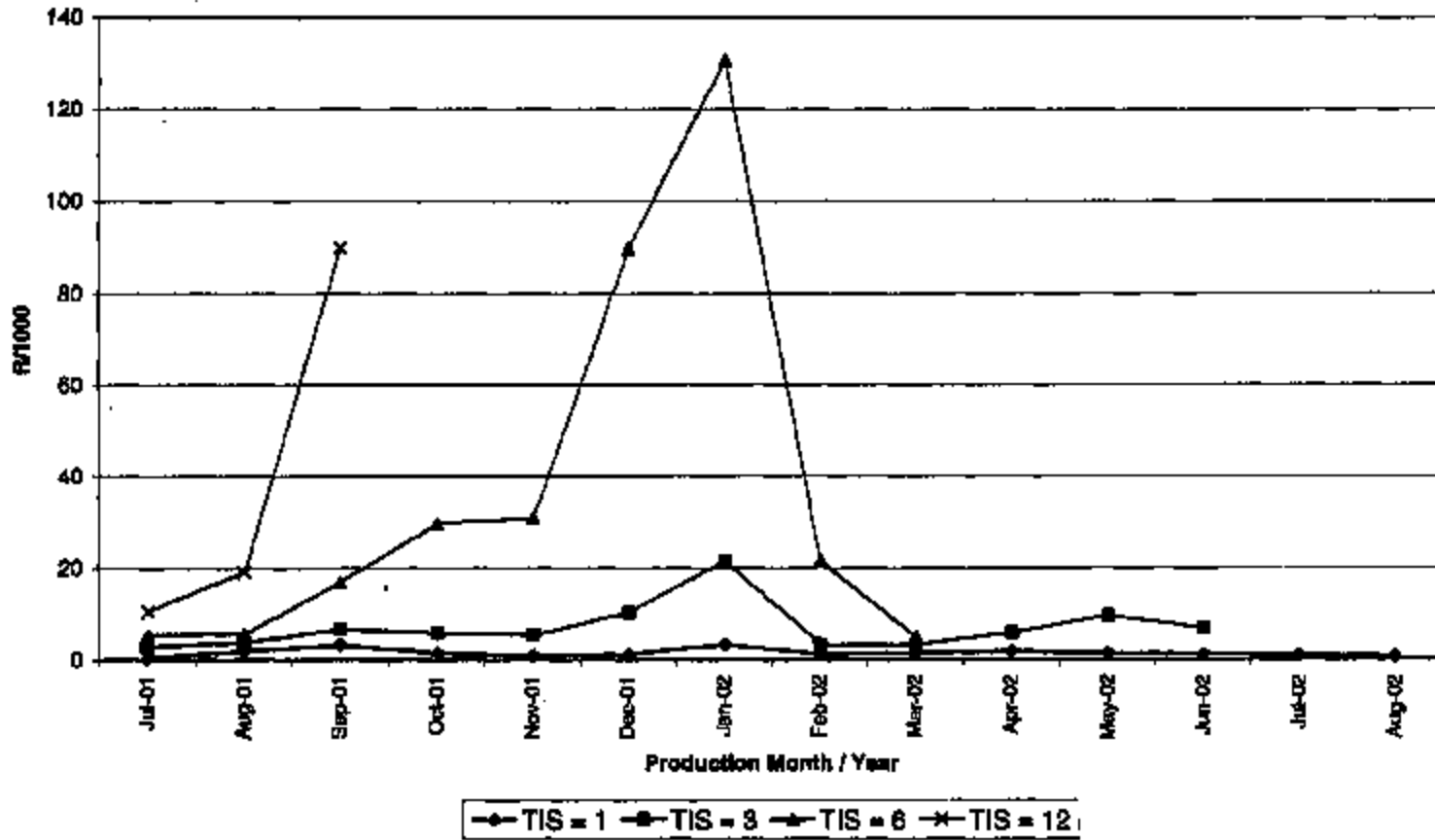


PS03-014 6231

10/2/2003

TELEFLEX PEDAL

2002 - 2003 MY 7.5L D8L Super Duty F-Series / Excursion - 8F836 - Stock Chart
 Part Num Full (causal) [typed] = [2C3Z,8F836,%]



PERF-844 8232

10/2/2003

Teleflex 7.3L Field Failures

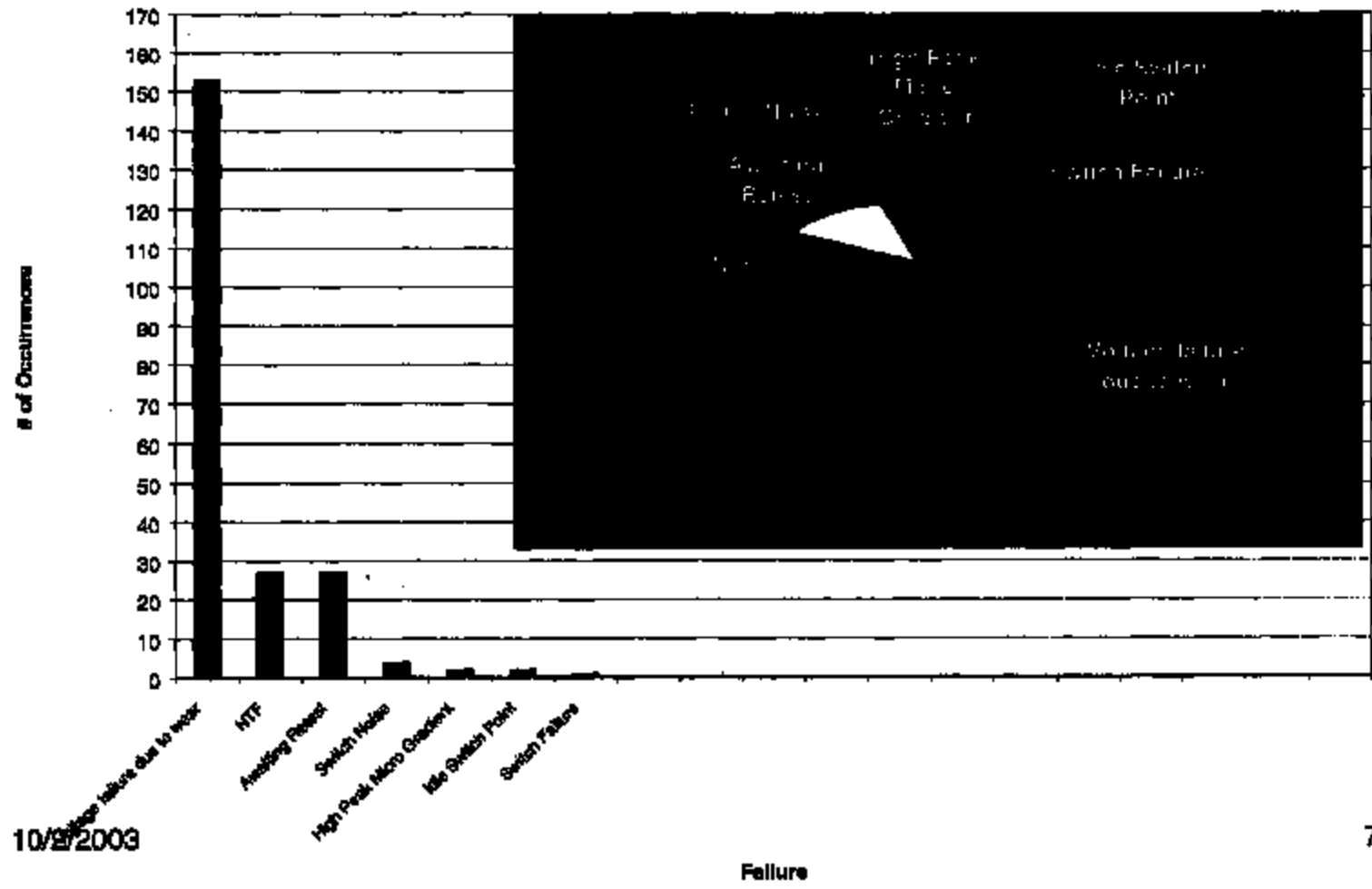
- Review Pareto of warranty returned parts analysis.
- Present issue is premature sensor wear which generates a P0221 DTC causing the vehicle to default to idle (until next pedal cycle).

PE83-044 B223

10/2/2003

Warranty Return Parts

U137 ETC Troy Retest Results



10/23/2003

10/23/2003

Failure

Root Cause

- Migration of lubricant from the switch track to the pot track which is designed to operate dry. Lubricant on pot track acts as an adhesive collecting wear debris. This wear debris erodes the contact fingers during normal operation resulting in loss of pedal function due irregular signal output.

PER3-044 RZ25

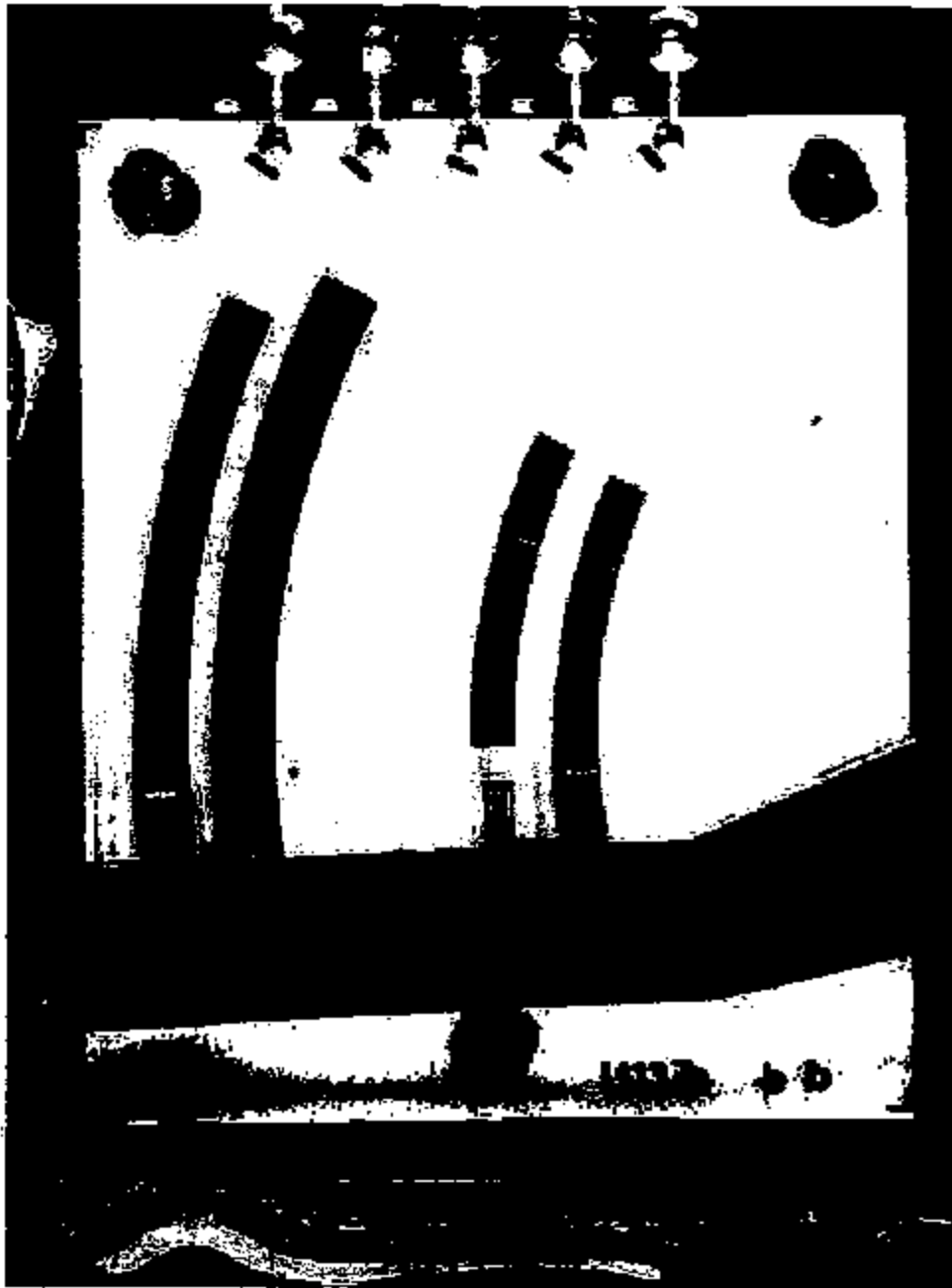
10/2/2003

8

[REDACTED]

[REDACTED]

9



10/2/2003

FEB3-644 8236

Permanent Corrective Actions (incorporated 11/18/02)

- Add a phenolic resin to the ceramic circuit board between the switch tracks and pot tracks to minimize lubricant migration (10/17/02).
- Changed to a non migrating lubricant.
- Utilize an applicator to consistently apply a metered amount of switch track lube.
- Minimize amount of rub bar lube (cover).
- Eliminate rub bar lube applied to housing.
- Implement 6.0L rotor arm press for better control of rotor arm press height.

PE03-044 8237

10/2/2003

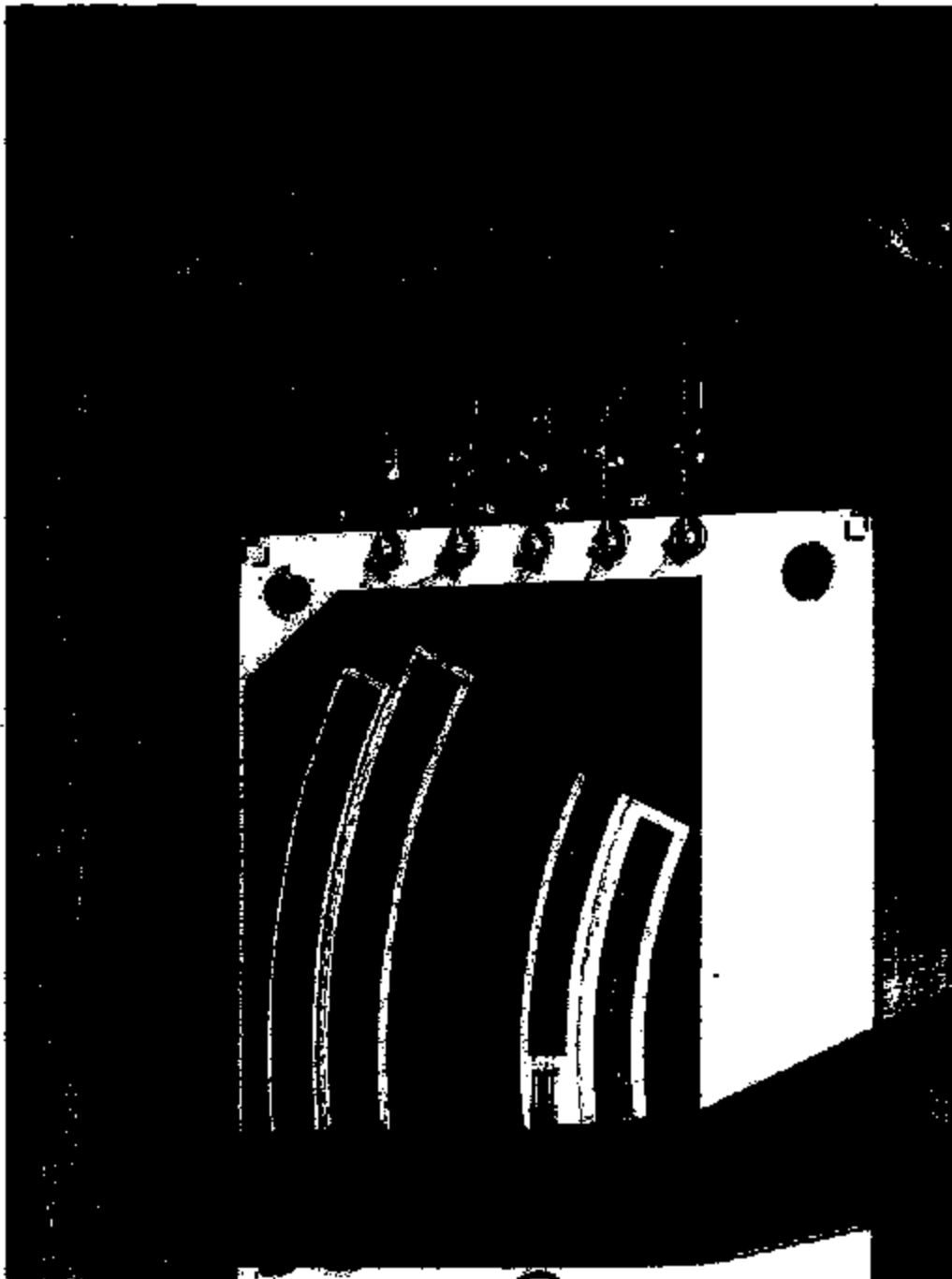
10



[REDACTED]

[REDACTED]

11



10/2

PER3-844 8238

Verification

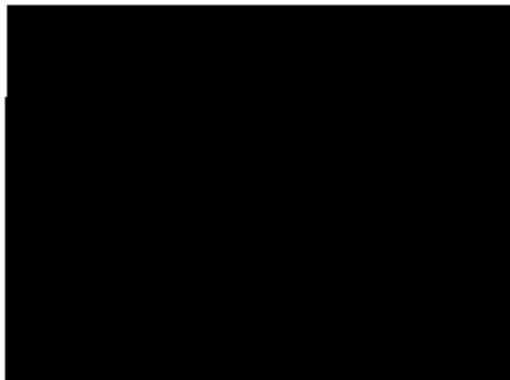
- Completed 2 million cycles of KLT with original lube and an additional 3 million cycles of extended life, no electrical or physical issues and lube did not migrate across phenolic resin.
- Completed 2 million cycles of KLT with new lube, no migration.
- Nye (lubricant supplier) completed bench testing to verify new lube does not migrate, heat and vibration were utilized during this testing (See next slide).

FIG-044 8229

10/2/2003

12

Oil Migration Testing



706 D Migration

Heat aging test with phenolic resin
- 65 hours at 85 degrees C



8511 Migration

Conclusion:

706 D migrates in 6 hours

8511 does not migrate

REC-014 0299

10/2/2003

7.3L versus 6.0L Pedal

- 7.3L has a single output track with Idle Validation Switch, ink developed & screened in England. English ink is hard and contains metallic particles.
- 6.0L has 3 output tracks, ink developed and screened by Wabash in U.S. and requires a lube for durability and improved function. Wabash Ink is softer.
- Successfully completed DV/PV in 2003 ¼ P131/U137, teardown and visual inspection has been completed.
- Wabash ink tested to 7 million cycles.
- Teleflex has 1.3 million 3 track pedals in production.

1241
1423-044 0241

10/2/2003

14

Lessons Learned

- Original DV/PV parts including Key Life and vehicle durability were not torn down after completion of testing which would have revealed the wear issue.
- Root cause was due to oil migration and factors such as time and vibration were not accounted for in the KLT. Quantity of lubricant also played a key role in time to failure.
- New ES includes part teardown requirement.
- U152 and P221 PV testing will include vibration.
- KLT in ES spec will add vibration as a variable.

REC-044 02/12

10/2/2003

[REDACTED]

From: Kramer, Michael (M.T.)
Sent: Friday, November 22, 2002 7:11 AM
To: West, Gregory (G.S.)
Cc: Brennan, Patrick (P.M.); Lipsky, Lawrence (L.J.)
Subject: FW: NAQPAM WARRANTY - NOVEMBER 21, 2002

Updated warranty info. for Teleflex pedal pitch.

The company that builds and delivers the best products wins!

Mike Kramer

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

Six Sigma Black Belt

Phone/fac: (313) 694-2003

Pager: (313) 201-8952 (beep); mailto:mikram@ford.com (internal text); [http://mivcinternal.com/](mailto:mikram@ford.com) (external text)

Email: mikramer1 (internal); mikramer1@ford.com (external)

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

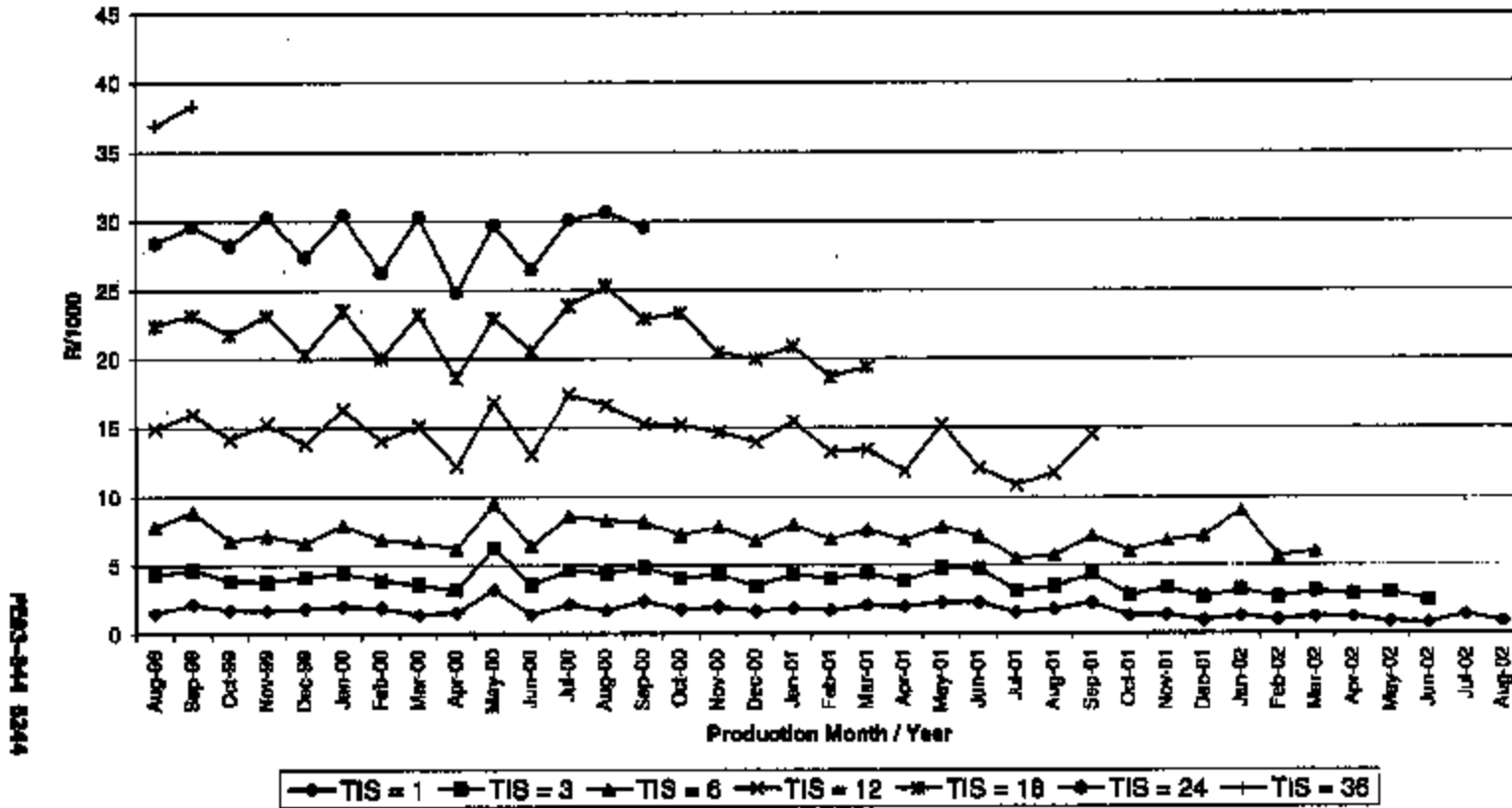
From: Mitchell, Vicky (V.B.)
Sent: Thursday, November 21, 2002 4:26 PM
To: Kramer, Michael (M.T.)
Subject: NAQPAM WARRANTY - NOVEMBER 21, 2002



P131 KTP D36 .xls

PE83-844 8243

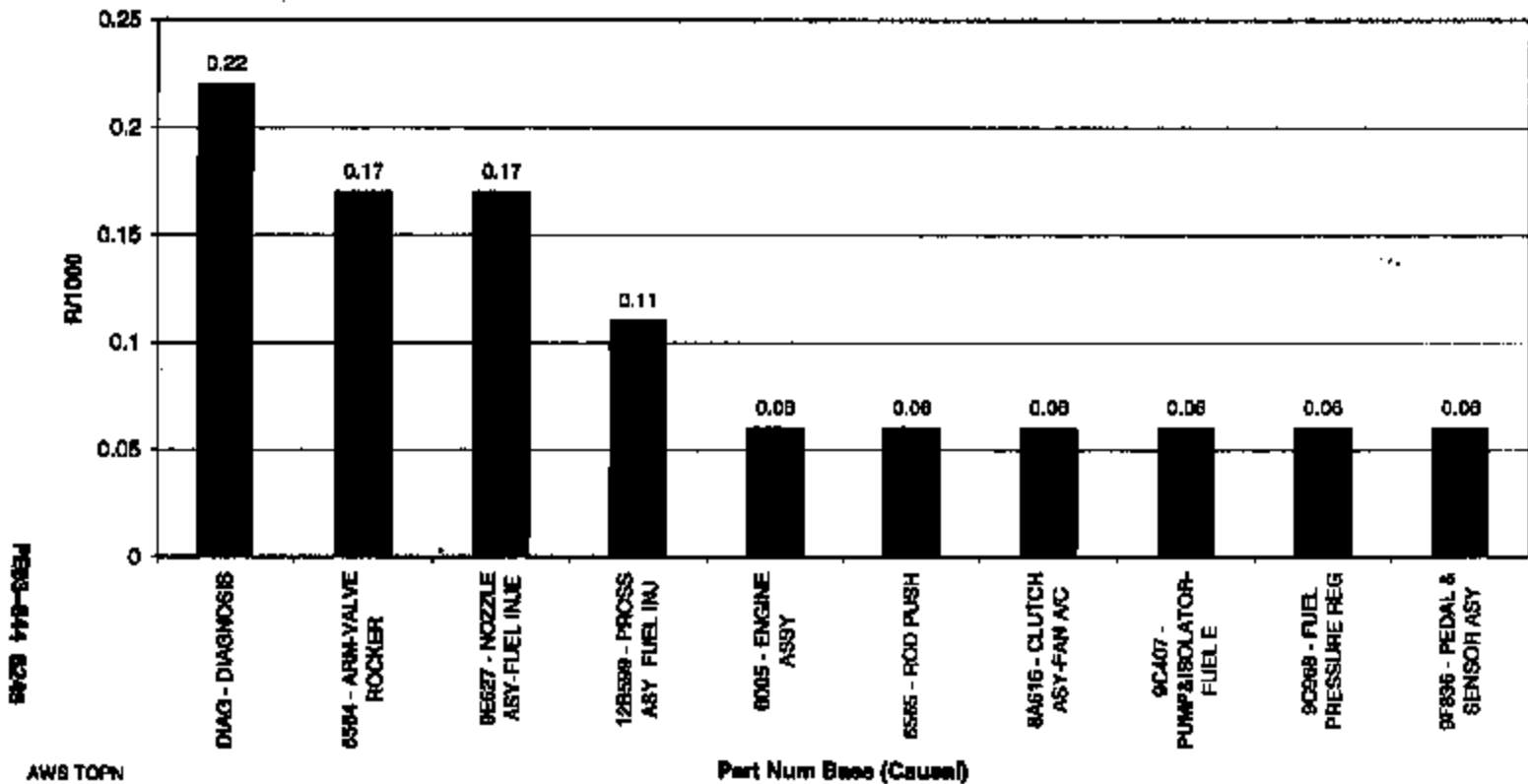
KENTUCKY TRUCK PLANT BUILD[A1]
 2000 - 2003 MY Super Duty F-Series D36 Stack Chart
 ENGINE HESITATES/SURGES WHEN ACCELERATING[D36,V41]



AWS STACK DATA
 Cut Off Date=31 Oct 2002
 Region Sold = North America[NA]
 Country Sold / Repaired (typed) = [USA,USA]
 Logic = Corporate



**KENTUCKY TRUCK PLANT BUILD[A1]
 2003 MY 1-MIS Super Duty F-Series D36 Top Parts Pareto
 ENGINE HESITATES/SURGES WHEN ACCELERATING[D36,V41]
 Production Month = 2002 Aug[2002-08], 2002 Jul[2002-07]**



PER8-844 8248

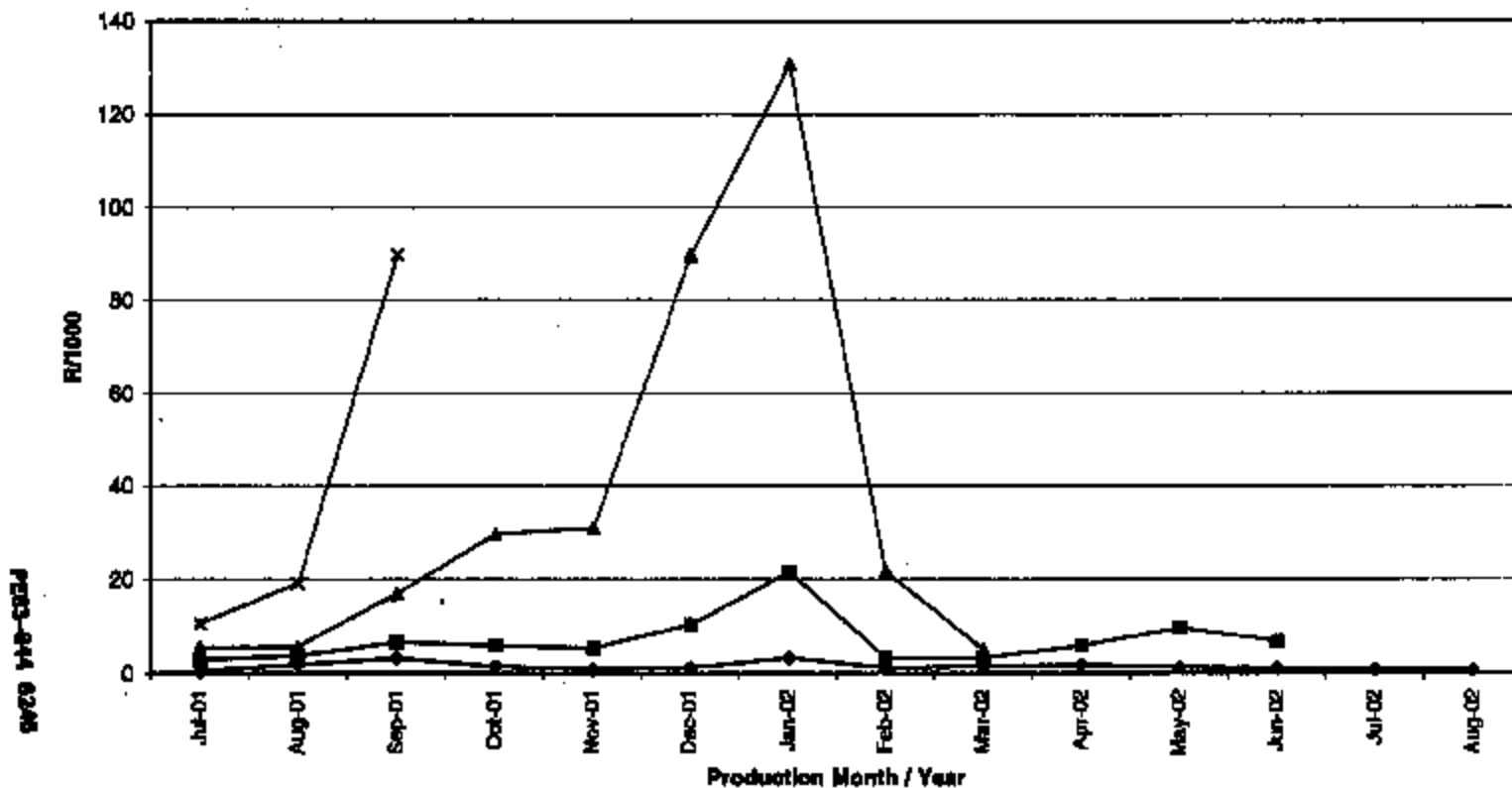
AWS TOPN
 Cut Off Date=31 Oct 2002
 Region Bold = North America[NA]
 Country Bold / Reported (typed) = (USA,USA)
 Log(c) = Corporate



TELEFLEX PEDAL

2002 - 2003 MY 7.3L DSL Super Duty F-Series / Excursion - 8F836 - Stock Chart

Part Num Full (causal) [typed] = [2C3Z,8F836,%]



AWS STACK DATA
 Cut Off Date=31 Oct 2002
 Region Sold = North America(NA)
 Country Sold / Repaired [typed] = [USA,USA], [CAN,CAN]
 Voc / Eoc [typed] = [62]-[M,%]

◆ TIS = 1 ■ TIS = 3 ▲ TIS = 6 ✕ TIS = 12

[REDACTED]
[REDACTED]

From: Miller, Karen (K.A.)
Sent: Thursday, November 14, 2002 8:42 AM
To: Liposky, Lawrence (L.J.)
Subject: RE: Stationary Components Warranty Data Update

Larry,

The attached file contains accelerator controls warranty by TT vehicle line and part number at 3 MIS R/1000. The first half are 2001 model year, continue down to see 2002 model year.



Excel cut by VL & PL
#Jds

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

From: Liposky, Lawrence (L.J.)
Sent: Friday, November 08, 2002 10:47 AM
To: Miller, Karen (K.A.)
Subject: FW: Stationary Components Warranty Data Update

Karen, is it possible to get data cut at one more level. Example, by accel controls, vehicle line, part # ??

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

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

From: Brennan, Patrick (P.M.)
Sent: Friday, November 08, 2002 8:53 AM
To: Bess, Raymond (R.); Fiorini, John (J.J.); Frantzeskakis, Petros (P.); Hinds, Brett (B.S.); Jones, Jennifer (J.O.); Liposky, Lawrence (L.J.); Zhou, Steven (S.)
Subject: FW: Stationary Components Warranty Data Update

be ready to discuss at the 11/19 QST your subsystems in detail.
thanks.

Pat Brennan

Powertrain Engineering Manager - Stationary Components, North American Truck
Phone: 313 323 0621
Fax: 313 323 1153
pbrennan@ford.com

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

From: Miller, Karen (K.A.)
Sent: Thursday, November 07, 2002 4:05 PM
To: Brennan, Patrick (P.M.); Brewer, Gary (G.L.); Conroy, Jerry (J.R.); Daun, Pat (P.L.); Fassall, Bob (R.L.); Freeze, Charles (C.E.); Glowacz, Gary (G.J.); Guys, Philip (P.R.); Heller, Michael (M.D.); Kramer, Michael (M.T.); Lowman, Harold (H.R.); McCoy, Julie (J.); Miller, Cary (C.D.); Miller, Karen (K.A.); Neutgens, Karl (K.J.); Piskus, Anthony (A.); Samardzich, Raul (R.J.); Shepard, Gail (G.); Thompson, Greg (G.J.); Zhou, Jianfeng (J.)
Subject: Stationary Components Warranty Data Update

Please see the attached files updated to the latest warranty cut-off date. In preparation for the next QST meeting on November 19th. The backbone topic of discussion will be Stationary Components.

FE83-044 6247

<< File: Stat Comp QST TT Sept CO.xls >> << File: Stat Comp QST OF Sept CO.xls >>

Karen Miller
Quality Data Analyst
Tough Truck Powertrain Quality & Reliability
kmlam@ford.com
248-488-3473

FEB-04 0248

RANK	MOD YEAR	Vehicle Line AWS	Part Num Base (Causal)	R/1000 @ J AWS
		2001 F7 - F250HD/350/450/550	TOTAL	4.14
1	2001	F7 - F250HD/350/450/550	9F836 - PEDAL & SENSOR ASY	3.04
2	2001	F7 - F250HD/350/450/550	9C735 - SERVO SPEED CNTL	0.40
3	2001	F7 - F250HD/350/450/550	9C888 - SWITCH-SP CNT ACTUR	0.22
4	2001	F7 - F250HD/350/450/550	9818 - ROD ASY GOV TO CARB	0.07
5	2001	F7 - F250HD/350/450/550	9A825 - ACTUATOR ASSY	0.07
6	2001	F7 - F250HD/350/450/550	9725 - ACCELERATOR ROD	0.05
7	2001	F7 - F250HD/350/450/550	9A758 - CABLE-ACC PEDAL TO C	0.05
8	2001	F7 - F250HD/350/450/550	9F924 - SWITCH SPD CNTRL	0.05
9	2001	F7 - F250HD/350/450/550	9A818 - KIT SPEED CONTROL	0.03
10	2001	F7 - F250HD/350/450/550	9735 - PEDAL ASY-ACCELERATO	0.02
		2001 L1 - EXCURSION	TOTAL	3.04
1	2001	L1 - EXCURSION	9F836 - PEDAL & SENSOR ASY	1.1
2	2001	L1 - EXCURSION	9C735 - SERVO SPEED CNTL	1.03
3	2001	L1 - EXCURSION	9C888 - SWITCH-SP CNT ACTUR	0.25
4	2001	L1 - EXCURSION	9818 - ROD ASY GOV TO CARB	0.24
5	2001	L1 - EXCURSION	9A825 - ACTUATOR ASSY	0.15
6	2001	L1 - EXCURSION	9A758 - CABLE-ACC PEDAL TO C	0.07
7	2001	L1 - EXCURSION	9A818 - KIT SPEED CONTROL	0.07
8	2001	L1 - EXCURSION	9735 - PEDAL ASY-ACCELERATO	0.04
9	2001	L1 - EXCURSION	9F924 - SWITCH SPD CNTRL	0.04
10	2001	L1 - EXCURSION	9725 - ACCELERATOR ROD	0.03
		2001 E1 - ECONOLINE	TOTAL	1.21
1	2001	E1 - ECONOLINE	9C735 - SERVO SPEED CNTL	0.44
2	2001	E1 - ECONOLINE	9F836 - PEDAL & SENSOR ASY	0.3
3	2001	E1 - ECONOLINE	9C888 - SWITCH-SP CNT ACTUR	0.15
4	2001	E1 - ECONOLINE	9A758 - CABLE-ACC PEDAL TO C	0.11
5	2001	E1 - ECONOLINE	9A825 - ACTUATOR ASSY	0.05
6	2001	E1 - ECONOLINE	9818 - ROD ASY GOV TO CARB	0.03
7	2001	E1 - ECONOLINE	9C736 - BRKT SPEED CONTROL S	0.03
8	2001	E1 - ECONOLINE	9E766 - SPLASH SHLD EGR VALV	0.02
9	2001	E1 - ECONOLINE	9F924 - SWITCH SPD CNTRL	0.02
10	2001	E1 - ECONOLINE	9725 - ACCELERATOR ROD	0.01
		2001 F5 - F150/250LD/CR CAB	TOTAL	1.18
1	2001	F5 - F150/250LD/CR CAB	9C735 - SERVO SPEED CNTL	0.32
2	2001	F5 - F150/250LD/CR CAB	9A758 - CABLE-ACC PEDAL TO C	0.24
3	2001	F5 - F150/250LD/CR CAB	9C888 - SWITCH-SP CNT ACTUR	0.22
4	2001	F5 - F150/250LD/CR CAB	9A825 - ACTUATOR ASSY	0.11
5	2001	F5 - F150/250LD/CR CAB	9725 - ACCELERATOR ROD	0.07
6	2001	F5 - F150/250LD/CR CAB	9E766 - SPLASH SHLD EGR VALV	0.06
7	2001	F5 - F150/250LD/CR CAB	9F924 - SWITCH SPD CNTRL	0.05
8	2001	F5 - F150/250LD/CR CAB	9758 - CABLE-ACC PEDAL TO C	0.02
9	2001	F5 - F150/250LD/CR CAB	9818 - ROD ASY GOV TO CARB	0.02
10	2001	F5 - F150/250LD/CR CAB	9735 - PEDAL ASY-ACCELERATO	0.01
		2001 R1 - RANGER NON ELECTRIC	TOTAL	1.00
1	2001	R1 - RANGER NON ELECTRIC	9C888 - SWITCH-SP CNT ACTUR	0.3
2	2001	R1 - RANGER NON ELECTRIC	9A758 - CABLE-ACC PEDAL TO C	0.21
3	2001	R1 - RANGER NON ELECTRIC	9C735 - SERVO SPEED CNTL	0.17
4	2001	R1 - RANGER NON ELECTRIC	9A825 - ACTUATOR ASSY	0.1
5	2001	R1 - RANGER NON ELECTRIC	9F924 - SWITCH SPD CNTRL	0.08

6	2001 R1 - RANGER NON ELECTRIC	9725 - ACCELERATOR ROD	0.06
7	2001 R1 - RANGER NON ELECTRIC	9818 - ROD ASY GOV TO CARB	0.04
8	2001 R1 - RANGER NON ELECTRIC	9A818 - KIT SPEED CONTROL	0.03
9	2001 R1 - RANGER NON ELECTRIC	9735 - PEDAL ASY-ACCELERATO	0.02
10	2001 R1 - RANGER NON ELECTRIC	9E766 - SPLASH SHLD EGR VALV	0.02
	2002 L1 - EXCURSION	TOTAL	3.9
1	2002 L1 - EXCURSION	9F836 - PEDAL & SENSOR ASY	3.19
2	2002 L1 - EXCURSION	9C735 - SERVO SPEED CNTL	0.35
3	2002 L1 - EXCURSION	9C888 - SWITCH-SP CNT ACTUR	0.12
4	2002 L1 - EXCURSION	9A825 - ACTUATOR ASSY	0.09
5	2002 L1 - EXCURSION	9A758 - CABLE-ACC PEDAL TO C	0.08
6	2002 L1 - EXCURSION	9725 - ACCELERATOR ROD	0.04
7	2002 L1 - EXCURSION	9735 - PEDAL ASY-ACCELERATO	0.04
8	2002 L1 - EXCURSION	9715 - SPCR-THROT CONTR CABLE	
9	2002 L1 - EXCURSION	9726 - SHAFT ASY-ACEL PDL	
10	2002 L1 - EXCURSION	9728 - ACCELERATOR CONTROL KIT	
	2002 F7 - F250HD/350/450/550	TOTAL	3.48
1	2002 F7 - F250HD/350/450/550	9F836 - PEDAL & SENSOR ASY	2.91
2	2002 F7 - F250HD/350/450/550	9C888 - SWITCH-SP CNT ACTUR	0.22
3	2002 F7 - F250HD/350/450/550	9C735 - SERVO SPEED CNTL	0.12
4	2002 F7 - F250HD/350/450/550	9F924 - SWITCH SPD CNTRL	0.06
5	2002 F7 - F250HD/350/450/550	9725 - ACCELERATOR ROD	0.05
6	2002 F7 - F250HD/350/450/550	9A758 - CABLE-ACC PEDAL TO C	0.04
7	2002 F7 - F250HD/350/450/550	9A825 - ACTUATOR ASSY	0.04
8	2002 F7 - F250HD/350/450/550	9735 - PEDAL ASY-ACCELERATO	0.01
9	2002 F7 - F250HD/350/450/550	9818 - ROD ASY GOV TO CARB	0.01
10	2002 F7 - F250HD/350/450/550	9A818 - KIT SPEED CONTROL	0.01
	2002 E1 - ECONOLINE	TOTAL	1.35
1	2002 E1 - ECONOLINE	9C735 - SERVO SPEED CNTL	0.66
2	2002 E1 - ECONOLINE	9F836 - PEDAL & SENSOR ASY	0.19
3	2002 E1 - ECONOLINE	9C888 - SWITCH-SP CNT ACTUR	0.13
4	2002 E1 - ECONOLINE	9A758 - CABLE-ACC PEDAL TO C	0.12
5	2002 E1 - ECONOLINE	9A825 - ACTUATOR ASSY	0.09
6	2002 E1 - ECONOLINE	9F924 - SWITCH SPD CNTRL	0.07
7	2002 E1 - ECONOLINE	9735 - PEDAL ASY-ACCELERATO	0.03
8	2002 E1 - ECONOLINE	9726 - ACCELERATOR ROD	0.02
9	2002 E1 - ECONOLINE	9A818 - KIT SPEED CONTROL	0.02
10	2002 E1 - ECONOLINE	9E766 - SPLASH SHLD EGR VALV	0.02
	2002 F5 - F150/250LD/CR CAB	TOTAL	1.14
1	2002 F5 - F150/250LD/CR CAB	9C735 - SERVO SPEED CNTL	0.42
2	2002 F5 - F150/250LD/CR CAB	9C888 - SWITCH-SP CNT ACTUR	0.22
3	2002 F5 - F150/250LD/CR CAB	9A758 - CABLE-ACC PEDAL TO C	0.15
4	2002 F5 - F150/250LD/CR CAB	9A825 - ACTUATOR ASSY	0.12
5	2002 F5 - F150/250LD/CR CAB	9725 - ACCELERATOR ROD	0.06
6	2002 F5 - F150/250LD/CR CAB	9F924 - SWITCH SPD CNTRL	0.06
7	2002 F5 - F150/250LD/CR CAB	9818 - ROD ASY GOV TO CARB	0.03
8	2002 F5 - F150/250LD/CR CAB	9E766 - SPLASH SHLD EGR VALV	0.02
9	2002 F5 - F150/250LD/CR CAB	9735 - PEDAL ASY-ACCELERATO	0.01
10	2002 F5 - F150/250LD/CR CAB	9737 - SPRING-ACC TO B/C/RAN	0.01
	2002 R1 - RANGER NON ELECTRIC	TOTAL	1.06
1	2002 R1 - RANGER NON ELECTRIC	9A758 - CABLE-ACC PEDAL TO C	0.31
2	2002 R1 - RANGER NON ELECTRIC	9C888 - SWITCH-SP CNT ACTUR	0.27

[REDACTED]

[REDACTED]

3	2002 R1 - RANGER NON ELECTRIC 9C735 - SERVO SPEED CNTRL	0.18
4	2002 R1 - RANGER NON ELECTRIC 9A825 - ACTUATOR ASSY	0.13
5	2002 R1 - RANGER NON ELECTRIC 9F924 - SWITCH SPD CNTRL	0.1
6	2002 R1 - RANGER NON ELECTRIC 9725 - ACCELERATOR ROD	0.04
7	2002 R1 - RANGER NON ELECTRIC 9735 - PEDAL ASY-ACCELERATO	0.02
8	2002 R1 - RANGER NON ELECTRIC 9758 - CABLE-ACC-PEDAL TO C	0.01
9	2002 R1 - RANGER NON ELECTRIC 9818 - ROD ASY GOV TO CARB	0.01
10	2002 R1 - RANGER NON ELECTRIC 9C734 - SERVO& BRKT SPEED CN	0.01

[REDACTED]

From: Mitchell, Vicky (V.B.)
Sent: Tuesday, August 06, 2002 7:51 AM
To: McDonagh, Scot (S.M.); West, Gregory (G.S.); Liposky, Lawrence (L.J.)
Cc: Kramer, Michael (M.T.)
Subject: RE: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAIMS

Please note corrected DTC Summary Report. I apologize for any inconvenience.



Revised PEDAL DTC
Summary Repo...

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

From: Mitchell, Vicky (V.B.)
Sent: Monday, August 05, 2002 3:25 PM
To: McDonagh, Scot (S.M.); West, Gregory (G.S.); Liposky, Lawrence (L.J.)
Cc: Kramer, Michael (M.T.)
Subject: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAIMS

Please note the attached file which contains 2002 Teleflex warranty "claims" and pareto's for your analysis and review. Any questions or concerns may be addressed to VMITCHEL or MKRAMER1.

<< File: PEDAL.xls >>

PE83-844 8579

2002 MY Super Duty/Excursion
- 23CZ 9F836 - TELEFLEX PEDAL

DTC CODE(S) SUMMARY REPORT

TOTAL # of TELEFLEX Claims:

[1,450]

DTC Code(s): # of Occurrences:

PO122	5*
PO123	7
PO221	237*
	<hr/>
	249
	<hr/>

*Revised

From: Evangelista, Elio - Troy (eevangelist@TFXAuto.com)
 Sent: Monday, April 09, 2001 1:49 PM
 To: Bauckelaere, Phillip (P.R.)
 Cc: Lisa Petrauskas (E-mail); Teller, Bill - Troy; Braniff, Greg - Troy
 Subject: RE: 4/10/01 Design Review Agenda

Phil,

I will be there and will present the following, advise if you think anything else should be added.

Concern C11216728

Concern: Accel drive cable to short

Resolution: Increase length. Verified in layout 4/5/01. Will capture change for FEU

Concern C11202344

Concern: different fastener needed

Resolution: Changed head to 6mm hex per plant request. Will capture change for FEU

Concern C11214998

Concern: Gas accel difficult to install

Resolution: Add tie to hold pedal arm in same position as ETC. Will capture change for FEU

Concern (Aims) 404502

Concern: Long tip-in on accel (ETC)

Resolution: Data provided to KTP verifying pedals to spec, Ford investigating vehicle system.

Concern (Aims) 404505

Concern: Brake pedal motor noisy

Resolution: Data provided to KTP verify pedals in spec. Spec/performance similar to Winstar. No current plans available that would be able to implement prior to SOP.

let me know if anything else should be added.

Elio Evangelista
 Program Manager - Pedal Systems
 TeleBex Automotive Group

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

From: Bauckelaere, Phillip (P.R.) (mailto:pbauckel@ford.com)
 Sent: Monday, April 09, 2001 1:09 PM
 To: Bill Teller (E-mail); Elio Evangelista (E-mail)
 Subject: FW: 4/10/01 Design Review Agenda

Please Note:

We are on the Design Review for Tomorrow Afternoon.
 Please bring status summary of the AIMS issues.

FD03-044 22336

11/17/2003

Also, please call me to discuss ASAP.

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

> ---Original Message---

> From: Daniels, Heather (H.R.)
> Sent: Monday, April 09, 2001 9:29 AM
> To: Feler, Keith (K.R.); Smartt, William (W.V.); Schubert, Rob (R.J.);
> Manasterski, Piotr (P.M.); Ajegeba, Brenda; Alessi, Jen; Altholz, Tom;
> Ankenbauer, Neil; Armbruster, Phil; Arvita, Brian; Baghdikian, Mitchell;
> Barker, Paul; Barrager, Lisa; Bedi, Paramjit; Bergemann, Dave;
> Beuckelaere, Phillip; Bodemiller, Mark; Bracken, Shannon; Bray, Martin;
> Brown, Pamela; Bunker, Christopher; Burdette, Dave; Busock, Robin; Butts,
> Kenneth; Carpenter, Rory; Canfield, Neville; Cavanaugh, Thomas; Chancell,
> Gary; Chavis, Cory; Chew, William; Clanton, Mozell; Clough, Randy; Carrie,
> David; Dan, Mirella; Daniels, Heather; DesErovia, Bret; Dixon, Robert;
> Drouillard, Mark; Dupuis, Larry; Eigel, Denise; Fisch, Ronald; Freeman,
> Scott; Fromm, Vince; Gehl, Laxman; Gilpin, Leary; Groenewalt, Melissa;
> Guys, Philip; Hasslager, Chris; Hazegian, Michael; Henderson, Tamara;
> Hightower, Edward; Hill, Brian; Himes, Bill; Hoffman, David; Holmes, Ann
> Marie; Ickes, Bill; Ignasiak, Donald; Johnson, David; Iowa, Alex; Kearney,
> Todd; Kelley, Bill; Kiedaisch, Kevin; Kobus, Jack; Kochhar, Nand; Kort,
> Ranzil; Kroll, Susan; Kromberg, Arnold; Kwasniewicz, Chris; Lee, Dave; Lee,
> Jason; LeFranc, George; Lenz, Todd; Lidgett, Diana; Lingg, Dan; Lohman,
> Lynn; Lubinski, John; Martin, Henry; McCarthy, Dan; McDaniel, Jerry;
> McKinney, JoLene; Mitra, Adam; Montes, Jhannel; Muscalina, Thomas; Negrus,
> Andrei; Oldfield, James; Olaszewski, Stan; Patlak, Jay; Patterson,
> Elizabeth; Pazdzierz, Bob; Petersen, Donald; Peterson, Eric; Petruskas,
> Lisa; Polasek, John; Pullola, Anant; Raanfos, Gregory; Reyes, Pete; Riggs,
> Steven; Rodriguez, Lori; Rohrhoff, Bob; Rosa, Roger; Ruchl, Susan
> Genesimo; Salazar, Sumorfin; Savage, Larry; Shah, Bipin; Shahab, Syed;
> Sharif, Lutfi; Sharma, Vipoo; Shaw, Richard; Smith, Douglas; Smith, Ron;
> Starcher, Lorena; Stevens, Michelle; Stockman, Michael; Stone, Ray;
> Taneja, Angela; Tarrant, Dave; Toma, Scott; Troiano, Thomas; Trujillo,
> Philip; Vaishnav, Dhaval; Van Dorn, Scott; Van Dusca, Bill; Wallace Jr.,
> Sam; Walsh, Michael; Walsh, Thomas; Wan, Alex; Webster, Michael; Weems,
> Joe; Williams Jr., James; Williams, Cynthia; Williams, Remita; Williamson,
> David; Wolters, Robert; Worosa, Russ; Woycik, Kevin; Yerkes, Raymond;
> Zolna, Mark
> Subject: 4/10/01 Design Review Agenda
>
> Please note:
>
> * If anyone needs a video conference set up with KTP please notify
> Heather Daniels (hdaniels4) ASAP.
> * The tentative issue list for the April 24 meeting follows the

PE83-844 22337

11/17/2003

- > agenda.
- > * If you are bringing suppliers in to present an issue, please have
- > them wait outside the meeting until it is time for their issue. We do not
- > want suppliers sitting in on the meeting. See Heather Daniels if you have
- > any questions.

> Thank you:

> <<...OLE_Obj...>>

> P131/U137 OPD Design Review Agenda

> [Ajegha, Brenda (B.)]

> Vehicle Engineering

> PDC 2F-C59/61

> 3:00 - 5:00 PM

> 4/10/2001

> Required Information for Design Review Presentations:

- > * FMEA's
- > * DVP&R
- > * CAE Analysis/Drawings and/or Parts
- > * Timing Plan
- > * 25 Copies of Handouts
- > * Entire Team Present for Review

> AGENDA

- > 1) MY 2002 P131/U137 Body Mounts Update (B.
> Robinson/D. McCarthy) 3:00 - 3:10
- > 2) MY 2002 P131/U137 Adjustable Pedals Update (L.
> Petranskas/P. Beuckelaere) 3:10 - 3:25
- > 3) MY 2002 P131 XL Seats Material Update (T.
> Troiano/K. Falser) 3:25 - 3:40
- > 4) MY 2002 P131 A Pillar Grab Handle (L.
> Dupuis/B. Smart) 3:40 - 3:50
- > 5) MY 2002 P131 Tailgate Systems Proforma Project Issue (P.
> Matuszski/L. Dupuis) 3:50 - 4:00
- > 6) MY 2002 P131 Air Suspension Air Compressor Vibration Issue (J.
> Pathak/R. Scherbert) 4:00 - 4:20
- > 7) MY 2002 P131 6K GAWR Eval Ride & Camber Assessment (M.
> Baghdolian/C. Bunker) 4:20 - 4:40
- > 8) MY 2002 P131 F550 Rollback Wrecker Frame Cracks (B. Wolters)
> 4:40 - 5:00

C

- > Future Meetings
- > (4/19/01)
- > CANCELLED
- >
- > (4/24/01)
- > MY 2002 P131/U137 ABS Module Timing Update- (P. Williams/P. Buckelaere)
- > MY 2002 P131 Dual Rear Wheel Attachments - Test Results and
- > Recommendations- (P. Williams/P. Buckelaere)
- >
- > (5/3/01)
- > P131/U137 OPD Design Review Agendas, Minutes, and Open Assignments are
- > available on the Ford Web at
- > <http://www.truck.ford.com/opd/superduty/ve.htm>.
- >
- > Heather Daniels
- > Vehicle Engineering Program Mgmt
- > Super Duty OPD NVH/Ride & Handling
- > 313-20-64592
- > PDC, cube 2G-C37
- >

[REDACTED]

From: Braniff, Greg - Troy [gbraniff@TFXAUTO.com]
Sent: Thursday, June 21, 2001 8:48 AM
To: Lisa Petrauskas (E-mail); Mango, Jack - Troy, Tom (T.V.) Skwirsk (E-mail)
Cc: Evangelista, Elio - Troy
Subject: U137 Mounting pads on bracket

The mounting pads for the Teleflex plastic bracket are 19 mm (2 holes) and 21mm (slot). They are this large because we need a 3mm wall thickness for the plastic and the diameter of the metal inserts is about 13 mm. The metal inserts we added to give the bracket more structural integrity to resist creep and cracking when the nut is torqued down properly.

Williams pedal just has metal tubes welded to the metal bracket which allows them to stay relatively small at 16.1 mm diameter.

Greg Braniff
Teleflex Automotive
248-618-3107
gbraniff@tfxauto.com

From: Smith, Ryan (R.E.)
Sent: Friday, August 02, 2002 9:00 AM
To: McDonagh, Scot (S.M.)
Subject: Accepted: Updated: ETC Pedal Warranty

From: Smith, Ryan (R.E.)
Sent: Friday, August 02, 2002 9:02 AM
To: McDonagh, Scot (S.M.)
Subject: Accepted: ETC Pedal Warranty

From: Butler, Dana (D.D.)
Sent: Monday, October 07, 2002 3:34 PM
To: Smith, Ryan (R.E.); Hale, Curt (B.C.)
Subject: pedal assemblies

Ryan, Curt, James Gardner from the diesel group asked me if there is a fix in the works for throttle pedal. James is telling me customers press the pedal too hard which causes the veh to go to idle because the accelerator pedal position sensor goes out of range. There is no stop for the pedal. Any knows for this?

DANA BUTLER
SERVICE ENGINEER
SUPER DUTY EXCURSION SPECIALIST
PHONE 313-317-4491
FAX 313-248-1763
DBUTLE15@FORD.COM

~~CONFIDENTIAL~~

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From: Smith, Ryan (R.E.)
Sent: Monday, October 07, 2002 3:38 PM
To: Butler, Dana (D.D.); Hale, Curt (B.C.)
Subject: RE: pedal assemblies

Yes, we are currently working on a repair.

Ryan Smith (rsmi291@ford.com)
PVT & Field Support, Product Concern Engineer:
F250-550, F650-750, Excursion
(313)32-21785 Fax: 33-78337
Mail Drop: Diagnostic Service Center II, 26

-----Original Message-----
From: Butler, Dana (D.D.)
Sent: Monday, October 07, 2002 3:34 PM
To: Smith, Ryan (R.E.); Hale, Curt (B.C.)
Subject: pedal assemblies

Ryan, Curt, James Gardner from the diesel group asked me if there is a fix in the works for throttle pedal. James is telling me customers press the pedal too hard which causes the veh to go to idle because the accelerator pedal position sensor goes out of range. There is no stop for the pedal. Any knows for this?

DANA BUTLER
SERVICE ENGINEER
SUPER DUTY EXCURSION SPECIALIST
PHONE 313-317-4491
FAX 313-248-1763
DBUTLE15@FORD.COM

CONFIDENTIAL

ENTER 344
313-317-4491

From: Hale, Curt (B.C.)
Sent: Monday, October 07, 2002 5:28 PM
To: Butler, Dana (D.D.)
Cc: Smith, Ryan (R.E.)
Subject: RE: pedal assemblies

Yes, we have a new pedal coming.

B. Curtis Hale
FCSD PVT Program Manager
F-Super Duty, Excursion
502-429-2546 voice, 502-339-5252 fax

—Original Message—

From: Butler, Dana (D.D.)
Sent: Monday, October 07, 2002 3:34 PM
To: Smith, Ryan (R.E.); Hale, Curt (B.C.)
Subject: pedal assemblies

Ryan, Curt, James Gardner from the diesel group asked me if there is a fix in the works for throttle pedal. James is telling me customers press the pedal too hard which causes the veh to go to idle because the accelerator pedal position sensor goes out of range. There is no stop for the pedal. Any knowns for this?

DANA BUTLER
SERVICE ENGINEER
SUPER-DUTY EXCURSION SPECIALIST
PHONE 313-317-4491
FAX 313-248-1763
DBUTLE15@FORD.COM

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From: Doss, Jacob (J.E.)
Sent: Sunday, October 27, 2002 12:56 AM
To: Smith, Ryan (R.E.)
Subject: FW: P0123, Diesel With Repeat Pedal Concerns.

Ryan,

Are you still handling these concerns for Super duty. If so what is being done to repair repeat p0123 codes. A/P voltage goes to 4/72 volts @ WOT. This is the 2nd unit I have seen.

Jacob Doss
Field Service Engineer
L.A. District
Phone 949-629-1835
jdoss@ford.com

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

From: John Northcutt (mailto:john@northcountyford.com)
Sent: Friday, October 25, 2002 8:30 AM
To: 'Doss, Jacob (J.E.)'
Subject: RE: P0123, Diesel With Repeat Pedal Concerns.

VIN# 1FTRX20F52[REDACTED]
CODES# 0220,0221,P0123,0122,AND 0123

FUEL PEDAL REPLACED TWICE AND REPAIRED ONCE. ABOUT TO BE REPLACED AGAIN ALONG WITH PCM AND WIREINGHARNES. IF YOU NEEDED ANY MORE INFO LET ME KNOW.

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

From: Doss, Jacob (J.E.) (mailto:jdoss@ford.com)
Sent: Monday, October 21, 2002 9:19 PM
To: John Northcutt (E-mail)
Subject: P0123, Diesel With Repeat Pedal Concerns.

J.T.,

What was the VIN, all codes and the current repairs on the vehicle with the repeat Accelerator Pedal Concerns.

Jacob Doss
Field Service Engineer
L.A. District
Phone 949-629-1835
jdoss@ford.com

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From: West, Gregory (G.S.)
Sent: Wednesday, August 06, 2003 10:18 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

You need to work with the calibration community to answer that question. I'm not passing the buck, I understand there to be some legitimate reasons for delays on a diesel.

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

From: Hale, Curt (B.C.)
Sent: Wednesday, August 06, 2003 9:27 AM
To: West, Gregory (G.S.); 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

Why is there no RPM increase in the first inch of pedal travel?

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

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-----

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 lacks power when cold OSF.

The company that builds and delivers the best products wins!

Mike Kramer

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

Six Sigma Black Belt

Phone/fac: (313) 694-2000

Pager: (313) 201-8682 (beep); <<http://m44.darboon.tdri.com/cgi/textpage?>> (internal text); [http://mval@mail.com](mailto:mkramer1@ford.com) (external text)

Email: [mkramer1](mailto:mkramer1@ford.com) (internal); mkramer1@ford.com (external)

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

From: Hale, Curt (B.C.)
Sent: Tuesday, August 05, 2003 9:35 AM
To: West, Gregory (G.S.)

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~~CONFIDENTIAL~~

Cc: Kraemer, Michael (N.T.); Williams Jr., James (L.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
PCSD PVT Program Manager
F-Super Duty & Excursion

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From: West, Gregory (G.S.)
Sent: Friday, September 26, 2003 9:37 AM
To: Hale, Curt (B.C.); Smith, Ryan (R.E.)
Cc: Liposky, Lawrence (L.L.)
Subject: 6.0L accel pedal warranty

Looking for help to stop the excessive pedal replacement that continues. We put out a WAN 4/11/03 but the replacements seem to continue w/o proper diagnosis and DTC's. Can you tell me how to start the process of charge backs to the dealers. Thanks

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

Rough draft of TSB content is attached below.

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

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

Curt,
What else will the team need to supply?

Robert B. Abar
Manager, Powertrain

(313) 84-56247 FAX:(313) 24-69073 rabar@ford.com
Room: 1CP20/Fordwda Ct #4 Mail Drop: UM410

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

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

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

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

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

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

PE83-844 19897

11/12/2003

~~CONFIDENTIAL~~

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Robunda Ct #4 Mail Drop: L34410

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

From: Williams, Brent (B.A.)
Sent: Thursday, May 08, 2003 7:38 AM
To: Abar, Robert (R.B.); West, Gregory (G.S.)
Cc: Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.); Hale, Curt (B.C.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7285
Email: bwilla8@ford.com

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

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

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

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

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

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar
Manager, Powertrain

(313) 84-64247 FAX: (313) 24-89073 rabar@ford.com
Room: EOP20/Retarda Ct #4 Mail Drop: LMA15

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

From: Williams, Brent (B.A.)
Sent: Wednesday, May 07, 2003 9:54 AM
To: Abar, Robert (R.B.); Hale, Curt (B.C.)
Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 602-429-2979
Pager: 502-336-7285
Email: bwillia8@ford.com

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

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

Brent / Curt,

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

Highest frequency of repeat repairs are in the early builds when the wire chafing issue was a potential as indicated by the following data on repeat repairs. (this data includes repeats for earlier level -DA and fix level -DE pedal assys)

Jul 01 - 6
Aug 01 - 6

FE03-044 19699

11/12/2003

Sep 01 - 12
 Oct 01 - 38
 Nov 01 - 30
 Dec 01 - 41
 Jan 02 - 51
 Feb 02 - 6
 Mar 02 - 7
 Apr 02 - 2
 May 02 - 4
 Jun 02 - 3
 Jul 02 - 0
 Au 02 - 4
 Sept 02 - 4

In order to reduce repeat repairs and reduce the mechanics diagnostic time associated with the repeat repairs please issue a TSB to the field instructing them where to look for the potential chafing issue, especially for the builds prior to Feb 02. Can an Oasis or SSM go out ahead of the TSB?

Robert B. Abar
 Manager, Powertrain

(313) 84-5427 FAX: (313) 24-69073 rbar@ford.com
 Room: 1CP20/Flintwa Co #4 Mail Drop: LM490

---Original Message---

From: West, Gregory (G.S.)
 Sent: Tuesday, May 06, 2003 3:53 PM
 To: Abar, Robert (R.B.)
 Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LX010

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

---Original Message---

From: Williams, Brent (B.A.)
 Sent: Tuesday, May 06, 2003 3:42 PM
 To: West, Gregory (G.S.)
 Cc: West, Craig (C.)
 Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LX010

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

Brent Williams
 Electrical PVT - Super Duty/Excursion - KTP
 Phone: 502-429-2979
 Pager: 502-338-7285
 Email: bwillia@ford.com

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

From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:34 PM
To: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LX010

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

Brent Williams

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

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

From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LX010

FYI...

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

PE31/UT37 Plant Vehicle Team- Electrical EESE/WWLT
Kentucky Truck Plant
ph: (502) 429-2598, pager: (513) 796-7176
email: mleese1@ford.com

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

From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.); Moncilovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnama, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barnett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LX010

Gentlemen, FYI

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

odometer.

Dealer put two pedals on this unit and ran 5V in place of B+ to IVS portion of switch (as a test only) before finding chaffe, repaired wiring, restoring B+ to IVS, and deeming concern fixed.

Same dealer told of another stock unit on which the starter would stay engaged when applying pressure to fuse panel....replaced CJB....still had concern....traced issue to when moving fuse panel was actually moving underhood harness which was chaffed to the LH shock tower....both units are fixed at this point.

I think the grey/white and brown/white wires in the picture are for AP signal, but its hard to see.

This is for information update purposes only to inform everyone of what we and the dealers are seeing.

Phil Evenhouse. 79334.

Tech Hotline Diesel Group Leader

—Original Message—

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]
Sent: Wednesday, October 03, 2001 1:30 PM
To: PEVENHOU@ford.com
Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS....623-842-8681

PE83-844 19782

11/12/2003

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DRAFT for TSB

Accelerator pedal assembly with repeat repairs for failed pedal sensor on 2002 MY F-SD with 7.3L Diesel (built before Feb 2002)

On subject vehicles that are experiencing repeat repairs of -9F836- accelerator and pedal assemblies verify that wires in harness (14401??) at the left hand shock tower are not chafing or have worn thru.

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

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

If chafing, repair the wire (per procedure _____) and take (TBD - is there a standard electrical procedure?) action to prevent recurrence.

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

From: Wolfe, Brian (B.C.)
Sent: Wednesday, June 25, 2003 6:19 PM
To: Liposky, Lawrence (L.J.); Shepherd, Scott (S.A.)
Cc: Figurski, Patrick (P.M.)
Subject: RE: Meeting

Larry,
Make no return contact.

Brian Wolfe
Director - CAPE
North American Engineering
Phone 313-84-57966

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

From: Liposky, Lawrence (L.J.)
Sent: Wednesday, June 25, 2003 3:30 PM
To: Wolfe, Brian (B.C.)
Cc: Figurski, Patrick (P.M.)
Subject: FW: Meeting

Brian, how do you want to handle. I believe this would have been the focus on tomorrow's meeting. I could meet with Charley and take him through this, maybe help the resolution process. Spoke to Purchasing today. They informed Teleflex of there disappointment and are pulling the 07 TFX business as of now.

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

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

From: Charlie Meier [mailto:cmeier@tfxauto.com]
Sent: Wednesday, June 25, 2003 10:26 AM
To: Larry Liposki
Subject: Meeting

Larry

I understand there was a mix up for the meeting on Thursday. I apologise for that. I was told the meeting was cancelled last week. Apparently the person at Ford was on vacation and the information did not get out to all parties. Since the meeting was cancelled I changed my flights and now I was in transit during the meeting time. At this point I cannot get the plans changed.

At any rate I did receive the PPT, thanks. I have some questions about the MIS calculation. We tried to do a similar calculation but the results were very different. We did not show a failure rate of 90% percent on the second subset of Feb to Nov 02.

Can I have Bill and Sundar (Reliability and Analysis Mgr) meet with whomever is

~~CONFIDENTIAL~~

best suited at your end and go over the calculation and base data. If we could get this out of the way next week this would advance things for us.

You can best reach me via e-mail.

~~CONFIDENTIAL~~

thanks

Charlie

Hirtzel, Rich (R.J.)

Subject: FW: 14-D Kickoff: 2002-2003 F-Superduty & Excursion adjustable accelerator pedal sensor
Location: PDC GC-A48
Start: Mon 9/23/02 12:00 PM
End: Mon 9/23/02 1:00 PM
Recurrence: (none)
Meeting Status: Accepted
Required Attendees: Hilding, Robert (R.J.); Hirtzel, Rich (R.J.)

Rich - Can you attend this 14d kickoff today?

-----Original Appointment-----

From: Hilding, Robert (R.J.)
Sent: Monday, September 23, 2002 7:22 AM
To: Hilding, Robert (R.J.); West, Gregory (G.S.); McDonagh, Scot (S.M.); Liposky, Lawrence (L.J.); Kramer, Michael (M.T.); Galint, Gary (G.S.); Tokarski, Michael (M.J.); Zhou, Jianhua (J.); PDC Conf Rm GC-A48 (14); Oswald, Greg (G.G.); Blackburn, Thomas (T.J.); Musselman, Thomas (T.A.)
Cc: Shore, John (J.)
Subject: Updated: 14-D Kickoff: 2002-2003 F-Superduty & Excursion adjustable accelerator pedal sensor
When: Monday, September 23, 2002 12:00 PM-1:00 PM (GMT-05:00) Eastern Time (US & Canada)
Where: PDC GC-A48

ONP VERY PROBABLE APPROX 100K UNITS
ONLY ADJUSTABLE PEDAL TRUCKS

MIKE

m[KRAMER]

Hirtzel, Rich (R.J.)

Subject: Updated: Adj Pedal
Location: NPD Conf. Room 1203B

Start: Thu 1/30/03 4:00 PM
End: Thu 1/30/03 5:00 PM
Show Time As: Tentative

Recurrence: (none)

AWS

Meeting Status: Not yet responded

Required Attendees: Jaeger, Sharon (S.A.); Kaercher, Don (D.F.); Shore, John (J.); Balint, Gary (G.M.); Balint, Gary (G.S.); Hirtzel, Rich (R.J.); NPDC Pictel Rm 1203B (16)

Importance: High

SOBRY FOR CONFUSION— I'LL GO SOAK MY HEAD NOW.
Time Change to 4:00 p.m. Adjustable Pedal
Call Sharon at 248-887-1896 from Conf. Room
Gary will phone in 734-523-3026

AWS HELD ALL
LAST MONTH
LONG PROPOSED PHASE 2

— DLRS CAN'T ORDER ^{IF THEY} LESS THAN 10 PER YEAR
— CANADA MUST ALSO ORDER SEED STOCK
BUT CAN HAVE JUST ONE
GARY 313-537-2790

313-418-4488 CELL

PEX DESIRES
THAT OTHER
REPAIR OUT. UNITS

THAN STOCK UNITS
ONLY CHECKING LIFE IS ON
SEED STOCK ONLY DLRS THAT
SOLD UNITS

CURRENTLY
7:00 DLRS
GETTING PEDAL
BUSINESS

RULES FOR RENTIM
LINDA

NO DLR CAN ORDER MORE 5 PER
WEEK

CURRENTLY SELLING 10
325 PER WEEK ON 1-ED

SHOOTING AT 2500 WEEK
6-7 WEEKS UP TO 4000

7000 AHA
AFTER
SEED ST.
IS COMPLETE

- 7500 BY
RENTIM GETS
CALLS A WEEK

STARTING IN A FEW WEEKS
FROM NOW BY FEB 10th
7547 W/O SEED STOCK
(3790)

PE83-244 20880

~~CONFIDENTIAL~~

Sent: Wednesday, January 29, 2003 4:31 PM
To: Mercier, Julie (J.A.); Hirtzel, Rich (R.L.)
Subject: RE: 03803/02X50 - P13/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

We have to meet with PS&L first to figure out a specific launch plan. Plus, we're at the mercy of the JWT paper ordering and printing process. My guess - within two weeks?

Yes - I think we do need another AWS run because we're selling 1200 per month. Who did the last one?

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

---Original Message---

From: Mercier, Julie (J.A.)
Sent: Wednesday, January 29, 2003 12:14 PM
To: Hirtzel, Rich (R.L.); Balint, Gary (G.S.)
Cc: Mercier, Julie (J.A.)
Subject: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Gary and Rich, When do you plan on going with this one. Also, do we need another AWS run before I finalize the extract? Thanks.

Best Regards

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

Hirtzel, Rich (R.J.)

~~CONFIDENTIAL~~
CONFIDENTIAL

From: Balint, Gary (G.S.)
Sent: Thursday, January 30, 2003 5:04 PM
To: Jennifer. Fox (E-mail); Tonya. Policelli (E-mail)
Cc: Hirtzel, Rich (R.J.); Lambert, Mark (M.D.); Balint, Gary (G.S.)
Subject: Adjustable Pedal Program

The adjustable pedal program is now approved so we will definitely be proceeding. Let's discuss paper, tryout at Renkim, printing, launch planning, etc. as soon as possible. We will be launching this to dealers around 2/10 but owner letters may not go out for a while. Rich will get the draft text you submitted reviewed and approved shortly.

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

Hirtzel, Rich (R.J.)

From: Shore, John (J.)
Sent: Sunday, February 02, 2003 10:52 AM
To: Mercier, Julie (J.A.); Jaeger, Sharon (S.A.)
Cc: Balint, Gary (G.S.); Hirtzel, Rich (R.J.); Linda Webster (L.) (E-mail)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

For Linda to place "seed stock orders" for us, they need the data several days ahead of time. I expect Linda needs to cut and paste the data into the spec's we provide her and then let us validate the assumptions.... all taking several runs at the data.

John Shore
Recall Parts Program Manager
Ford Customer Service Division
Office - 734 286-9789 FAX - 734 286-1166
Page - 734 797-5991 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

---Original Message---

From: Mercier, Julie (J.A.)
Sent: Friday, January 31, 2003 8:52 AM
To: Shore, John (J.); Jaeger, Sharon (S.A.)
Cc: Balint, Gary (G.S.); Hirtzel, Rich (R.J.); Mercier, Julie (J.A.)
Subject: FW: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

John and Sharon, We are trying to determine the latest date that I can run the extract on this so that we have the most up-to-date AWS/Delete list. Can you tell me the date you need the PDC report from me. Or will you actually need the PDC report from Renkim for this exercise. Let me know? Thanks.

Best Regards

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

---Original Message---

From: Balint, Gary (G.S.)
Sent: Thursday, January 30, 2003 4:52 PM
To: Mercier, Julie (J.A.)
Cc: Huler, Doreen (D.J.); Hirtzel, Rich (R.J.); Balint, Gary (G.S.); Pease, Kyle (K.); Lambert, Mark (M.D.); Shore, John (J.); Jaeger, Sharon (S.A.)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Rich and I had a conference call with PS&L a few minutes ago and agreed on the following target for the launch of 03B03 (Adjustable Pedal Sensor). If the January AWS data won't be available in time to support these dates, we'll have to adjust the plan to accommodate. We definitely want to include the January repairs from the group to be removed from the population.

Bulletin to dealers: 2/10
Load OASIS: 2/11

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Seed stock orders cut: 2/7 and parts sent beginning 2/10
Owner Letter Mailing: Hold until further notice. Do not mail until part demand can be evaluated. First Owner Letters may not go until mid-March.
Owner Letter Type: JWT Trifold
Phase mailing: YES> Likely to be sent in small increments.

QUESTION: On 2/10, can we give dealers only their in-stock involved units and hold their sold involved units until owner letter mailing begins? All units would still be loaded in OASIS on 2/11. I don't know if the new on-line system allows this but this would help control part demand. Part supply will be very limited for a considerable time after launch.

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

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

From: Mercier, Julie (J.A.)
Sent: Thursday, January 30, 2003 7:57 AM
To: Balint, Gary (G.S.); Hirtzel, Rich (R.L.)
Cc: Muter, Doreen (D.J.)
Subject: RE: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Doreen did the last AWS run on this. Whomever does the run, I will need the criteria for my records

Best Regards

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

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

From: Balint, Gary (G.S.)
Sent: Wednesday, January 29, 2003 4:31 PM
To: Mercier, Julie (J.A.); Hirtzel, Rich (R.L.)
Subject: RE: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

We have to meet with PS&L first to figure out a specific launch plan. Plus, we're at the mercy of the JWT paper ordering and printing process. My guess - within two weeks?

Yes - I think we do need another AWS run because we're selling 1200 per month. Who did the last one?

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

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

From: Mercier, Julie (J.A.)
Sent: Wednesday, January 29, 2003 12:14 PM

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

To: Hirtzel, Rich (R.I.); Sainit, Gary (G.S.)
Cc: Mercier, Julie (J.A.)
Subject: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Gary and Rich, When do you plan on going with this one. Also, do we need another AWS run before I finalize the extract? Thanks.

Best Regards

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

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Hirtzel, Rich (R.J.)

From: Balint, Gary (G.S.)
 Sent: Thursday, January 30, 2003 4:52 PM
 To: Mercier, Julie (J.A.)
 Cc: Muter, Doreen (D.J.); Hirtzel, Rich (R.J.); Balint, Gary (G.S.); Pelee, Kyle (K.); Lambert, Mark (M.D.); Shore, John (J.); Jaeger, Sharon (S.A.)
 Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Rich and I had a conference call with PS&L a few minutes ago and agreed on the following target for the launch of 03B03 (Adjustable Pedal Sensor). If the January AWS data won't be available in time to support these dates, we'll have to adjust the plan to accommodate. We definitely want to include the January repairs from the group to be removed from the population.

Bulletin to dealers: 2/10
 Load OASIS: 2/11
 Seed stock orders cut: 2/7 and parts sent beginning 2/10
 Owner Letter Mailing: Hold until further notice. Do not mail until part demand can be evaluated. First Owner Letters may not go until mid-March.
 Owner Letter Type: JWT Trifold
 Phase mailing: YES> Likely to be sent in small increments.

QUESTION: On 2/10, can we give dealers only their in-stock involved units and hold their sold involved units until owner letter mailing begins? All units would still be loaded in OASIS on 2/11. I don't know if the new on-line system allows this but this would help control part demand. Part supply will be very limited for a considerable time after launch.

Gary Balint
 Program Manager
 Recall/Service Programs
 33-72790
 gbalint@ford.com

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

From: Mercier, Julie (J.A.)
 Sent: Thursday, January 30, 2003 7:57 AM
 To: Balint, Gary (G.S.); Hirtzel, Rich (R.J.)
 Cc: Muter, Doreen (D.J.)
 Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Doreen did the last AWS run on this. Whomever does the run, I will need the criteria for my records

Best Regards

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

ASK PARTS
 ASK JULIE
 ASK ENGINEERING about CR ENG.2112

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

From: Balint, Gary (G.S.)

~~INTERNAL USE ONLY~~

Hirtzel, Rich (R.J.)

From: Jaeger, Sharon (S.A.)
Sent: Monday, February 03, 2003 4:17 PM
To: Czarnik, Lisa (L.M.); Mercier, Julie (J.A.); Philiben, Agnes (.); Westenberg, Joanne (J.L.)
Cc: Jaeger, Sharon (S.A.); Hirtzel, Rich (R.J.); Ballnt, Gary (G.M.)
Subject: PS&L Signs Off on 03B03

Official Parts Clearance granted for 03B03 effective 2-3-03.
Sufficient parts are available to support dealer orders as specified in Attachment II.
Part number 2C3Z-9F836-DE.

Sharon Jaeger
Recall Parts Specialist
Parts Supply & Logistics
Ford Customer Service Division
Ph. 734-523-5026 Fax 734-266-1166
Text/Pager 734-852-0750
sjaeger@ford.com
Mail Drop 40-44

Hirtzel, Rich (R.J.)

From: Kannel, Ryan (R.J.)
Sent: Monday, February 03, 2003 10:33 AM
To: Petee, Kyle (K.)
Cc: Muter, Doreen (D.J.); Hirtzel, Rich (R.J.); Lambert, Mark (M.D.); Jaeger, Sharon (S.A.); Shore, John (J.); Balint, Gary (G.S.); Mercier, Julie (J.A.)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Greetings Kyle,

There are a couple answers to this question:

- No, currently we limit VINs by sales status codes for FSA types only, not individual FSA.
- However, if this is a hot issue, we could possibly temporarily hard code some logic that says do not display sold VINs for a certain FSA number. Keep in mind though that we would not want to have to resort to this often.
- When GCAMP comes, you will have this functionality.

Regards,

Ryan Kannel
Systems Analyst
Ford Motor Company

ITek Center East E1F006I
phone: (313)206-9129
email: rkannei@ford.com

---Original Message---

From: Petee, Kyle (K.)
Sent: Monday, February 03, 2003 10:19 AM
To: Kannel, Ryan (R.J.)
Cc: Muter, Doreen (D.J.); Hirtzel, Rich (R.J.); Lambert, Mark (M.D.); Jaeger, Sharon (S.A.); Shore, John (J.); Balint, Gary (G.S.); Mercier, Julie (J.A.)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Ryan,

Do we have the ability to limit a VINs in a given action by sales status code? We are looking to only display in-stock units to the dealers until the parts are more readily available.

Gary,

If we can complete this task, we need to explain to the dealers that only the in-stock VIN are available on the FSA VIN Lists, since the complete population will be available on OASIS. We don't want any dealership to think the website is incorrect when displaying a VIN List.

Kyle

---Original Message---

From: Shore, John (J.)
Sent: Friday, January 31, 2003 11:29 AM
To: Petee, Kyle (K.); Balint, Gary (G.S.); Mercier, Julie (J.A.)
Cc: Muter, Doreen (D.J.); Hirtzel, Rich (R.J.); Lambert, Mark (M.D.); Jaeger, Sharon (S.A.)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Our initial desire was to suspend all data (sold and unsold) until a TBD date in the future. We still desire the ability to suspend "sold" units from the report until the future TBD date.

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

John Shore
Recall Parts Program Manager
Ford Customer Service Division
Office - 734 266-9789 FAX - 734 266-1166
Page - 734 797-5991 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

---Original Message---

From: Petee, Kyle (K.)
Sent: Friday, January 31, 2003 8:22 AM
To: Balint, Gary (G.S.); Merder, Julie (J.A.)
CC: Muter, Doreen (D.J.); Hirtzel, Rich (R.J.); Lambert, Mark (M.D.); Shore, John (J.); Jaeger, Sharon (S.A.)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Gary,

The FSA VIN Lists are design to show only the VIN and the current status, sold vs. in-stock, for the first 30 days, no customer information. If you are requesting we not display any VINs that are sold, then I would have to contact the developer to see if that condition is possible.

Will it be acceptable to show sold units without customer information?

Kyle

---Original Message---

From: Balint, Gary (G.S.)
Sent: Thursday, January 30, 2003 4:52 PM
To: Merder, Julie (J.A.)
CC: Muter, Doreen (D.J.); Hirtzel, Rich (R.J.); Balint, Gary (G.S.); Petee, Kyle (K.); Lambert, Mark (M.D.); Shore, John (J.); Jaeger, Sharon (S.A.)
Subject: RE: 03B03/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Rich and I had a conference call with PS&L a few minutes ago and agreed on the following target for the launch of 03B03 (Adjustable Pedal Sensor). If the January AWS data won't be available in time to support these dates, we'll have to adjust the plan to accommodate. We definitely want to include the January repairs from the group to be removed from the population.

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- Load OASIS: 2/11
- Seed stock orders cut: 2/7 and parts sent beginning 2/10
- Owner Letter Mailing: Hold until further notice. Do not mail until part demand can be evaluated. First Owner Letters may not go until mid-March.
- Owner Letter Type: JWT Trifold
- Phase mailing: YES> Likely to be sent in small increments.

QUESTION: On 2/10, can we give dealers only their in-stock involved units and hold their sold involved units until owner letter mailing begins? All units would still be loaded in OASIS on 2/11. I don't know if the new on-line system allows this but this would help control part demand. Part supply will be very limited for a considerable time after launch.

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

---Original Message---

~~CONFIDENTIAL~~

From: Mercier, Julie (J.A.)
Sent: Thursday, January 30, 2003 7:57 AM
To: Balint, Gary (G.S.); Hirtzel, Rich (R.L.)
Cc: Muter, Doreen (D.L.)
Subject: RE: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Doreen did the last AWS run on this. Whomever does the run, I will need the criteria for my records

Best Regards

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

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

From: Balint, Gary (G.S.)
Sent: Wednesday, January 29, 2003 4:31 PM
To: Mercier, Julie (J.A.); Hirtzel, Rich (R.L.)
Subject: RE: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

We have to meet with PS&L first to figure out a specific launch plan. Plus, we're at the mercy of the JWT paper ordering and printing process. My guess - within two weeks?

Yes - I think we do need another AWS run because we're selling 1200 per month. Who did the last one?

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

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

From: Mercier, Julie (J.A.)
Sent: Wednesday, January 29, 2003 12:14 PM
To: Hirtzel, Rich (R.L.); Balint, Gary (G.S.)
Cc: Mercier, Julie (J.A.)
Subject: 03803/02X50 - P131/Excursion Adj. Pedal Sensor - Timing and do we need another AWS run

Gary and Rich, When do you plan on going with this one. Also, do we need another AWS run before I finalize the extract? Thanks.

Best Regards

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

Hirtzel, Rich (R.J.)

From: West, Gregory (G.S.)
Sent: Thursday, March 20, 2003 2:00 PM
To: Aber, Robert (R.B.); Hirtzel, Rich (R.J.)
Cc: West, Gregory (G.S.)
Subject: FW: Sales Data

Bob, DE is the service part currently being sold. Also, I have confirmed there is no labor time for the fixed ETC pedal. I did some work with the aws data and found the average labor time (approx. 3700 pedals) we're being charged for is .52 hours, the current approved adj pedal is .4 hours. I will work with Rich Hirtzel to kick off a study on this.

Rich, could you please help start that process, thanks.

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

From: Shore, John (J.)
Sent: Thursday, March 20, 2003 1:40 PM
To: West, Gregory (G.S.)
Subject: RE: Sales Data

SERVICE PART: 2C3Z- 9F836-DE PEDAL
RECEIVING LOCATION: DEMAND GROUP:
CUSTOMER TYPE: BACKCAST: Y
SDI Code:

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		03	2003	1624		
		02	2003	4644		
		01	2003	1221		
		12	2002	1143		
		11	2002	1168		
		10	2002	1498	2C3Z- 9F836-DA	REPLACED
		09	2002	1184		
		08	2002	1231		
		07	2002	1105		
		06	2002	695		
		05	2002	445		

John Shore

Recall Parts Program Manager
Ford Customer Service Division
Office - 734 266-9789 FAX - 734 266-1166
Page - 734 797-5991 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

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

From: West, Gregory (G.S.)
Sent: Thursday, March 20, 2003 9:01 AM
To: Shore, John (J.)
Subject: RE: Sales Data

John, what is the latest service part number your using?

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

From: Shore, John (J.)
Sent: Wednesday, January 15, 2003 4:07 PM
To: West, Gregory (G.S.)
Cc: Jaeger, Sharon (S.A.); Baint, Gary (G.S.); Hirtzel, Rich (R.L.)
Subject: RE: Sales Data

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SERVICE PART: 2C3Z- 9F836-DE PEDAL
ENGINEERING PART: 2C34 9F836 DF

MONTH	YEAR	Quantity	
01	2003	500	January forecasted sales = 1350 to 1425
12	2002	1143	
11	2002	1168	
10	2002	1498	
09	2002	1184	
08	2002	1231	
07	2002	1105	
06	2002	695	
05	2002	445	
04	2002	186	
03	2002	94	

SERVICE PART: 1C3Z- 9F836-BA PEDAL
ENGINEERING PART: 1C34 9F836 BB

MONTH	YEAR	Quantity	
01	2003	323	January Forecasted sales = 750 to 790
12	2002	552	
11	2002	606	
10	2002	785	
09	2002	766	
08	2002	834	
07	2002	805	
06	2002	612	
05	2002	578	
04	2002	537	
03	2002	493	

FYI 6.0L

SERVICE PART: 1C3Z- 9F836-BA PEDAL
ENGINEERING PART: 1C34 9F836 BE

A	YEAR	Quantity	Replaced Part Number
C	2003	6	
	2002	10	
	2001	0	

John Shore
Recall Parts Program Manager
Ford Customer Service Division
Office - 734 266-9789 FAX - 734 266-1166
Page - 734 797-5991 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

—Original Message—

From: West, Gregory (G.S.)
Sent: Wednesday, January 15, 2003 3:54 PM
To: Shore, John (J.)

~~INTERNAL CONFIDENTIAL~~

Subject: RE: Sales Data

John, need another update on this. Thanks.

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

From: Shore, John (J.)
Sent: Tuesday, December 03, 2002 3:29 PM
To: West, Gregory (G.S.)
Subject: Sales Data

SERVICE PART: 2C3Z- 9F836-DE PEDAL
ENGINEERING PART: 2C34 9F836 DF

11	2002	1168
10	2002	1498
09	2002	1184
08	2002	1231
07	2002	1105
06	2002	895
05	2002	445
04	2002	186

2002 8215

SERVICE PART: 1C3Z- 9F836-BA PEDAL
ENGINEERING PART: 1C34 9F836 BB

11	2002	606
10	2002	785
09	2002	766
08	2002	834
07	2002	805
06	2002	612
05	2002	578
04	2002	537
03	2002	493

2002 7592
2001 4588

John Shore
Recall Parts Program Manager
Ford Customer Service Division
Office - 734 266-9789 FAX - 734 266-1166
Page - 734 797-5991 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

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~~CONFIDENTIAL~~

Hawkins, Fred (F.W.)

From: West, Gregory (G.S.)
Sent: Friday, January 17, 2003 3:13 PM
To: Liposky, Lawrence (L.L.); Hawkins, Fred (F.W.); Page, Michael (M.A.); Gehl, Lazman (L.D.); Kronenberg, Audrey (A.R.)
Subject: Notes from today's call in

WMCO is having difficulty making production capacity due to 2 issues:

1) It was recently discovered that the pedal was designed with a 2-3 mm gap between the wide open throttle stop on the bracket and the sheet metal of the vehicle dash panel. This allows deflection in the bracket preventing the WOT stop from adequately doing its intended job and effectively reducing the force required for the pedal to go out of voltage range.

2) The second and most significant issue is that WMCO is not capable at sensor track 1 WOT voltage and what they are running is at the lower end of the spec so the amount of overload required to go out of print spec is reduced.

print spec lower limit is 10.8
wmco guard band was 2.0 until 1/17, to protect for 135% overload Timing on centering

^{began 1/6/03}
do to lack of ability to support KTP production:
wmco guard band is 11.23 as of 1/17, until bracket change is in place.
This number is based off the drift they see in KLT.

3 wot for center
3 idle
WOT 1 failing low Timing on chgo?

Timing out 2nd shift

Top downtime issues / loss causes

Backup plan

TFlex - need to verify TFlex ability to supply additional
NOW - Raw Mats
- Timing & Quantity

WMS 720/day
KTP 650
70
56 days?
70 | 4000
 56 days?
 school

2/10/03
Contact for

John Clark didn't check floor report - received w/ today
Yield - Post Building to old schedule of brushes
built fuel - increased report
23000 bushels on site tomorrow
Brushes that come from Germany expedited
Received 6000 today

to compare
of amount
of jobs
after

LTP needed 1800 parts today
shipped 540 to LTP

increase
in parts to
contract
til then
substant
aged fuel

Expedited shipments end of week

EBL testing only 20-25% EOL

Draw of Bays last for review spec

Some relief no voltage limits

May put flat on a foot to eliminate
any overload - will not affect yield
need KIT per Deputy before try
Not a foot change

Tom Baker - 2nd Rebranding OAD

use stacks
work prior to Ron Det / Owen Hammer
had problem w/ tolerance on stamping
Meeting was supposed to have taken
place yesterday 2/10/03

problem w/ on weekend 2/11 & didn't run

Element Tester implemented?
2nd shift added in clean rooms
Other Tier 2 status

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2/11/03

John
Chad

- Ken Pyle

2nd shift on clean room
began training w/ 2/3
2 last wk
2 this wk

lean driv w/ screen
putting exposure
& screen print machine

will begin production 2nd shift w/ 2/17/03

Fluorocast	10-12 hrs	} w/ 2nd shift on element to be implement soon tester & EOL yield should improve
Screen	10 hrs	
Post Dry	10 hrs	

7.5% EOL due to Element

was used to test ^{Tool} Muncie Indiana

7.5%
6.5
10%
10%
10%
9.5%

D-flat in stamping started to drift
corrected size of stamper
yield calc
72%

92 x 90 x 90 = 72% to offset for 0.2°

run @ late yield of Sunday 15%

TBD Patter electrical flats on artwork ^{similar to} imprinter
west side no center - w. in edged mind ^{read new} KLT
when put overlaid - all way med. stop + 135-14
May exceed voltar
still uncertain screens for previous artwork
in case have issue - 1

laser resistors @ Talaffers

Tool 1 WOT failing on high end & low end

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2/11/23

work will
very good

was C/LC

G West → about

- 1) Overload testing failure - fix to limit 3 → 1, ...
see next wk
- 2) Plant PDPD minus water intrusion

→ 1 wk

Liposky → advised KLT on today's product
bes at containing cages so know
where van are

LD for why
Liposky 3 failed in same set last original
6 passed for KLT → later
G West opened guard band

Liposky + West to visit Savasota + invest KLT

From: Beuckelaers, Phillip (P.R.)
Sent: Friday, April 28, 2000 9:30 AM
To: Barker, Paul (P.); Wilk, John (J.G.)
Cc: Petrauskas, Lisa (L.E.)
Subject: RE: 2001 Cost Reduction Durability Builds - 516W059

Due to design problem, the adjustable accelerator pedal for diesel engines will not be available till 5/17/00. I would like to suggest that we build at Carron with the brake pedal only and update the accelerator pedal at APG. The reason to build with the brake pedal at Carron is the installation is difficult. The accelerator pedal will be an easy swap at APG. Some special adjustments will need to be made to properly position the parts. If you agree with this approach, we will have teleflex support Carron and APG with the installations. Please advise.

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

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

From: Barker, Paul (P.)
Sent: Thursday, April 27, 2000 4:21 PM
To: Antal, Jim; Arszalowicz, Kar; Balby, Thomas (T.L.B.); Barker, Paul (P.); Barney, Brian (B.W.); Barry, Jack (J.E.); Beuckelaers, Phillip; Bricio, Salvador; Carpenter, Rory; Chen, Steve; Crawford, Joe; De Gulse, Michael; DeMarco, Pat (P.M.); Dupuis, Larry; Fegan, Ita Von (R.L.); Faler, Keith; Freeman, Scott (S.T.); Frenzier, Tom; Goh, Laiman; Gilpin, Leary; Gress, Dale (D.R.); Greenwall, Melissa; Hanna, Dave; Hanson, Ron; Herrera, Hugo (H.); Hess, Jerry; Hillman, Charles; Huang, Peter; Irvin, Larry; Ivanovic, Steven; Jacques, Olive (O.L.); Jorgensen, Glenn; Kearney, Todd; Kelley, Bill; Kelley, Michael; Kiedatsch, Kevin (K.W.); Kilroy, Tim (T.); Ko, George; Lee, Bill; Linton, Kenneth; Lohman, Lynn; Love, Keith; Lupa, Tony; Mains, Mark; Manasteraki, Piotr; McConville, Greg; McCurdy, Jack; Meyer, Robert (R.H.); Mizek, Dennis; Miller, Frank; Misherovich, Gerald (G.F.); Mitra, Adam; Naujokas, Jerry; Nkomo, Ned (N.); Palma, Victor; Patterson, Doug (D.L.); Peñillo, Robert; Petrauskas, Lisa; Piszvaria, Harsh; Rahman, Nayeema; Razzak, Abdul; Ren, Philip; Roubir, Tony; Riedel, Craig; Rose, Roger; Russell, John; Sillanpaa, Don; Smart, William; Smith, Ron; Stephens Jr, Walter; Sibel, Dan; Strasser, Robert; Sirean, Adam; Trolano, Thomas; Trujillo, Phillip (P.A.); Ungvari, Adrian; Valdivia, Dhaval; Weems, Joe (J.); West, Gregory; Wilk, John (J.G.); Younus, Mohammad

Subject: 2001 Cost Reduction Durability Builds - 516W059

<< File: W059 barn.doc >>

2001 Cost Reduction Durability Truck #516W059 is in the rebuild process at Carron & Co. Princeton. Several parts are currently not at Carron and we request your assistance in getting them there to support the build of this vehicle this week. Please window withdraw the required parts from the VanBom Warehouse or otherwise arrange to get your parts to Tom Frenzier at Carron Princeton as soon as possible.

The attached file itemizes the missing parts. If the part has an 'XX' next to it, they have it at Carron. If it doesn't, I've put the responsible engineer's name next to the part name/number.

Following are the parts still required at Carron for build of vehicle 059:

<u>ENGINEER</u>	<u>STATUS</u>
Petrauskas	Missing Adj. Brake and Accel pedals
Razzak	Missing rear axle and brake tube
Patterson	Missing fuel filler kits and caps
Kiedatsch	Missing all parts
Younus	Missing rear springs (clip removal)
Trujillo	Missing hanger brackets/spacer
Love	Missing all F/S parts

Greenawalt

Missing all exhaust parts

Ko/Linton

Missing blocker beams /airbag sensors(not yet shown on BOM)

The cutoff for accepting parts for vehicle 516W059 is 5/5/2000. After that time, the vehicle will be signed off by Engineering and shipped to APG to start Durability testing. If your parts aren't at Carron by next Friday, they won't get installed on this truck.

Paul W. Barker (PBARKER)
Super Duty F-Series OPD Vehicle Engineering
Phone: 313-322-3498 Fax: 313-621-8082

From: Beuckelaere, Phillip (P.R.)
 Sent: Thursday, May 18, 2000 7:53 AM
 To: Daniels, Heather (H.R.)
 Cc: Petrauskas, Lisa (L.E.)
 Subject: RE: 5/15 Design Review Issue

See revisions, comments in red below.

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

---Original Message---

From: Daniels, Heather (H.R.)
 Sent: Wednesday, May 17, 2000 3:35 PM
 To: Beuckelaere, Phillip (P.R.); Petrauskas, Lisa (L.E.)
 Subject: 5/15 Design Review Issue

Phil and Lisa,

Below are the minutes that I captured during your presentation of the Adjustable Pedal issue at Monday's design review. Please review for me, checking that I captured all important points and that all is accurate and correct. I want to be sure that my minutes are correct before publishing them.

Please get any notes/comments/revisions to me by noon on Thursday, May 18.

Thank you so much for your help.

P131/U137 Adjustable Pedal
 (P. Beuckelaere/L. Petrauskas/R. Barbosa)

Issues:

- ETC Design Issues and Prototype Part Availability
- Program Timing
- DVP&R Status

Discussion:

- MY2001 ETC Design Issues and Prototype Part Availability
 - Inner spring cracked the accelerator housing upon installation due to poor design and inaccurate testing, delayed timing to 6/2/00 for prototypes.
 - WOT stop moved in-line with extension plate to reduce the movement about the pivot.
 - The accelerator arm was increased from 4.78 to 6.35 mm to meet the 250 lb pedal load specification.
- MY2001 Program Timing
 - Timing slipped to 6/2/00 for Phase 3 prototype delivery.
 - Production timing has not changed.
 - Adjustable pedal pulled from CP build. (Delete this item. I moved it to the MY2002 ETC issues.)
 - Overload testing to be complete by 5/26/00.
 - Full PPAP submission 12/1/00.
- MY2002 ETC Design Issues and Prototype Part Availability
 - Prototypes with ETC (diesel engine) do not support CP build.
 - Memory sensor interferes with the steering column shaft when the pedal is rotated 30 degrees.
 - Currently investigating new location and sensor design.
 - Adjustable pedal for diesel engines pulled from CP build.
- MY2002 Program Timing
 - CP build delivery for Gas parts is 5/8/00
 - CP build delivery for Diesel parts is 6/2/00
 - Prototype delivery of memory system prototypes is TBD, until memory parts design issues resolved.
 - PPAP submission 3/2/01.

- DVP&R Status
 - Currently at Phase 2 design level.
 - All Phase 2 testing to be complete by 6/8/00.
 - All PV testing to be complete by 11/24/00 .

Next Steps:

- P. Bauckelaere to set up meeting with T. Walsh, P. Patel, Purchasing, STA and Teleflex for program review at Teleflex 5/22/00. (please review timing) Timing is good. Meeting is scheduled to take place on 5/22.
- Teleflex to investigate new location or redesign of MY 2002 memory sensor by 5/30/00. (please review timing) Timing is good.

Heather Daniels

Super Duty OPD

313-206-4592

text pager: hdaniel4 (313-851-5542)

PDC, cube 26-C37

From: Beuckelaere, Phillip (P.R.)
Sent: Friday, May 26, 2000 8:29 PM
To: Pullala, Ananth (A.)
Cc: Petrauskas, Lisa (L.E.)
Subject: RE: Adjustable accel. pedal torque revision - 2002 CP build...25NM to 15 NM...

The adjustable pedals are not in the 2001.25 build. It is an added starter with scheduled implementation of 2/1/01.

In any event, we are resolving the adjustable pedal to allow the same torque as fixed pedal.

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

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

From: Pullala, Ananth (A.)
Sent: Thursday, May 25, 2000 9:59 AM
To: Beuckelaere, Phillip (P.R.); Petrauskas, Lisa (L.E.)
Cc: Weems, Joe (J.)
Subject: Adjustable accel. pedal torque revision - 2002 CP build...25NM to 15 NM...
Importance: High

Lisa/ Phil - We know that the issue exists on 2002 Cp vehicle. But, we have not seen anyone write AIMS issue on this for 2001.25 1PP. Could it be because they overlooked it? I think you should take time and take a look at 2001.25 1PP vehicles too. I believe they use the same part 1C35 - 9726-AB

Lisa - The WERS concern number you mentioned in the PCN for this does not mention the revision to 15NM. It mentioned 25NM. So the concern number is no good. I would rather put AIMS concern number and possibly write a concern to make this new revision.

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

From: Beuckelaers, Philip (P.R.)
Sent: Tuesday, June 06, 2000 9:36 AM
To: Petrauskas, Lisa (L.E.)
Subject: FW: 2003 MST Report Out Thursday 6/8/2000

Lisa,
Please get with Pat Ragnoni and establish status and projected completion on target agreement of new ETC for adj. accelerator.
Pat may need more info from Teleflex. If so, please help that along. Also, contact Barb Rossman on 7 pin vs. 9 pin ETC circuit design. If we change to 7 pin circuit, should we retrofit to 8 pin connector in place of current 10 pin. Dan Sitarpa is pushing to keep the 10 pin connector. Let's make sure that the electrical PMT is OK with that relative to cost and quality. Please review with me tomorrow afternoon so we can support Ron Johnson with appropriate info he will need for Thursday. If you have any questions or need clarification, see me asap.

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

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

From: Johnson, Ron (R.J.)
Sent: Tuesday, June 06, 2000 8:49 AM
To: Bob Robinson; Dan Stibel; Derek Pelowski; Jerry Nantals; Keith Love; Lisa Petrauskas; Michelle Fraser; Pat DeKarcz; Phillip Beuckelaers; Ron Smith; Scott Freeman
Subject: 2003 MST Report Out Thursday 6/8/2000

Chassis Team: I am up to report out this Thursday for Chassis in the MST. I need OPEN ISSUES and CURRENT STATUS for the following from each PMT.

1. Build Issues / Aims Issues
2. Design Issues
3. Packaging Issues
4. Target Agreements still in our shop: Accelerator Pedal, DFCM and Fuel Lines for the DFCM

Please submit your issues to me in a: Issue / Status / Containment if necessary/ Responsibility / Resolve Date format. I would like to have the information by 12:00 noon tomorrow 6/7/2000. This will give me a chance to review the information and ask questions if I need more information. We will be going to a Fast Track type format within a week and this will provide a good starting basis to fill those out also.

Thank you in advance.

Ron Johnson
Supervisor
Heavy F-Series Chassis
313-322-3852 / POC 2B-A57

From: Beuckelaere, Philip (P.F.)
Sent: Tuesday, June 06, 2000 7:05 PM
To: Petrauskas, Lisa (L.E.)
Subject: FW:

This ains issue incorrectly states the cause of the cracked accelerator pedal as durability. I have seen subsequent notes on this sent to Jim Cooke at APG asking for his input relative to the durability concern. If more notes surface on this 'durability concern', you should clarify the cause to be manufacturing. For now, let it rest.

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

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

From: A Issue [mailto:aimissue@fcdb38a.dearborn.ford.com]
Sent: Thursday, June 01, 2000 12:39 PM
To: MCLANTON@ford.com; WSMARTT@ford.com; DHUNT10@ford.com;
GKRAUSE@ford.com; RNATULON@ford.com; JMC DANIE@ford.com;
CHASSING@ford.com; AHOLMES4@ford.com; JMONTESS@ford.com;
LCAVANAL@ford.com; RCANOY@ford.com; CGUTHRIE@ford.com; DGIRT@ford.com;
PBEUCKEL@ford.com
Subject:

*** THE FOLLOWING ISSUE THAT YOU ARE A TEAM MEMBER ON HAS BEEN
UPDATED
BY DGIRT ON 01-JUN-00 ON THE AUTOMATED ISSUE MANAGEMENT (AIM) SYSTEM ***

Issue Number : 00315506
Status : Open
Severity : 3
Issue Title : Replace adj. pedals on diesel P131/U137
Lead Vehicle : P131/U137
Model Year : 2002

Issue Description:

5/17/00 - Will use fixed pedals and retrofit later when parts available.

During durability the assembly cracked and parts can not be contained for CP build and will be removed from program and replaced with fixed pedal on those diesels that required them

Management Status:

Need CR and PCN

Team Member List:

Participant	DSILLANP	Sillanpaa D C (Don)	13138452820
Participant	LPETRAUS	Petrauskas L E (Lisa)	13133908070
Project Leader	MCLANTON	Clanton M J (Mozell)	1313337167
Participant	WSMARTT	Smartt W V (William)	13133177920
Participant	DHUNT10	Hunt D A (Douglas)	13133909302

Participant	GKRAUSE	Krause G (GR.)	13136216842
Participant	RMATULON	Matulonis B W (Bob)	13132483105
Participant	JMCDANTE	McDaniel J (Jerry)	13132481555
Participant	CHASSING	Hassinger C V (Chris)	13133373582
Participant	AHOLMES4	Holmes A (Ann Marie)	13133371892
Participant	JMONTES8	Montes J (Jhammel)	13133227585
Participant	LCAVANAI	Cavanaugh D D (Doug)	15023393830
Participant	RCANOY	Canoy D R (Dick)	13133906963
Participant	CGUTHRIE	Guthrie C (CW.)	15024292471
Participant	OGIRT	Girt D (Dan)	13132487217
Champion	PBEUCKEL	Beuckelaere P R (Phillip)	13133172345

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From: Beuckelaere, Phillip (P.R.)
Sent: Tuesday, June 06, 2000 7:06 PM
To: Petrauskas, Lisa (L.E.)
Subject: FW: AIMS issue 315506

Looks like you already provided clarification as suggested in my other note i just sent.

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

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

From: Freeman, Scott (S.T.)
Sent: Thursday, June 01, 2000 12:15 PM
To: Cook, James (J.M.)
Cc: Petrauskas, Lisa (L.E.); Beuckelaere, Phillip (P.R.)
Subject: RE: AIMS issue 315506

Please ignore the attached note. I talked with Lisa.
Thanks.

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

From: Freeman, Scott (S.T.)
Sent: Thursday, June 01, 2000 10:57 AM
To: Cook, James (J.M.)
Cc: Petrauskas, Lisa (L.E.); Beuckelaere, Phillip (P.R.)
Subject: AIMS issue 315506

Jim or Lisa,
Do you know if there is a concern open on P131 adjustable pedals cracking on durability?
I'm looking for the concern number to close out AEMS issue 315506.

Please send me the concern number if you have it.

From: Farrah, Alan - Troy [afarrah@fxcauto.com]
Sent: Monday, June 12, 2000 10:20 AM
To: lpetraus@ford.com; usfmck4g@ibmmail.com; Kalsi, Avtar - Troy, Evangelista, Elio - Troy, Wyatt, Larry - Troy
Cc: Teller, Bill - Troy
Subject: u137 pmt meeting on 6-7-00

Notes From 6-7-00 Ford PMT

Attendees:

Alan Farrah - Teleflex
Phil Beuckelaere - Ford
Lisa Petrauskas - Ford
Joe Slachta - Ford

- Updated ETC DVPR to Ford - Avtar
- Revise MTC DVPR heading and update - submit to Ford - Alan
- 2002 and 2003 pricing needs to be established and supplied to Ford - Larry
- 2003 Accel print revised with 3 Track to Ford - Avtar
- Update Assembly prints with latest changes:
 - motor wiring harness change - add 6" - Alan
 - KSR mounting bracket add hole - Alan
 - - Need hole location from Ford/KSR - Lisa
 - Accel bracket with insert - Avtar / Alan
 - Accel arm material thickness - Alan / Avtar

- Ford to supply fixed gas and diesel assembly prints to Teleflex - Lisa
- DFMEA review and sign off on 6-12-00 at 1:30 pm at Ford PDC - Ford/ Teleflex (Alan and Avtar)
- Sensor presentation to Ford on 6-16-00 at 1:30 pm - Alan
- Teleflex to set-up a meeting with Ford cost estimating - Larry / Elio
- Teleflex / Ford to have monthly management level review meeting - Elio to establish dates and time - Elio
- Teleflex to perform noise testing on Adjustable Pedals - Alan
 - Ford to supply vehicle - Lisa

- Call Jim Cook to set up date and time to retro-fit vehicle with accel etc pedal - Alan

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~~CONFIDENTIAL~~

From: Chen, Steve (X.)
Sent: Tuesday, June 20, 2000 1:01 PM
To: Petrauskas, Lisa (L.E.); Pellillo, Robert (R.J.)
Cc: Adelberto Abarca; Allen Chen; Ananth Puttala; Arthur Newsom; Bill O'Keefe; Brenda Ajegba; Brenda Upshaw; Brian Ko; Bruce Pierce; Carl Zaas; Caria Lanz; Christopher Atkinson; Dan Stibel; David Rohwedder; Donna Shelley; Doug Patterson; Edna Crayton; Francis Osaigbovo; Frederick Schwandenmann; George Ko; Haj Flemings; Ian Tynan; James Cheng; James Salmon; Jerry Chao; Jerry Hendricks; Jerry Mantais; Jerry Naujokas; Jesse Crookston; Jim Carter; Joe Weems; John D'Antonio; John Wilk; Kaming Chen; Kevin Swenskowski; Kumar Mahadevan; Larry Banas; Leary Gilpin; Lee Tsai; Lisa Petrauskas; Lucy Tong; Lynn Lohman; Met Dede; Michael Jeleniewski; Michael Jurosek; Michael Stockman; Michael Webster; Nitish Jadhav; Pat DeMarco; Peter Hubbard; Philip Grys; Phillip Bouckelaere; Rajarathnam Jayachandran; Robert Pascarella; Robert Pellillo; Ron Smith; Roy Dabas; Sal Caruso; Scott Davis; Shahid Hussain; Steve Chen; Syed Ahmed; Ted Kolar; Thomas Grieba; Thomas Mussefman; Thomas Walsh; Vipon Sharma; Vitas Sirgedas; Wei Wang
Subject: RE: adj. pedals

Lisa,

We assessed the effect of brake pedal. We do not plan to run a dedicated crash test for the pedals. The things you summarized are important. whenever possible, we'll check them as a piggyback item on other tests.

Thank you.

Steve Chen
Excursion Crash Safety
24-86173 at PDC 2D-G41

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

From: Petrauskas, Lisa (L.E.)
Sent: Saturday, June 17, 2000 1:10 PM
To: Chen, Steve (X.); Pellillo, Robert (R.J.)
Cc: Petrauskas, Lisa (L.E.)
Subject: RE: adj. pedals

Steve & Bob,

Just wondering when or if you were going to crash these adjustable pedals.

Things we would be interested in are:

- high speed file showing what happens to the pedals
- Before & After pictures
- Load cell on rods:
 - which way the rods go in a crash
 - How much force you want on the rods
- Occupant interference with pedals
- Interference with steering column

Thanks, Lisa

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

From: Chen, S. (Steve) [mailto:schen@mail.ford.com]
Sent: Monday, June 12, 2000 3:07 PM
To: Petrauskas, Lisa (L.E.)

FEB3-844 21556

Cc: Robert Pellillo (RPELLILL); schen@mail.ford.com
Subject: Re: adj. pedals

Lisa,

Bob and I are evaluating other cost reduction proposals. We will decide if and how the adjustable pedals affect the crash safety sign off, along with other items.

Thank you.

Steve Chen
Excursion Crash Safety
86173 at FDC 2D-G41

> "Petrauskas, Lisa (L.E.)" wrote:
>
> Steve,
>
> What's going on with adj. pedals? I still need them crash tested.
>
> Lisa Petrauskas
> Heavy F-Series Chassis Design
> FDC 2B-A60
> 313-39-08070
> (fax) 313-317-2349
> lpetraus@ford.com

~~CONFIDENTIAL~~

From: Rahman, Nayeema (N.)
Sent: Tuesday, June 20, 2000 5:05 PM
To: 'joe.crawford@alcoa.com'
Cc: Petrauskas, Lisa (L.E.)
Subject: FW: Adjustable pedals

Joe:
How much save will be in wiring side?

Petrauskas:
What's the concern #. Does it effect 2001 MY? I haven't seen this CR in our Change control deck.

-----Original Message-----
From: Petrauskas, Lisa (L.E.)
Sent: Tuesday, June 20, 2000 12:37 PM
To: Rahman, Nayeema (N.)
Subject: Adjustable pedals

Nayeema,

There is a concern to add an additional 6 inches to the motor pigtail on the adju. brake pedal.
I was wondering if there would be any saving in reducing the wiring harness that the brake pigtail attaches by 6 inches.

let me know.

Thanks for all the help

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

From: Walsh, Thomas (T.J.)
 Sent: Friday, July 07, 2000 12:50 PM
 To: Bouckelaere, 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.

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 Predtel; Alan Thornton; Amir Joja; Anne Marie Udell; Allen Funchess; Barbara Roseman; Bart Vargiesen; Bill Bast; Bill McRoy; BIE Moranlec; Bill O'Keefe; Brady Stockbauer; Brian Hawkins; Brian Hill; Brian Huber; Bryan Eubank; Buster McCreary; Carl Spamer; Carla Probus; Catherine Cunningham; Charles Wolf; Charlie Guthrie; Charlie Sebastian; Chris Kwasniewicz; Colan Hartman-Bedrosian; Dan Lingg; Dan O'Neill; Daniel Holden; Daniel Robichaud; David Bardsley; David Huebke; David Paulsen; David Wilson; Dawn Dressell; Debra Gruber; Denis Madson; Dennis Holec; Dennis Thompson; Diane Reszke; Don Trapicone; Donald Petersen; Dorina Shelley; Douglas Stormozand; Ebony Lockett; Eric Budim; Eric Maloney; Francis Osiyobovo; Frank Hansenberger; Fred Halfway; Frederic Schwendenmann; Gary Gladish; Gary Haleskeiter; Gary Hawthorne; Gary Siegel; George Lefranc; Gordon Friesette; Greg Graves; Greg McConville; Gregory Ramfos; Gregory Schmidt; Harish Chawla; Harry Doodittle; Harry Glids; Harry Hess; Hugh Poore; Jack Kobus; James Parks; Jamie Winnard; Jane Heady; Jasper Catanzaro; Jeff Klinek; Jeff Nyquist; Jerry Hendricks; Jerry Hess; Jill Marshall; Jim Antalf; Jim Wagner; Joe Wash; John Acdaloff; John Cieslik; John D'Antonio; John Demetriou; John Emma III; John Karol; John Taylor; Jonathan Larimore; Jose Burgos; Joseph Epperson; Julia Giuliano; Julie Jensen; Keith Campbell; Kelli Love; Ken Woods; Kenneth Linkin; Kevin Medalski; Kristin Sheldon; Kurt Harzdorf; Kyle Edwards; Larry Smith; Laurie Jensen; LaWayne Cab; Lee Tsai; Lisa Laduc; Manuel Rodriguez; Marc Chotkowski; Mark Drouillard; Mark Kawalec; Mark Linsen; Mark Mains; Mark Murphy; Met Dede; Michael Filigovich; Michael Frankstein; Michael Guzowski; Michael Jurosek; Michelle Robinson; Mike Drawe; Nathan Schmidt; Neil Holcomb; Neville Caulfield; Nick Suchka; Paramjit Bedi; Pat DeMarco; Patricia Donoghue; Paul Ferzlanin; Paul Meyer; Paul Smith; Pete Reyes; Peter Childs; Peter Hubbard; Phil Ambrester; Philip Guys; Phillip Bouckelaere; Polly Cheveta; Raghu Puttalah; Randall Miller; Rao Bondalapati; Raymond Yerkes; Renita Williams; Rich Evans; Rich Obermayer; Richard Cacioppo; Richard Shaw; Rob Iorio; 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 Toms; Shana Anderson; Shane Spencer; Silvia Rivera; Soon Park; Stacie Connors; Stan Olszewski; Stephanie Alexander; Stephen Vargo; Steve Chen; Steve Forester; Sumorfin Salazar; Ted Kolar; Thom Fodee; Thomas Cavanaugh; Thomas Maxman; Thomas Schen; Thomas Walsh; Timothy Clark; Timothy Darweller; Todd Barber; Todd Lear; Veryl Davis; Victor Palma; Vincent Re; Vilas Sirdedas; W W; Walter Stephens Jr; Wendy Michalski; William Fogarty; William Smart

Subject: FW: P131/U137 Body Shells Available- Scrappage Imminent

-----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),

PE80-044 21633

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: Evangelista, Elio - Troy [aevangelist@TFXAuto.com]
Sent: Monday, July 02, 2001 8:56 AM
To: Gesler, William (W.G.); Evangelista, Elio - Troy; Vojtisek, Beth Looney (E.L.)
Cc: Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Veit, Douglas (D.W.); Rajan, Ranga (H.); Ryan, Emmett (E.C.)
Subject: RE: U137 at Teleflex

Bill,
I think you may have mis-understood my statement, the equipment was performing as intended since it was rejecting parts with high load efforts. The issue seems to be with the spring so it will get addressed. Since the spring is part of the assembly then I understand why you do not want to grant PPAP for the ETC.

The PPAP for the brakes, gas accel and non-memory motor should be able to get approved though. the springs in question are not used on these parts. We request that PPAP is granted on these, that way the Alert needed to ship is limited only to the ETC.

thanks,

Elio Evangelista
Program Manager - Pedal Systems
Teleflex Automotive Group

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

From: Gesler, William (W.G.) [mailto:wgesler@ford.com]
Sent: Monday, July 02, 2001 8:08 AM
To: 'Evangelista, Elio - Troy'; Gesler, William (W.G.); Vojtisek, Beth Looney (E.L.)
Cc: Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Veit, Douglas (D.W.); Rajan, Ranga (H.); Ryan, Emmett (E.C.)
Subject: RE: U137 at Teleflex

Elio, ETC tester rejected 46 out of 320. Plant thinks it is the spring. It is NOT a matter of the tester rejects the bad parts therefore Ford should accept and PPAP the assy.. 46 out of 320 means the assy, is not capable.

Teleflex needs to determine root cause and eliminata it before I can approve PPAP.

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

From: Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]
Sent: Monday, July 02, 2001 7:21 AM
To: 'Gesler, William (W.G.); Vojtisek, Beth Looney (E.L.); Evangelista, Elio - Troy
Cc: Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Veit, Douglas (D.W.); Rajan, Ranga (H.)
Subject: RE: U137 at Teleflex

I will investigate, sounds like the spring is not running at mean tolerance but at one of the limits. Equipment is functionally as intended, if loads are out of spec will reject part. I will provide 8D based on spring.

Elio Evangelista
Program Manager - Pedal Systems
Teleflex Automotive Group

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

From: Gesler, William (W.G.) [mailto:wgesler@ford.com]

PE83-844 22755

Sent: Friday, June 29, 2001 2:22 PM

To: Vojtisek, Beth Looney (E.L.); 'eevangelist@TFXAuto.com'

Cc: Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Veit, Douglas (D.W.);

Rajan, Ranga (H.)

Subject: RE: U137 at Teleflex

Correction please. This a part quality issues. NOT a tester problem. Appears that the failure is a spring.

> ---Original Message---

> From: Vojtisek, Beth Looney (E.L.)

> Sent: Friday, June 29, 2001 2:18 PM

> To: 'eevangelist@TFXAuto.com'

> Cc: Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Gesler, William (W.G.); Veit, Douglas (D.W.); Rajan, Ranga (H.)

> Subject: FW: U137 at Teleflex

>

> Elio,

> I just got this report on the Run@Rate.

> We're going to need an 8D on this equipment failure. I assume this is a tester failure, not parts failing the test?

> Please agree on the followup with Bill Gesler.

>

> Thanks,

> Elizabeth L. Vojtisek

> STA Program Manager

> SuperDuty & Excursion

> Tel: (313) 24- 85558

> Fax: (313) 33- 75662

> E-mail: blooney@ford.com

>

>

>

>

>

> ---Original Message---

> From: Vojtisek, Beth Looney (E.L.)

> Sent: Friday, June 29, 2001 12:58 PM

> To: Hightower, Edward (E.T.); Van Dem, Scott (J.S.)

> Cc: Veit, Douglas (D.W.); Gesler, William (W.G.); Rajan, Ranga (H.); Clough, Randy (R.J.)

> Subject: FW: U137 at Teleflex

>

> Followup to the page I sent you - the report I received. We will follow up on plans to troubleshoot the diesel EOL.

>

> Elizabeth L. Vojtisek

> STA Program Manager

> SuperDuty & Excursion

> Tel: (313) 24- 85558

> Fax: (313) 33- 75662

> E-mail: blooney@ford.com

>

>

>

> ---Original Message---

PE83-844 22756

[REDACTED]

[REDACTED]

> From: Geeler, William (W.G.)
> Sent: Friday, June 29, 2001 12:37 PM
> To: Veit, Douglas (D.W.)
> Cc: Vojtisek, Beth Looney (E.L.)
> Subject: U137 at Teleflex

>
> ROR is much improved. Still more breakdowns than I would like but they can make rate and the level of breakdown now falls more within the normal range.

>
> However, I cannot PPAP the Diesel accel assy. [The end of line ETC test has a failure rate of between 30 and 50%

>
> William G. Geeler
> TVC STA Eng PDC 2AC11 Phone 313-248-2652
> Fax 313-337-5662 Pager 888-425-8381 E-mail wgeeler@ford.com Cell phone 313-806-1736
> Text Pager: <mailto:888-425-8381@alphapage.ariouch.com>

PER3-844 22757

[REDACTED]

From: Skwirsk, Tom (T.V.)
Sent: Friday, July 06, 2001 9:49 AM
To: Petrauskas, Lisa (L.E.)
Subject: FW: U137 at Teleflex

Categories: cc

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

From: Vojtisek, Beth Looney (E.L.)
Sent: Thursday, July 05, 2001 3:48 PM
To: Van Dorn, Scott (J.S.)
Cc: Hightower, Edward (E.T.); Skwirsk, Tom (T.V.)
Subject: RE: U137 at Teleflex

Scott,

The two newest issues are...

1. As below, [during the ROR the diesel accel assy EOL tester had high reject rates. These have been improved by cycling the pedals prior to re-testing for a rate of 14%. However, unanswered questions remain concerning validity of this as procedure, how shelf life affects this condition, how robust the containment procedure is, etc.]
2. There is a new concern regarding tang height and width, and the capability on both dimensions. This is designated an internal "delta-M" (like an SC) but was not being controlled and measured. Capability is poor, and this is a cross-cartline issue. Failure modes have not been adequately analyzed.

Next steps...

1. My manager, Steve Turner, and the U152 STA manager, Ranga Rajan, met with Tim Wright and Mike Carr, the Teleflex plant manager and quality manager on Monday. They (Teleflex) have assignments to follow up on the above, as well as other issues. U152 are looking at further delaying their adjustable pedal introduction to 8/20 - 9/4 timeframe, for these and other (primarily package) reasons. I have attached their latest status for reference.



FW: 7/5 Status &
Actions Rq'd...

2. I have discussed with Tom Skwirsk today. He is staying in touch with his U152 counterparts on the common issues, and is expecting answers from Teleflex (Rlio Bvangalista) regarding containment and capability in the above.

Teleflex are shut down this week, so progress has been slow. I suggest Monday afternoon will be a good time to revisit. Our STA, Bill Gesler is returning first thing, and we can get a clearer picture once they are up and running again.

Elizabeth L. Vojtisek
STA Program Manager
SuperDuty & Excursion
Tel: (313) 24- 85558

PE03-044 22761

[REDACTED]
[REDACTED]
Fax: (313) 33-75662
E-mail: blooney@ford.com

---Original Message---

From: Van Dorn, Scott (J.S.)
Sent: Thursday, July 05, 2001 7:43 AM
To: Vojtisek, Beth Looney (E.L.)
Subject: RE: U137 at Teleflex

status ?

J. Scott Van Dorn
Chief Program Engineer
313-845-7920 (phone)
313-337-2974 (fax)
Admin: rkelsey1

---Original Message---

From: Vojtisek, Beth Looney (E.L.)
Sent: Friday, June 29, 2001 12:58 PM
To: Hightower, Edward (E.T.); Van Dorn, Scott (J.S.)
Cc: Veit, Douglas (D.W.); Gesler, William (W.G.); Rajan, Ranga (H.); Cough, Randy (R.J.)
Subject: FW: U137 at Teleflex

Followup to the page I sent you - the report I received. We will follow up on plans to troubleshoot the diesel EOL.

Elizabeth L. Vojtisek
STA Program Manager
SuperDuty & Excursion
Tel: (313) 24-85558
Fax: (313) 33-75662
E-mail: blooney@ford.com

---Original Message---

From: Gesler, William (W.G.)
Sent: Friday, June 29, 2001 12:37 PM
To: Veit, Douglas (D.W.)
Cc: Vojtisek, Beth Looney (E.L.)
Subject: U137 at Teleflex

ROR is much improved. Still more breakdowns than I would like but they can make rate and the level of breakdown now falls more within the normal range.

However, I cannot PPAP the Diesel accel assay. [The end of line ETC test has a failure rate of between 30 and 50%] C

William G. Gesler

FE03-844 22762

[REDACTED]

TVC STA Eng PDC 2AC11 Phone 313-248-2652
Fax 313-337-5662 Pager 888-425-8381 E-mail wgestler@ford.com Cell phone 313-806-1736
Text Pager: mailto:888-425-8381@alphapage.airtouch.com

[REDACTED]

From: Skwirsk, Tom (T.V.)
Sent: Monday, July 09, 2001 2:04 PM
To: West, Gregory (G.S.); Petrauskas, Lisa (L.E.)
Cc: Hightower, Edward (E.T.); Uposky, Lawrence (L.J.)
Subject: FW: U137 at Teleflex

Categories: cc

Greg - Please advise on how we can take Ed through this per his request. Thanks!

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

From: Hightower, Edward (E.T.)
Sent: Monday, July 09, 2001 1:36 PM
To: Skwirsk, Tom (T.V.); Uposky, Lawrence (L.J.)
Cc: Van Dam, Scott (S.S.)
Subject: RE: U137 at Teleflex

Tom and Larry,

I would like to have a discussion about where we are with regard to pedal efforts before the design review on Thursday. It is not clear to me what a vehicle at the high end of the efforts would feel like. How can Scott and I do an evaluation of this before Thursday? I currently plan to be at KTP on Wednesday. Is there anything that I can review there. After this week, I will be out for 2 weeks so I would like to see this adjustable pedal issue closed by then, with regards to what direction we are taking. Thanks.

Ed

Edward T. Hightower
Chief Engineer - Excursion
Ford Motor Company
PDC 1T-T23, MD 567
21175 Oakwood Boulevard
Dearborn, Michigan 48124-4079 USA
313.845.2207
ehighto1@ford.com

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

From: Daniels, Heather (H.R.)
Sent: Monday, July 09, 2001 1:29 PM
To: Hightower, Edward (E.T.)
Cc: Skwirsk, Tom (T.V.); Van Dam, Scott (S.S.)
Subject: FW: U137 at Teleflex

FYI - Per Ronda's note below, Scott is not available tomorrow. I have added the Adjustable Pedal to the 7/12/01 Design Review, from 4:30 to 5:30 PM. I will keep it on the agenda unless otherwise notified by you and/or Scott.

If you would like a status report prior to Thursday's review, please contact Tom Skwirsk.

Thank you.

Heather Daniels

P131 Super Duty Program Analyst
313-20-64592
PDC, cube 26-C37

PE83-044 22761

—Original Message—

From: Kelsey, Ronda (R.)
Sent: Monday, July 09, 2001 10:32 AM
To: Daniels, Heather (H.R.)
Subject: RE: U137 at Teleflex

Scott is booked until 6pm tomorrow.

—Original Message—

From: Daniels, Heather (H.R.)
Sent: Monday, July 09, 2001 10:01 AM
To: Hightower, Edward (E.T.); Van Dorn, Scott (J.S.)
Cc: Kelsey, Ronda (R.)
Subject: RE: U137 at Teleflex

Ed - Per Scott's calendar he is unavailable Tuesday afternoon from 3 to 5 pm. We need to determine if he needs to be present to review the Adjustable Pedal issues. Is this an Excursion only issue or does it also affect P131? Can we review without him?

Ronda - Is there an hour available on Scott's calendar on Tuesday for review of the Adjustable Pedals? Please let me know at your earliest convenience. Thanks!!

Heather Daniels

P131 Super Duty Program Analyst
313-20-64592
PDC, cube 26-C37

—Original Message—

From: Hightower, Edward (E.T.)
Sent: Monday, July 09, 2001 9:30 AM
To: Daniels, Heather (H.R.); Van Dorn, Scott (J.S.)
Subject: RE: U137 at Teleflex

Is there any way that we can have our design review on Tuesday (tomorrow) instead of Thursday. We need to bring this to closure. After this week, I am out for the next two weeks and I am concerned about letting this wait until then.

Ed

Edward T. Hightower
Chief Engineer - Excursion
Ford Motor Company
PDC 1T-T23, MD 567
21175 Oakwood Boulevard
Dearborn, Michigan 48124-4079 USA
313.845.2207
ehighto1@ford.com

—Original Message—

From: Daniels, Heather (H.R.)
Sent: Monday, July 09, 2001 8:43 AM
To: Siewick, Tom (T.V.)
Cc: Van Dorn, Scott (J.S.); Hightower, Edward (E.T.); Patruskas, Lisa (L.E.); Kelsey, Ronda (R.); Allen, Dave (D.R.); Vojtko, Beth
Subject: RE: U137 at Teleflex

Tom,

FEB3-844 22782

[REDACTED]

There is a Design Review scheduled for Thursday, July 12. I have several issues scheduled already, but I can put the Adjustable Pedals on from 4:30 to 5:30 PM. Please let me know at your earliest convenience if that will work for you and your team.

Please confirm that this Issue is MY 2002 for P131 and U137.

Also, please provide list of persons who should receive meeting notice and agenda.

Thank you.

Heather Daniels

P131 Super Duty Program Analyst
313-20-64592
PDC, cube 26-C37

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

From: Skowisk, Tom (T.V.)
Sent: Monday, July 09, 2001 8:35 AM
To: Daniels, Heather (H.R.)
Cc: Van Dorn, Scott (J.S.); Hightower, Edward (E.T.); Petrauskas, Lisa (L.E.); Kelsey, Ronda (R.); Allen, Dave (D.R.); Wojtasik, Beth Looney (E.L.)
Subject: FW: U137 at Teleflex

Heather - Is there going to be a Thursday 3:00 - 5:00 Design Review this week? I'd like to use about an hour of the time per Scott's request to review adjustable pedals. Please let me know. Thanks!

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

From: Van Dorn, Scott (J.S.)
Sent: Monday, July 09, 2001 8:03 AM
To: Wojtasik, Beth Looney (E.L.); Skowisk, Tom (T.V.)
Cc: Hightower, Edward (E.T.); Petrauskas, Lisa (L.E.); Kelsey, Ronda (R.)
Subject: RE: U137 at Teleflex

Should we delay? Does U152 have something else driving delay? We should review at a design review this week. 1 hr. Pls schedule with Ronda. Send me an agenda. Cover all open issues. Include Dave Allen.

J. Scott Van Dorn
Chief Program Engineer
313-845-7920 (phone)
313-337-2974 (fax)
Admin: rkalsey1

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

From: Wojtasik, Beth Looney (E.L.)
Sent: Thursday, July 05, 2001 3:48 PM
To: Van Dorn, Scott (J.S.)
Cc: Hightower, Edward (E.T.); Skowisk, Tom (T.V.)
Subject: RE: U137 at Teleflex

Scott,

The two newest issues are...

1. As below, during the ROR the diesel accel assay EOL tester had high reject rates. These have been improved by cycling the pedals prior to re-testing for a rate of 14%. However, unanswered questions remain:

[REDACTED]

concerning validity of this as procedure, how shelf life affects this condition, how robust the containment procedure is, etc.

2. There is a new concern regarding tang height and width, and the capability on both dimensions. This is designated an internal "delta-M" (like an SC) but was not being controlled and measured. Capability is poor, and this is a cross-carline issue. Failure modes have not been adequately analyzed.

Next steps...

1. My manager, Steve Turner, and the U152 STA manager, Ranga Rajan, met with Tim Wright and Mike Carr, the Teleflex plant manager and quality manager on Monday. They (Teleflex) have assignments to follow up on the above, as well as other issues. U152 are looking at further delaying their adjustable pedal introduction to 8/20 - 9/4 timeframe, for these and other (primarily package) reasons. I have attached their latest status for reference.

<< Message: FW: 7/5 Status & Actions Rqr'd - U152 '02 Adj Pdl Stop Ship Mtg >>

2. I have discussed with Tom Skwirsk today. He is staying in touch with his U152 counterparts on the common issues, and is expecting answers from Teleflex (Elio Evangelista) regarding containment and capability in the above.

Teleflex are shut down this week, so progress has been slow. I suggest Monday afternoon will be a good time to revisit. Our STA, Bill Gesler is returning first thing, and we can get a clearer picture once they are up and running again.

Elizabeth L. Vojtisek
STA Program Manager
SuperDuty & Excursion
Tel: (313) 24- 85558
Fax: (313) 33- 75662
E-mail: blooney@ford.com

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

From: Van Dorn, Scott (J.S.)
Sent: Thursday, July 05, 2001 7:43 AM
To: Vojtisek, Beth Looney (EL.)
Subject: RE: U137 at Teleflex

status ?

J. Scott Van Dorn
Chief Program Engineer
313-845-7920 (phone)
313-337-2974 (fax)
Admin: rkelaey1

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

PER3-844 22784

[REDACTED]

From: Vojtisek, Beth Looney (E.L.)
Sent: Friday, June 29, 2001 12:58 PM
To: Hightower, Edward (E.T.); Van Dorn, Scott (J.S.)
Cc: Veit, Douglas (D.W.); Gesler, William (W.G.); Rajan, Ranga (H.); Clough, Randy (R.J.)
Subject: FW: U137 at Teleflex

Followup to the page I sent you – the report I received. We will follow up on plans to troubleshoot the diesel EOL.

Elizabeth L. Vojtisek
STA Program Manager
SuperDuty & Excursion
Tel: (313) 24- 85558
Fax: (313) 33- 75662
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—Original Message—

From: Gesler, William (W.G.)
Sent: Friday, June 29, 2001 12:37 PM
To: Veit, Douglas (D.W.)
Cc: Vojtisek, Beth Looney (E.L.)
Subject: U137 at Teleflex

ROR is much improved. Still more breakdowns than I would like but they can make rate and the level of breakdown now falls more within the normal range.

However, I cannot PPAP the Diesel accel assy. The end of line ETC test has a failure rate of between 30 and 50%.

William J. Gesler

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