

PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 19 OF 28
PART 3 OF 4

From: Kilgoar Jr., Paul (P.C.)
Sent: Tuesday, September 10, 2002 10:43 AM
To: Lposky, Lawrence (L.J.)
Cc: Helms, Jeffrey (J.H.); Tamor, Michael (M.A.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Heaton, Christopher (C.E.); Nicastri, Paul (P.R.); Gilkey, James (J.K.); Sherard, Gail (G.); West, Gregory (G.S.); Gaw, Ron (R.M.); Carter, Roscoe (R.O.); Hass, Kenneth (K.C.); Guys, Philip (P.R.); Schmidt, Gerhard (G.)
Subject: RE: Report on the analysis and root cause related to the pedal sensor for electronic Throttle Control for P131/U137

Thank you for the note. It is always nice to hear from our customers that the work has been valuable. I think we have a very talented team here and your note reinforces my opinion.

Thanks.

Paul

Paul C. Kilgoar Jr., Director
Physical Sciences and Systems Research Laboratory
Ford Motor Company
2101 Village Road
P. O. Box 2053, MD 2074 SFL
Dearborn, MI 48121
Phone: 313-323-1413
Fax: 313-323-8992
e-mail: pkilgoa@ford.com

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

From: Lposky, Lawrence (L.J.)
Sent: Tuesday, September 10, 2002 10:39 AM
To: Kilgoar Jr., Paul (P.C.)
Cc: Helms, Jeffrey (J.H.); Tamor, Michael (M.A.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Heaton, Christopher (C.E.); Nicastri, Paul (P.R.); Gilkey, James (J.K.); Sherard, Gail (G.); West, Gregory (G.S.); Gaw, Ron (R.M.); Carter, Roscoe (R.O.); Hass, Kenneth (K.C.); Guys, Philip (P.R.)
Subject: RE: Report on the analysis and root cause related to the pedal sensor for electronic Throttle Control for P131/U137

Outstanding job from the folks at FRL. The expertise and information provided was key in determining root cause and resolution of this issue. We appreciate the focus and dedication. Great Job!! Thanks again.

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

From: Carter, Roscoe (R.O.)
Sent: Tuesday, September 10, 2002 9:08 AM
To: Sherard, Gail (G.); Lposky, Lawrence (L.J.); West, Gregory (G.S.); Gaw, Ron (R.M.)
Cc: Hass, Kenneth (K.C.); Helms, Jeffrey (J.H.); Tamor, Michael (M.A.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Heaton, Christopher (C.E.); Nicastri, Paul (P.R.); Gilkey, James (J.K.)
Subject: Report on the analysis and root cause related to the pedal sensor for electronic Throttle Control for P131/U137

The team at FRL has finished its examination of the ETC pedal position sensors as requested. After sharing our findings with the platform folks on August 28th, we have written a report to document our findings and conclusions. Due to the size of the file, I have taken the liberty of listing the report on the Physical and Environmental Sciences web site on the Lubrication Science recent report page. It can be called up using the

PE83-044 24281

URL given below:

http://www.srl.ford.com/pas/Trans_Fluid/ElectronicThrottleFailure.doc.

By clicking on this URL you can view and print the document if you wish.

It was interesting to find out that commercial labs had been employed to find the lubricant on the worn potentiometer tracks and that they had reported no lube when we were able to find it on all suspect parts. One of the labs has contacted me and I have shared our findings and techniques with them. Perhaps in the future that lab will be of more assistance in solving these types of problems.

We hope this effort assist in solving the failure issue in the very near term.

On behalf of Steve Simko, Chris Heaton, Paul Nicastrì, and Pete Schmitz

Rincon "ROC" Curcor

Ford Research Lab

Physical and Environmental Sciences Department

Lubricant Science and ATF Analysis Group Leader

From: Gaw, Ron (R.M.)
Sent: Thursday, October 17, 2002 8:43 AM
To: Schmitz, Pete (P.J.); Simko, Steven (S.J.); Heaton, Christopher (C.E.); Carter, Roscoe (R.O.)
Cc: Gilkey, James (J.K.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Chesney, Craig (C.D.)
Subject: Request for help on DEW and P221 validation of electronic pedals

Pete, Steve, Christopher and Roscoe,

Greetings again from the Tough Truck organization. Let me re-introduce myself: my name is Ron Gaw, and I am the ETC Systems D&R over the P221 (F-series) program. Greg West is my counterpart on the P131 Diesel program. Your report for the P131/U137 program was invaluable in defining the root cause and aided the speed of Ford's response to this issue immensely.

The purpose of this note is to request a pre-meeting with your team of four, myself, and optionally including Jim Gilkey (our sensor specialist), Jim Conrad (our ETC pedal RVT), Craig Chesney (DEW pedal D&R), and Greg West. The goal of the pre-meeting is to discuss the steps necessary to inflating P131 equivalent technical investigations into advanced prototype fleet test failures of the electronic pedals on P221 and DEW. Craig Chesney has provided a failed DEW pedal (electronic signals out of agreement, no apparent circuit shorts or opens) with unusual wear. Though the supplier has identified mechanical issues with the pedals that can cause unusual wear, I would like to get confirmation from our labs that the greases/oils were not of equal or greater significance.

If you are able to support, then I will set up the meeting. Please let me know if there is anyone else I should include in the discussion.

Regards,

Ron Gaw
PTSE D&R

Electronic Throttle Controls Design & Release
Ph. #: 313 390-5755 Fax #: 313 248-2558
Pager #: 313 795-3968

*We first met when I set up the initial meeting with Greg West and your team to review the P131's issues.

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

From: Liposky, Lawrence (L.J.)
Sent: Tuesday, September 10, 2002 10:39 AM
To: Kilgour Jr., Paul (P.C.)
Cc: Helms, Jeffrey (J.H.); Tabor, Michael (M.A.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Heaton, Christopher (C.E.); Nikashl, Paul (P.R.); Gilkey, James (J.K.); Sherard, Gail (G.); West, Gregory (G.S.); Gaw, Ron (R.M.); Carter, Roscoe (R.O.); Haas, Kenneth (K.C.); Guys, Philip (P.R.)
Subject: RE: Report on the analysis and root cause related to the pedal sensor for electronic Throttle Control for P131/U137

Outstanding job from the folks at FRL. The expertise and information provided was key in determining root cause and resolution of this issue. We appreciate the focus and dedication. Great Job !! Thanks again.

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

From: Carter, Roscoe (R.O.)
Sent: Tuesday, September 10, 2002 9:06 AM
To: Sherard, Gail (G.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Gaw, Ron (R.M.)
Cc: Haas, Kenneth (K.C.); Helms, Jeffrey (J.H.); Tabor, Michael (M.A.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Heaton, Christopher

PE03-044 24035

Subject: (C.E.); Nicastri, Paul (P.R.); Gilkey, James (J.K.)
Report on the analysis and root cause related to the pedal sensor for electronic Throttle Control for P131/U137

The team at FRL has finished its examination of the ETC pedal position sensors as requested. After sharing our findings with the platform folks on August 28th, we have written a report to document our findings and conclusions. Due to the size of the file, I have taken the liberty of listing the report on the Physical and Environmental Sciences web site on the Lubrication Science resent report page. It can be called up using the URL given below:

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We hope this effort assist in solving the failure issue in the very near term.

On behalf of Steve Simko, Chris Heaton, Paul Nicastri, and Pete Schmitz

Rayson "ROC" Carter

Ford Research Lab

Physical and Environmental Sciences Department

Lubricant Science and ATF Analysis Group Leader

From: Heaton, Christopher (C.E.)
Sent: Tuesday, October 29, 2002 4:31 PM
To: Gaw, Ron (R.M.); Nicasri, Paul (P.R.); Carter, Roscoe (R.O.); Simko, Steven (S.J.)
Subject: ETC

Ron,

I have completed the teardown of the Electronic Throttle Control. The contact fingers did not seem to experience the severe wear that the pedals from the previous issue had. One thing that stood out is the plastic rivet to the board that crossed over one of the resistance tracks. This problem caused the fingers on that track (the one farthest from the pivot point) to bend and not make contact with the track in certain areas. I also noticed that the fingers on the adjacent rider were bent as well. This may be because the two finger sets are part of the same piece of metal. I have included a picture that shows the finger bends. I have passed the sample on to Roc Carter for chemical analysis.



Bench test failure
#1 (16).tif...

Christopher E. Heaton

cheaton@ford.com

Research Engineer

Vehicle Electronics and Systems Dept.

Ford Research Laboratory

Phone: (313)845-4214 Fax: (313)323-6239



From: Gaw, Ron (R.M.)
Sent: Tuesday, October 29, 2002 4:38 PM
To: Chesney, Craig (C.D.); 'jzych@txauto.com'; 'kzolam@txauto.com'
Cc: Heaton, Christopher (C.E.); Nicastri, Paul (P.R.); Carter, Roscoe (R.O.); Simko, Steven (S.J.)
Subject: FW: ETC

This is the first report back from Ford's experts over at FRL regarding the recently failed DEW Teleflex ETC pedal. Please review the comments and the attached picture (.tif format). John Zych, isn't Track 3 the one closest to the Pivot? This issue with the plastic mounting stake on the circuit board affects the circuit farthest from the pivot.

Regards,

Ron Gaw
PTSE D&R

Electronic Throttle Controls Design & Release
Ph. #: 313 390-6758 Fax #: 313 248-2558
Pager #: 313 785-3909

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

From: Heaton, Christopher (C.E.)
Sent: Tuesday, October 29, 2002 4:31 PM
To: Gaw, Ron (R.M.); Nicastri, Paul (P.R.); Carter, Roscoe (R.O.); Simko, Steven (S.J.)
Subject: ETC

Ron,

I have completed the teardown of the Electronic Throttle Control. The contact fingers did not seem to experience the severe wear that the pedals from the previous issue had. One thing that stood out is the plastic rivet to the board that crossed over one of the resistance tracks. This problem caused the fingers on that track (the one farthest from the pivot point) to bend and not make contact with the track in certain areas. I also noticed that the fingers on the adjacent rider were bent as well. This may be because the two finger sets are part of the same piece of metal. I have included a picture that shows the finger bends. I have passed the sample on to Roc Carter for chemical analysis.



Bench test failure
#1 (16).tif...

Christopher E. Heaton
cheaton@ford.com
Research Engineer
Vehicle Electronics and Systems Dept.
Ford Research Laboratory
Phone: (313)845-4214 Fax: (313)823-8239

PE83-844 24898



From: Heaton, Christopher (C.E.)
Sent: Tuesday, October 29, 2002 5:13 PM
To: Gaw, Ron (R.M.); Nicastrì, Paul (P.R.); Carter, Roscoe (R.O.); Slimko, Steven (S.J.)
Cc: Heaton, Christopher (C.E.)
Subject: ETC

Ron,

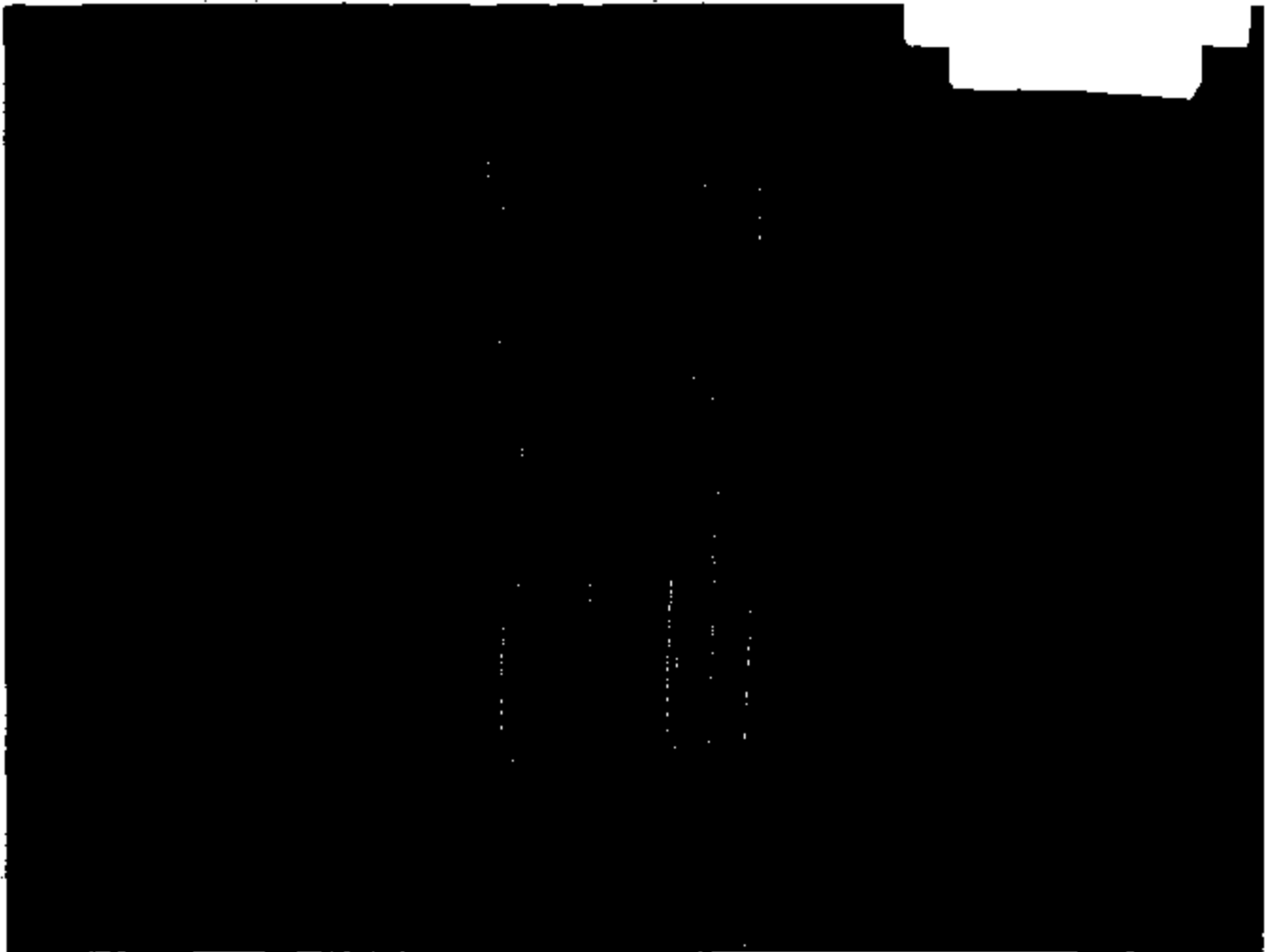
I am including a picture of the heat stake over the resistance track. Also, I forgot to mention that the resistance readings that you requested ranged from 10 milliohms to 39 milliohms. The method used was not the most exact measurement technique possible. However, I believe that if you were concerned about high resistance at the solder points, these readings are close to what would be expected.



Bench test failure
#1 (B).MF

Christopher E. Heaton

cheaton@ford.com
Research Engineer
Vehicle Electronics and Systems Dept.
Ford Research Laboratory
Phone: (313)845-4214 Fax: (313)323-6239



[REDACTED]

From: Liposky, Lawrence (L.L.)
Sent: Saturday, November 02, 2002 11:38 AM
To: Hass, Kenneth (K.C.); Helms, Jeffrey (J.H.)
Cc: West, Gregory (G.S.); Gaw, Ron (R.M.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Carter, Roscoe (R.O.); Heaton, Christopher (C.E.); Gilkey, James (J.K.); Brennan, Patrick (P.M.); Lowman, Harold (H.R.)
Subject: RE: ETC Pedal Assemblies

Ken, Jeff

We are experiencing a premature failure of the P221 ETC Accelerator Pedal Sensor during KLT and believe it is attributed to compatibility of the sensor ink and lubricant. This sensor is designed to be used with lubricant, but as before we are seeing wear far quicker than expected. We believe also that something has changed in the manufacturing process of the ink when applied to the ceramic board affecting the hardness of the ink. This sensor is common across DEW, P221, and U152. DEW starts production next week.

I desperately need your assistance on this. Teleflex does not have the ability to analyze. Please advise on availability to assist and what authority is required to prioritize. thanks

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

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

From: Sherard, Gail (G.)
Sent: Friday, August 23, 2002 8:22 AM
To: Hass, Kenneth (K.C.); Helms, Jeffrey (J.H.)
Cc: West, Gregory (G.S.); Gaw, Ron (R.M.); Liposky, Lawrence (L.L.); Simko, Steven (S.J.); Schmitz, Pete (P.J.); Carter, Roscoe (R.O.); Heaton, Christopher (C.E.); Gilkey, James (J.K.)
Subject: ETC Pedal Assemblies

Jeff & Ken,

Several of your people have met with my engineers in an effort to help solve a current production warranty issue. The issue is as follows:

In many of the programs using ETC pedals, there are circuit boards built into the pedal assemblies to measure pedal position. These circuit boards are sealed inside of a Nylon case along with several lubricants using RTV. The supplier has indicated that chemical reactions between one of these greases and the sensor circuit board inks cause the Pedal Potentiometers to wear far quicker than expected. We would like to understand if this is the only failure mode and how exactly the lube is migrating to the ink. The chemical composition of the inks on the circuit boards is unique to each supplier of the ETC pedals and to this point we've only seen the failure on the P131/U137 programs. We have provided information about the grease and will obtain samples soon.

Warranty costs to Ford could reach as high as 6 million dollars if we see 100% failure. This could be substantially reduced if we are able to identify and contain the issue quickly. Please let me know if you are able to help us solve our issue, thanks in advance.

Gail Sherard
Manager, P/T Stationary Components - Tough Truck

PE03-844 24899

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

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

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

Monday's 7AM Agenda:

1. Wabash update [Bob Petersak] on 33 Side Load parts data (% complete, information delivered to Teleflex)
2. Wabash Rotor Gap vs. Wear correlation study start, estimated completion date
3. Teleflex update on Side Load test data entry (% complete, plus copy of electronic file as is to date)
 - Electronic copy of data sent before BAM directly to FGAW and RSHETH1 (@ford.com)
4. Teleflex update [Allen Irish] on Idle level, WOP level, Index, Slope Correlation and Linearity analysis
 - Trend Plots complete
 - Mini-tab analysis start date, estimated completion date, progress to date
5. Teleflex Mechanical Stack Up data results sent electronically [Kathy Zolan]
6. 6 additional DEW parts (GPIRS #398279) delivery to Ford date
7. At 7:30AM, Larry Liposky and Ron Gaw will be leaving for Teleflex Troy offices to review and assist in data analysis

Regards,

Ron Gaw
PTSE D&R

Electronic Throttle Controls Design & Release
Ph. #: 313 390-5758 Fax. #: 313 248-2558
Pager #: 313 795-8909

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

Detailed UPDATES from Monday 7AM call-in.

Monday's 7AM Agenda:

1. Wabash update [Bob Petersak] on 33 Side Load parts data (% complete, information delivered to Teleflex)
 - A. 6 P221 Pieces, 7 U152 good parts - Wabash [Todd Brown] will send completion timing by Noon 11/4
 - B. 2 U152 failed pedals analysis complete at Wabash
 - C. Teleflex [John Zych] will review what data we will NOT have from parts analyzed prior to establishing the standardized tear-down analysis (early DEW parts)
 - D. 11 P221 Pieces complete, data will be sent to Teleflex by 8AM, 11/4
 - E. Teleflex [led by Kathy Zolan] will complete entry of all data from Wabash info above by COB 11/4
 - F. Additional tear-down data from Teleflex Lyons - Teleflex committed to entering all of this data by CAB 11/5
 - G. Ford [Ron Gaw] will forward electronic data to the team distribution list as it comes in on a daily basis
2. Wabash Rotor Gap vs. Wear correlation study start, estimated completion date
 - A. Wabash [Todd Brown] will send complete test plan by COB 11/4
3. Teleflex update on Side Load test data entry (% complete, plus copy of electronic file as is to date)
 - Electronic copy of data sent before 8AM directly to RIGAW and RSHETH1 (@ford.com)
 - A. Teleflex [Kathy Zolan] emailed data during the call-in, Ford [Ron Gaw] confirms information was received at 7:48AM
 - B. Ford [Ron Gaw] will review info with added Ford Reliability Analysis resources [Raghu Jainapur] to improve Main Effects analysis completion timing
4. Teleflex update [Allen Irish] on Idle level, WOP level, Index, Slope Correlation and Linearity analysis
 - Trend Plots complete
 - Mini-tab analysis start date, estimated completion date, progress to date
 - A. Teleflex [Allen Irish] representative was not online to discuss and no update was provided over the weekend. Ford [Ron Gaw, Larry Liposky] to follow up with this during visit to Teleflex Troy offices the morning of 11/4
5. Teleflex Mechanical Stack Up data results sent electronically [Kathy Zolan]
 - A. Teleflex [John Zych] will review the stack-up with Ford [Ron Gaw, Larry Liposky] during 11/4 visit, then follow-up by sending electronic copy of completed study for team review.
6. 6 additional DEW parts (GPIRS #398278) delivery to Ford date
 - A. No updates given during morning meeting. Ford [Ron Gaw, Larry Liposky] to follow up with this during visit to Teleflex Troy offices the morning of 11/4
7. At 7:30AM, Larry Liposky and Ron Gaw will be leaving for Teleflex Troy offices to review and assist in data analysis
 - A. Ford [Ron Gaw, Larry Liposky, Rak Sheth] Troy ETA is 9AM 11/4

Regards,

Ron Gaw
PTSE D&R

Electronic Throttle Controls Design & Release
Ph. #: 313 390-5758 Fax #: 313 248-2558
Pager # 313 785-3909

PE83-844 24101

CORRECTIVE ACTION SUMMARY FORM

Facility: <u>Teleflex Troy/Kendallville</u>	Process: <u>ETC Line</u>
Part Name: <u>U-137 Adj Accel Pedal</u>	Part Number: <u>2C34-9F836-DD</u>
Start Date: <u>7/29/02</u>	Project Number: _____
Submitted date: _____	Closed date: _____

1. Initiate Project Team: Greg Braniff, Avtar Kalsi, Mike Foreman, Contact Information:
Phone: 248-616-3107
Customer Contact: Greg West
313-845-9401

2. Define the Problem: High Warranty Returns for U-137 Adjustable Accel Pedal (ETC). Re-test indicates Low Idle Voltage.

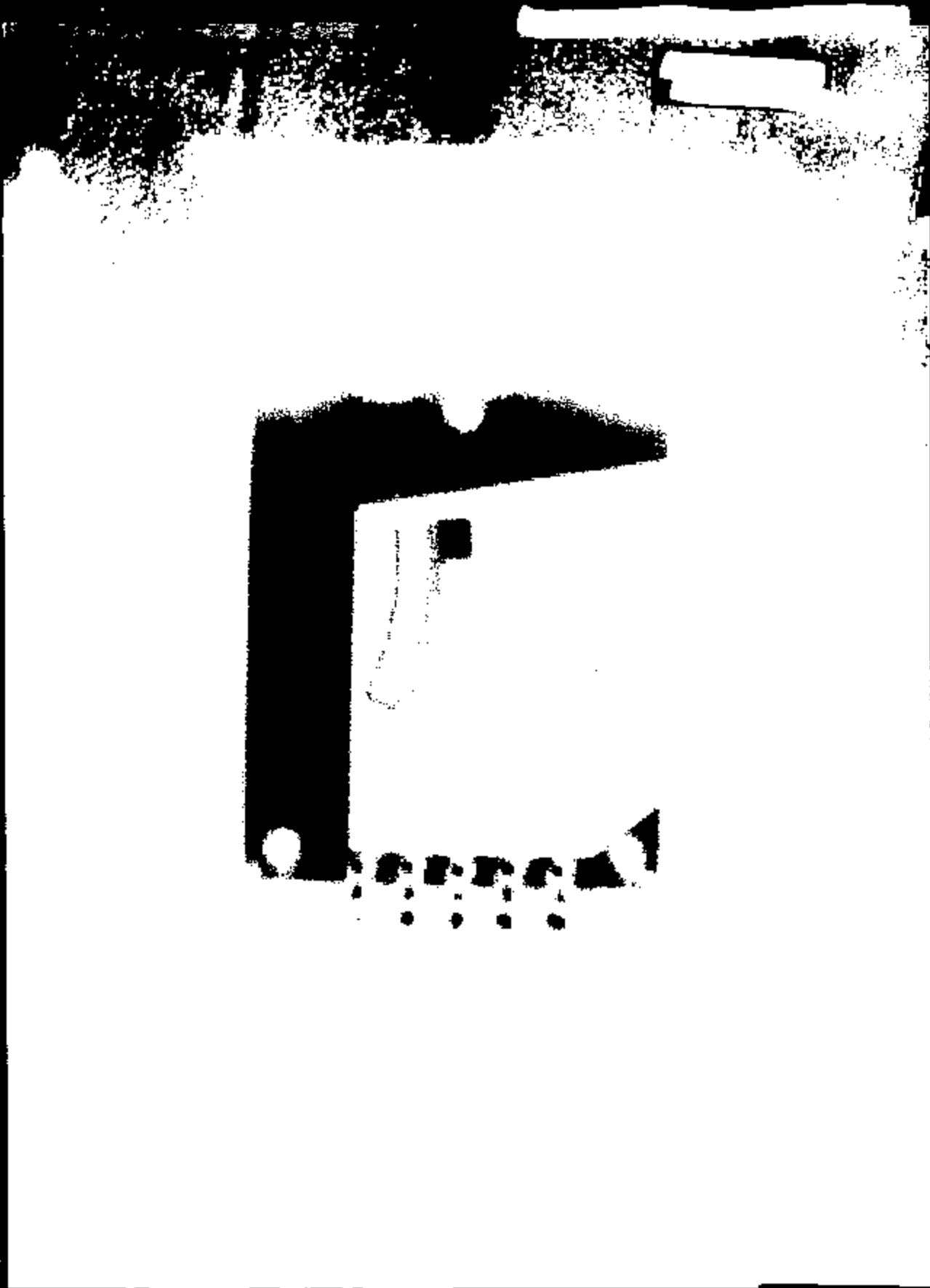
3. Implement Containment Actions & Investigation:

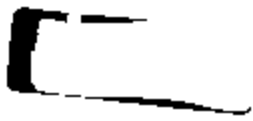
4. Identify Root Causes: Teardown analysis at Teleflex shows significant wear of wiper fingers.

Lube on resistive ink tracks. This ink should not get lubed. The lube traps the ink particles and creates an abrasive slurry.









Beuckelaere, Phillip (P.R.)

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]

Sent: Wednesday, February 07, 2001 2:54 PM

To: Lisa Paltrauskas (E-mail); Richard Stanton (E-mail); Braniff, Greg - Troy; Foreman, Mike -
Kendallville; Franklin, Ben - Kendallville; Funk, Mike - Lyons; Garmon, Denise - Kendallville;
Hammond, Robert - Kendallville; Luegge, Rayann - Kendallville; Roderick, Linda - Kendallville;
Teller, Bill - Troy; Boscarino, Ed - Kendallville; Brinkruff, Dave - Kendallville; Da Silva, Carlos - Troy;
Davis, John - Troy; Niester, Conrad F. - Troy; Smith, Rex - Troy; Trombley, Tom - Warren; Ulitz,
Brian - Troy; Wilson, Glen - Troy; Wright, Tim - Kendallville

Cc: Phil Beuckelaere (E-mail)

Subject: open issues from last meeting (2/6/01)

Lisa,

Attached are the updates based on the meeting yesterday

<<Customer_APQP_Open_Issue.doc>>

Elio Evangelista
Program Manager
Pedal Systems
Teleflex Automotive

FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

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

Ford Engineer: Lisa Petrauskas

TFX Engineer: Greg Braniff

Account Manager: Conrad Niester

Issue #	Description	Date Opened	Responsible	Update / Status	Date Due	Date Closed
1	1PP Builds - need Alert written	1/23/01	G. Braniff L. Petrauskas	Need to write an Alert for 1PP builds. <i>Waiting for final Ford approvals (2/6/01)</i>	1/31/01	
2	FEU Build - PV testing - Need SREA & Alert	1/23/01	G. Braniff	Need to get SREA issued to cover prototype components on PV test parts	2/19/01	
3	Production Packaging	1/23/01	E. Boscarino L. Petrauskas	Finalize packaging to new level and confirm packaging plan with KTP & Dearborn <i>Finalize packaging plans with Todd Chesna (313) 323-9800 & Dave Nation (582) 339-3995</i>	2/9/01	
4					2/2/01	
5	Lateral Lash test method	1/23/01	B. Franklin M. Foreman	Verify that parts meet specification	2/26/01	
6					1/31/01	1/31/01
7					2/16/01	2/16/01
8	CC/SC list - ETC	1/23/01	G. Braniff B. Franklin	Provide CC/SC list on ETC program	2/9/01	
9	Material Flow between Gas & Diesel parts	1/23/01	M. Foreman	Provide information of how Teleflex will keep separate the material flow between different components on Gas & Diesel parts	4/13/01	
10	Visual aids on line	1/23/01	M. Foreman	Secure visual aids & present before line run.	1/13/01	
12	Control Plan - Finalize	1/23/01	B. Franklin	Finalize control plan to build (need signatures by Ford Eng. & STA)	2/2/01	
13	ETC fixturing	1/23/01	M. Foreman	Complete fixturing for ETC assembly - spring assembly next	2/12/01	
14					1/24/01	1/24/01
15	Accel bracket assy	1/31/01	G. Braniff	Provide 10 bracket assemblies (with metal inserts) for Ford torque testing	2/9/01	
16	Motor assy	1/31/01	G. Braniff	Provide 10 motor assemblies (with fastening screws attached) and 10 motor brackets for Ford torque testing	2/9/01	
17	DVP&R updates	1/31/01	G. Braniff	Update the DVP&R - drop testing & structural load testing	2/9/01	

FEB-04 2004

Author: Elio Evangelista
Filename: Customer_APQP_Open_Issue.doc

Last printed: 11/18/03
Last Updated: 11/18/03

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

FORD APQP OPEN ISSUES

Program: U137/P131

Description: Brake, Accel & ETC Adjustable Pedals

Program Manager: Elio Evangelista

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

Ford Engineer: Lisa Petruskas

TFX Engineer: Greg Braniff

Account Manger: Conrad Niester

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

FORM-044 2/1/00

Author: Elio Evangelista
Filename: Customer_APQP_Open_Issues.doc

Last printed: 11/18/03
Last Updated: 11/18/03

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

[REDACTED]

From: Franklin, Ben - Kendallville [BFranklin@TFXAuto.com]
Sent: Tuesday, February 05, 2002 8:38 AM
To: Petrauskas, Lisa (L.E.)
Subject: RE: Teleflex supplier quality issue [REDACTED]

Lisa,

I got your voice mail. This is a sub-supplier defect. The Pivot Tube is supposed to have a bulge on both sides of the extension plate - parts with this condition are currently undergoing life testing to determine the extent of risk (per Greg Braniff). We have containment at Kentucky Truck, Kendallville, and the supplier (Meyer Stamping). Meyer has determined root cause, and is implementing corrective actions. When the complete 8D is available, it will be forwarded to all interested parties.

> -----Original Message-----

> From: Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]
> Sent: Monday, February 04, 2002 9:06 AM
> To: Adam Bertoia (E-mail); Ben Franklin (E-mail); Greg
> Mausolf (E-mail);
> Gregory M. Braniff (E-mail); Jack Mango (E-mail)
> Subject: FW: Teleflex supplier quality issue

>

>

> Please review these pictures from the plant. Need to discuss.

> thanks

>

> > -----Original Message-----

> > From: Branik, David (D.P.)
> > Sent: Monday, February 04, 2002 9:03 AM
> > To: Petrauskas, Lisa (L.E.)
> > Cc: Williams, Penny (P.C.)
> > Subject: FW: Teleflex supplier quality issue

> >

> > I can't tell what's wrong. COuld you pls look these over &
> get with Bill. thanks

> >

> > -----Original Message-----

> > From: Reed, Bill (B.P.)
> > Sent: Monday, February 04, 2002 7:31 AM
> > To: Branik, David (D.P.); Williams, Pete (P.L.)
> > Cc: Patel, Tej (.); Musselman, Thomas (T.A.)
> > Subject: Teleflex supplier quality issue

> >

> > Need to make you aware of an issue that was brought to our
> attention on Friday regarding the adjustable brake pedals.
> Take a look at the pictures below. Call me when you are
> ready for the details.

> >

> > > <<MVC-048F.JPG>> > > <<MVC-047F.JPG>> > > <<MVC-046F.JPG>>

> >

> >

> > Regards,
> > Bill Reed (breed1@ford.com)
> > KTP PVT Chassis Engineering Supervisor
> > Phone (502) 429-2001 Fax (502) 429-2941 Page (502) 336-6294
> > Text page at: 5023366294@airtouchpaging.com

FE03-044 22936

[REDACTED]

From: Burrows, Jim (J.A.)
Sent: Tuesday, October 15, 2002 7:17 PM
to: 'Donna Polzin (E-mail)'; Kevin McMahon (E-mail); Orest Iwaszuk (E-mail)
cc: Whruk, John (J.G.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Slachta, Joseph (J.F.); Sheffield, Drew (D.L.)
Subject: RE: P131 ETC Diesel Pedal Launch 11/4/2002

As requested by my management, I'm sending you our best estimate at this time of what adjustable pedal volume we need to support our program. At this point, we need Teleflex to provide the requirements below through the last week of November approximately. This is our best estimate.

Teleflex never said that you could or would support our requirements, so the two month minimum is now off the table.

Truly, we appreciate everyone's efforts on our behalf. Thank you for coming to our aid in time of need. We know that it is no small task.

Jim Burrows

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

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

From: Burrows, Jim (J.A.)
Sent: Thursday, October 10, 2002 2:47 PM
To: 'Donna Polzin (E-mail)'
Cc: Whruk, John (J.G.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Slachta, Joseph (J.F.); Sheffield, Drew (D.L.)
Subject: RE: P131 ETC Diesel Pedal Launch 11/4/2002

This will confirm our verbal discussions. Please initiate the purchase of tier 2 parts to support a 11/4/2002 launch of P131 use of 100% adjustable accelerator ETC pedals for diesel engines. This will continue for a minimum of two months from launch. Volumes should be based on the incremental releases as shown below for the fixed pedals. These are incremental to the adjustable pedal volumes which you should already be receiving.

In the next few days, engineering will initiate a change in the system to change to 100% adjustable accelerator pedals. Once this change takes hold, your normal releases for adjustable pedals will be increasing to the new total level, present volume plus the incremental shown below.

Please let Joe Slachta know when you need to be kicked off for the January production.

Jim Burrows

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

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

From: Burrows, Jim (J.A.)
Sent: Wednesday, October 09, 2002 1:23 PM
To: Donna Polzin (E-mail)
Subject:

Assembly Plant: KY Y5A 40 Week Net Requirements 10/09/02 13:19:47

PE03-044 16858

====> Last

RR Anal: 8D Supp: 0638E 100 Error Group/Code: 4 Pgm No: 669-3 10/07/02

Part: 3C44 9F836 AB Final Release: ___ Prior: 669-2 09/30/02

Desc: PDL & SNS ASY - ACEL Release Check: ___ Analyst Review: ___

R Remarks:

AC	Wk	Date	Quantity	Wk	Date	Quantity	Wk	Date	Quantity
	01	10/07	0	15	01/13	3150			
	02	10/14	0	16	01/20	3750			
	03	10/21	195	17	01/27	3645			
	04	10/28	1440	18	02/03	3660			
	05	11/04	1545	19	02/10	3645			
	06	11/11	1890	20	02/17	3660			
	07	11/18	1500	21	02/24	3645			
	08	11/25	3525	22	03/03	3645			
	09	12/02	3525	23	03/10	3660			
	10	12/09	3795	24	03/17	3645			
	11	12/16	0	25	03/24	4650			
	12	12/23	1710						
	13	12/30	3345						
	14	01/06	3780						

W1 Ac: 470
L/C: 004
C/Shp: 520
BOH: 48
W1 Dly: 0
W2 Dly: 35
W1 Fit: 43
S/Dev: 0
Pkg: 15
DMRS: Shipment
P/S: 5 B/O:
L Day: Mon
S/C Dte:
S/C Curr:

F1 Y3 F2 Nxt ReVE F3 Next Supp F4 Nxt Rel/This Sup F5 Cums F7 Help F9 Upd

Jane Burrows

Buyer - Cables, Pedals, & Parking Brakes

Global Chassis Commodity Management

jburrow3@ford.com

Phone: (313) 337-2505; Fax: (313) 323-2317

[REDACTED]

From: Wnuk, John (J.G.)
Sent: Friday, October 11, 2002 1:20 PM
To: Gerace, Dave (D.)
Cc: Martin, Eddie (E.L.); Stoltz, Jeffery (J.A.); Slachta, Joseph (J.F.); Burrows, Jim (J.A.); Sheffield, Drew (D.L.)
Subject: FW: Potential brake issue

Dave: We gave Teleflex on Wednesday the following screen print of the Y5A screen in MSIII and asked them to support these releases through 12/30 in addition to the the releases they are already seeing on 3C34-9F836-BD.

RR Anal: 8D Supp: 0638E 100 Error Group/Code: 4 Pgm No: 869-3 10/07/02
Part: 3C44 9F836 AB Final Release: ___ Prior: 869-2 09/30/02
Desc: PDL & SNS ASY - ACEL Release Check: ___ Analyst Review: _

RR Remarks:

AC	Wk	Date	Quantity	Wk	Date	Quantity	Wk	Date	Quantity
	01	10/07	0	15	01/13	3150	W1 Ac:		470
	02	10/14	0	16	01/20	3750	L/C:		009
	03	10/21	195	17	01/27	3645	C/Shp:		595
	04	10/28	1440	18	02/03	3660	BOH:		106
	05	11/04	1545	19	02/10	3645	W1 Dly:		0
	06	11/11	1890	20	02/17	3660	W2 Dly:		63
	07	11/18	1500	21	02/24	3645	W1 Flt:		43
	08	11/25	3525	22	03/03	3645	S/Dev:		0
	09	12/02	3525	23	03/10	3660	Pkg:		15 C
	10	12/09	3785	24	03/17	3645	DMRS:		Shipment
	11	12/16	0	25	03/24	4650	P/S:		5 B/O:
	12	12/23	1710				L Day:		Mon
	13	12/30	3345				S/C Dte:		
	14	01/06	3780				S/C Cum:		

These net requirement releases match your cum requirements. We are still awaiting confirmation on Teleflex's ability to meet our ramp up.

John Wnuk
Buyer - Cables, Pedals, & Parking Brakes
Global Chassis Commodity Management
Phone: (313) 322-8189 Fax: (313) 323-0221
EMAIL: jwnuk@ford.com
Office: QMP 111-3

— Original Message —

From: Gerace, Dave (D.)
Sent: Friday, October 11, 2002 8:25 AM
To: Slachta, Joseph (J.F.)
Cc: Martin, Eddie (E.L.); Stoltz, Jeffery (J.A.)
Subject: Potential brake issue

We have been told that Williams Controls (0638E) has a problem producing 3C44 9F836 AB Fixed Brake Pedal and the problem may extend to the 1st of the year. As a contingency plan we will use 3C34 9F836 BD Adjustable Brake Pedal from Teleflex Automotive (T0710)

1. Are you aware of Williams Control production issues?
Does Teleflex have the ability to produce to Williams Control releases until the 1st of the year?
2. In the event we do use the Adjustable Brake Pedal as a replacement, how do we increase the releases to Teleflex for the duration?

Here are the releases for both suppliers:

3C44 9F836 AB

1	10/07	470
02	10/14	503
03	10/21	715
04	10/28	2155
05	11/04	3700
06	11/11	5590
07	11/18	7090
08	11/25	10615
09	12/02	14140
10	12/09	17935
11	12/16	17935
12	12/23	19645
13	12/30	22990
14	01/06	26770

3C34 9F836 BD

01	10/07	360
02	10/14	480
03	10/21	540
04	10/28	960
05	11/04	2100
06	11/11	3480
07	11/18	5160
08	11/25	6420
09	12/02	8640
10	12/09	10860
11	12/16	13200
12	12/23	13200
13	12/30	14280
14	01/06	16320

DAVE GERACE

PARTS CONTROL AND TRAFFIC MANAGER
KENTUCKY TRUCK PLANT

502-429-2444 FAX 502-429-2405

BEEPER 342-0988

<< File: Gerace, Dave (D.).vcf >>

[REDACTED]

From: Gerace, Dave (D.)
Sent: Friday, October 11, 2002 8:37 AM
To: Sheffield, Drew (D.L.)
Cc: Martin, Eddie (E.L.); Stoltz, Jeffery (J.A.)
Subject: FW: Potential brake issue

Drew, with Joe out of the office today, we needed a response today, can you help?

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

From: Gerace, Dave (D.)
Sent: Friday, October 11, 2002 8:25 AM
To: Stachta, Joseph (J.F.)
Cc: Martin, Eddie (E.L.); Stoltz, Jeffery (J.A.)
Subject: Potential brake issue

We have been told that Williams Controls (O638E) has a problem producing 3C44 9F836 AB Fixed Brake Pedal and the problem may extend to the 1st of the year. As a contingency plan we will use 3C34 9F836 BD Adjustable Brake Pedal from Teleflex Automotive (T0710)

1. Are you aware of Williams Control production issues?
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Here are the releases for both suppliers:

3C44 9F836 AB

J1 10/07	470
02 10/14	503
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07 11/18	7090
08 11/25	10615
09 12/02	14140
10 12/09	17935
11 12/16	17935
12 12/23	19645
13 12/30	22990
14 01/06	26770

3C34 9F836 BD

01 10/07	360
02 10/14	480
03 10/21	540
04 10/28	960
05 11/04	2100
06 11/11	3480
07 11/18	5160
08 11/25	6420
09 12/02	8640
10 12/09	10860
11 12/16	13200

12 12/23 13200
13 12/30 14280
14 01/06 16320

DAVE GERACE

PARTS CONTROL AND TRAFFIC MANAGER
KENTUCKY TRUCK PLANT
502-429-2444 FAX 502-429-2405
BEEPER 342-0988



Gerace, Dave
(D.)vdf

~~CONFIDENTIAL~~

From: Wolfe, Brian (B.C.)
Sent: Thursday, June 26, 2003 3:57 PM
To: Sheffield, Drew (D.L.); Liposky, Lawrence (L.J.); Shepherd, Scott (S.A.)
Cc: Wnuk, John (J.G.); Figurski, Patrick (P.M.); Auiler, Jim (J.E.); Sealy, Jean (J.K.)
Subject: RE: 137 Field Action

Jean,
Please set up, please invite Drew as well, I believe we need the total Ford team present.

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

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

From: Sheffield, Drew (D.L.)
Sent: Thursday, June 26, 2003 3:56 PM
To: Wolfe, Brian (B.C.); Liposky, Lawrence (L.J.)
Cc: Wnuk, John (J.G.); Figurski, Patrick (P.M.); Auiler, Jim (J.E.);
Sealy, Jean (J.K.)
Subject: RE: 137 Field Action

Brian, would you please sched since purpose to tech review. John, we'll take the lead sched the Exec review following the tech mtg. Thanks

Drew Sheffield
Purchasing Manager, Brake Systems
Global Chassis Commodity Management
Phone/Fax (313) 337-6408

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

From: Wolfe, Brian (B.C.)
Sent: Thursday, June 26, 2003 2:10 PM
To: Sheffield, Drew (D.L.); Liposky, Lawrence (L.J.)
Cc: Wnuk, John (J.G.); Figurski, Patrick (P.M.); Auiler, Jim (J.E.);
Jean Sealy
Subject: RE: 137 Field Action

Drew, I am OK with this, we will try this last time. I am very disappointed as well and find it inexcusable that they cancelled the meeting AFTER we sent them the presentation in advance.

Will your office set this up or would you like me to. It will have to be the week of July 7 or later due to vacations.

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

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

From: Sheffield, Drew (D.L.)
Sent: Thursday, June 26, 2003 2:06 PM
To: Wolfe, Brian (B.C.); Liposky, Lawrence (L.J.)
Cc: Wnuk, John (J.G.)
Subject: FW: 137 Field Action

Brian/Larry,

Teleflex is requesting an audience with PD to discuss the technical issues, prior to senior level management mtg with or without lawyers. Will you and your guys meet with them to help move this process along? John and I are not pleased with how they cancelled last meeting, but I think it is a fair request to discuss the technical issues and try to get questions answered, then we can have sr level meeting to finalize this. Thanks

Drew Sheffield
Purchasing Manager, Brake Systems
Global Chassis Commodity Management
Phone/Fax (313) 337-6408

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

From: kevin mcMahon [mailto:kmcmahon@tfxauto.com]
Sent: Wednesday, June 25, 2003 12:21 PM
To: dsheffie@ford.com
Subject: 137 Field Action

Drew,

Per our discussion yesterday afternoon, please allow me to offer what I feel to be the next steps in the process. I suggest Teleflex and Ford Engineering & Reliability meet the week of June 30, 2003 to review the material Ford Engineering sent to TFX on 6/23/03. We need a few hours with your technical people to be able to ask questions on the material. Assuming a successful meeting, Teleflex commits to responding to Ford within five working days. I will have Bill Teller coordinate the meeting with Larry.

If you have any questions, please call me on my mobile 248-310-2280. You have my commitment to resolve this as quickly as possible. However, I do ask for your patience and understanding given the magnitude of the issue.

Thank you,

Kevin McMahon
Vice President
Teleflex Automotive
248-616-3129

[REDACTED]

From: kevin mcMahon [krmcMahon@tfxauto.com]
Sent: Wednesday, June 25, 2003 12:21 PM
To: dsheffie@ford.com
Subject: 137 Field Action

Drew,

Per our discussion yesterday afternoon, please allow me to offer what I feel to be the next steps in the process. I suggest Teleflex and Ford Engineering & Reliability meet the week of June 30, 2003 to review the material Ford Engineering sent to TFX on 6/23/03. We need a few hours with your technical people to be able to ask questions on the material.

Assuming a successful meeting, Teleflex commits to responding to Ford within five working days. I will have Bill Teller coordinate the meeting with Larry.

If you have any questions, please call me on my mobile 248-310-2280.

You have my commitment to resolve this as quickly as possible.

However, I do ask for your patience and understanding given the magnitude of the issue.

Thank you,

Kevin McMahon
Vice President
Teleflex Automotive
248-616-3129



From: Burrows, Jim (J.A.)
 Sent: Thursday, October 10, 2002 2:47 PM
 To: 'Donna Polzin (E-mail)'
 C: Wruak, John (J.G.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Slachta, Joseph (J.F.); Sheffield, Drew (D.L.)
 Subject: RE: P131 ETC Diesel Pedal Launch 11/4/2002

This will confirm our verbal discussions. Please initiate the purchase of tier 2 parts to support a 11/4/2002 launch of P131 use of 100% adjustable accelerator ETC pedals for diesel engines. This will continue for a minimum of two months from launch. Volumes should be based on the incremental releases as shown below for the fixed pedals. These are incremental to the adjustable pedal volumes which you should already be receiving.

In the next few days, engineering will initiate a change in the system to change to 100% adjustable accelerator pedals. Once this change takes hold, your normal releases for adjustable pedals will be increasing to the new total level, present volume plus the incremental shown below.

Please let Joe Slachta know when you need to be kicked off for the January production.

Jim Burrows

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

Original Message

From: Burrows, Jim (J.A.)
 Sent: Wednesday, October 09, 2002 1:23 PM
 To: Donna Polzin (E-mail)
 Subject:

Assembly Plant: KY Y5A 40 Week Net Requirements 10/09/02 13:19:47

==> Last

RR Anal: 8D Supp: 0638E 100 Error Group/Code: 4 Pgm No: 669-3 10/07/02

Part: 3C44 9F838 AB Final Release: ___ Prior: 669-2 08/30/02

Desc: PDL & SNS ASY - ACEL Release Check: ___ Analyst Review: _

RR Remarks:

AC Wk	Date	Quantity	Wk	Date	Quantity	Wk	Date	Quantity
01	10/07	0	15	01/13	3150	W1 Ac:		470
02	10/14	0	16	01/20	3750	L/C:		004
03	10/21	195	17	01/27	3645	C/Shp:		520
04	10/28	1440	18	02/03	3660	BOH:		48
05	11/04	1545	19	02/10	3645	W1 Dty:		0
06	11/11	1890	20	02/17	3660	W2 Dty:		35
07	11/18	1500	21	02/24	3645	W1 Fit:		43
08	11/25	3525	22	03/03	3645	S/Dev:		0
09	12/02	3525	23	03/10	3660	Pkg:		15
10	12/09	3795	24	03/17	3645	DMRS:		Shipment
11	12/16	0	25	03/24	4650	P/S:		5 B/O:
12	12/23	1710				L Day:		Mon
13	12/30	3345				S/C Dte:		
14	01/06	3780				S/C Curr:		

F1 Y3 F2 Net Rel/E F3 Next Supp F4 Nbd Rel/This Sup F5 Curns F7 Help F9 Upd



Jim Burrows

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

[REDACTED]

From: Chesney, Craig (C.D.)
Sent: Thursday, July 11, 2002 1:03 PM
To: White, Douglas (D.B.); Conrad, James (J.A.); Gilkey, James (J.K.); Szwabowski, Steve (S.J.); Shipp, Terri (T.L.); 'jzych@txauto.com'; Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); 'akalsi@txauto.com'; RC4 Conf. Room 1CC02 (10)
Subject: RE: Track 3 Sensor Wear - Follow-up

I added item #11 below to the agenda.

---Original Appointment---

From: Chesney, Craig (C.D.)
Sent: Thursday, July 11, 2002 12:19 PM
To: Chesney, Craig (C.D.); White, Douglas (D.B.); Conrad, James (J.A.); Gilkey, James (J.K.); Szwabowski, Steve (S.J.); Shipp, Terri (T.L.); 'jzych@txauto.com'; Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); 'akalsi@txauto.com'; RC4 Conf. Room 1CC02 (10)
Subject: Track 3 Sensor Wear - Follow-up
When: Monday, July 15, 2002 12:00 PM-1:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Rotunda Court 4, Conf Room 1CC02

Teleflex to present:

1. Initiated 8D
2. List of ALL possible causes for isolated wear on track 3, in order of most probable to least probable. Include both Wabash design/processes through Teleflex processing and shipping to Ford, as well as in-vehicle.
3. Timing plan to address/evaluate each of the possible causes.
4. Engineering reports from analyses conducted to date.
5. Photograph of sensor wear. Also would like to review photograph of wear on previous pedal with rotor insertion issues.
6. "Bad" RTV analysis. What was the timeframe, what was cause of vinegar smell, what was affected product, what was RTV supplier analysis. Compare RTV from 'bad' and 'good' batches/pedals.
7. What is containment plan? Do we need to retrofit vehicles?
8. Need sensor data on pedal as it was checked on end-of-line at Teleflex before being shipped to Ford. Also compare to rotor insertion pedal data before leaving Teleflex and after being returned.
9. CPK data for tracks 1, 2, and 3. Why is track 3 significantly worse? Why have majority of all sensor failures been associated with track 3 only?
10. Forward any requests to Teleflex for additional info beyond items 1-9 above.
11. Track 3 slopes were noted to be different in 2-8 deg range on other program's PSW data. This is obviously tied to item # 9. Need to have engineering explanation and data as to why.

Subject: Track 3 Sensor Wear - Follow-up
Location: Rotunda Court 4, Conf Room 1CC02

Start: Mon 7/15/2002 12:00 PM
End: Mon 7/15/2002 1:30 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: White, Douglas (D.B.); Conrad, James (J.A.); Gilkey, James (J.K.); Szwabowski, Steve (S.J.); Shipp, Terri (T.L.); jzych@txauto.com; Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); akalsi@txauto.com; RC4 Conf. Room 1CC02 (10)

Teleflex to present:

1. Initiated 8D
2. List of ALL possible causes for isolated wear on track 3. In order of most probable to least probable. Include both Wabash design/processes through Teleflex processing and shipping to Ford, as well as in-vehicle.
3. Timing plan to address/evaluate each of the possible causes.
4. Engineering reports from analyses conducted to date.
5. Photograph of sensor wear. Also would like to review photograph of wear on previous pedal with rotor insertion issues.
6. "Bad" RTV analysis. What was the timeframe, what was cause of vinegar smell, what was affected product, what was RTV supplier analysis. Compare RTV from "bad" and "good" batches/pedals.
7. What is containment plan? Do we need to retrofit vehicles?
8. Need sensor data on pedal as it was checked on end-of-line at Teleflex before being shipped to Ford. Also compare to rotor insertion pedal data before leaving Teleflex and after being returned.
9. CPk data for tracks 1, 2, and 3. Why is track 3 significantly worse? Why have majority of all sensor failures been associated with track 3 only?
10. Forward any requests to Teleflex for additional info beyond items 1-9 above.

From: Compton, James (J.D.)
 Sent: Friday, July 20, 2001 11:51 AM
 To: Gesler, William (W.G.)
 Cc: Ryan, Emmett (E.C.)
 Subject: RE: More bad news on U152/U137

I agree. That is why we cancelled their meeting here with us on Monday. But next Thurs they do need to come to their monthly Q1 meeting and today they had a FASS review (one of mine, Emmett's, Ek's, Binger's & Velliky's objectives)...no way they were getting out of that!

After Thurs, hopefully they can stay out of trouble long enough to stay away from Dearborn & stay working at Kendallville. Would it help to hold future meetings there instead of here whenever possible?

Thx,
 Jim Compton
 STA Chassis Manager
 313-337-5157
 888-417-7267 (pager)

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

From: Gesler, William (W.G.)
 Sent: Friday, July 20, 2001 11:44 AM
 To: Compton, James (J.D.)
 Subject: RE: More bad news on U152/U137

I already have. Jim we also need to keep the Kendallville people in Kendallville working on launches

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

From: Compton, James (J.D.)
 Sent: Friday, July 20, 2001 11:38 AM
 To: Gesler, William (W.G.)
 Subject: RE: More bad news on U152/U137

I think you need to answer this one, Bill.

Thx,
 Jim Compton
 STA Chassis Manager
 313-337-5157
 888-417-7267 (pager)

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

From: Villar, David (D.A.)
 Sent: Friday, July 20, 2001 11:02 AM
 To: Compton, James (J.D.); Gesler, William (W.G.); Vojtisek, Beth Looney (E.L.); Rajan, Ranga (R.)
 Cc: Veit, Douglas (D.W.); Slowinski, Tom (T.V.); Ryan, Emmett (E.C.); Drapps, Wally (W.S.)
 Subject: RE: More bad news on U152/U137

Regardless, do they plan on PPAP'g the process now to support both program's timing requirements, especially for U152's 8/27 J#1? We can't wait until next Thursday for this answer!

Regards,

Don Villar, Outfitters Brakes
 U152 & U/P207 Chassis Engineering
 Ford Motor Company
 Loc: PDC 1D-L42
 Ph/Fx#: 313-33-75680

[REDACTED]

From: Frankel, Eli (E.)
Sent: Friday, June 22, 2001 5:16 PM
To: Ryan, Emmett (E.C.)
Cc: Compton, James (J.D.)
Subject: FW: Teleflex

what are the issues??

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

From: Gesler, William (W.G.)
Sent: Friday, June 22, 2001 2:10 PM
To: Rajan, Ranga (H.); 'steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Ryan, Emmett (E.C.); Vojtisek, Beth Looney (E.L.)
Subject: Teleflex

Current status. The issues are becoming involved with several going across car and/or several cars lines or car and truck lines. I have asked Mike Carr to establish a war room in which we can track all issues including systemic ones. I have asked for a is/is not review. With everyone's concurrence, since I am on-site full time I should become the go-to individual for Ford here. Try to keep me in the loop on all issues. People here are too busy to faithfully pass on to their counterparts information that would assist them, i.e. my problem this week could become your problem next week. I will assure that happens.

William J. Gesler

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

[REDACTED]

From: Frankel, Eli (E.)
Sent: Friday, June 22, 2001 5:11 PM
To: Ryan, Emmett (E.C.)
Subject: RE: Teleflex(T0710) Kendalville, IN

What type of issues are they having??

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

From: Ryan, Emmett (E.C.)
Sent: Friday, June 22, 2001 4:27 PM
To: Gesler, William (W.G.); Rajan, Ranga (H.); 'steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Wojtsak, Beth Looney (E.L.); Burrows, Jim (J.A.); Slachta, Joseph (J.F.); Byrne, Melissa (M.A.)
Subject: RE: Teleflex(T0710) Kendalville, IN

I fully agree that the multiplicity of problems on so many programs needs a point person on site at Kendalville. Joe Slachta, VC Buyer and Jim Burrows, Core Buyer, and Melissa Byrne, Purchasing Manager were Teleconferencing with Teleflex and Bill Gesler a couple weeks ago. Bill Gesler Has been working on many issues for U137 and U152, and is the best qualified, to be that point person at Kendalville. Thanks. Emmett.

Emmett C. Ryan, Chassis STA

Phone: 313-323-1290, Fax: 313-380-3449,

E-Mail: eryan@ford.com

Quality, Manufacturing & Purchasing (QMP),
17101 Rotunda Drive, Room 268D,
Mail Drop 810, Dearborn, MI 48121

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

From: Gesler, William (W.G.)
Sent: Friday, June 22, 2001 2:10 PM
To: Rajan, Ranga (H.); 'steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Ryan, Emmett (E.C.); Wojtsak, Beth Looney (E.L.)
Subject: Teleflex

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William J. Gesler

TYC STA Eng POC 2AC11 Phone 313-248-2652

Fax 313-337-5682 Pager 888-425-8381 E-mail wgesler@ford.com Cell phone 313-806-1736

Text Pager: malko:888-425-8381@alphapage.airtouch.com

[REDACTED]

From: Gesler, William (W.G.)
Sent: Monday, June 25, 2001 12:45 PM
To: Ryan, Emmett (E.C.); Rajan, Ranga (H.); 'steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Vojtisek, Beth Looney (E.L.); Burrows, Jim (J.A.); Slachta, Joseph (J.F.); Byrne, Melissa (M.A.)
Subject: RE: Teleflex(T0710) Kendallville, IN

We really need to discuss this. Ranga has other work for me that I should be involved in.

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

From: Ryan, Emmett (E.C.)
Sent: Friday, June 22, 2001 4:27 PM
To: Gesler, William (W.G.); Rajan, Ranga (H.); 'steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Vojtisek, Beth Looney (E.L.); Burrows, Jim (J.A.); Slachta, Joseph (J.F.); Byrne, Melissa (M.A.)
Subject: RE: Teleflex(T0710) Kendallville, IN

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Emmett C. Ryan, Chassis STA

Phone: 313-323-1290, Fax: 313-390-3449,

E-Mail: eryan@ford.com

Quality, Manufacturing & Purchasing (QMP),
17101 Rotunda Drive, Room 268D,
Mail Drop 610, Dearborn, MI 48121

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

From: Gesler, William (W.G.)
Sent: Friday, June 22, 2001 2:10 PM
To: Rajan, Ranga (H.); 'steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Ryan, Emmett (E.C.); Vojtisek, Beth Looney (E.L.)
Subject: Teleflex

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William J. Gesler

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Text Pager: <mailto:888-425-8381@alphapage.airtouch.com>