

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

[REDACTED]

From: Gesler, William (W.G.)
Sent: Monday, June 25, 2001 12:42 PM
To: Ryan, Emmett (E.C.); Frankel, Eli (E.)
Cc: Compton, James (J.D.)
Subject: RE: Teleflex(T0710) Kendallville, IN

The stop ship really has to do with U152 and that is being discussed on 5 PM each day in a call to the U152 team. Emmett, the call you are referring to has to be the Jim Burrows call, which I seldom get onto because I am tied up with the other call. Can it be changed from 5 to 3 or 4.

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

From: Ryan, Emmett (E.C.)
Sent: Friday, June 22, 2001 6:02 PM
To: Frankel, Eli (E.)
Cc: Compton, James (J.D.); Gesler, William (W.G.)
Subject: RE: Teleflex(T0710) Kendallville, IN

Per my conversation with Mike Carr, with Bill Gesler in his office, Bill was going to send me a list. I have not received the list yet. I will forward as soon as I receive. The last stop ship notice that you sent me was being investigated by Bill Gesler, when I talked to Mike Carr today. I will send you the last teleconference agenda that I received from Jim Burrows by separate email as an example.

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: Frankel, Eli (E.)
Sent: Friday, June 22, 2001 5:11 PM
To: Ryan, Emmett (E.C.)
Subject: RE: Teleflex(T0710) Kendallville, 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 (R.); 'Steve'; Frankel, Eli (E.)
Cc: Compton, James (J.D.); Vojtek, Beth Looney (E.L.); Burrows, Jim (J.A.); Slachta, Joseph (J.F.); Byrne, Melissa (M.A.)
Subject: RE: Teleflex(T0710) Kendallville, IN

I fully agree that the multiplicity of problems on so many programs needs a point person on site at Kendallville. 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 Kendallville. Thanks. Emmett.

Emmett C. Ryan, Chassis STA

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

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

PE83-844 24482

[REDACTED]

[REDACTED]

From: Gester, 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.); Wojtszak, 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/ia 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. Gester

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: malto:888-425-8381@alphapage.alrtouch.com

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Cc: Compton, James (J.D.); Vojtesek, 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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Mail Drop 810, Dearborn, MI 48121

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Subject: Teleflex

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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>

Petrauskas, Lisa (L.E.)

To: Beuckelaers, Phillip (P.R.)
Subject: RE: AS00037, Adjustable Pedal

Bob,

What makes the pedal to "too difficult at KTP" is that KTP & VO will not sign-off on the drop (impact) test like other plants have done previously. Teleflex assumed that just because other plants have waived the drop test that KTP would waive it as well.

What makes U137 pedal different than the other programs:

1. U137/P131 diesel accelerator pedal is the first pedal with an adjustable electronic throttle control (ETC). All fixed ETC pedals in all other programs have passed the drop test. The ETC has a drop test requirement. If this pedal gets dropped there may not be any visible signs of damage since the sensor is encased in a plastic and end up on a customer's truck. The ETC sensor may lose its positioning and the truck could be at WOT when you start up the truck or suddenly go into WOT or idle when the truck is being driven. The severity for this very high. An enhanced design is currently underway to make a metal backing that would protect the plastic mounting bracket and ETC.

2. The gas accelerator pedal was designed with a plastic throttle wire retainer. U137/P131 is the only program that has a plastic throttle wire retainer, the other programs have a metal retainer. If this part is drop and is installed on the vehicle it could have a hair-line fracture. A customer could be driving this vehicle and all of sudden his truck will go to idle when the plastic throttle wire retainer finally breaks. An enhanced design is currently in the works for making the plastic throttle wire retainer into a metal retainer.

3. The adjustable brake pedal motor bracket fails the drop test like the other programs. Worst case the motor will not operate the pedals will not adjust. The severity is not as high as with the accelerator pedals. This is probably why the other programs waived the drop test requirements.

If you have any questions please call.

Lisa Petrauskas (lpetraus)
08070

Clearance of Adj. mechanism to Brake Light needs to be 4 mm

Original Message

From: Van Dorn, Scott (L.S.)
Sent: Thursday, December 14, 2000 12:52 PM
To: Mazon, Bob (.); Petrauskas, Lisa (L.E.)
Subject: RE: AS00037, Adjustable Pedal

Pls give Bob the straight scoop.

J. Scott Van Dorn
Chief Program Engineer
313-845-7820 (phone)
313-337-2974 (fax)
Admin: rks@say1

*Read this
Make sure its ok.
Thanks
Adj Pedal Program is deferred due to late prototype issues which lead to late AV Testing. Prototype need builds to 2002*

*Issues:
Teleflex unable to meet drop requirements - 300 strength
Brake light switch was designed to close
- Heat duct*

We have re-identified critical actions for concerns w/ BWD del in case

PE80-244-4 0788

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

From: Masone, Bob (.)
Sent: Tuesday, November 14, 2000 12:56 PM
To: Echlin, Lewis (L.); Van Dam, Scott (L.S.)
Cc: Bertram, Guy (G.); Foddes, Thom (T.F.); Lidgett, Diana (D.L.); Lenz, Todd (T.A.); Cavanaugh, Thomas (T.P.)
Subject: RE: AS00037, Adjustable Pedal

Scott, can we get back on track? Unless impossible, when we make a call well in advance of production to meet company standards (e.g., 7 months before J#1 to finalize order guides), and especially when those items make it to brochure, we need to hold to the plan.

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

From: Echlin, Lewis (L.)
Sent: Tuesday, November 14, 2000 9:29 AM
To: Van Dam, Scott (L.S.)
Cc: Masone, Bob (.); Bertram, Guy (G.)
Subject: FW: AS00037, Adjustable Pedal

Scott: Sorry about all the notes, but this is one that I feel you, Bob, and I can address with Matt Demars - Adjustable pedals have been completely dropped for this year due to several components being 'too difficult' to install. This raises two concerns:

- 1) Why is it not 'too difficult' for other plants
- 2) What will it take to not make it 'too difficult' for KTP/CuAT to install

I would like to go to Matt once we have a grasp on what is realistic. I believe the plant, I just want to make sure 'too difficult' does not become the mantra for dropping cust. sat. programs.

Please offer your thoughts on what we could suggest as next steps. Thanks.

Low Echlin
F-Series Super Duty Marketing Manager
Excursion Marketing Manager
(313) 845 0292
FAX: 845 0310
lechlin@ford.com

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

From: Roberts, George (G.)
Sent: Tuesday, November 14, 2000 8:23 AM
To: Ananth Pallela (E-mail); Baird, Cynthia (C.K.); Bill Kelley; Christa Vrhovac; Cynthia Baird; Dick Caroy (E-mail); Echlin, Lewis (L.); Hughey, Shane (S.C.); Joe Weems (E-mail); John Rank; John Taylor (E-mail); Mick Green; Miguel Bonifis (E-mail); Rod Wendel (E-mail); Smith, Dion (D.K.); Steve Stakley (E-mail); Syed Shahab (E-mail); Tim Kirby (E-mail); Alice Lopez (E-mail); Allan St. Louis (E-mail); Amy Policelli (E-mail); Andrea Stearns (E-mail); Bernard Breiman (E-mail); Bob Gibson (E-mail); Bob Malachukowski (E-mail); Bruce Miedema (E-mail); Carl Bailey (E-mail); Charlie Guthrie (E-mail); Chute, Joannette (J.E.); Curtis Potts (E-mail); Dan Hiltz (E-mail); Darin Phipps (E-mail); Dowell Brown (E-mail); David Bond (E-mail); Esser, Dave (D.V.); Forbes, Kenneth (K.L.); Foddes, Thom (T.F.); George Bailey (E-mail); Gordon Hopdan (E-mail); Hansen, Melissa (M.A.); James Giroux (E-mail); Janet Marshall (E-mail); Jerry Goutrich (E-mail); Jim Wofford (E-mail); John Jackson (E-mail); Kevin Krocwalny (E-mail); Lidgett, Diana (D.L.); Lisa Fox (E-mail); Mark Grassanig (E-mail); Mark Zolna (E-mail); Michael Merrill (E-mail); Michelle Jenkins (E-mail); Middleton, Kenneth (K.C.); Randy Modrok (E-mail); Ric Green (E-mail); Richard Orth (E-mail); Richard Singleton (E-mail); Robbie McCray (E-mail); Rod Toson (E-mail); Royce, Karin (K.C.); Sandra Bryant (E-mail); Savage, Larry (L.H.); Sharon Zolnowski (E-mail); Steven Daugherty; Tammy Wallace (E-mail); Terry Erb (E-mail); Terry Spyropoulos (E-mail); Tracy Casacode; William Chew (E-mail); William Weber (E-mail); Andy May (E-mail); Bill Ickes (E-mail); Bob Brown (E-mail); Bob Wilbourn (E-mail); Brenda Ajezha (E-mail); Buster McCreary (E-mail); Cheryl Collins (E-mail); Dan Adams (E-mail); Dave Gerace (E-mail); Dennis Strobaugh; Eddie Martin (E-mail); Frank Foley (E-mail); Greg Grinnell (E-mail); Gwen Kinslow (E-mail); Harry Doolittle (E-mail); Holsteln, Andreas (A.P.); James Bostle (E-mail); Mary Heiden (E-mail); McCullough, Marcella (M.M.); Mike Ray (E-mail); Raymarundo Ayala (E-mail); Rose Maxwell (E-mail); Rick Ferguson (E-mail); Ryan Weathers (E-mail); Sheryl Brown (E-mail); Stephen Buss (E-mail); Teresa Norton (E-mail); Wayne Ross (E-mail); Williams Weber (E-mail); Williams Jr., James (J.P.); Burgione, James (J.V.); Brown, Lori (L.K.); Christopher Risdon (E-mail); Clifford, Martha (M.P.); Coates, Sharon (S.A.); Diane Reschke (E-mail); Don Houck (E-mail); Ruchi, Susan Gueresimo (S.K.); Sue Engler (E-mail); Theodore Carly (E-mail); Yvette Johnson (E-mail)

Subject: AS00037, Adjustable Pedal

<< File: AS00037b.doc >>

Petrauskas, Lisa (L.E.)

To: Beuckelaere, Philip (P.R.)
Subject: RE: AS00037, Adjustable Pedal

Bob,

Adjustable pedal program is deferred to 2002MY due to late prototypes which ^{CAUSED} late DV testing and prototype vehicle build. ^{ISSUES}

- Issues:
1. Teleflex was unable to meet the drop requirements ^{AS} listed in the SOW.
 2. Clearance ^{AS} between brake adjustable mechanism and brake light switch.
 3. Clearance ^{AS} to close between foot heater duct and accelerator adjustable mechanism.

We have identified the ^{PART CHANGE TO RESOLVE ALL} critical concerns ^{BEING CRITICAL FOR SUPPORTING 2002 J00-11} for the concerns with ^{PSM data in June} PSM data in June.

If you have any questions please call.

Lisa Petrauskas (lpetraus)
08070

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From: Van Dorn, Scott (J.S.)
Sent: Thursday, December 14, 2000 12:52 PM
To: Masone, Bob (.); Petrauskas, Lisa (L.E.)
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J. Scott Van Dorn
Chief Program Engineer
313-845-7920 (phone)
313-337-2974 (fax)
Admin: rkelsey1

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Lew Echlin
F-Series Super Duty Marketing Manager
Excursion Marketing Manager
(313) 845 0292
FAX: 845 0310
lechlin@ford.com

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To: Ananth Puteja (E-mail); Baird, Cynthia (C.K.); Bill Kelley; Christos Wahnos; Cynthia Baird; Dick Canoy (E-mail); Echlin, Lewis (L.); Hughley, Shane (S.C.); Joe Weems (E-mail); John Rank; John Taylor (E-mail); Mick Green; Miguel Bonilla (E-mail); Rod Wendel (E-mail); Smith, Dian (D.K.); Steve Spahley (E-mail); Syed Shahab (E-mail); Tim Kilroy (E-mail); Alice Lopez (E-mail); Allen St. Louis (E-mail); Amy Policelli (E-mail); Andrea Szaszore (E-mail); Bernard Brennan (E-mail); Bob Gibson (E-mail); Bob Matschekowski (E-mail); Bruce Medema (E-mail); Carl Bailey (E-mail); Charlie Guthrie (E-mail); Clute, Jeanette (J.E.); Curtis Potts (E-mail); Dan Hiltz (E-mail); Darin Phipps (E-mail); Darrell Brown (E-mail); David Bond (E-mail); Esser, Dave (D.V.); Forbes, Kenneth (K.); Foshee, Thom (T.F.); George Bailey (E-mail); Gordon Hopdan (E-mail); Hanser, Melissa (M.A.); James Groux (E-mail); Janet Marshall (E-mail); Jerry Goodrich (E-mail); Jim Wolford (E-mail); John Jackson (E-mail); Kevin Krodhmalny (E-mail); Liddgett, Diane (D.L.); Lisa Fox (E-mail); Mark Grastring (E-mail); Mark Zolna (E-mail); Michael Mehall (E-mail); Michelle Jenkins (E-mail); Middleton, Kenneth (K.C.); Randy Modrok (E-mail); Ric Green (E-mail); Richard Orth (E-mail); Richard Singleton (E-mail); Robbie McCray (E-mail); Rod Torson (E-mail); Roye, Karin (K.C.); Sandra Bryant (E-mail); Savage, Larry (L.N.); Sharon Zlotkowski (E-mail); Steven Dougherty; Tammy Wallace (E-mail); Terry Erb (E-mail); Terry Spyropoulos (E-mail); Tracey Casaccia; William Chew (E-mail); William Weber (E-mail); Andy May (E-mail); Bill Ickas (E-mail); Bob Brown (E-mail); Bob Wilbourn (E-mail); Brenda Ajogba (E-mail); Buster McCreary (E-mail); Cheryl Collins (E-mail); Dan Adams (E-mail); Dave Gerace (E-mail); Dennis Strobaugh; Eddie Martin (E-mail); Frank Foley (E-mail); Greg Grinnell (E-mail); Gwen Rinsow (E-mail); Harry Doolittle (E-mail); Heinstein, Andreas (A.P.); James Bosko (E-mail); Mary Heidman (E-mail); McCullough, Marcelle (M.M.); Mike Roy (E-mail); Raymundo Ayala (E-mail); Rene Mizswell (E-mail); Rick Ferguson (E-mail); Ryan Weathers (E-mail); Sheryl Brown (E-mail); Stephen Buss (E-mail); Teresa Norton (E-mail); Wayne Ross (E-mail); William Weber (E-mail); Williams Jr., James (J.P.); Borgione, James (J.V.); Brown, Lori (L.K.); Christopher Radon (E-mail); Clifford, Martin (M.P.); Coates, Sharon (S.A.); Diane Retschke (E-mail); Don Houck (E-mail); Ruchl, Susan Gutierrez (S.K.); Sue Engler (E-mail); Theodore Canly (E-mail); Yvette Johnson (E-mail)

Subject: AS00037, Adjustable Pedal

<< File: AS00037b.doc >>

George Roberts, Jr.
PPM P131/U137 Timer/Group Leader
Ph. 313-24-84013
Fax 313-390-0652
Pager 313-798-2248

[REDACTED]

Petrauskas, Lisa (L.E.)

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

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

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

1. (P/D) Difficult to hand start accelerator screw. Team felt this could be solved with the use of a yankee. An alternative solution would be to have the top inboard bolt come pia to the assembly. *little bit of screw*
2. (D) CR C11157569 Accelerator pedal broke when dropped from a height of under 3 feet. The outboard most attachment was snapped when the accelerator was dropped. This would be the source of production scrap in the plant.
3. (P) The new end affecter detail caught the shift cable upon egress from the vehicle and hit accelerator pedal. A trial on current IP decking process to determine an alternative stow position for the shift cable will be performed.
4. (P) Shooting IP pencil brace becomes more difficult with adjustable pedals. The team felt that this issue could be resolved with the proper extension on the socket.
5. (D) CR C11157564 Foot warmer difficult to install on diesel units. Foot warmer broken during assembly.
6. (D) CR C11157562 Assembly access to connect 2-pin motor take out difficult. AFL reviewing alternative routing.
7. (D) CR C11157557 Accelerator pedal on diesel units bottoms out on dash insulator, not reaching its full range of travel.
8. (D) CR C11157558 Boo lp wire is in hard contact with adjustable brake pedal shaft.

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

Thanks to all that participated in this trial.

Stephen Buss

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

Petrauskas, Lisa (L.E.)

From: Buss, Stephen (S.D.)
Sent: Monday, October 30, 2000 9:18 AM
To: Petrauskas, Lisa (L.E.)
Cc: Reed, Bill (B.P.); Patel, Tej (.); Patel, Bharat (B.C.); Shaw, Richard (R.F.)
Subject: RE: Pedal drop

Lisa,
As you know an adjustable accelerator was dropped and broken during our trial. Teleflex is stating that the drop test was waived in other Ford facilities. The following are the reasons why I believe it would be a mistake to waive the drop test.

1. Protect the customer. In the current manufacturing environment, if an operator were to drop a pedal, it is very likely that if they did not see any external damage they would install this pedal on the vehicle. This could mean internal issues within the plant at best and at worst generate a TGW in the field on a delta system.
2. Scrap costs. The plant would not be willing to take on the scrap cost associated with the pedal. This would reduce the profitability for Ford.

Lisa, some information that would help the team understand the problem further would be:

- What are the critical failures due to system damage?
- What are the external warranty indicators for the system (AWSI) in other vehicle lines?

open to retroactively pedal

*pedal modes
the worst
thing
that could
happen.
LOL*

— Original Message —
From: Petrauskas, Lisa (L.E.)
Sent: Friday, October 27, 2000 9:28 AM
To: Buss, Stephen (S.D.); Charland, Alex (A.J.)
Subject: Pedal drop

Steve - Alex,

In the meeting on Wednesday Alex made some very good points on why the pedal needs to pass the drop test and why the plant will not sign off the dropping the pedal.

Please provide me a list of these reasons, thank you.

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

*Taurus: John Rynnian,
Dearborn*

Vindster: Enzo

Expedition:

*LAB
Analysis
Warranty System*

*Jim Parks
- supervisor
for
MSS*

[REDACTED]

Farrah, Alan - Troy

From: Teller, Bill - Troy
Sent: Monday, January 31, 2000 1:46 PM
To: Farrah, Alan - Troy; Wilson, Glen - Troy; Da Silva, Carlos - Troy
Subject: FW: Adj Pedal Status

FYI - See item #1 below.

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

From: John Runnion, Atlanta PVT - Chassis [SMTP:jrunnion@ford.com] <mailto:[SMTP]:jrunnion@ford.com>
Sent: Wednesday, January 12, 2000 3:50 PM
To: kmills@ford.com
Cc: chwarte14@ford.com; Bill Teller - Tele; gwright@ford.com; jrunnion@ford.com
Subject: Adj Pedal Status
SUBJECT: Adj Pedal Status

1. Quality : Not a single warranty claim against the -2C434- part number. No complaints for pedal lash, noise, etc.
2. YF12-2C434-BM/CM : PPAP occurred 1/5/00. Atlanta and Chicago began using the parts yesterday, 1/11/00. (BM/CM incorporates lighter accel spring, longer brake/accel pivot bolts, delete paint of brake spring, and service component releases.) BM/CM represents the first parts made in Kendallville using the Van Wert equipment. Alert allows Teleflex to ship BM/CM w/o the "adjustable" brake pad until styling approval is granted.

Brand new, 2nd assembly line at Kendallville scheduled for PPAP 1/20/00.

Moving the weld cell from Warren to Kendallville also scheduled.

3. Drawing revisions for BM/CM : Teleflex will upload drawing revisions for Ford approval on Tue, Jan. 18.
4. YF12-2C434-BN/CN : The guide-rod capacity constraint issue is forcing Teleflex to speed-up incorporation of the 2-piece accel guide rod from March to mid-Feb. Complete ES Testing will complete by 2/1/00 EXCEPT for thermal/load cycling; Ford approves using UN93 surrogate data for thermal/load cycling because the guide rod design is practically identical.

BN/CN will also incorporate an improved worm gear retainer (for more robust NVH) and longer brake pedal booster pin to improve an assembly feasibility and robustness issue at AAP and CAP.

5. YF12-2C434-BP/CP : Est PPAP late Feb. Will incorporate brake lash reduction, cruise deact switch cutout for improved clearance to black flag. Accel lash reduction is much longer lead time (est June). Eliminating the mat'l around the unused accel (lower-left) stud will NOT be pursued because we're seeing almost no warranty, and the mat'l will have to be added back with the accel lash reduction design revision.
6. YF12-2C434-BR/CR : Est PPAP mid Mar. Will incorporate improved cable design for ultra-robust NVH, molycoat guide-rod for improved hoot robustness and eliminate surface grease, e-coat lever arm weldments instead of paint, and improved brake guide rod staking surface for more robust worm gear retainer staking operation.

Best Regards, % Atlanta Assy Plant - Plant Vehicle Team Chassis John Runnion % FordNet:769-1720, (Outside: 404-689-1720)

Pager: 888-517-9548, E-mail: jrunnion@ford.com

+ = Boost = Is + Good = Boost = Is + Good = + =

[REDACTED]

[REDACTED]

Beuckelaere, Phillip (P.R.)

From: Huang, Peter (P.J.)
Sent: Friday, June 04, 1999 10:29 AM
To: Beuckelaere, Phillip (P.R.); 'mkoral@lear.com'
Subject: FW: Meeting Minutes of 5/27/99 Adjustable pedal design review

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

From: Huang, Peter (P.J.)
Sent: Friday, June 04, 1999 10:28 AM
To: Bumar, Joseph (J.A.); Chen, Steve (S.); Beuckelaere, Phillip (P.R.); Brown, Henry (H.A.); Campbell, Steve (S.L.); D'Arrigo, Alino (A.); Hartman, Thomas (T.J.); Hess, Jerry (J.E.); Huang, Peter (P.J.); Liederman, Keith (K.E.); Mohler, William (W.E.); Sjöberg, Dan (D.); Srinivas, Don (D.C.); Susala, Leon (L.H.)
Cc: Huang, Peter (P.J.)
Subject: Meeting Minutes of 5/27/99 Adjustable pedal design review

- Brake pedal may have interference with carpet and floormat — Teleflex engineer states that the current design have 2mm clearance between the rubber pad on the brake pedal and the floor carpet according to the CAD data. We are not sure the carpet data in the CAD is in normal position or in compressed position. Peter Huang will follow up with carpet supplier Lear to confirm the carpet CAD data. Joe Bumar from RVT have some question about the brake pedal travel. Peter Huang will discuss with Joe in other time. Teleflex will provide the step over high data at vary position to the next PMT meeting. Teleflex need to provide the dimensions for cutting off the floormat.
- Current U137 bushpanel has interference with pedal — We need a bushed panel design for adjustable pedal. Peter Huang will send the CAD data to bushpanel supplier Collins & Aikman to work on the new design.
- Current instrument panel heat duct has interference with pedal — Lear already submitted the cost and timing for the new design.
- The adjustable pedal with ETC package requires a perforated hole on floor insulation, this means KTP need to punch the hole during assembly — Preliminary review with VO and interior supplier Collins & Aikman, the proposal is doable. Collins and Aikman need to provide the cost and timing to the PMT.
- Potential issue caused by vehicle crash test — Steve Chen of U137 safety and crash test engineer point out there is potential interference between steering column and the motor on adjustable pedal. Peter Huang asked Teleflex take a look to move the motor to other side of the bracket. Steve will have new crash test data in two weeks and that would help to determine if we need to move the motor.

Next PMT meeting will start 10:30am.

PV testing with latest design level memo

Page 1 of 1

Petrauskas, Lisa (L.E.)

From: Braniff, Greg - Troy [gbraniff@TFXAuto.com]

Sent: Friday, May 04, 2001 4:47 PM

To: Lisa Petrauskas (E-mail)

Subject: PV testing with latest design level memo

Lisa, let this e-mail serve as notice to Ford that the U137 Adjustable Pedals PV testing will be completed with the following recent design changes:

1. Longer Memory accel drive cable (added 9mm in total length)
2. Added grease (2cc) to worm gear retainer
3. Revised torque on Diesel Accel Springs (lower torque)(revised free angle of spring to 150 deg)
4. Revised (new) spring on Both Diesel and Gas Brake (lower torque, more coils, thinner wire diameter, etc.)

Testing is in process, timing updates will be given as required.

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

5/8/01

FE03-044-R 3533

[REDACTED]

Beuckelaere, Phillip (P.R.)

From: Petrauskas, Lisa (L.E.)
Sent: Thursday, December 14, 2000 10:28 AM
To: Conrad, James (J.A.)
Cc: Beuckelaere, Phillip (P.R.)
Subject: Pedal interference with carpet

Jim,

<http://www.rlis.ford.com/wcrcecp/2000-12/pdf/pcl/0000/0000d10.pdf>

The U137 adjustable accelerator diesel pedal has 4.78mm of clearance in CAD between the carpet & pedal at WOT.

WCR standard 00.00-D10-1 says that pedal clearance to a fully depressed accelerator arm shall be no less than 13mm unless the pedal has a WOT stop. The adjustable accelerator diesel pedal has a WOT stop. Your comments regarding this standard and clearance issue would be appreciated.

Thank You,

Lisa Petrauskas

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

PE83-044 28141

Beuckelaere, Phillip (P.R.)

From: Petrauskas, Lisa (L.E.)
Sent: Tuesday, December 19, 2000 9:31 AM
To: Beuckelaere, Phillip (P.R.)
Subject: FW: Adj pedal cdr

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

From: Wagner, Jim (J.K.)
Sent: Tuesday, December 19, 2000 8:38 AM
To: Petrauskas, Lisa (L.E.)
Cc: Griewek, Kenneth (K.J.)
Subject: RE: Adj pedal cdr

Since we last talked it's been determined that an FMVSS sign-off specifically for adjustable pedals is not required. Adjustable pedals are not spoken to by the regulations therefore we need not give them special attention as we had not thought.

All the design and release engineers need to do is maintain DVP&R records that show the worst-case adjustment condition does not significantly affect brake FMVSS 105 performance nor does it affect throttle returnability as required by FMVSS 124.

***** The time has come. FUN is not fun.*****

Jim Wagner, Truck Safety Assurance, Dearborn, Michigan, 313-322-3889, FAX 313-845-2344, e-mail jwagner1@ford.com

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

From: Petrauskas, Lisa (L.E.)
Sent: Monday, December 18, 2000 6:02 PM
To: Wagner, Jim (J.K.)
Subject: Adj pedal cdr

Jim,

I need your assistance. I have completed testing for adj. pedals and have test reports. Please advise on the procedure. Or, could I set up a meeting with you?

thanks

Lisa Petrauskas

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

Beuckelaere, Phillip (P.R.)

From: Evangelista, Elio - Troy [eevangelist@TFXAuto.com]
Sent: Monday, April 09, 2001 1:40 PM
To: 'Beuckelaere, 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 tryout 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 (BTC)

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
Teleflex Automotive Group

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

From: Beuckelaere, Phillip (P.R.) [mailto:pbeuckel@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.

Also, please call me to discuss ASAP.

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

> ---Original Message---

> From: Daniels, Heather (H.R.)

> Sent: Monday, April 09, 2001 9:29 AM

- > To: Faler, Keith (K.R.); Smart, William (W.V.); Schubert, Rob (R.J.);
- > Manasterski, Piotr (P.M.); Ajegba, Brenda; Alessi, Jen; Altholz, Tom;
- > Ankenbauer, Neil; Armbruster, Phil; Arvita, Brian; Baghdadian, Mitchell;
- > Barker, Paul; Barrager, Lisa; Bedi, Paramjit; Bergemann, Dave;
- > Beuckelaere, Phillip; Bodenmiller, Mark; Bracken, Shannon; Bray, Martin;
- > Brown, Pamela; Bunker, Christopher; Burdette, Dave; Buseck, Robin; Butts,
- > Keenan; Carpenter, Rory; Caulfield, Neville; Cavanaugh, Thomas; Charrell,
- > Gary, Chavis; Cory; Chew, William; Clanton, Mozell; Clough, Randy; Currie,
- > David; Dan, Mirella; Daniels, Heather; DesErmaia, Eric; Dixon, Robert;
- > Drouillard, Mark; Dupuis, Larry; Engel, Denise; Fisch, Ronald; Freeman,
- > Scott; Fromm, Vince; Gebi, Laxman; Gilpin, Leary; Greenawalt, Melissa;
- > Guys, Philip; Hassinger, Chris; Hazegian, Michael; Henderson, Tamara;
- > Hightower, Edward; Hill, Brian; Himes, Bill; Hoffman, David; Holmes, Ann
- > Marie; Ickes, Bill; Ignasiak, Donald; Johnson, David; Jowa, Alex; Kearney,
- > Todd; Kelley, Bill; Kiedziach, Kevin; Kohus, Jack; Kochhar, Nand; Kort,
- > Razi; Kroll, Susan; Kromberg, Arnold; Kwasniewicz, Chris; Lee, Dave; Lee,
- > Jason; Lefranc, George; Lenz, Todd; Lidgett, Diana; Lingg, Dan; Lolman,
- > Lynn; Labinski, John; Martin, Henry; McCarthy, Dan; McDaniel, Jerry;
- > McKinney, JeLanc; Mitra, Adam; Montes, Jhammel; Musselman, Thomas; Negrus,
- > Andrei; Oldfield, James; Olaszewski, Stan; Pathak, Jay; Patterson,
- > Elizabeth; Pazdzierz, Bob; Petersen, Donald; Peterson, Eric; Petrauskas,
- > Lisa; Polasek, John; Pulella, Ananth; Ramfos, Gregory; Reyes, Pete; Riggs,
- > Steven; Rodriguez, Lori; Rohrloff, Bob; Rose, Roger; Ruchá, Susan
- > Guaresimo; Salazar, Sumorfin; Savage, Larry; Shah, Bipin; Shahab, Syed;
- > Sharif, Lutfi; Sharma, Vipon; Shaw, Richard; Smith, Douglas; Smith, Ron;
- > Starcker, Lorenz; Stevens, Michelle; Stockman, Michael; Stone, Roy;
- > Taneja, Angela; Tarrant, Dave; Touss, Scott; Troiano, Thomas; Trujillo,
- > Philip; Vaishnav, Dhaval; Van Dom, Scott; Van Dusen, Bill; Wallace Jr.,
- > Sam; Walsh, Michael; Walsh, Thomas; Wan, Alex; Webster, Michael; Weems,
- > Joe; Williams Jr., James; Williams, Cynthia; Williams, Renita; Williamson,
- > David; Walters, Robert; Worosz, 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 (hdaniel4) ASAP.
- > * The tentative issue list for the April 24 meeting follows the

PE03-044 28151

- > 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
- > [Ajegba, 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
- > * Tuning 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.)
- > Petrauskas/P. Benckelaere) 3:10 - 3:25
- >
- > 3) MY 2002 P131 XL Seats Material Update (T.)
- > Troiano/K. Faler) 3:25 - 3:40
- >
- > 4) MY 2002 P131 A Pillar Grab Handle (L.)
- > Dupuis/B. Smartt) 3:40 - 3:50
- >
- > 5) MY 2002 P131 Tailgate Systems Proforma Project Issue (P.)
- > Manasterski/L. Dupuis) 3:50 - 4:00
- >
- > 6) MY 2002 P131 Air Suspension Air Compressor Vibration Issue (J.)
- > Pathak/R. Schubert) 4:00 - 4:20
- >
- > 7) MY 2002 P131 6K GAWR Eval Ride & Camber Assessment (M.)
- > Baghdadi/C. Bunker) 4:20 - 4:40
- >
- > 8) MY 2002 P131 P550 Rollback Wrecker Frame Cracks (B. Wolters)
- > 4:40 - 5:00

- > Future Meetings
- > (4/19/01)
- > CANCELLED
- >
- > (4/24/01)
- > MY 2002 P131/U137 ABS Module Timing Update- (P. Williams/P. Beuckelaere)
- > MY 2002 P131 Dual Rear Wheel Attachments - Test Results and
- > Recommendations- (P. Williams/P. Beuckelaere)
- >
- > (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: DHomovac@aol.com
Sent: Wednesday, May 10, 2000 10:23 AM
To: wbronson@wmco.com; rvelak@wmco.com; dsillanp@mail.ford.com; tpino@wmco.com; mschind@wmco.com
Cc: tmarker@wmco.com; lbutwin@wmco.com; dengler@mail.ford.com; gmuler@wmco.com; jslichte@mail.ford.com
Subject: Fwd: Added SCT Meeting Agenda Item



**Added SCT Meeting
Agenda Item**

Re: Ford ETC electrical connection

Per my earlier advisement of pending / potential changes in the interface with the wire harness, a meeting is scheduled for tomorrow to discuss the implementation of a 7 pin connector for all future Ford applications. Despite efforts by Williams Controls and Ford's Don Sillanpaa to plan for the future over a year ago, and design protect for a 9 pin (3 track) electrical interface, - Ford of Europe is being supported by Ford RVP and driving a 7 pin version as the connection of the future.

We need to investigate the associated costs to RETOOL the electrical connector for 2003 when they introduce the 3 track system. This is a major change and will require completely NEW tooling and NEW sub-component tooling as the pins will also need to change. Secondary COSTs will include modifications to our sensor processing line, inprocess checking equipment, end-of-line test equipment, to name a few.

Williams Controls MUST advise Ford as soon as possible of ALL the costs, timing, and engineering expenses to implement this change in connector. Ford is currently up-dating the 2003 Targets for the SuperDuty Vehicle and these revisions MUST be included.

Please prepare a preliminary list of action items to support Ford's engineering change. I will be attending the meeting on Thursday to gather additional information.

Stay tuned
Drew Homovac
Williams Controls

Wnuk, John (J.G.)

From: Wnuk, John (J.G.)
Sent: Tuesday, March 25, 2003 7:25 AM
To: 'mcmahon@fcauto.com'
Cc: 'omeier@fcauto.com'; 'bbelanga@fcauto.com'; Sheffield, Drew (D.L.); Patel, Mona (M.S.); Liposky, Lawrence (L.J.)
Subject: FW: Response to Teleflex questions pertaining to the U137 Electronic Throttle Control Pedal

Kevin: Below is our response to the 16 questions posed by Teleflex to gain a better understanding of the issues behind the Field Action on the MY2002/3 P131/U137 adjustable ETC Pedal. Please advise how soon you will be in a position to finalize recovery with us. Thank you.

John Wnuk
Buyer - Cables, Pedals, & Parking Brakes
Global Chassis Commodity Management
Phone/ Fax: (313) 337-2505
EMAIL: jwnuk@ford.com
Office: VPO 3E010

Answers below WILL ONLY be related to the P131/U137, Teleflex should consult the relevant Ford engineer for questions relating to other programs.

- 1) Electronic Throttle Controls parts from durability vehicles from the inception of programs: VN127 and U137.
Ford did not save parts from vehicle testing if the suppliers did not request the parts. If parts have failed Ford engineering will return parts to the supplier and request teardown analysis. This has changed for new programs. All parts will be returned for inspection.
- 2) Durability Vehicle test data and log sheets: VN 127 and U137.
There were no DURIS incidents reported for the 2002 P131/U137 Adjustable accel pedal.
- 3) Vehicle durability teardown of the ETC and Ford sign off's: VN127 and U137.
Teleflex would have performed the teardowns, sign off's are not available.
- 4) Temperature vehicle profile at part location; VN127 and U137.
The temperature profile was confirmed to be within the max/min specified temperature in the ES.
- 5) Temperature vehicle profile and the correlation to specification; all vehicles.
The temperature profile was set up from Fords electronics requirements along with data from comparable vehicles.
- 6) Change release history from; inception - product release - production - beyond.
Teleflex, as a FSS has the ability through WERS to access this data.
- 7) Vibration vehicle profile; VN127 and U137
The vibration profile was developed for a similar class vehicle.
- 8) Vibration vehicle profile and the correlation to specification; all vehicles.
The vibration profile represents the 95% customer usage.
- 9) Ford system bench testing data and parts; VN127 and U137.
FSS is responsible for all bench testing.
- 10) Ford analysis of the system test bench parts; VN127 and U137
FSS is responsible for analyzing all teardowns of parts off bench tests.
- 11) Warranty profile and demographics.
100% AWS data was supplied to Teleflex.

12) Ford 80 from electrical problem.

100% of affected vehicles from the electrical short in vehicle issue were deleted from the 140, therefore this data is no longer required.

13) Electrical problem dirty and clean point.

3/20/01 through 12/15/01

14) Hot trip data associated with the ETC and any temperature profiles; VN127 and U137

The temperature profile is within the max/min specified in the ES.

15) System FMEA

The failure related to the recall is not due to the system, it is a component failure.

16) Duty cycle and customer use data.

This is what the ES represents.

[REDACTED]

Wruk, John (J.G.)

From: Liposky, Lawrence (L.J.)
Sent: Monday, March 24, 2003 3:49 PM
To: Wruk, John (J.G.)
Cc: West, Gregory (G.S.)
Subject: FW: Response to Teleflex questions pertaining to the U137 Electronic Throttle Control Pedal

John, please forward to Teleflex. This supports verbal discussion with Teleflex.

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

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

From: West, Gregory (G.S.)
Sent: Monday, March 24, 2003 11:18 AM
To: Liposky, Lawrence (L.J.)
Subject: Response to Teleflex questions pertaining to the U137 Electronic Throttle Control Pedal

Answers below WILL ONLY be related to the P131/U137, Teleflex should consult the relevant Ford engineer for questions relating to other programs.

- 1) Electronic Throttle Controls parts from durability vehicles from the inception of programs: VN127 and U137.
Ford did not save parts from vehicle testing if the suppliers did not request the parts. If parts have failed Ford engineering will return parts to the supplier and request teardown analysis. This has changed for new programs. All parts will be returned for inspection.
- 2) Durability Vehicle test data and log sheets: VN 127 and U137.
There were no DURIS incidents reported for the 2002 P131/U137 Adjustable accel pedal.
- 3) Vehicle durability teardown of the ETC and Ford sign off's; VN127 and U137.
Teleflex would have performed the teardowns, sign off's are not available.
- 4) Temperature vehicle profile at part location; VN127 and U137.
The temperature profile was confirmed to be within the max/min specified temperature in the ES.
- 5) Temperature vehicle profile and the correlation to specification: all vehicles.
The temperature profile was set up from Fords electronics requirements along with data from comparable vehicles.
- 6) Change release history from; inception - product release - production - beyond.
Teleflex, as a FSS has the ability through WERS to access this data.
- 7) Vibration vehicle profile; VN127 and U137
The vibration profile was developed for a similar class vehicle.
- 8) Vibration vehicle profile and the correlation to specification; all vehicles.
The vibration profile represents the 95% customer usage.
- 9) Ford system bench testing data and parts; VN127 and U137.
FSS is responsible for all bench testing.
- 10) Ford analysis of the system test bench parts; VN127 and U137
FSS is responsible for analyzing all teardowns of parts off bench tests.

11) Warranty profile and demographics.

100% AWS data was supplied to Teleflex.

12) Ford 8D from electrical problem.

100% of affected vehicles from the electrical short in vehicle issue were deleted from the 14D, therefore this data is no longer required.

13) Electrical problem dirty and clean point.

3/20/01 through 12/15/01

14) Hot trip data associated with the ETC and any temperature profiles; VN127 and U137

The temperature profile is within the max/min specified in the ES.

15) System FMEA

The failure related to the recall is not due to the system, it is a component failure.

16) Duty cycle and customer use data.

This is what the ES represents.

[REDACTED]

From: Goodwin, William (W.R.)
Sent: Wednesday, July 30, 2003 8:01 PM
To: Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Pallett, Tobias (T.J.); Wait, Suzanne (S.K.)
Cc: Stephens, Craig (C.); Bess, Raymond (R.); West, Gregory (G.S.); Childress, Terry (T.W.)
Subject: RE: Accel Pedal IR Contract Discussion

Here is the updated proposal, I will also attempt a list of items to initiate a work plan as we discussed Monday.



2 Track PPS IR
controls contra...

Please note the revised review timing from 2:30 to 3:30 tomorrow.

Regards,

Bill Goodwin
Technical Specialist, Speed and Position Sensors
V Engine Engineering, Ford Motor Company
Tel: 313 337-9679 Fax: 313 390-4064
email: wgoodwin@ford.com
teedpage.malke:3137900571@alphapage.airtouch.com

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

From: Liposky, Lawrence (L.J.)
Sent: Wednesday, July 30, 2003 7:35 AM
To: Figurski, Patrick (P.M.); Pallett, Tobias (T.J.); Wait, Suzanne (S.K.)
Cc: Stephens, Craig (C.); Goodwin, William (W.R.); Bess, Raymond (R.); West, Gregory (G.S.)
Subject: RE: Accel Pedal IR Contract Discussion

Bill can you forward a copy of the strawman to Toby and Suzanne ?? Need to re confirm time also. Greg will follow up. thanks

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

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

From: Figurski, Patrick (P.M.)
Sent: Wednesday, July 30, 2003 6:55 AM
To: Pallett, Tobias (T.J.); Wait, Suzanne (S.K.)
Cc: Stephens, Craig (C.); Goodwin, William (W.R.); Liposky, Lawrence (L.J.); Bess, Raymond (R.)
Subject: Accel Pedal IR Contract Discussion

Toby/Suzanna- Craig Stephens recommended I invite you to a discussion on Thursday at POEE CR B at 1:30 - 2:30 regarding a potential IR project for 2 track Pedal Sensor. We will start with a "state of the business" discussion centering around supply base assessment and brief overview of current pedal designs. We'll then discuss a proposal to pursue 2 track design for pedal sensor and what is required to implement. For discussion purposes, Bill Goodwin has put together a strawman for an IR contract for this proposed project.

Patrick Figurski
Manager, Powertrain Electronic Applications Department

PE83-644 19888

2002 F-Series Super Duty/Excursion 7.3L Adjustable Pedal Recall

F103-944 2/7/03

1

Teleflex Automotive

U137 ETC Pedal Review

November 8, 2002

PERC-044 20007

[REDACTED]

From: Slachta, Joseph (J.F.)
Sent: Thursday, January 23, 2003 10:43 AM
To: 'prutler@fbxauto.com'
Cc: Lerma, Jim (J.); Charney, Matthew (M.R.); Stevens, Dave (D.E.); Sheffield, Drew (D.L.); Fisher, Jean (J.M.); Mlimikos, Marcy (M.A.); Ritchie, Kathleen (KLR.); Slachta, Joseph (J.F.); Wruk, John (J.G.)
Subject: FORD LEAN MFG. REVIEW OF P131 ADJUSTABLE ETC PEDAL.

Paul,

This is to advise you that Jim Lerma and Matt Charney of our Lean Manufacturing Organization and I are going to your Kendallville, In. plant tomorrow to review the welding and assembly operation on the P131 Adjustable ETC Pedal. The purpose of this visit is to work with your production team and plant management to alleviate the current production constraint that exist on these lines in a effort to enable Teleflex to support the Ford Customer Service Division requirements for the upcoming field action and meet you daily production requirements for KTP.

The parts involved in the field action are 2C45-9F836-DF, 3C34-9F836-BE, 2C34-9726-ED and 2C34-9726-CG.

Please advise the appropriate management at Kendallville of our visit tomorrow. We plan to arrive at your plant at approximately 10:00 am. If you are available tomorrow and can make the trip also your support will be appreciated.

JOSEPH F. SLACHTA
BUYER, BRAKE SYSTEMS
GLOBAL CHASSIS COMMODITY MANAGEMENT
VPO MD440
PHONE 313 594-1200 FAX SAME AS PHONE

Burrows, Jim (J.A.)

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

==> Last

RR Anal: 8D Supp: O638E 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: _

RFI 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 Dly:		0
	06	11/11	1890	20	02/17	3660	W2 Dly:		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	4850	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:		

F1 Y3 F2 Nxl Rel/E F3 Next Supp F4 Nxt 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

WILLIAMS CONTROLS - 2003.26 RUN-AT-RATE PREPARATION SCHEDULE						Completed	8/17
Day	Date	Action	Responsibility	Complete?	Follow-up &	Date	
Monday	8/3	Transfer final artwork to Etchback Images	H. Lawrence	Y	D. Silanpaa	8/4	
Tuesday	8/4	Translate into Gerber file	A. Wright	Y	D. Silanpaa	8/4	
Tuesday	8/4	Courier delivery to AEG		Y	M. Johnson	8/4	
Tuesday	8/4	Select production materials	J. Benth	Y	D. Silanpaa	8/4	
Tuesday	8/4	Confirm delivery of production-tooled components (nozzles/covers/printers)	D. Silanpaa	Y		8/4	
Tuesday	8/4	Reconfirm EOL with laser correlation	F. Torres/K. Birner		D. Silanpaa	8/7	
Tuesday	8/4	Transfer glass artwork to Etchback Images	H. Lawrence	Y	D. Silanpaa	8/5	
Wednesday	8/5	Translate into Gerber file	A. Wright	Y	M. Johnson	8/5	
Wednesday	8/5	Courier delivery to AEG		Y	M. Johnson	8/5	
Wednesday	8/5	Shoot plate screen	S. Bunch	Y	D. Silanpaa	8/5	
Wednesday	8/5	Build trial elements with glass board (BO)	S. Bunch	Y	D. Silanpaa	8/5	
Wednesday	8/5	Print production LIGG	S. Bunch	Y	D. Silanpaa	8/5	
Thursday	8/6	Produce production LIGG (LT20)	S. Bunch	Y	D. Silanpaa	8/6	
Thursday	8/6	Solder dispenser trial with glass board	H. Lawrence	Y	D. Silanpaa	8/6	
Friday	8/7	Produce production LIGG (300)	S. Bunch	Y	D. Silanpaa	8/6	
Thursday	8/6	Sensor EOL correlation with changeover	F. Torres	Y	D. Silanpaa	8/6	
Friday	8/7	Rework punch die (create larger locating hole at bottom next stake location)	Ray To	Not required	F. Torres K. Anderson	8-14	
Saturday	8/8	Produce additional sensor test boards (300)	Team	Y	D. Silanpaa	8/8	
Saturday	8/8	Identify correlation issues with sensor EOL test	Team	Y	D. Silanpaa	8/8	
Saturday	8/8	Produce 30 ETC with 40% yield at ETC EOL	Team	Y	Team	8/8	
Monday	8/10	Tweak element artwork to improve yield	Schirf/Siljanpaa	Y	D. Silanpaa		
Monday	8/10	Correct Sensor EOL board issues	F. Torres	Y	D. Silanpaa	8/11	
Wednesday	8/12	Produce 30 ETC with 73% yield at ETC EOL	Team	Y	D. Silanpaa	8/12	
Thursday	8/13	Verification of Sensor EOL Gate 3: 0% Adjust.	Mars	Y	D. Silanpaa	8/13	
Thursday	8/13	Run 50 sensors through Sensor EOL & assemble into ETC to verify correlation	Team	Y	Team	8/13	
Thursday	8/13	Print production LIGG (Run @ Rate)	Team	Y	D. Silanpaa	8/13	
Friday	8/14	Sensor (Run @ Rate) - Yield = 65%	Team	Y	D. Silanpaa	8/13	
Friday	8/14	ETC Line Probe at Run @ Rate - Yield = 87%	Team	Y	D. Silanpaa	8/17	
Saturday	8/15	Open			D. Silanpaa	8/15	
Sunday	8/16	Open			D. Silanpaa	8/16	
Monday	8/17	Open			D. Silanpaa	8/17	
Tuesday	8/18	Run @ Rate (ETC) for Customer - 300 pc	Team		D. Silanpaa	8/18	

[REDACTED]

From: West, Gregory (G.S.)
Sent: Thursday, October 17, 2002 11:11 AM
To: Udell, Anne Marie (A.M.); Christensen, Jeff (J.S.); Wagner, John (J.D.)
Cc: Major Jr., John (JSM.); Buss, Stephen (S.D.); Roberts, George (G.); Johnson, David (D.J.); Brennan, Patrick (P.M.); Lposky, Lawrence (L.J.); Burrows, Jim (J.A.); Thompson, Greg (G.J.)
Subject: Critical 6.0L P131/U137 accel pedal changes.

Need NE01-E-11400245-004 approved ASAP per Phil Guys, Bill Iokes has also approved.

I also wrote C11427839 to get assy labor approved for to use the adj pedal in place of the fixed pedal for remaining IB and job #1.

IB's with WMCO pedals **ARE NOT SALEABLE** until the successful completion of KLT due 11/20. If KTP can't wait until that date to ship IB trucks then we will need an OSM to install adj pedals in place of fixed in IB's, Jeff Christensen please initiate if required.

George, we need releases changed ASAP through November from WMCO(3C44-9F836-AB) to TFX(3C34-9F836-BD). Can you help with that? We should have TFX ship as many parts as they can make as soon as possible.

[REDACTED]

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Cc: Major Jr., John (JSM.); Buss, Stephen (S.D.); Roberts, George (G.); Johnson, David (D.J.); Brennan, Patrick (P.M.); Liposky, Lawrence (L.J.); Burrows, Jim (J.A.); Thompson, Greg (G.J.)
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[REDACTED]

From: Roberts, George (G.)
Sent: Thursday, October 17, 2002 4:58 PM
To: West, Gregory (G.S.); Udell, Anne Maria (A.M.); Christensen, Jeff (J.S.); Wagner, John (J.D.)
Cc: Major Jr., John (JSM.); Buss, Stephen (S.D.); Johnson, David (D.J.); Brennan, Patrick (P.M.);
Liposky, Lawrence (L.J.); Burrows, Jim (J.A.); Thompson, Greg (G.J.)
Subject: RE: Critical 6.0L P131/U137 accel pedal changes.

Notice is going to R stat.

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

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Sent: Thursday, October 17, 2002 11:11 AM
To: Udell, Anne Marie (A.M.); Christensen, Jeff (J.S.); Wagner, John (J.D.)
Cc: Major Jr., John (JSM.); Buss, Stephen (S.D.); Roberts, George (G.); Johnson, David (D.J.); Brennan, Patrick (P.M.); Liposky,
Lawrence (L.J.); Burrows, Jim (J.A.); Thompson, Greg (G.J.)
Subject: Critical 6.0L P131/U137 accel pedal changes.

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From: Patel, Mona (M.S.)
Sent: Tuesday, February 25, 2003 4:16 PM
To: Divakaruni, Ramana (R.)
Cc: Blinger, Charlie (C.F.); Hawkins, Fred (F.W.); Ryan, Emmett (E.C.)
Subject: Teleflex 14D and 8D on P131/U137 Program

Ramana,

The voltage data gathered at the the time of issue confirms that there were two separate failure modes on P131/U137 Teleflex ETC.

1. 8D was issued after an APG failure in Yr 2000.

Two Root Causes - 1. Shaft pivot pin had significant axial side play
2. Intermediate housing unit was loose
Corrective Actions - 1. Redesign of main bracket to minimize axial side play
2. Intermediate housing heat stake locations were redesigned to improve retention.
Prevent Reoccurrence - Updated drawing, DFMEA, PFMEA and control plans and APQP lessons learned to prevent this issue
Note: This issue has not been (on 5 new programs) seen since updates were made in Yr 2000.

2. 14D was issued in Jan 2002

Root cause - Migration of lube from switch track to pot track cause erosion of contact fingers resulting in loss of pedal function.
Corrective Action - Utilize Non migrating lube on ETC and added a phenolic resin coating to circuit board.
Prevent Reoccurrence - Implemented teardown and inspection guide. Updated DFMEA, PFMEA and control plans with failure mode. Included failure mode in their lessons learned for future programs.

Ford has updated SDS to reflect specific lube requirements.

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Mona Patel

**STA Chassis Manager
Supplier Technical Assistance
Vehicle Procurement Office
Phone 313-390-5416
email: mpatelt@ford.com**

From: Divakaruni, Ramana (R.)
Sent: Wednesday, February 26, 2003 10:30 AM
To: Patel, Mona (M.S.)
Cc: Binger, Charlie (C.F.); Hawkins, Fred (F.W.); Ryan, Emmett (E.C.)
Subject: RE: Teleflex 14D and 8D on P131/U137 Program

Good work, Mon!! Appreciate your prompt response. I will take it from here and keep you posted if we want Teleflex to talk to LKG. Stay tuned.

Thanks again and keep smiling!!

Ramana Divakaruni
Campaign Prevention
Global Core Quality
☎ (313)-317-4389 Pager: (313)-796-8773
✉ rdivakar@ford.com

🌐 <http://www.quality.ford.com/cpar/campaign>

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Divakaruni, Ramana
(R).vof

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PE03-B44 24277

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Mona Patel

**STA Chassis Manager
Supplier Technical Assistance
Vehicle Procurement Office
Phone 313-390-5416
email: mpatel1@ford.com**

[REDACTED]

From: Cama, Linda (L.)
Sent: Wednesday, September 25, 2002 10:12 AM
To: West, Gregory (G.S.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: Emissions Question

Greg,
This is a follow-up to a voicemail that I left you. Can you please give me a call regarding some information on the component containing the idle validation switch. Thanks.

-----Original Message-----
From: Masura, Gordon (G.P.)
Sent: Tuesday, September 24, 2002 9:23 AM
To: Cama, Linda (L.)
Cc: McDonagh, Scot (S.M.); Hilding, Robert (R.I.); Douglass, Jim (J.B.); Masura, Gordon (G.P.)
Subject: FW: Emissions Question

Linda,

On October 10, there will be a Technical Review Group meeting to determine if field service action should be recommended for a concern with the sensor on the electronic throttle pedal used with 7.3L engines. The pedal is also adjustable, but this concern is with the sensor used to control the throttle. Apparently, a sensor failure results in the engine returning to or staying at idle regardless of pedal movement.

I don't believe that this is an emissions related component, but would you please investigate the Application for Certification to determine if it is described.

-----Original Message-----
From: McDonagh, Scot (S.M.)
Sent: Monday, September 23, 2002 1:24 PM
To: Masura, Gordon (G.P.)
Cc: Lipsky, Lawrence (L.J.); West, Gregory (G.S.); Kramer, Michael (M.T.)
Subject: Emissions Question

Hi Gordon- Are 9F836 Electronic throttle pedals an emissions component ??

Scot G. McDonagh
Super-Duty/Excursion
Powertrain Quality Leader
Phone- (313) 337-8091
Fax- (313) 621-8083
E-Mail: smcdonag@ford.com

From: McDonagh, Scot (S.M.)
Sent: Tuesday, September 24, 2002 9:26 AM
To: Kramer, Michael (M.T.); Liposky, Lawrence (L.J.); West, Gregory (G.S.)
Subject: FW: Emissions Question

FYI

Scot G. McDonagh
Super-Duty/Excursion
Powertrain Quality Leader
Phone- (313) 337-8091
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-----Original Message-----

From: Masura, Gordon (G.P.)
Sent: Tuesday, September 24, 2002 9:23 AM
To: Cama, Linda (L.)
Cc: McDonagh, Scot (S.M.); Hilding, Robert (R.J.); Douglas, Jim (J.B.); Masura, Gordon (G.P.)
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[REDACTED]

From: Hale, Curt (B.C.)
Sent: Wednesday, February 27, 2002 8:36 AM
To: Smith, Ryan (R.E.)
Cc: Williams Jr., James (J.P.)
Subject: Accel Pedal

Ryan,

Any reason why we cant turn the below into an SSM?

Next/Previous Article (N/P): _ Article #: ISM 01-10-018 Date: 10/09/2001
Symptom: 6 24 DRVABL ACCEL PEDAL
Year Vt Fm VI Mdl Trans Engine Calib Axle
Criteria: 2002 T FH

AREAS OF CONCERN FOR WIRING HARNESS CHAFFING

WIRING HARNESS CHAFFING

SOME 2002 F-SUPER DUTY VEHICLES MAY EXPERIENCE VARIOUS ELECTRICAL PROBLEMS RELATED TO WIRING HARNESS CHAFFING. AREAS OF CONCERN INCLUDE LEFT HAND UPPER SHOCK TOWER, DRIVERS SEAT TRACK (PINCHING WIRING HARNESS TO BODY), TRANSFER CASE WIRING SUPPORT BRACKET AND LEFT REAR PARKING BRAKE BRACKET (SPEED NUT). SOME RESULTS OF THIS WIRE CHAFFING MAY BE NO IDLE VALIDATION SWITCH (IVS) TRANSITION RESULTING IN NO ACCELERATOR PEDAL RESPONSE (P0211) ALSO ATTRIBUTED TO WIRING HARNESS CHAFFING IS THE FAILURE OF FUEL PUMP FUSE 40. IF THE VEHICLE HAS THESE SYMPTOMS, ADVISED TECH TO CHECK THESE AREAS OF CONCERN FOR A WIRING HARNESS THAT HAS BEEN DAMAGED.

AUTHOR: MICHAEL MONCILOVICH (MMONCILO) 7933B

B. Curtis Hale

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