

PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 20 OF 28
PART 1 OF 4

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

From: Klump, Robert (R.F.)
Sent: Tuesday, April 01, 2003 9:42 AM
To: West, Gregory (G.S.)
Cc: Figurski, Patrick (P.M.); Armbruster, Phil (P.J.); Abar, Robert (R.B.); Carr, Richard (R.T.); Lipsky, Lawrence (L.J.); Campbell, Arnie (A.T.)
Subject: RE: Sales Data - Fixed pedal & other related

Greg,

We will have to develop a new labor operation to replace this component and it will take some time for the information to get out to the dealerships.

Regards,

Bob Klump

Service Labor Time Standards
31-77531, FBP III, 226B
E-mail: rkump@ford.com <<mailto:rkump@ford.com>>

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

From: West, Gregory (G.S.)
Sent: Monday, March 31, 2003 3:48 PM
To: Klump, Robert (R.F.)
Cc: Figurski, Patrick (P.M.); Armbruster, Phil (P.J.); Abar, Robert (R.B.); Carr, Richard (R.T.); Lipsky, Lawrence (L.J.); West, Gregory (G.S.)
Subject: FW: Sales Data - Fixed pedal & other related

Bob, I haven't heard back from you and wanted share with you what the potential savings to Ford along with our customers that are out of warranty, with the completion of this time study.

Current warranty part replacement average is 586/month * approx 10/repair save is 5860/month

Current out of warranty part replacement average is 419/month, this repair save is for our customer.

Thanks for any help you can provide.

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

From: West, Gregory (G.S.)
Sent: Friday, March 28, 2003 1:52 PM
To: Klump, Robert (R.F.)
Cc: West, Gregory (G.S.)
Subject: FW: Sales Data - Fixed pedal & other related

Hello Bob, any idea how long it will take to complete the time study requested in the previous note?

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

From: Abar, Robert (R.B.)
Sent: Monday, March 24, 2003 7:05 AM
To: Klump, Robert (R.F.)
Cc: West, Gregory (G.S.); Rivera, Santos (S.); Abar, Robert (R.B.); Carr, Richard (R.T.); Lipsky, Lawrence (L.J.); Armbruster, Phil (P.J.); Figurski, Patrick (P.M.)

Subject: RE: Sales Data - Fixed pedal & other related

Bob,
I am sub-system QB under Brian Wolfe for PTSE - Accelerator Controls / Air Induction / Mounts.

Please initiate time study for the non-adjustable ETC pedals on the diesel.

Expectation is that it will be less than 0.4 hrs which is used for the adjustable pedals.

Robert E. Aber

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-80073 rabar@ford.com
Room: 1CP20/Potunda Ct #4 Mail Drop: LM410

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

From: West, Gregory (G.S.)
Sent: Thursday, March 20, 2003 3:36 PM
To: Rivera, Santos (S.); Klump, Robert (R.F.); Aber, Robert (R.B.)
Subject: RE: Sales Data - Fixed pedal & other related

Bob Aber, I believe the official request for the time study needs to come from you.
Just to clarify we need to time study the fixed accelerator pedal for the diesel.

1C3Z-9F836-BA

3C4Z-9F836-AA

either part will work and the study is good for 7.3 or 6.0.

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

From: Rivera, Santos (S.)
Sent: Thursday, March 20, 2003 3:21 PM
To: West, Gregory (G.S.)
Cc: Campbell, Arvin (A.T.); DeLonga, Jeff (J.J.); Gerstenberger, Mark (M.); Klump, Robert (R.F.); Mark Robinson (.) (E-mail); Mitchell, Michael (M.J.); Rivera, Santos (S.)
Subject: RE: Sales Data - Fixed pedal & other related

Hi Greg,

To get this time study perform you will have to contact your quarterback so he then can contact Bob Klump to have this done. Just to clarify the 0.4hrs to replace the adjustable brake pedals, warranty is currently paying 1.1 hrs for DIT and 0.8hrs see below.

The 2003.25 6.0L diesel fixed pedal mounts and connects (wiring) exactly the same as the 7.3L pedal mentioned in your original note Rich. I only mention this because this time study will also then be applicable for the 6.0L fixed pedal applications (3C4Z-9F836-AA).

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

From: Hirtzel, Rich (R.J.)
Sent: Thursday, March 20, 2003 2:08 PM
To: Rivera, Santos (S.)
Cc: West, Gregory (G.S.)
Subject: FW: Sales Data - Fixed pedal & other related

Santos,

Please let me and Greg West know when a time study is completed on the fixed pedal P/N #1C3Z-9F836-BA. This is used in Excursions and Superduty's from 2001 thru early 2003 MY's.

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

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

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

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

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

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

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

John Shore

Recall Parts Program Manager
Ford Customer Service Division
Office - 734 286-8789 FAX - 734 286-1186
Page - 734 797-5991 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

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

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

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

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

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

SERVICE PART: 2C32- 9F836-DE PEDAL
ENGINEERING PART: 2C34 9F836 DF

| MONTH | YEAR | Quantity | |
|-------|------|----------|---|
| 01 | 2003 | 580 | January forecasted sales = 1350 to 1425 |
| 12 | 2002 | 1143 | |
| 11 | 2002 | 1168 | |
| 10 | 2002 | 1498 | |
| 09 | 2002 | 1184 | |
| 08 | 2002 | 1231 | |
| 07 | 2002 | 1105 | |
| 06 | 2002 | 695 | |
| 05 | 2002 | 445 | |
| 04 | 2002 | 186 | |
| 03 | 2002 | 94 | |

SERVICE PART: 1C32- 9F836-BA PEDAL
ENGINEERING PART: 1C34 9F836 BE

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

FYI 6.0L

SERVICE PART: 3C32- 9F836-BA PEDAL
ENGINEERING PART: 3C34 9F836 BE

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

John Shore

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

---Original Message---

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

John, need another update on this. Thanks.

---Original Message---

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

SERVICE PART: 2C3Z- 9F836-DE___ PEDAL
ENGINEERING PART: 2C34 9F836 DF_____

| | | |
|----|------|------|
| 11 | 2002 | 1168 |
| 10 | 2002 | 1498 |
| 09 | 2002 | 1184 |
| 08 | 2002 | 1231 |
| 07 | 2002 | 1105 |
| 06 | 2002 | 695 |
| 05 | 2002 | 445 |
| 04 | 2002 | 188 |

2002 8215

SERVICE PART: 1C3Z- 9F836-BA___ PEDAL
ENGINEERING PART: 1C34 9F836 BB_____

| | | |
|----|------|-----|
| 11 | 2002 | 806 |
| 10 | 2002 | 785 |
| 09 | 2002 | 786 |
| 08 | 2002 | 834 |
| 07 | 2002 | 805 |
| 06 | 2002 | 812 |
| 05 | 2002 | 578 |
| 04 | 2002 | 537 |
| 03 | 2002 | 493 |

2002 7592
2001 4588

John Shore

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

—Original Message—

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

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

—Original Message—

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

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

Robert B. Abar

Manager, Powertrain

(313) 84-44247 FAX:(313) 24-69073 rbar@ford.com
Rm: 1CP20/Roburda Ct #4 Mail Drop: LMA10

—Original Message—

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

Robert,

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

Brent Williams

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

—Original Message—

From: Abar, Robert (R.B.)
Sent: Thursday, May 08, 2003 7:27 AM
To: West, Gregory (G.S.); Williams, Brent (B.A.)

Cc: Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.); Hale, Curt (B.C.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,

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

Brent,

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

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

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar

Manager, Powertrain

(313) 84-64247 FAX:(313) 24-89073 abar@ford.com
Room: 10P20/Rolunda Ct 44 Mail Drop: LM410

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

From: Williams, Brent (B.A.)

Sent: Wednesday, May 07, 2003 9:54 AM

To: Abar, Robert (R.B.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

Thanks.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7265

Email: bwillia8@ford.com

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

From: Abar, Robert (R.B.)

Sent: Wednesday, May 07, 2003 9:36 AM

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

Brent / Curt,

We started seeing repeat repairs on 2002 F-series HD vehicles that have the 03B03 Recall level -8F838-DE accelerator pedal assys on them. They are coming back with usually less than 5000 miles on them and usually within two months of the replacement.

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

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

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

Robert B. Abar
Manager, Powertrain

(313) 84-64347 FAX:(313) 24-88073 rabar@ford.com
Room: 1CP20/Rouinda C1 #4 Mail Drop: LM41D

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

From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCK010

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

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

From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)

Cc: West, Craig (C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11L0X010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

From: Williams, Brent (B.A.)

Sent: Tuesday, May 06, 2003 3:34 PM

To: West, Craig (C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11L0X010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

From: Leese, Michael (M.V.)

Sent: Thursday, October 04, 2001 11:14 AM

To: Williams, Brent (B.A.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11L0X010

FYI..

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F31/0137 Plant Vehicle Team- Electrical ESE/RT&T

Kentucky Truck Plant

ph: (502) 428-2598, pager: (513) 798-7178

email: mleese1@ford.com

—Original Message—

From: Evenhouse, Phil (P.J.)

Sent: Thursday, October 04, 2001 8:49 AM

To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.); Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnema, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)

Cc: Barrett, Malcolm (M.C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

Gentlemen, FYI

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

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

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

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

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

Phil Evenhouse, 79334

Tech Hotline Diesel Group Leader

—Original Message—

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]

Sent: Wednesday, October 03, 2001 1:30 PM

To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS....628-842-9691

—Original Message—

From: West, Gregory (G.S.)
Sent: Thursday, May 15, 2003 2:20 PM
To: Abar, Robert (R.B.); Hale, Curt (B.C.); Williams, Brent (B.A.)
Cc: Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.); Kramer, Michael (M.T.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

P0123 code is set with the wiring short

—Original Message—

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

Rough draft of TSB content is attached below.

Greg,

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

Brent,

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

Curt,

What else will the team need to supply?

Robert B. Abar

Manager, Powertrain

(313) 84-64347 FAX:(313) 24-88078 rabar@ford.com
Room: 1C320/Fairlane Ct #4 Mail Stop: LM410

—Original Message—

From: Hale, Curt (B.C.)
Sent: Thursday, May 08, 2003 8:05 AM
To: Abar, Robert (R.B.); Williams, Brent (B.A.)
Cc: Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.); West, Gregory (G.S.)
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We have to have the draft test for the TSB from whomever before we can begin the process.

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Figurski, Patrick (P.M.); West, Gregory (G.S.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

Robert B. Abar
Manager, Powertrain

(313) 84-54217 FAX:(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct 44 Mail Drop: LM410

—Original Message—

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

Robert,

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

Brent Williams

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

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Figurski, Patrick (P.M.); Hale, Curt (B.C.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,

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

Brent,

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

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

Info connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar
Manager, Powertrain

(813) 84-54247 FAX:(813) 24-88073 rabar@ford.com
Room: 1CP20/Florida CI #4 Mail Drop: 1M410

—Original Message—

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

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Thanks.

Brent Williams

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

—Original Message—

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

Brent / Curt,

We started seeing repeat repairs on 2002 F-series HD vehicles that have the 03B03 Recall level -9F838-DE accelerator pedal assy's on them. They are coming back with usually less than 5000 miles on them and usually within two months of the replacement.

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

Jul 01 - 6
Aug 01 - 8
Sep 01 - 12

Oct 01 - 36
Nov 01 - 30
Dec 01 - 41
Jan 02 - 51
Feb 02 - 6
Mar 02 - 7
Apr 02 - 2
May 02 - 4
Jun 02 - 3
Jul 02 - 0
Au 02 - 4
Sept 02 - 4

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

Robert E. Abar

Manager, Powertrain

(313) 44-64247 FAX: (313) 24-80073 abar@ford.com
Room: 1CP20/Florida Ct #4 Mail Drop: LM410

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

From: West, Gregory (G.S.)

Sent: Tuesday, May 06, 2003 3:53 PM

To: Abar, Robert (R.B.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC010

FYI

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

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

From: Williams, Brent (B.A.)

Sent: Tuesday, May 06, 2003 3:42 PM

To: West, Gregory (G.S.)

Cc: West, Craig (C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwilliams@ford.com

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

From: Williams, Brent (B.A.)

Sent: Tuesday, May 06, 2003 3:34 PM

Tor West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-428-2979
Pager: 502-336-7285
Email: bwillia8@ford.com

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

From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

FYI..

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F131/0137 Fleet Vehicle Team- Electrical LESE/MTA.T

Kentucky Truck Plant

ph: (502) 428-2588, pager: (318) 788-7176
email: mleese1@ford.com

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

From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Ayotte, Albert (A.P.); Michelek, Gregory (G.B.); Kuzdzek, Kurt (K.M.); Schemm, Jesse (J.);
Monclovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnema, Grant (G.); Leese,
Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

Gentlemen, FYI

Shop Foreman Larry Simon of Don Sanderson Ford in Arizona sent this picture of harness rubbing driver's side shock tower and causing no accel by interrupting IVS signal.
This was a 2002 F550 4X2 F4C Chassis Cab with Flatbed built 8/8/01 and 10 miles on the odometer.

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

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

I think the grey/white and brown/white wires in the picture are for AP signal, but its hard to see.
This is for information update purposes only to inform everyone of what we and the dealers are seeing.

Phil Evenhouse, 79334

Tech Hotline Diesel Group Leader

—Original Message—

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

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS.....623-842-8691

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

From: Abar, Robert (R.B.)
Sent: Thursday, May 15, 2003 3:16 PM
To: Hale, Curt (B.C.)
Cc: Abar, Robert (R.B.); Williams, Brent (B.A.); Armbruster, Phil (P.J.); Figurski, Patrick (P.M.); Uposky, Lawrence (L.J.); West, Gregory (G.S.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Curt,
Updated draft to start thru the TSB process.

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Flotonda Ct #4 Mail Drop: UM410

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

From: Williams, Brent (B.A.)
Sent: Thursday, May 15, 2003 2:33 PM
To: Abar, Robert (R.B.); Hale, Curt (B.C.); West, Gregory (G.S.)
Cc: Armbruster, Phil (P.J.); Figurski, Patrick (P.M.); Uposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

I have updated electrical statements.

Brent Williams

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

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

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

Rough draft of TSB content is attached below.

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

Brent,

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

Curt,
What else will the team need to supply?

Robert B. Abar
Manager, Powertrain

(313) 84-64247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Flourida Ct #4 Mail Drop: LM410

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

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

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

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

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

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

Robert B. Abar
Manager, Powertrain

(313) 84-64247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Flourida Ct #4 Mail Drop: LM410

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

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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Cc: Lposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.);

Figurski, Patrick (P.M.); Hale, Curt (B.C.); Abar, Robert (R.B.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,

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

Brent,

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

pin 6 circuit 840 (RD/YE) Voltage supplied in Start and Run (overload protected)

pin 7 circuit 1285 (RD/LG) Idle validation switch, signal

pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal

pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground

pin 10 circuit 351 (BN/RD) Reference voltage

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar

Manager, Powertrain

(313) 84-64247 FAX: (313) 24-88073 robert@ford.com
Room: 1CP20/Pokunda Ct #4 Mail Drop: LM410

—Original Message—

From: Williams, Brent (B.A.)

Sent: Wednesday, May 07, 2003 9:54 AM

To: Abar, Robert (R.B.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Lposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

Thanks.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

—Original Message—

From: Abar, Robert (R.B.)

Sent: Wednesday, May 07, 2003 9:36 AM

To: Williams, Brent (B.A.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Abar, Robert (R.B.); Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)

Subject: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Importance: High

Brent / Curt,

We started seeing repeat repairs on 2002 F-series HD vehicles that have the 03B03 Recall level -0F836-DE accelerator pedal assy's on them. They are coming back with usually less than 5000 miles on them and usually within two months of the replacement.

Highest frequency of repeat repairs are in the early builds when the wire chafing issue was a potential as indicated by the following data on repeat repairs. (this data includes repeats for earlier level -0A and fix level -DE pedal assys)

Jul 01 - 6

Aug 01 - 8

Sep 01 - 12

Oct 01 - 38

Nov 01 - 30

Dec 01 - 41

Jan 02 - 51

Feb 02 - 6

Mar 02 - 7

Apr 02 - 2

May 02 - 4

Jun 02 - 3

Jul 02 - 0

Aug 02 - 4

Sept 02 - 4

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

Robert E. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
Room: 1CP20/Retunda CI 44 Mail Drop: LM410

—Original Message—

From: West, Gregory (G.S.)

Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)
Cc: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

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

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Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

take a look at these pics and give me a call

Brent Williams

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

-----Original Message-----
From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

FYI...

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F131/0137 Plant Vehicle Team- Electrical EISE/RY&T

Kentucky Truck Plant

ph: (502) 429-2598, fxager: (513) 796-7776

email: mleese1@ford.com

—Original Message—

From: Evenhouse, Phil (P.J.)

Sent: Thursday, October 04, 2001 8:49 AM

To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.); Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnera, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)

Cc: Barrett, Malcolm (M.C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11L0X010

Gentlemen, FYI

Shop Foreman Larry Simon of Don Sanderson Ford in Arizona sent this picture of harness rubbing driver's side shock tower and causing no accel by interrupting IVS signal.

This was a 2002 F660 4X2 R/C Chassis Cab with Flatbed built 8/8/01 and 10 miles on the odometer.

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

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

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

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

Phil Evenhouse, 79554

Tech Hotline Diesel Group Leader

—Original Message—

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]

Sent: Wednesday, October 03, 2001 1:30 PM

To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS.....823-842-8681

DRAFT for TSB - revised 5/15/03

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

On subject vehicles that are experiencing repeat repairs of -9FR36- accelerator pedal assemblies and/or diagnostic code P0123 verify that no shorting or chafing condition exist on the 14401 wire assembly near or on the left hand shock tower.

The accelerator pedal circuits at connector C2040 14401 Accelerator pedal position sensor are as follows:
pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1285 (RD/LG) Idle validation switch, signal
pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal
pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

All of these circuits except 640 route near the shock tower and should be inspected.

If damage or wiring circuits touch or route near the left hand shock tower, repair the shorted or damaged wire and use a wire tie strap to retain wiring clear of the shock tower.

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

From: Abar, Robert (R.B.)

Sent: Monday, May 19, 2003 2:23 PM

To: Williams, Brent (B.A.)

Cc: Hale, Curt (B.C.); King, Michael (M.J.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Ambruster, Phil (P.J.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Brent,

Are there additional wires in the affected bundle that could be driving warranty in other components/systems that also need to be addressed at this time?

If so, should we broaden the TSB scope and include them or potentially issue a separate TSB to cover them?

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rolunda Ct #4 Mail Drop: LM410

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

From: West, Gregory (G.S.)

Sent: Monday, May 19, 2003 2:12 PM

To: Abar, Robert (R.B.)

Cc: Williams, Brent (B.A.); Hale, Curt (B.C.); King, Michael (M.J.); Liposky, Lawrence (L.J.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Should be able to answer the question on the ETC related wires with a couple days.

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

From: Abar, Robert (R.B.)

Sent: Monday, May 19, 2003 1:41 PM

To: West, Gregory (G.S.)

Cc: Williams, Brent (B.A.); Hale, Curt (B.C.); King, Michael (M.J.); Liposky, Lawrence (L.J.); Abar, Robert (R.B.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,

How quickly can you get the detail of each wires failure mode, so the TSB can get out quickly?

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rolunda Ct #4 Mail Drop: LM410

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

From: West, Gregory (G.S.)

Sent: Monday, May 19, 2003 10:52 AM

To: Hale, Curt (B.C.); King, Michael (M.J.)
Cc: Williams, Brent (B.A.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

This shouldn't be published until we determine all the failure modes of each wire that can short.

—Original Message—

From: Hale, Curt (B.C.)
Sent: Friday, May 16, 2003 5:30 PM
To: King, Michael (M.J.)
Cc: Williams, Brent (B.A.); Abar, Robert (R.B.); West, Gregory (G.S.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Mike,

Please publish this TSB. If you have questions work through Greg West or call me.

—Original Message—

From: Williams, Brent (B.A.)
Sent: Thursday, May 15, 2003 2:33 PM
To: Abar, Robert (R.B.); Hale, Curt (B.C.); West, Gregory (G.S.)
Cc: Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

I have updated electrical statements.

Brent Williams

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

—Original Message—

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

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Greg,

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

Brent,

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

Curt,

What else will the team need to supply?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rolunda Ct #4 Mail Drop: LHM10

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

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

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To: Williams, Brent (B.A.); Hale, Curt (B.C.)
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Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

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Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Robert,

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

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Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

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

pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1286 (RD/LG) idle validation switch, signal
pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal
pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

into connectors C138 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-68073 rbar@ford.com
Room: 1CP20/Florida Ct #4 Mail Drop: LM410

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Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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Electrical PVT - Super Duty/Excursion - KTP

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

Brent / Curt,

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Aug 01 - 6
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Jul 02 - 0
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In order to reduce repeat repairs and reduce the mechanics diagnostic time associated with the repeat repairs please issue a TSB to the field instructing them where to look for the potential chafing issue, especially for the builds prior to Feb 02. Can an Oasis or SSM go out ahead of the TSB?

Robert B. Abar

Manager, Powertrain

(313) 64-64247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE OQIS #11LC010

FYI

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

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To: West, Gregory (G.S.)

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To: West, Craig (C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

—Original Message—

From: Leese, Michael (M.V.)

Sent: Thursday, October 04, 2001 11:14 AM

To: Williams, Brent (B.A.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

FYL..

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F131/0137 Plant Vehicle Team- Electrical EESL/RY&T

Kentucky Truck Plant

ph: (502) 428-2598, pager: (313) 798-7178

email: mleese1@ford.com

—Original Message—

From: Evenhouse, Phil (P.J.)

Sent: Thursday, October 04, 2001 8:49 AM

To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.); Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonniema, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)

Cc: Barrett, Malcolm (M.C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

Gentlemen, FYI

Shop Foreman Larry Simon of Don Sanderson Ford in Arizona sent this picture of harness rubbing driver's side shock tower and causing no accel by interrupting IVS signal.

This was a 2002 F550 4X2 FVC Chassis Cab with Flatbed built 8/8/01 and 10 miles on the odometer.

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

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

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

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

Phil Evenhouse, 79534

Tech Hotline Diesel Group Leader

—Original Message—

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]

Sent: Wednesday, October 03, 2001 1:30 PM

To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

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

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

From: Abar, Robert (R.B.)
Sent: Thursday, May 15, 2003 4:31 PM
To: West, Gregory (G.S.); Kramer, Michael (M.T.)
Cc: Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Uposky, Lawrence (L.J.); Hale, Curt (B.C.); Williams, Brent (B.A.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Mike,

Any contacts within Powertrain Electronics or electrical that Greg can work with to simulate the grounding of the various wires in the accelerator pedal circuit?

Greg,

Person who worked up the 6.0L pedal diagnostic procedure?

You may also be able to get a vehicle from calibration group with a breakout box to actually run the test.

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rokunda Ct 24 Mail Drop: LM410

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

From: West, Gregory (G.S.)
Sent: Thursday, May 15, 2003 3:50 PM
To: Williams, Brent (B.A.); Abar, Robert (R.B.); Hale, Curt (B.C.)
Cc: Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Uposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Bob, I think we need some more help with this before the TSB goes out.
Who can help us determine the failure mode of each potentially affected wire if it shorts?
Of the 4 pedal wires I would like to understand the failure mode of each one being grounded and see if the P0123 code gets set with each individual wire getting grounded.

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

From: Williams, Brent (B.A.)
Sent: Thursday, May 15, 2003 2:33 PM
To: Abar, Robert (R.B.); Hale, Curt (B.C.); West, Gregory (G.S.)
Cc: Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Uposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

I have updated electrical statements.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

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

Rough draft of TSB content is attached below.

Greg,

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

Brent,

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

Curt,

What else will the team need to supply?

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Flintville Ct #4 Mail Drop: LM410

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

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

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

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

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

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

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Flintville Ct #4 Mail Drop: LM410

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

From: Williams, Brent (B.A.)

Sent: Thursday, May 08, 2003 7:38 AM

To: Abar, Robert (R.B.); West, Gregory (G.S.)

Cc: Uposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.);

Figurski, Patrick (P.M.); Hale, Curt (B.C.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Robert,

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

From: Abar, Robert (R.B.)

Sent: Thursday, May 08, 2003 7:27 AM

To: West, Gregory (G.S.); Williams, Brent (B.A.)

Cc: Uposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.);

Figurski, Patrick (P.M.); Hale, Curt (B.C.); Abar, Robert (R.B.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,

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

Brent,

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

pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)

pin 7 circuit 1285 (RD/LG) Idle validation switch, signal

pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal

pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground

pin 10 circuit 351 (BN/RD) Reference voltage

Into connectors C189 for Pickup & C183 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar

Manager, Powertrain

(313) 84-54367 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Foundry Ct #4 Mail Drop: LHM10

PE83-044 23272

—Original Message—

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

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7285
Email: bwillia6@ford.com

—Original Message—

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

Brent / Curt,

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

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

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

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

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

—Original Message—

From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

FYI

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

—Original Message—

From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)
Cc: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

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

—Original Message—

From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:34 PM
To: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

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

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

From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

FYL.

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F33V0317 Plant Vehicle Team- Electrical EISE/IVS.T

Kentucky Truck Plant

ph: (502) 425-2888, pager: (313) 798-7736

email: mleese1@ford.com

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

From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.); Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnema, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

Gentlemen, FYI

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

Dealer put two pedals on this unit and ran 5V in place of B+ to IVS portion of switch (as a test only) before finding chaffe, repaired wiring, restoring B+ to IVS, and clearing concern fixed. Same dealer told of another stock unit on which the starter would stay engaged when applying pressure to fuse panel...replaced CJB...still had concern...traced issue to when moving fuse panel was actually moving underhood harness which was chaffed to the LH shock tower...both units are fixed at this point.

I think the grey/white and brown/white wires in the picture are for AP signal, but its hard to see. This is for information update purposes only to inform everyone of what we and the dealers are seeing.

Phil Evenhouse, 79534

Tech Hotline Diesel Group Leader

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

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]

Sent: Wednesday, October 03, 2001 1:30 PM

To: PEVENHOUN@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS...823-842-8691

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

From: Aber, Robert (R.B.)
Sent: Monday, June 02, 2003 8:18 AM
To: West, Gregory (G.S.)
Cc: Lipsky, Lawrence (L.J.); Aber, Robert (R.B.); Case, Joseph (J.E.); Amfruster, Phil (P.J.)
Subject: RE: 7.3L wiring short investigation

When do you think you'll be ready with info for wiring TSB, assuming you get the info requested later tomorrow?

Joe is on vacation today, but hopefully can run the analysis for you tomorrow.

Robert B. Aber

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

From: Aber, Robert (R.B.)
Sent: Monday, June 02, 2003 7:28 AM
To: Case, Joseph (J.E.)
Cc: Kromberg, Arnold (A.W.); Lipsky, Lawrence (L.J.); Figurski, Patrick (P.M.); West, Gregory (G.S.); Pascany, Ken (K.M.); Aber, Robert (R.B.)
Subject: RE: 7.3L wiring short investigation

Joe,
Please run the analysis that Greg is requesting.

Robert B. Aber

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

From: West, Gregory (G.S.)
Sent: Friday, May 30, 2003 3:13 PM
To: Pascany, Ken (K.M.); Aber, Robert (R.B.)
Cc: Kromberg, Arnold (A.W.); West, Gregory (G.S.); Lipsky, Lawrence (L.J.); Figurski, Patrick (P.M.)
Subject: 7.3L wiring short investigation

FYI, got this VIN from an old WMCO 8D.

The truck is 2WD

Note the last tech comment that the red/ft green wire was shorting, that's circuit 1285 (IV8) and it each time (4) set P0221 codes.

Bob, can you have a detailed search done thru AWS to match up tech comments that state exactly what wire was repaired, what code was set, 2 or 4 WD and who's pedal failed.

We're finding the WMCO pedals more susceptible to failure than the TFX pedal.

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

From: Case, Joseph (J.E.)
Sent: Friday, May 30, 2003 2:07 PM
To: West, Gregory (G.S.)
Subject:

[REDACTED] cd=1FDAF56F42 [REDACTED]

Greg,

The link above shows several claims for this VIN. Looks like a 2002 MY >8500 F

Joe Case
SUV and Body-on-Frame
Quality Strategy
(313) 39-06223 RC4

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

From: Abar, Robert (R.B.)
Sent: Monday, June 16, 2003 7:15 AM
To: Hale, Curt (B.C.)
Cc: Abar, Robert (R.B.); Armbruster, Phil (P.J.); West, Gregory (G.S.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Curt,
Please note comment about circuit 640 not being routed in area of shock tower.

Robert B. Abar
Manager, Powertrain

(313) 84-64247 FAX:(313) 24-89073 rabar@ford.com
Room: 1CP20/Rotunda C1 M Mail Drop: LM410

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

From: West, Gregory (G.S.)
Sent: Wednesday, June 11, 2003 3:18 PM
To: Abar, Robert (R.B.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Bob, per the note below AFL confirmed circuit 640 does not route through the underhood and therefore should not be noted in the TSB.

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

From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]
Sent: Tuesday, June 10, 2003 11:42 AM
To: 'West, Gregory (G.S.)'
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

This came in under C11243339.

Randy MacLeod, AFL, systems, <mailto:Randy.MacLeod@alcoa.com>
(313)436-8708 Fax:(313)436-8780 Pager:(313)786-8028

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

From: MacLeod, Randy
Sent: Tuesday, June 10, 2003 11:39 AM
To: 'West, Gregory (G.S.)'
Cc: 'Abar, Robert (R.B.); McConnell, Roger A.; Danuloff, Andrew; Williams, Rayford O; Overmire, Jeffrey B.; Waling, James E.
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Greg,

The 42-way takeout to the Diesel engine in the 2C3T-12A581-MIN (rel. July 2001) was relocated from near the shock tower area to the cowl (the piece that holds up windshield) area. Circuit 640 does not pass through the firewall so is not affected. 351, 355, 357, 1285 (the ETC circuits) were the affected circuits.

Randy MacLeod, AFL, systems, <mailto:Randy.MacLeod@alcoa.com>

(313)436-8708 Fax:(313)436-8780 Pager:(313)796-9029

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

From: West, Gregory (G.S.) [<mailto:gwest2@ford.com>]
Sent: Friday, June 06, 2003 8:13 AM
To: 'Randy.MacLeod@alcoa.com'
Cc: Abar, Robert (R.B.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures
Importance: High

Randy, please read the TSB in the attached file and let me know if it's OK from an AFL perspective. Specifically is the statement about circuit 640 not routing in the same area as the other ETC circuits correct?
Thanks

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

From: Abar, Robert (R.B.)
Sent: Friday, June 06, 2003 7:47 AM
To: Hale, Curt (B.C.); Williams, Brent (B.A.); Armbruster, Phil (P.J.); Liposky, Lawrence (L.J.); West, Gregory (G.S.)
Cc: Figurski, Patrick (P.M.); Abar, Robert (R.B.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures
Importance: High

All,
Updated TSB for your review.

Curt,
I would like to get it started into the TSB review process early next week after we pull together any final comments.

Phil,
How do we get the wiring inspection and corrective action added to Customer Satisfaction Program 03B63 for those vehicles built before Dec 2001?

Robert B. Abar
Manager, Powertrain

(313) 24-54247 FAX:(313) 24-68073 rgbar@ford.com
Room: 1CP20/Rotunda C2 #4 Mail Drop: LM410

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

From: Abar, Robert (R.B.)
Sent: Thursday, May 15, 2003 3:16 PM
To: Hale, Curt (B.C.)
Cc: Abar, Robert (R.B.); Williams, Brent (B.A.); Armbruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky,

Lawrence (L.J.); West, Gregory (G.S.)

Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Curt,

Updated draft to start thru the TSB process.

Robert B. Abar

Manager, Powertrain

(313) 44-54247 FAX:(313) 24-89073 rabar@ford.com
Room: 1CP20/Robinda Ct #4 Mail Drop: LM410

—Original Message—

From: Williams, Brent (B.A.)

Sent: Thursday, May 15, 2003 2:33 PM

To: Abar, Robert (R.B.); Hale, Curt (B.C.); West, Gregory (G.S.)

Cc: Arnbruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

I have updated electrical statements.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

—Original Message—

From: Abar, Robert (R.B.)

Sent: Thursday, May 15, 2003 12:10 PM

To: Hale, Curt (B.C.); Williams, Brent (B.A.); West, Gregory (G.S.)

Cc: Arnbruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Rough draft of TSB content is attached below.

Greg,

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

Brent,

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

Curt,

What else will the team need to supply?

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Roburda Ct #4 Mail Drop: LM410

—Original Message—

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

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—Original Message—

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

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

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Roburda Ct #4 Mail Drop: LM410

—Original Message—

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

Robert,

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

Greg,

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

Brent,

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

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-68073 rabar@ford.com
Room: 1CP20/Rounds Ct #4 Mail Drop: LM410

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

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

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

Thanks.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwilla8@ford.com

PEB3-844 23335

---Original Message---

From: Abar, Robert (R.B.)

Sent: Wednesday, May 07, 2003 9:36 AM

To: Williams, Brent (B.A.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Abar, Robert (R.B.); Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)

Subject: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Importance: High

Brent / Curt,

We started seeing repeat repairs on 2002 F-series HD vehicles that have the 03B03 Recall level -8F836-DE accelerator pedal assy's on them. They are coming back with usually less than 5000 miles on them and usually within two months of the replacement.

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

Jul 01 - 6

Aug 01 - 6

Sep 01 - 12

Oct 01 - 38

Nov 01 - 30

Dec 01 - 41

Jan 02 - 51

Feb 02 - 6

Mar 02 - 7

Apr 02 - 2

May 02 - 4

Jun 02 - 3

Jul 02 - 0

Aug 02 - 4

Sept 02 - 4

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

Robert B. Abar

Manager, Powertrain

(313) 84-5427 FAX:(313) 24-88073 rabar@ford.com
Room: 1CP20/Rolunda Ct #4 Mail Drop: UM410

---Original Message---

From: West, Gregory (G.S.)

Sent: Tuesday, May 06, 2003 3:53 PM

To: Abar, Robert (R.B.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

FYI

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

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

From: Williams, Brent (B.A.)

Sent: Tuesday, May 06, 2003 3:42 PM

To: West, Gregory (G.S.)

Cc: West, Craig (C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

From: Williams, Brent (B.A.)

Sent: Tuesday, May 06, 2003 3:34 PM

To: West, Craig (C.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

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

From: Leese, Michael (M.V.)

Sent: Thursday, October 04, 2001 11:14 AM

To: Williams, Brent (B.A.)

Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

FYI...

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F131/0187 Plant Vehicle Team- Electrical EESL/BN&T

Kentucky Truck Plant

ph: (502) 428-2598, pager: (313) 781-7178
email: mleese1@ford.com

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

From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.);
Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnema, Grant (G.); Leese,
Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

Gentlemen, FYI

Shop Foreman Larry Simon of Don Sanderson Ford in Arizona sent this picture of harness rubbing
driver's side shock tower and causing no accel by interrupting IVS signal.
This was a 2002 F560 4X2 R/C Chassis Cab with Flatbed built 8/8/01 and 10 miles on the odometer.

Dealer put two pedals on this unit and ran 5V in place of B+ to IVS portion of switch (as a test only) before
finding chaffa, repaired wiring, restoring B+ to IVS, and deeming concern fixed.
Same dealer told of another stock unit on which the starter would stay engaged when applying pressure
to fuse panel....replaced CJB...still had concern....traced issue to when moving fuse panel was actually
moving underhood harness which was chaffed to the LH shock tower...both units are fixed at this point.

I think the grey/white and brown/white wires in the picture are for AP signal, but its hard to see.
This is for information update purposes only to inform everyone of what we and the dealers are seeing.

Phil Evenhouse, 79554

Tech Hotline Diesel Group Leader

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

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

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS...823-842-8891

From: Alsbury, Linda (L.J.)
Sent: Tuesday, January 14, 2003 10:13 AM
To: West, Gregory (G.S.)
Cc: Ayotte, Daniel (D.F.)
Subject: RE: 1c34-9f836 original Don Sillnpaa ETC pedal

Greg, the old sheetmetal and pedal in PDGS from 2001 shows clearances 1.99 to 3.11 dependent where you cut the section. Part numbers used are :
F81B-2501605-BR AND 1C34-9F836-BA. There seems to be no change from the 2C74-2501605-AF ideas level in that area of the sheetmetal.

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

From: West, Gregory (G.S.)
Sent: Tuesday, January 14, 2003 8:06 AM
To: Alsbury, Linda (L.J.)
Subject: RE: 1c34-9f836 original Don Sillnpaa ETC pedal

Thanks Linda.

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

From: Alsbury, Linda (L.J.)
Sent: Tuesday, January 14, 2003 6:54 AM
To: West, Gregory (G.S.)
Subject: RE: 1c34-9f836 original Don Sillnpaa ETC pedal

I'm looking into it right now. I will call you back with an answer.

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

From: West, Gregory (G.S.)
Sent: Monday, January 13, 2003 2:20 PM
To: Alsbury, Linda (L.J.)
Cc: West, Gregory (G.S.)
Subject: 1c34-9f836 original Don Sillnpaa ETC pedal

nbvLinda, if you still have the original layouts would you look to see if there is a 3 mm gap between the wide open throttle stop and the sheet metal. There are 4 places that hit sheet metal, 3 are the bolt through holes and the 4th is the WOT stop. This is a big KTP issue right now so if you could look right away I would really appreciate it, thanks Linda.

Also, what level sheet metal is in your layout?

From: Shora, John (J.)
 Sent: Monday, March 31, 2003 12:45 PM
 To: West, Gregory (G.S.)
 Subject: Part Sales

SHMPSMKA First Stocking Demand by Month 03/31/03
 ==>

SERVICE PART: 1C3Z- 9F836-BA PEDAL
 RECEIVING LOCATION: DEMAND GROUP:
 CUSTOMER TYPE: BACKCAST: Y
 SDI Code:

| A | C | MONTH | YEAR | Quantity | Replaced Part Number | Message |
|---|---|-------|------|----------|----------------------|---------|
| | | 03 | 2003 | 521 | | |
| | | 02 | 2003 | 526 | | |
| | | 01 | 2003 | 573 | | |
| | | 12 | 2002 | 552 | | |
| | | 11 | 2002 | 506 | | |
| | | 10 | 2002 | 785 | | |
| | | 09 | 2002 | 766 | | |
| | | 08 | 2002 | 834 | | |
| | | 07 | 2002 | 805 | | |
| | | 06 | 2002 | 612 | | |
| | | 05 | 2002 | 578 | | |
| | | 04 | 2002 | 537 | | |
| | | 03 | 2002 | 493 | | |
| | | 02 | 2002 | 491 | | |
| | | 01 | 2002 | 506 | | |
| | | 12 | 2001 | 469 | | |
| | | 11 | 2001 | 462 | | |
| | | 10 | 2001 | 567 | | |
| | | 09 | 2001 | 488 | | |
| | | 08 | 2001 | 573 | | |
| | | 07 | 2001 | 464 | | |

| A | C | YEAR | Quantity |
|---|---|------|----------|
| | | 2003 | 1843 |
| | | 2002 | 8161 |
| | | 2001 | 4588 |
| | | 2000 | 139 |
| | | 1999 | 0 |
| | | 1998 | 0 |
| | | 1997 | 0 |

SHMPSMKA First Stocking Demand by Month 03/31/03
 ==>

SERVICE PART: FB1Z- 9F836-AB PEDAL
 RECEIVING LOCATION: DEMAND GROUP:
 CUSTOMER TYPE: BACKCAST: Y
 SDI Code:

| A | C | MONTH | YEAR | Quantity | Replaced Part Number | Message |
|---|---|-------|------|----------|----------------------|---------|
|---|---|-------|------|----------|----------------------|---------|

| | | |
|----|------|-----|
| 03 | 2003 | 414 |
| 02 | 2003 | 427 |
| 01 | 2003 | 564 |
| 12 | 2002 | 474 |
| 11 | 2002 | 470 |
| 10 | 2002 | 531 |
| 09 | 2002 | 516 |
| 08 | 2002 | 507 |
| 07 | 2002 | 423 |
| 06 | 2002 | 442 |
| 05 | 2002 | 438 |
| 04 | 2002 | 419 |
| 03 | 2002 | 433 |
| 02 | 2002 | 387 |
| 01 | 2002 | 457 |
| 12 | 2001 | 397 |
| 11 | 2001 | 418 |
| 10 | 2001 | 536 |
| 09 | 2001 | 391 |
| 08 | 2001 | 533 |
| 07 | 2001 | 416 |
| 06 | 2001 | 418 |
| 05 | 2001 | 433 |
| 04 | 2001 | 369 |
| 03 | 2001 | 314 |
| 02 | 2001 | 267 |
| 01 | 2001 | 355 |
| 12 | 2000 | 331 |
| 11 | 2000 | 297 |
| 10 | 2000 | 321 |
| 09 | 2000 | 297 |

| YEAR | Quantity |
|------|----------|
| 2003 | 1477 |
| 2002 | 5871 |
| 2001 | 5208 |
| 2000 | 3562 |
| 1999 | 2087 |
| 1998 | 381 |
| 1997 | 0 |
| 1996 | 0 |

John Shore

Recall Parts Program Manager
 Ford Customer Service Division
 Office - 734 266-9789 FAX - 734 266-1186
 Page - 734 797-5981 E-mail - Jshore@Ford.com
 Mail Drop MD-44 1313C NPDC

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

From: Abar, Robert (R.B.)
Sent: Tuesday, June 03, 2003 1:39 PM
To: Desormeaux, Joseph (J.L.); McNorton, Michael (M.C.); Howell, Joseph
(.); Chacko, John (J.M.)
Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Figutski, Patrick
(P.M.); Armbruster, Phil (P.J.)
Subject: RE: 2002 7.3L 14401 wiring issues

I'd like to meet with you this week on the wiring contribution to the pedal warranty and understand what warranty spike recover we might be able to get from AFL.

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073
rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

From: Desormeaux, Joseph (J.L.)
Sent: Tuesday, June 03, 2003 1:03 PM
To: Abar, Robert (R.B.); McNorton, Michael (M.C.); Howell, Joseph
(.);
Chacko, John (J.M.)
Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Figurski, Patrick
(P.M.); Armbruster, Phil (P.J.)
Subject: RE: 2002 7.3L 14401 wiring issues
Importance: High

Team:

I am handling the NAT QB for all of our nameplates. Fortunately, we have leads on each nameplate that are looking into their unique concerns - such as the 7.3L. For the P131/U137/VN127 - contact the following individuals so we can pursue actions. In fact, I know McNorton already initiated this process last week!

P131/U137 - Joseph Howell 14, Michael McNorton
VN127 - John Chacko

Thank You for sending this to us - we really appreciate it! Keep the ideas flowing

Joe

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

From: Abar, Robert (R.B.)
To: Desormeaux, Joseph (J.L.)
Cc: Abar, Robert (R.B.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Armbruster, Phil (P.J.)
Sent: 6/3/03 11:30 AM
Subject: FW: 2002 7.3L 14401 wiring issues
Importance: High

Joe,
Please see questions below.

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX: (313) 24-89073
rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

From: McKenzie, Herman (H.)
Sent: Tuesday, June 03, 2003 11:26 AM
To: Abar, Robert (R.B.)
Cc: Desormeaux, Joseph (J.L.)
Subject: FW: 2002 7.3L 14401 wiring issues
Importance: High

Robert,

You should contact Joe Desormeaux on this. He is managing the wiring warranty for Truck Electrical.

Herman McKenzie, P.E.
EISE EDS Standards & Components
(313) 39-08352

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

From: Abar, Robert (R.B.)
Sent: Monday, June 02, 2003 10:34 AM
To: McKenzie, Herman (H.)

Cc: Abar, Robert (R.B.); West, Gregory (G.S.); Liposky, Lawrence (L.J.);
Figurski, Patrick (P.M.); Armbruster, Phil (P.J.)
Subject: FW: 2002 7.3L 14401 wiring issues
Importance: High

Herman,
I'm the sub-OB under Brian Wolfe for accel pedals and other PT as-installed components.

We are seeing a spike in our pedal assy warranty (including repeat repairs) associated with the wire routing and the resulting chafing in the area of the shock tower in the 2002 7.3L F-SD series build thru Jan 2002. (See Attached file)

Is your team working on spike recovery from AFL for warranty associated with their wiring design/routing for this specific issue? Given that other systems are also affected by this wiring harness are they also being pursued?

If not, can we go after this as a spike recovery action relating to accelerator pedal warranty and other systems as well for our warranty roadmaps?

Robert B. Abar
Manager, Powertrain

(313) 84-54247
rabar@ford.com

FAX: (313) 24-89073

Room: ICP20/Rotunda Ct #4

Mail Drop: LM410

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

From: West, Gregory (G.S.)
Sent: Monday, June 02, 2003 9:19 AM
To: 'MacLeod, Randy'
Cc: Abar, Robert (R.B.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.); Kramer, Michael (M.T.); West, Gregory (G.S.)
Subject: 2002 7.3L 14401 wiring issues

Thanks for the info Randy, I'm aware of the following 14401 circuits affected in the area of the shock tower:

640 R/S power for ETC
1285 IVS for ETC
355 AP for ETC
357 APGRD for ETC
351 VREF for ETC
39, TEMPERATURE GAGE TO TEMPERATURE SENDING UNIT, Red, White
45, HOT WATER TEMPERATURE RELAY TO HOT WATER TEMPERATURE SENDING UNIT,
Yellow, Red
142, DIESEL FUEL FILTER WARNING LAMP INDICATOR FEED, Lt Blue, Red
238, MODULE, POWERTRAIN CONTROL TO FUEL PUMP MONITOR /FUEL PUMP RELAY TO
SAFETY SWITCH, Dk Green, Yellow
787, FUEL PUMP POWER, Pink, Black

Can you tell me if any additional circuits are affected and have AFL
look into any warranty spikes related to these affected components from
2002 job #1 through December 2002. Thanks in advance.

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

From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]
Sent: Monday, June 02, 2003 7:52 AM
To: Gregory West (G.S.) (E-mail)
Subject: 2C3T-14401-JP_JV

These are the harnesses you requested. The release dates are on the file names.

Randy MacLeod, AFL, systems, mailto:Randy.MacLeod@alcoa.com
(313)436-8708 Fax:(313)436-8780 Pager:(313)796-9029

<<QB 9F836 7-3L Repeats 6-2-03.xls>>

---Original Message---

From: Abar, Robert (R.B.)

Sent: Friday, June 06, 2003 7:47 AM

To: Hale, Curt (B.C.); Williams, Brent (B.A.); Ambruster, Phil (P.J.); Liposky, Lawrence (L.J.); West, Gregory (G.S.)

Cc: Figurski, Patrick (P.M.); Abar, Robert (R.B.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Importance: High

All,

Updated TSB for your review.

Curt,

I would like to get it started into the TSB review process early next week after we pull together any final comments.

Phil,

How do we get the wiring inspection and corrective action added to Customer Satisfaction Program 03B03 for those vehicles built before Dec 2001?

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Roburda Ct #4 Mail Drop: LM410

---Original Message---

From: Abar, Robert (R.B.)

Sent: Thursday, May 15, 2003 3:16 PM

To: Hale, Curt (B.C.)

Cc: Abar, Robert (R.B.); Williams, Brent (B.A.); Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.); West, Gregory (G.S.)

Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Curt,

Updated draft to start thru the TSB process.

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP20/Roburda Ct #4 Mail Drop: LM410

---Original Message---

From: Williams, Brent (B.A.)

Sent: Thursday, May 15, 2003 2:33 PM

To: Abar, Robert (R.B.); Hale, Curt (B.C.); West, Gregory (G.S.)

Cc: Ambruster, Phil (P.J.); Figurski, Patrick (P.M.); Liposky, Lawrence (L.J.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

I have updated electrical statements.

Brent Williams

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

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

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

Rough draft of TSB content is attached below.

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

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

Curt,
What else will the team need to supply?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX: (313) 24-89073 ebar@ford.com
Room: 1CP20/Robinda CI #4 Mail Drop: LM410

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

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

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

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

From: Abar, Robert (R.B.)

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

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

Robert B. Abar
Manager, Powertrain

(313) 84-64247 FAX:(313) 24-88073 rbar@ford.com
Room: ECP207/Robinda CI #4 Mail Drop: LM410

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

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

Robert,

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-428-2878
Pager: 502-338-7285
Email: bwillia8@ford.com

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

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

Greg,

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

Brent,

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

pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1285 (RD/LG) Idle validation switch, signal
pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal

pin 8 circuit 357 (YEAWH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar

Manager, Powertrain

(313) 84-64247 FAX:(313) 24-89073 rabar@ford.com
Room: 1CP20/Fabunda Ct #4 Mail Drop: LM410

—Original Message—

From: Williams, Brent (B.A.)

Sent: Wednesday, May 07, 2003 9:54 AM

To: Abar, Robert (R.B.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)

Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

Thanks.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTF

Phone: 502-429-2979

Pager: 502-336-7285

Email: bwillia8@ford.com

—Original Message—

From: Abar, Robert (R.B.)

Sent: Wednesday, May 07, 2003 9:36 AM

To: Williams, Brent (B.A.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Abar, Robert (R.B.); Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)

Subject: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Importance: High

Brent / Curt,

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

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

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

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

Robert B. Aber
Manager, Powertrain

(313) 84-64247 FAX:(313) 24-88073 rober@ford.com
Room: 1CP20/Rctunda CI #4 Mail Drop: LM410

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

From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Aber, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

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

From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)
Cc: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979

Pager: 502-336-7285
Email: bwillia8@ford.com

—Original Message—

From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:34 PM
To: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC010

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

Brent Williams

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

—Original Message—

From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC010

FYL..

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

PEB/BSK Plant Vehicle Team- Electrical RESE/BNAT
Kentucky Truck Plant
ph: (502) 429-2596, pager: (336) 796-7776
email: mleese1@ford.com

—Original Message—

From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Ayotte, Albert (A.P.); Michalek, Gregory (G.B.); Kuzdek, Kurt (K.M.); Schemm, Jesse (J.);
Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnerma, Grant (G.); Leese,
Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC010

Gentlemen, FYI
Shop Foreman Larry Simon of Don Sanderson Ford in Arizona sent this picture of harness rubbing

driver's side shock tower and causing no accel by interrupting IVS signal.

This was a 2002 F550 4X2 R/C Chassis Cab with Flatbed built 8/8/01 and 10 miles on the odometer.

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

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

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

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

Phil Evenhouse, 79534

Tech Hotline Diesel Group Leader

—Original Message—

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]

Sent: Wednesday, October 03, 2001 1:30 PM

To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QUESTIONS...623-842-9691

TSB - revised 6/6/03

Accelerator pedal assembly (-9F836-) with repeat repairs for failed pedal sensor on 2002 MY F-SD with 7.3L Diesel (built before Dec 2001)

On subject vehicles that are experiencing repeat repairs of -9F836- accelerator pedal assemblies and/or diagnostic codes P0122, or P0123, or P0221 verify that no shorting or chafing condition exist on the 14401 wire assembly at the left hand shock tower.

The accelerator pedal circuits at connector C2040 14401 Accelerator pedal position sensor are as follows:
pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1285 (RD/LG) Idle validation switch, signal
pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal
pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

All of these circuits except 640 route near the shock tower and should be inspected.

If damage or wiring circuits touch or route near the left hand shock tower, repair the shorted or damaged wire and add convolute to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

From: Miers, Jerry [jmiers@wmco.com]
Sent: Friday, May 16, 2003 3:12 PM
To: Gehl, Laxman (L.D.)
Subject: RE: Agenda Items 05-16-03

The files have worksheets marked as no spec, this is the derived control limit by the program used and w-spec, this worksheet has the spec for the measurable. These we determined by tolerance stack-up.

you mention Sunday I have heard nothing from Al therefore I have not set anything up and will see you Monday morning at the plant. Have good weekend.

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

From: Gehl, Laxman (L.D.) [mailto:lgehi@ford.com]
Sent: Friday, May 16, 2003 12:28 PM
To: 'Miers, Jerry'; Boutsikakis, Georgios (G.I.)
Cc: Gehl, Laxman (L.D.)
Subject: RE: Agenda Items 05-16-03

Jerry,

Please provide us the required specs for milled rotor depth and angle (in the file there are two specs mentioned...what are those?). It will help us understand better if you also let us know how these were arrived (a little back ground or logic). I will see you Sunday/Monday.

Thanks.

United We Stand
Laxman Gehl
STA Chassis Engineer
email:lgehi@ford.com
VPO 1E-436
Phone/Fax (313) 390-0771
Alternative Fax (313) 390-0793
Pager: (313) 851-4465 (Text)

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

From: Miers, Jerry [mailto:jmiers@wmco.com]
Sent: Friday, May 16, 2003 11:23 AM
To: 'Boutsikakis, Georgios (G.I.)'
Cc: 'lgehi@ford.com'
Subject: Agenda Items 05-16-03

Attached are the capability charts for the Milled Rotor Depth by Nest from Present Data and the capability study of historical data for the Milled

Rotor Angle (Not By Nest. By nest will require a full study and I think the order of MSA for the metrology lab should be as follows. 1. Ridge Height by cavity. 2. Rotor mill angle by nest. 3. Lever "D" angle and radius. The results for these are forthcoming however the timing for each is about 1.5 days. therefore we are looking at about 4 days for completion of all I will send them to you as they are complete.

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

From: Boutsikakis, Georgios (G.I.) [mailto:gboutsik@FORD.COM]
Sent: Thursday, May 15, 2003 3:55 PM
To: Jerry Miers (E-mail); Gehi, Laxman (L.D.)
Subject: FW: Agenda and Suggestions for 2:00PM Meeting Today

EOL Test Data Review

Parts tested multiple times and show different readings on WOT and Idle voltage (%Vref) the range is as high as 80%.
A few parts that show extremely high readings all across the tracks for Idle and WOT is due to light curtain violation.

Action to investigate data differences

- * Take on part and run through the tester 50 times at the production line speed and record the data.
- * Talk to the operators that doing the testing we need to understand the difference in the data.

Potential X's on the WOT/IDLE Variability

- 1) Cover ridge height
- 2) Rotor milling angle
- 3) Rotor milling depth
- 4) Lever "D" angle
- 5) Lever idle radius.

Action to investigate the potential X's

- * Provide Capability analysis data for sensor housing ridge by cavity
- * Provide data for rotor milling angle by milling nest
- * Provide rotor "D" depth data by milling nest
- * Provide data for "D" slot angle of the lever
- * Provide data for idle radius of the lever
- * Provide Poke Yoke proposals for element placement into housing and rotor placement into housing.

If you have any questions or you want anything to add please let me know.
Thanks.

George Boutsikakis
Ford Motor Company
Manager, VPO Electrical Engineering
Six Sigma Black Belt
Supplier Technical Assistance
Ph: (313) 390-7023 Fax: (313) 390-7023
> Please note: new address
> Ford VPO MD# 430
> 5500 Auto Club Drive
> Dearborn,
> MI 48126

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

> From: Boutsikakis, Georgios (G.I.)
> Sent: Thursday, May 15, 2003 10:35 AM
> To: Jerry Miers (E-mail); Gehl, Laxman (L.D.)
> Subject: Agenda and Suggestions for 2:00PM Meeting Today

> Agenda

> 1) Review raw data of 5/7/03 and 5/08/03 - (Laxman' File)
> 2) Review Gage R&R process and data again
> - Some of the parts are tested multiple times
> - Raw data show larger range than Gage R&R for the same part
> - Some parts change between pass and fail when tested multiple times
> 3) Review Cause and effect Diagram for Completeness
> 4) Identify Potentials X's
> 5) Develop Data gathering plan on the Xs
> 6) Open discussion (whatever is in you mind)

> Suggestions and questions

> - Have the person that did the R&R as part of our discussion
> - How does the tester read %Vref (Circuit Diagram might be helpful)
> - Get a digital photo of the tester for our discussion

> George Boutsikakis
> Ford Motor Company
> Manager, VPO Electrical Engineering
> Six Sigma Black Belt
> Supplier Technical Assistance
> Ph: (313) 390-7023 Fax: (313) 390-7023
> Please note: new address
> Ford VPO MD# 430
> 5500 Auto Club Drive
> Dearborn,
> MI 48126

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>
>

From: Gehl, Laxman (L.D.)
Sent: Tuesday, September 30, 2003 3:31 PM
To: 'jmiers@wmco.com'; 'kyle@wmco.com'
Cc: Rochon, Gregory (G.S.)
Subject: FW: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Jerry,

You must have received the parts back by now -- what was the finding?

Also, I am interested to know what is inventory (I know you ship on Tuesday, please be specific if the inventory is after or before shipment), what is daily production & FTT, and if there is any impact on staffing so far.

Please advise what day will be good for you so that I can come over there to review above.

Thanks.

United We Stand
Laxman Gehl
STA Chassis Engineer
* email:lgehi@ford.com
VPO 1E-436
*Phone/Fax (313) 390-0771
7Alternative Fax (313) 390-0793
Pager: (313) 851-4465 (Text)

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

From: Gehl, Laxman (L.D.)
Sent: Monday, September 15, 2003 10:39 AM
To: 'jmiers@wmco.com'; 'kyle@wmco.com'
Subject: FW: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Jerry,

I hope you have received this concern, and I am a bit surprised to see this QR, because of the fact that 100% parts are checked. Can you please let me know what has happened?

Thank you.

United We Stand
Laxman Gehl
SPA Chassis Engineer
* email:lgehi@ford.com
VPO 1E-436
*Phone/Fax (313) 390-0771
7Alternative Fax (313) 390-0793

PE83-844 24712

Pager: (313) 851-4465 (Text)

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

From: Gerald Zoeller [mailto:gzoeller@FORD.COM]
Sent: Friday, September 12, 2003 1:34 PM
To: Laxman Gehi
Subject: QR2 CONCERN:C191558 PART: 3C44 9F836AC

TO: WILLIAMS CONTROLS INC
QUALITY CONTROL DEPT

CODE: 0638E

FAX NBR: (941) 727-5644

FROM: FORD MOTOR COMPANY, KENTUCKY TR ASSEMBLY PLANT, SUPPLIER QUALITY

SUBJECT: MATERIAL QUALITY CONCERN / REJECTION NOTIFICATION
(CONCERN/RESPONSE FORM ATTACHED)

NUMBER OF FAX PAGES WHICH FOLLOW:

THE ATTACHED CONCERN/RESPONSE NOTIFICATION DEFINES A FORD MOTOR MATERIAL QUALITY CONCERN FOR COMPONENTS MANUFACTURED BY YOUR COMPANY. YOU ARE REQUESTED TO HAVE THE RECORDS RELATING TO THIS CONCERN REVIEWED, AND RETURN YOUR ASSESSMENT OF THE CONCERN USING THE ATTACHED QUALITY 'CONCERN/RESPONSE' FORM.

YOUR ASSISTANCE IN PROMPTLY ADDRESSING THIS CONCERN AND FORWARDING THE REQUIRED RESPONSE INFORMATION SHOULD BE AS FOLLOWS:

- * RESPOND WITHIN 24 HOURS AFTER RECEIVING THIS COMMUNICATION BY RETURNING THE COMPLETED INFORMATION UNDER 'SUPPLIER DATA RELATING TO CONCERN' ON THE 'CONCERN/RESPONSE REPORT' (PAGE 2) OF THIS COMMUNICATION.

PLEASE FAX YOUR COMPLETED RESPONSE(S) TO OUR ASSEMBLY PLANT AT 502-429-2983

NOTE: PLEASE INCLUDE THE CONCERN NUMBER, C191558, ON ALL CORRESPONDENCE PERTAINING TO THIS REQUEST.

JERRY ZOELLER
QUALITY CONTROL CONTACT

09/12/03
DATE

13.33.54
TIME

PE83-844 24713

CC: J. TOMES, R. STOUT
SUPPLIER QUALITY MANAGER
KENTUCKY TR ASSEMBLY PLANT

SQCRR713

CONCERN/RESPONSE REPORT
CONCERN NUMBER: C191558

DATE: 09/12/03
FAX NUMBER: 502-429-2983

PLANT/SUPPLIER INFORMATION

PLANT: KENTUCKY TR SUPPLIER NAME: WILLIAMS CONTROLS INC
QC CONTACT: JERRY ZOELLER ADDRESS: 2420 TRAILMATE DR
PHONE NUMBER: 502-429-2261 SARASOTA, FL 34243
STA CONTACT: LGEHI - CODE: 0638E
MFG CODE: 0638E MANUFACTURER NAME: WILLIAMS CONTROLS INC

PART INFORMATION

PART NBR: 3C44 9F836 AC PACK DATE:
DESCRIPTION: PDL & SNS ASY-ACEL VEHICLE: (TF7)

CONCERN DESCRIPTION

RECEIVING PEDALS THAT WON'T ACCELERATE. 3 PCS. TO DAY SO FAR.

REQUIRED SUPPLIER ACTIONS

RESPOND IN 24 HOURS

SUPPLIER DATA RELATING TO CONCERN

UNDETER

MINED YES NO

() () () IS THIS CONCERN SUPPLIER RELATED?
() () CONCERN DEFINITION IS ADEQUATE FOR IMMEDIATE ACTION.
() () SUPPLIER PROCESS RELATED TO CONCERN IS MONITORED BY SPC.
() () PROCESS RELATED TO CONCERN IS IN STATISTICAL CONTROL.

CP FOR CONCERN CHARACTERISTIC IS _____

CPK FOR CONCERN CHARACTERISTIC IS _____

COMPLETED 8D ANALYSIS WILL BE RETURNED BY _____

SUPPLIER PLANT MGR.

PREPARED BY

PHONE & DATE

From: Gehl, Laxman (L.D.)
Sent: Monday, September 15, 2003 10:39 AM
To: 'jniars@wmco.com'; 'kpyle@wmco.com'
Subject: FW: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Terry,

I hope you have received this concern, and I am a bit surprised to see this QR, because of the fact that 100% parts are checked. Can you please let me know what has happened?

Thank you.

United We Stand
Laxman Gehl
STA Chassis Engineer
* email:lgehi@ford.com
VPO 1E-436
*Phone/Fax (313) 390-0771
7Alternative Fax (313) 390-0793
Pager: (313) 851-4465 (Text)

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

From: Gerald Zoeller [mailto:gzoeller@FORD.COM]
Sent: Friday, September 12, 2003 1:34 PM
To: Laxman Gehl
Subject: QR2 CONCERN:C191558 PART: 3C44 9F836AC

TO: WILLIAMS CONTROLS INC CODE: 0638E FAX NBR: (941) 727-5644
 QUALITY CONTROL DEPT

FROM: FORD MOTOR COMPANY, KENTUCKY TR ASSEMBLY PLANT, SUPPLIER QUALITY

SUBJECT: MATERIAL QUALITY CONCERN / REJECTION NOTIFICATION
(CONCERN/RESPONSE FORM ATTACHED)

NUMBER OF FAX PAGES WHICH FOLLOW:

THE ATTACHED CONCERN/RESPONSE NOTIFICATION DEFINES A FORD MOTOR MATERIAL QUALITY CONCERN FOR COMPONENTS MANUFACTURED BY YOUR COMPANY. YOU ARE REQUESTED TO HAVE THE RECORDS RELATING TO THIS CONCERN REVIEWED, AND RETURN YOUR ASSESSMENT OF THE CONCERN USING THE ATTACHED QUALITY 'CONCERN/RESPONSE' FORM.

FEB3-844 24716

YOUR ASSISTANCE IN PROMPTLY ADDRESSING THIS CONCERN AND FORWARDING THE REQUIRED RESPONSE INFORMATION SHOULD BE AS FOLLOWS:

* RESPOND WITHIN 24 HOURS AFTER RECEIVING THIS COMMUNICATION BY RETURNING THE COMPLETED INFORMATION UNDER 'SUPPLIER DATA RELATING TO CONCERN' ON THE 'CONCERN/RESPONSE REPORT' (PAGE 2) OF THIS COMMUNICATION.

PLEASE FAX YOUR COMPLETED RESPONSE(S) TO OUR ASSEMBLY PLANT AT 502-429-2983

NOTE: PLEASE INCLUDE THE CONCERN NUMBER, C191558, ON ALL CORRESPONDENCE PERTAINING TO THIS REQUEST.

JERRY ZOELLER
QUALITY CONTROL CONTACT

09/12/03
DATE

13.33.54
TIME

CC: J. TOMES, R. STOUT
SUPPLIER QUALITY MANAGER
KENTUCKY TR ASSEMBLY PLANT

SQCRR713
CONCERN/RESPONSE REPORT
CONCERN NUMBER: C191558

DATE: 09/12/03
FAX NUMBER: 502-429-2983

PLANT/SUPPLIER INFORMATION

| | |
|----------------------------|--------------------------------------|
| PLANT: KENTUCKY TR | SUPPLIER NAME: WILLIAMS CONTROLS INC |
| QC CONTACT: JERRY ZOELLER | ADDRESS: 2420 TRAILMATE DR |
| PHONE NUMBER: 502-429-2261 | SARASOTA, FL 34243 |
| STA CONTACT: LGEHI - | CODE: 0638E |
| MFG CODE: 0638E | MANUPCTR NAME: WILLIAMS CONTROLS INC |

PART INFORMATION

| | |
|---------------------------------|-----------------|
| PART NBR: 3C44 9F836 AC | PACK DATE: |
| DESCRIPTION: PDL & SNS ASY-ACEL | VEHICLE: (TF7) |

CONCERN DESCRIPTION

RECEIVING PEDALS THAT WON'T ACCELERATE. 3 PCS. TO DAY SO FAR.
.
.
.

PE83-044 26717

REQUIRED SUPPLIER ACTIONS

RESPOND IN 24 HOURS

SUPPLIER DATA RELATING TO CONCERN

UNDETER

MINED YES NO

| | | | |
|--------------------------|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | IS THIS CONCERN SUPPLIER RELATED? |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | CONCERN DEFINITION IS ADEQUATE FOR IMMEDIATE ACTION. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | SUPPLIER PROCESS RELATED TO CONCERN IS MONITORED BY SPC. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | PROCESS RELATED TO CONCERN IS IN STATISTICAL CONTROL. |

CP FOR CONCERN CHARACTERISTIC IS _____

CPK FOR CONCERN CHARACTERISTIC IS _____

COMPLETED 8D ANALYSIS WILL BE RETURNED BY _____

SUPPLIER PLANT MGR.

PREPARED BY

PHONE & DATE

From: Miers, Jerry [mailto:jmiers@wmco.com]
Sent: Monday, May 12, 2003 12:48 PM
To: Gehi, Laxman (L.D.); Miers, Jerry; Boutsikakis, Georgios (G.I.)
Subject: RE: Updated: Phone conference with Williams

Laxan,
I will have not time to investigate by
the time of our conference call. I am in a QS
audit for the next two days.

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

From: Gehi, Laxman (L.D.) [mailto:lgehi@ford.com]
Sent: Monday, May 12, 2003 10:24 AM
To: 'Miers, Jerry'; Boutsikakis, Georgios (G.I.)
Subject: RE: Updated: Phone conference with Williams

Jerry,

- * I hope you are also investigating and recording the possible causes that are evident for the abnormal values.
- * I would like to know what is the reason of entering three sets of values for the serial number 0706103 on 5/7/03.
- * If you sort the data (does not matter in ascending/descending order), you will find that among failed parts, there are some parts that would not lie in normal distribution - we need to find the reason.

On Wednesday, we would like to discuss your observation on such parts. Let us try to find the special causes as far as possible, so that we can isolate those and start doing DOE.

Thank you.

United We Stand
Laxman Gehi
STA Chassis Engineer
* email:lgehi@ford.com
VPO 1E-436
*Phone/Fax (313) 390-0771
7Alternative Fax (313) 390-0793
Pager: (313) 851-4465 (Text)

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

From: Miers, Jerry [mailto:jmiers@wmco.com]
Sent: Saturday, May 10, 2003 10:35 AM
To: 'Gehi, Laxman (L.D.)'; Boutsikakis, Georgios (G.I.); Miers, Jerry
Subject: RE: Updated: Phone conference with Williams

The GRR were faxed to Georgios Friday Afternoon.
The large number you (billions) are due to open resistance or infinite resistance. This is also due to cracked elements.

Data to show 05/7 and 05/08.

---Original Message---

From: Gehi, Laxman (L.D.) [mailto:lgehi@ford.com]
Sent: Friday, May 09, 2003 4:44 PM
To: Boutsikakis, Georgios (G.I.); 'jmiers@waco.com'
Subject: Updated: Phone conference with Williams

When: Wednesday, May 14, 2003 2:00 PM-3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Phone conference

~~*~*~*~*~*~*~*~*

George, I will come to your office.

Jerry, please call George's office at 313.390.7023.

Thank you.

United We Stand
Laxman Gehi
STA Chassis Engineer
* email:lgehi@ford.com
VPO 1E-436
*Phone/Fax (313) 390-0771
7Alternative Fax (313) 390-0793
Pager: (313) 851-4465 (Text)

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<< File: Data 05-7-03.xls >>