

**PE03-044**  
**FORD**  
**5/13/2005**  
**APPENDIX I**  
**BOOK 20 OF 28**  
**PART 3 OF 4**

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**From:** Gehl, Laxman (L.D.)  
**Sent:** Wednesday, October 01, 2003 12:35 PM  
**To:** Miers, Jerry; 'Pyle, Ken'  
**Cc:** Rochon, Gregory (G.S.)  
**Subject:** RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Jerry,

I have made the travel arrangements and I will be at your facility at 8:30 AM on 10/10. Thanks for your cooperation in advance.

United We Stand  
Laxman Gehl  
STA Chassis Engineer  
\* email:lgehl@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:** Rochon, Gregory (G.S.)  
**Sent:** Tuesday, September 30, 2003 5:06 PM  
**To:** Miers, Jerry; Gehl, Laxman (L.D.)  
**Cc:** 'Pyle, Ken'; Rochon, Gregory (G.S.)  
**Subject:** RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Jerry, You must accommodate Laxman on 10/10.

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

**From:** Rochon, Gregory (G.S.)  
**Sent:** Tuesday, September 30, 2003 4:35 PM  
**To:** 'Miers, Jerry'; Gehl, Laxman (L.D.); Pyle, Ken  
**Cc:** Rochon, Gregory (G.S.)  
**Subject:** RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Tell me what is more of a priority than Ford Motor company!!!

Regards,

Greg Rochon  
STA Chassis Mgr.  
Ford NA Purchasing  
VPO 1N005, Phone/Fax (313) 32-23403

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

From: Miers, Jerry [mailto:jmiers@wmc.com]  
Sent: Tuesday, September 30, 2003 3:51 PM  
To: 'Gehi, Laxman (L.D.)'; Miers, Jerry; Pyle, Ken  
Cc: Rochon, Gregory (G.S.)  
Subject: RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Laxman,

Attached is the 8D for the concern.

Inventory was effected and is being built up again.

Daily production schedules remain the same as before, FTT has not been figured lately due other product launches that I have taken priority and there has been no impact to staffing.

I do not have a good feel for when would be a good time for a visit. I would need to know what your agenda would be and how long you would need to accomplish your tasks before I could provide a estimated day.

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

From: Gehi, Laxman (L.D.) [mailto:lgehi@ford.com]  
Sent: Tuesday, September 30, 2003 3:31 PM  
To: 'jmiers@wmc.com'; 'kpyle@wmc.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 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: Gehi, Laxman (L.D.)

PE83-844 24884

Sent: Monday, September 15, 2003 10:39 AM  
To: 'jmiers@waco.com'; 'kpyla@waco.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 Gehi  
STA Chassis Engineer  
\* email:lgahi@ford.com  
VPO 1E-436  
\*Phone/Fax (313) 390-0771  
7Alternative Fax (313) 390-0793  
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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      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

FORD-944 24895

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  
)

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CONCERN DESCRIPTION

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

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REQUIRED SUPPLIER ACTIONS

RESPOND IN 24 HOURS

---

FD-303-044 24887

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	09/12/03	13.33.54
QUALITY CONTROL CONTACT	DATE	TIME

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

SQCRR713

CONCERN/RESPONSE REPORT

DATE: 09/12/03

CONCERN NUMBER: C191558

FAX NUMBER: 502-429-2983

REC-94 2488

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:** Sokol, John (J)  
**Sent:** Monday, May 12, 2003 5:31 PM  
**To:** Seroka, Mary Lynn (M.L.)  
**Subject:** I.I 2003-079 PN 9F836- Pedal and Sensor Assy



ECI Level 1 Analysis  
F7 Diesel...

Please review...

Thank you,

*John Sokol*  
*Product/Powertrain Warranty Analyst*  
*Enhanced Concern Identification (ECI)*  
*500 Town Center, Suite 300 Cube 3-19*  
*Ph: (313) 39-00285*  
*Fx: (313) 24-86278*  
*jsokol1@ford.com*



**From:** Hollingsworth, Pamela (P.H.)  
**Sent:** Friday, May 30, 2003 2:24 PM  
**To:** Enerson, David (D.W.)  
**Cc:** Seroka, Mary Lynn (M.L.); Pasanen, Kary (K.L.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

Thanks, Dave. We will manage accordingly on Monday.

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

**From:** Enerson, David (D.W.)  
**Sent:** Thursday, May 29, 2003 11:59 AM  
**To:** Hollingsworth, Pamela (P.H.)  
**Cc:** Dhakavani, Ramana (R.); DiCicco, Tamara (T.K.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

Pam, FYI... A couple of the attached issues don't belong to Purchased P/T. The 6C646 charge air cooler tube belongs to climate control (Roger Rose) and the 9F836 pedal assy belongs to Powertrain Electronics (Greg West).

**DAVID ENERSON**

**Product Design Engineer - Diesel Quality**

Phone/Fax: 313-33-72844

E-mail: denerson@ford.com

Internal Address: SC1, 1BC30

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

**From:** Hollingsworth, Pamela (P.H.)  
**Sent:** Thursday, May 29, 2003 11:29 AM  
**To:** Dhakavani, Ramana (R.); DiCicco, Tamara (T.K.); Seroka, Mary Lynn (M.L.); Sturgeon, Bill (W.E.); Tech, Eric (E.H.); Sabalis, Christine (C.R.); Taaffe, Cynthia (C.A.); Razzoog, Ron (R.A.); Miller, Tom (T.E.); Enerson, David (D.W.); Khalil, George (G.Y.); Pasanen, Kary (K.L.); Bushman, Thomas (T.S.); Duckworth, Lynnetta (L.S.); Mohan, Michael (M.); Rada, Peter (P.); Pepin, Mike (M.P.); Lamer, Mike (M.O.); Villegas, Roberto (R.V.); Telge, John (J.F.); Franz, Katherine (K.A.); Gurjau S Netts, Ary (A.G.); Abrahim, Maher (M.A.); Brown, Shawanna (S.); Betty, Ted (T.J.); Gronemelt, Gary (G.C.); Reed Jr., Bill (W.P.); Shirley, Bill (B.); Pulza, Pietro (P.G.); Nagy, Gene (E.J.); Bochenek, Larry (L.); Sokol, John (J.); DiGasparo, Thomas (T.R.); Enerson, David (D.W.); Gata, Mike (M.A.); Khalil, George (G.Y.); Subramanian, Santaram (S.); Abdalnour, Sleiman (S.M.); Arsal, Jim (J.J.); Aranzana, Alex (A.J.); Bak, John (J.L.); Beckers, Willy (W.); Bosca, Mark (M.R.); Calentino, Michael (M.F.); Chatti, Carlos (C.A.); Cordoni, Roger (R.); Delaunoy, Enrique (E.); Derbyshire, Ian (I.W.); Duffy, Don (D.L.); Gibson, Alan (A.); Hoesener, Todd (T.H.); Kalke, Ganesh (G.); Keenan, Steve (S.R.); Kerastas, Michael (M.W.); Lamer, Mike (M.O.); Le Cascio, Salvador (S.E.); Lopez, Jose Luis (L.L.); Maralidy, Sherif (S.); Mira, Eugenio (E.); Mohan, Michael (M.); Okuyama, Rui (R.); Olvera, Rene (R.); Pepin, Mike (M.P.); Perera, Dominic (D.G.); Pinter, Wendy (W.L.); Power, David (D.); Powers, Ken (K.W.); Rada, Peter (P.); Shirley, Bill (B.); Svenson, Thomas (T.E.); Telge, John (J.F.); Teliz, Arturo (U.A.); Tsukiyama, Claudio (C.M.); Villegas, Roberto (R.V.); Yang, Cc (C.C.)  
**Subject:** Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

Attached are the meeting minutes from 5/19/03 and the agenda and ECI packages for 6/2/03. Call-in information is contained in the agenda.

<< File: Sign In Sheet\_Purchased PT\_051903.xls >> << File: Purchased PT Warranty Issues Review Meeting\_051903.doc >> << File: PurchasedPT\_Agenda\_060203.doc >>  
<< File: 2003-087 A F7 12B599 6L Pross Assy Fuel Inject.doc >> << File: 2003-080 A F7 6C646 Duct Assy.doc >> << File: 2003-083 A Mustang 7550 Clutch Disc Assy.doc >> << File: ECI Level 1 Analysis F7 Diesel PN 9F836 Pedal and Sensor Assy\_079.doc >> << File: Level 1 Mustang SL9 #7563 new\_061.doc >>  
<< File: Level 1 Mustang SL9 #7b548 New\_062.doc >>

*"My goal in life is to be the kind of person my dog thinks I am..."*

**Pamela H. Hobbingsworth**

Ford Motor Company - N.A. Warranty

6-Sigma Center - Cube 211

15080 Commerce Drive North

Dearborn, MI 48120

Phone: (313) 621-4781 Fax: (313) 390-8751

email: phobbnt@ford.com

---

**From:** Hollingsworth, Pamela (P.H.)  
**Sent:** Thursday, May 29, 2003 12:52 PM  
**To:** Seroka, Mary Lynn (M.L.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/18/03 and Agenda for 6/2/03

I didn't get them done yesterday (I have two meetings on Wednesday, which leaves virtually no time for any catch up). We needed to get the info.out. Pete Pulizzi was just hired as the Emerging Concerns Supervisor. I'm hoping that once this is transitioned to him and his "team", they'll be able to do a better job keeping up. Part-time isn't working for this assignment.

Thanks.

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

**From:** Seroka, Mary Lynn (M.L.)  
**Sent:** Thursday, May 29, 2003 12:49 PM  
**To:** Hollingsworth, Pamela (P.H.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

I'm OK with that.

Is this really your day off?? You've have a lot of communications going out!!!

*Mary Lynn Seroka*

Powertrain Supervisor  
Enhanced Concern Identification (ECI)  
(313) 33-73227  
mseroka@ford.com

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

**From:** Hollingsworth, Pamela (P.H.)  
**Sent:** Thursday, May 29, 2003 12:47 PM  
**To:** Seroka, Mary Lynn (M.L.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

Yes, 066 is going to be tracked for chatter. It is on the agenda as such.

I already updated my information on Purchased PT. I'd like to leave it as is for now to avoid any more confusion.

Thanks.

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

**From:** Seroka, Mary Lynn (M.L.)  
**Sent:** Thursday, May 29, 2003 12:35 PM  
**To:** Hollingsworth, Pamela (P.H.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

PT as installed, you are correct 063 & 069 are the latest versions posted to the e-room with the new file designations. My notes indicate that 068 was going to be a tracked paper since the 'chatter' was a new concern as communicated by Ashok Rodrigues. I don't have any notes indicating more data analysis.

Purchased PT ... I just received that latest package. How would you like to handle? I can post to the e-room now OR wait for the next review?

*Mary Lynn Seroka*

Powertrain Supervisor  
Enhanced Concern Identification (ECI)  
(313) 33-73227

mseroka@ford.com

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

**From:** Hollingsworth, Pamela (P.H.)  
**Sent:** Thursday, May 29, 2003 12:18 PM  
**To:** Seroka, Mary Lynn (M.L.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

061 and 062 were included because they had follow up actions from the previous meeting (note the meeting minutes). 079 was included because it was presented and discussed at our internal meetings, and I did not receive clarification from you on it before I sent the agenda. If it is not ready to review, we won't review it.

For clarification on PT as installed, before I send it, I am planning to include 063, 069 and 066 (066 has follow up actions from last meeting). I will not include 085 or 084.

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

**From:** Seroka, Mary Lynn (M.L.)  
**Sent:** Thursday, May 29, 2003 11:55 AM  
**To:** Hollingsworth, Pamela (P.H.)  
**Subject:** RE: Purchased PT Warranty Issues Review Meeting - Minutes from 5/19/03 and Agenda for 6/2/03

Pam,

The last (3) files included are not the latest revisions. The analysts are still working on some aspect of the paper. OR it was not completed prior to the deadline.

I did not include those package numbers in any of my communications for the 6/2 review. Not sure why they were included.

**Mary Lynn Seroka**

Powertrain Supervisor  
Enhanced Concern Identification (ECI)  
(313) 33-73227  
mseroka@ford.com

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

**From:** Hollingsworth, Pamela (P.H.)  
**Sent:** Thursday, May 29, 2003 11:29 AM  
**To:** Divakaran, Ramana (R.); DiOzzo, Tomara (T.K.); Seroka, Mary Lynn (M.L.); Sturgeon, Bill (W.E.); Tach, Eric (E.M.); Sahais, Christine (C.R.); Taaffe, Cynthia (C.A.); Razzano, Ron (R.A.); Miller, Tom (T.E.); Emerson, David (D.W.); Khalil, George (G.Y.); Pazzanan, Kary (K.L.); Bushman, Thomas (T.S.); Duchoworth, Lynnette (L.S.); Mohan, Michael (M.); Rade, Peter (P.); Pepin, Mike (M.P.); Larner, Mike (M.O.); Villegas, Roberto (R.V.); Tatge, John (J.F.); Franz, Katherine (K.A.); Gurjao S Netto, Ary (A.G.); Alparineh, Maher (M.A.); Brown, Shawana (S.); Betley, Ted (T.L.); Cronenwett, Gary (G.C.); Read Jr., Bill (W.P.); Shirley, Bill (B.); Pulfazz, Pietro (P.G.); Nagy, Gene (E.J.); Bochniak, Larry (L.); Sokol, John (J.); DiGasbarro, Thomas (T.R.); Emerson, David (D.W.); Gorta, Mike (A.M.); Khalil, George (G.Y.); Subramaniam, Sankaran (S.); Abdelhour, Sleiman (S.N.); Antal, Jim (J.I.); Arenzana, Alex (A.); Bak, John (J.L.); Beckers, Willy (W.); Bosca, Mark (M.R.); Colantino, Michael (M.F.); Clatti, Carlos (C.A.); Cordeau, Roger (R.); Defanoy, Enrique (E.); Derbyshire, Jan (J.W.); Duffy, Don (D.L.); Gibson, Alan (A.); Hoewener, Todd (T.H.); Kalke, Ganesh (G.); Keenan, Steve (S.R.); Kerastias, Michael (M.W.); Lamer, Mike (M.D.); Lo Casco, Salvador (S.E.); Lopez, Jose Luis (J.L.); Marakby, Sherif (S.); Mira, Eugenio (E.); Mohan, Michael (M.); Okuyama, Rei (R.); Olivera, Rene (R.); Pepin, Mike (M.P.); Perera, Dominic (D.G.); Pinter, Wendy (W.L.); Pover, David (D.); Powers, Ken (K.W.); Rade, Peter (P.); Shirley, Bill (B.); Swenson, Thomas (T.E.); Tatge, John (J.F.); Tellez, Arturo (A.A.); Tsukiyama, Claudio (C.M.); Villegas, Roberto (R.V.); Yang, Cc (C.C.)  
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<< File: 2003-067 A F7 12B599 6L Pross Asy Fuel inject.doc >> << File: 2003-080 A F7 6C646 Duct Assy.doc >> << File: 2003-093 A Mustang 7550 Clutch Disc Assy.doc >> << File: ECI Level 1 Analysis F7 Diesel PN 9F836 Pedal and Sensor Asy\_079.doc >> << File: Level 1 Mustang SL9 #7563 new\_061.doc >>

PE83-844 23978

< File: Level 1 Mustang SL9 #7b548 New\_062.doc >>

*"My goal in life is to be the kind of person my dog thinks I am..."*

**Pamela H. Hollingsworth**

Ford Motor Company - N.A. Warranty

8-Sigma Center - Cube 211

15080 Commerce Drive North

Dearborn, MI 48120

Phone: (313) 621-4781 Fax: (313) 390-8791

email: phollin1@ford.com

**From:** Gehl, Laxman (L.D.)  
**Sent:** Tuesday, September 30, 2003 4:54 PM  
**To:** 'Miers, Jerry'; 'Pyle, Ken'  
**Cc:** Rochon, Gregory (G.S.)  
**Subject:** RE: QR2 CONCERN:C191558 PART: 3C44 9F838AC

Jerry,

The document is not working well, please fax it to me.

Please confirm if 10th Oct. suits you - I will then make my travel arrangements.  
Thanks.

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

**From:** Miers, Jerry [mailto:jmiers@wmco.com]  
**Sent:** Tuesday, September 30, 2003 4:43 PM  
**To:** 'Gehl, Laxman (L.D.)'; Miers, Jerry; Pyle, Ken  
**Cc:** Rochon, Gregory (G.S.)  
**Subject:** RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

We did make expedited shipments last week to replace KTF inventory and made this weeks shipment today. Working on the shipment for next Tuesday this week. I do not have the numbers for the releases at this time, we are back on normal work schedules.  
With everything going on at this time, late next week would probably be okay.  
Here is the 8D again.

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

**From:** Gehl, Laxman (L.D.) [mailto:lgehl@ford.com]  
**Sent:** Tuesday, September 30, 2003 4:04 PM  
**To:** 'Miers, Jerry'; Pyle, Ken  
**Cc:** Rochon, Gregory (G.S.)  
**Subject:** RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Jerry,

FEB3-844 24699

First of all, for some reason the document that I have received seems to be corrupted; please send it to me again. Second, I am concerned if you were able to meet today's ship requirement.

My agenda will be:

1. Review inventory
2. Review daily production
3. FTT
4. Review the corrective action and its implementation and validation

I feel it should take 4-6 hours.

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  
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Sent: Tuesday, September 30, 2003 3:51 PM  
To: 'Gehi, Laxman (L.D.)'; Miers, Jerry; Pyle, Ken  
Cc: Rochon, Gregory (G.S.)  
Subject: RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Laxman,

Attached is the 8D for the concern.

Inventory was effected and is being built up again.

Daily production schedules remain the same as before, FTT has not been figured lately due other product launches that I have taken priority and there has been no impact to staffing.

I do not have a good feel for when would be a good time for a visit. I would need to know what your agenda would be and how long you would need to accomplish your tasks before I could provide a estimated day.

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

From: Gehi, Laxman (L.D.) [mailto:lgehi@ford.com]  
Sent: Tuesday, September 30, 2003 3:31 PM  
To: 'jmiers@wmc.com'; 'kpyle@wmc.com'  
Cc: Rochon, Gregory (G.S.)  
Subject: FW: QR2 CONCERN:C191558 PART: 3C44 9F836AC

FE83-844 24788

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 & PTT, 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 Gehi  
STA Chassis Engineer  
\* email:lgahi@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: Gehi, Laxman (L.D.)  
Sent: Monday, September 15, 2003 10:39 AM  
To: 'jmiers@wmc.com'; 'kpyle@wmc.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 Gehi  
STA Chassis Engineer  
\* email:lgahi@ford.com  
VPO 1E-436  
\*Phone/Fax (313) 390-0771  
7Alternative Fax (313) 390-0793  
Pager: (313) 851-4465 (Text)

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PE83-044 24781



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

From: Gerald Zoeller [mailto:gzoeller@FORD.COM]  
Sent: Friday, September 12, 2003 1:34 PM  
To: Laxman Gehi  
Subject: QR2 CONCERN:C19155B 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.

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

REC-244 24702

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

JERRY ZOELLER	09/12/03	13.33.54
QUALITY CONTROL CONTACT	DATE	TIME

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

SQCRR713

CONCERN/RESPONSE REPORT	DATE: 09/12/03
CONCERN NUMBER: C191558	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	
MPG CODE: 0638E	MANUFCTR NAME: WILLIAMS CONTROLS INC

-----  
PART INFORMATION

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

PE83-044 24783

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
- ( ) ( ) PROCESS RELATED TO CONCERN IS IN STATISTICAL CONTROL.

SPC.

CP FOR CONCERN CHARACTERISTIC IS \_\_\_\_\_

CPK FOR CONCERN CHARACTERISTIC IS \_\_\_\_\_

COMPLETED 8D ANALYSIS WILL BE RETURNED BY \_\_\_\_\_

PE83-044 24704

\_\_\_\_\_  
SUPPLIER PLANT MGR.

\_\_\_\_\_  
PREPARED BY

\_\_\_\_\_  
PHONE & DATE

PER3-044 24705

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

From: Compton, James (J.D.)  
Sent: Monday, October 21, 2002 4:29 PM  
To: Patel, Mona (M.S.)  
Cc: Ryan, Emmett (E.C.)  
Subject: RE: REVISED AGENDA - October 23rd Purchasing Business Review

I just spoke with Mike Carr and Emmett. The short term plan is good through Nov with resources as is. They are still working on the long term plan and have to consider their own 3-track ramp up and the potential of a 1-track recall. They should have the long term answer by the end of this week.

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

From: Patel, Mona (M.S.)  
Sent: Monday, October 21, 2002 11:31 AM  
To: Binger, Charlie (C.F.); Vellky, Dave (D.A.)  
Cc: Compton, James (J.D.)  
Subject: RE: REVISED AGENDA - October 23rd Purchasing Business Review

Charlie, Dave,

At our recent mtg (10/17 Thurs) Teleflex confirmed that they can support Nov production. They also gave us a proposal for ongoing support. We (Purchasing and STA) are in the process of evaluating their request for supporting higher volumes.

We will let you know the outcome, once we have a chance to validate their request. Thanks

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

From: Binger, Charlie (C.F.)  
Sent: Monday, October 21, 2002 10:54 AM  
To: Patel, Mona (M.S.); Compton, James (J.D.)  
Subject: FW: REVISED AGENDA - October 23rd Purchasing Business Review

Mona/Jim, can you answer DAV's question based on your recent trips?

*Charlie Binger*

(cbinger@ford.com)

Phones (313) 390-5356

Manager, Vehicle Procurement Operations  
Supplier Technical Assistance

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

From: Larson, Karen (K.L.) On Behalf Of Vellky, Dave (D.A.)  
Sent: Monday, October 21, 2002 9:50 AM  
To: Turner, Steve (S.F.); Binger, Charlie (C.F.)  
Cc: Leone, Susan (S.)  
Subject: RE: REVISED AGENDA - October 23rd Purchasing Business Review

Steve, thank you.

Charlie, can Teleflex contain 100%?

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

**From:** Turner, Steve (S.F.)  
**Sent:** Saturday, October 19, 2002 4:28 PM  
**To:** Vellky, Dave (D.A.)  
**Cc:** Leone, Susan (S.)  
**Subject:** FW: REVISED AGENDA - October 23rd Purchasing Business Review

disappointing the Product Execution/Flawless Launch is file only. The Fied program in NA is the P131 (SuperDuty with the new 6.0L Diesel engine from International and the 5R110W). This program has a few issues -- in addition to the ongoing risk of the engine from International & the transmission from Ford, the other issue that we have is the Williams fixed brake pedal. There is voltage issue that is kicking out 50% at Williams at end-of-line. The plan is to go 100% adjustable pedal from Teleflex.

From the global perspective, I think there are several programs in the midst of critical concern (Jaguar, FoE & Volvo -- each of them are well below Clean Green PSW % at Job 1). While I gave you a heads up about the X350 from Jaguar, you might ask John Smith and Kerstin Almen to provide you a brief assessment on whether there are any significant supplier issues. It's not my position to push this, but I know you weren't able to participate in the Global QOS last week.

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

**From:** Kean, David (D.J.)  
**Sent:** Friday, October 18, 2002 4:59 PM  
**To:** Binger, Charlie (C.F.); Burford, Chris (C.B.); Marchioni, Dante (D.S.); Deane, Darlene (D.S.); Dwen, David (D.); Haight, Denton (D.R.); Westhausen, Frank (F.); Baroni, Geary (G.E.); Loewy, Graham (G.P.); Smith, John (J.D.); Almas, Kerstin (K.); Scholler, Mark (M.T.); Stanley, Paul (P.M.); Rajan, Ranga (R.); Loza, Rene (R.); Piszko, Sergio (S.); Turner, Steve (S.F.); Leone, Susan (S.); Sampson, Terry (T.); Bonfield, TJ (T.J.); Miller, Tom (T.E.); Rybicki, Timothy (T.G.); Cohen, Brian (B.E.)  
**Cc:** Vellky, Dave (D.A.); Loran, Karen (K.L.); Dreyer II, Donald (D.C.); Kean, David (D.J.)  
**Subject:** REVISED AGENDA - October 23rd Purchasing Business Review

The agenda for next week's Purchasing Business Review has been cut back to four hours. As a result, the following STA agenda topics were removed and will be added to next month's agenda on November 14th:

- SIM Parent Report Card (C. Burford)
- Black Belt Project Report-out (T. Rybicki)

Please also note the revised presentation times of your specific agenda topics. Feel free to contact me if I can be of further assistance.

<< File: PBRO23.xls >>

Thanks,

*David J. Kean*

Business Processes Manager  
STA Strategy and Business Office  
dkean@ford.com  
(313) 845-5179

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—Original Message—

**From:** Hoffman, Ron (R.W.)  
**Sent:** Friday, October 18, 2002 11:24 AM  
**To:** Benedict, Andy (A.J.); Velliky, Dave (D.A.); Kobet, Susan (S.E.); Robinson, Kristen (K.); Stokes, Paul (P.R.); Armstrong, Steven (S.R.); Engel, Jeff (J.R.); Mayer, Jean (J.N.); Jones Sr., Roy (R.); Modi, Raj (R.K.); O'Sullivan, Michael (M.J.); Jefferson, Cindy (C.); Birgit Behrendt; Carter, Ann (A.); Davis, Janice (J.L.); DeSandro, Susan (S.A.); Hinkley Andrew (A.R.) (E-mail); Jeff Weisman; Shepherd, Scott (S.A.)  
**Cc:** Malcolm, Mark (M.M.)  
**Subject:** Purchasing Business Review

Tony has requested that we cut the Purchasing Business Review back to four hours. You have received a revised meeting notice. We had to move a number of items to "File Only." We tried to do the best we could to retain items requiring action or items of broad interest. No slight intended. Thanks.

*Ron Hoffman*

Controller, Purchasing Operations  
Purchasing Controller's Office  
OMP, MD626, 33-73872

From: Gehi, Laxman (L.D.)  
Sent: Tuesday, September 30, 2003 4:04 PM  
To: 'Miers, Jerry'; 'Pyle, Ken'  
Cc: Rochon, Gregory (G.S.)  
Subject: RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Jerry,

First of all, for some reason the document that I have received seems to be corrupted; please send it to me again. Second, I am concerned if you were able to meet today's ship requirement.

My agenda will be:

1. Review inventory
2. Review daily production
3. FTT
4. Review the corrective action and its implementation and validation

I feel it should take 4-6 hours.

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@amco.com]  
Sent: Tuesday, September 30, 2003 3:51 PM  
To: 'Gehi, Laxman (L.D.)'; Miers, Jerry; Pyle, Ken  
Cc: Rochon, Gregory (G.S.)  
Subject: RE: QR2 CONCERN:C191558 PART: 3C44 9F836AC

Laxman,

Attached is the 8D for the concern.

Inventory was effected and is being built up again.

Daily production schedules remain the same as before, FTT has not been figured lately due other product launches that I have taken priority and there has been no impact to staffing.

I do not have a good feel for when would be a good time for a visit. I would need to know what your agenda would be and how long you would need to accomplish your tasks before I could provide a estimated day.

PE03-044 24708



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

From: Gehi, Laxman (L.D.) [mailto:lgehi@ford.com]  
Sent: Tuesday, September 30, 2003 3:31 PM  
To: 'jmiers@waco.com'; 'kyle@waco.com'  
Cc: Rochon, Gregory (G.S.)  
Subject: FW: QR2 CONCERN:C191558 PART: 3C44 9FB36AC

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 & PTT, 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 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: Gehi, Laxman (L.D.)  
Sent: Monday, September 15, 2003 10:39 AM  
To: 'jmiers@waco.com'; 'kyle@waco.com'  
Subject: FW: QR2 CONCERN:C191558 PART: 3C44 9FB36AC

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 Gehi  
STA Chassis Engineer  
\* email:lgehi@ford.com

PER3-844 24787

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: Larman 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.

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

F003-044 24709

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	09/12/03	13.33.54
QUALITY CONTROL CONTACT	DATE	TIME

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

SQCRR713

CONCERN/RESPONSE REPORT

DATE: 09/12/03

CONCERN NUMBER: C191558

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 - 0638E	CODE:
MFG CODE: 0638E	MANUFCTR NAME: WILLIAMS CONTROLS INC

PER3-044 26789

PART INFORMATION

PART NBR: 3C44 9F936 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 \_\_\_\_\_

PER3-044 24710

CPK FOR CONCERN CHARACTERISTIC IS \_\_\_\_\_

COMPLETED 8D ANALYSIS WILL BE RETURNED BY \_\_\_\_\_

-----

\_\_\_\_\_  
SUPPLIER PLANT MGR.

\_\_\_\_\_  
PREPARED BY

PHONE & DATE

---

**From:** Slwinski, Tom (T.V.)  
**Sent:** Monday, July 16, 2001 1:22 PM  
**To:** Petrauskas, Lisa (L.E.); Jackson, Errol (E.C.)  
**Cc:** Allen, Dave (D.F.)  
**Subject:** FW: programming meeting: HOT

Errol - Scott is right on the money with his note. Unfortunately as we have been progressing with this launch, these issues have been cropping up one by one and it gets increasingly painful to delay adjustable pedals. The issues right now (Job #1 - we also have the 6.8L issue which will be an added starter.) are with the tang and the spring on the ETC (diesel pedal).

#### 1) Tang

Teleflex has proposed a longer tang along with a larger tolerance (moving from +/- 0.15 mm to +/- 1.02 mm) effectively keep the same minimum tang height spec and shifting to the high side. This is due to the fact that they are today rejecting 65% of the accel pedals due to being too short. They are effectively proposing changing the spec to be what would make their process capable which is a little backwards. However, we have done all the tolerance stacks and have determined that there is no issue to making the tang height longer as long as we don't get interference with the drive nut - you just get more engagement with the drive nut. There is enough clearance between the top of the slot in the drive nut where the tang engages the drive nut to accommodate the change.

The issue here is that Teleflex has an 8/3 PSW date on this change and today is Job# 1. In order for us to allow Teleflex to continue to ship under alert, we need to be made comfortable that Teleflex's controls will not allow a pedal with no Tang/Drive Nut engagement to make it out the doors (and meet rate at the same time). Teleflex is utilizing a 200% go/no go inspect prior to the pedal arm coming to final assembly. There is also a station on the final assembly that seats the lead screw in the guide rod. If the tang does not engage the drive nut, the pedal arm will bottom out and be rejected on this station. We're confident that this will prevent the issue observed on the Taurus from reaching KTP (Taurus process is hand assemble and does not have this check).

#### 2) ETC Diesel Pedal

Teleflex had a 14% reject rate on the ETC diesel accel pedal due to idle efforts being out of spec by 0.1 to 0.2 lbs. This was found to be due to the return springs on the pedal being towards the high end of the spec. We suggested to Teleflex to present to us a plan to more effectively control the spring rate and not drive the failure to the final assembly.

Given these two issues, Scott is very nervous about Teleflex meeting their rate of 2100 pedals per week with these kinds of fallout. He has asked for a letter from Teleflex senior management guaranteeing that Teleflex will meet their numbers under the inspect mode until the process is made capable.

We have a meeting at 4:30 today in Scott's office with Teleflex where they will give him the letter and provide their data and control workplans.

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

**From:** Petrauskas, Lisa (L.E.)  
**Sent:** Monday, July 16, 2001 6:16 AM  
**To:** Slwinski, Tom (T.V.)  
**Subject:** RE: programming meeting: HOT

Tom,  
Please update Errol & myself  
thanks

PEB3-844 22821

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

**From:** Jackson, Errol (E.C.)  
**Sent:** Friday, July 13, 2001 8:59 AM  
**To:** Petrauskas, Lisa (L.E.)  
**Subject:** FW: programming meeting: HOT

Please call.

**Errol C. Jackson**

Manager  
Tough Truck Brakes & Electronics  
1GF26 MD 129 PDC  
Ph: 84-53788 Fax: 24-89487

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

**From:** Stefanof, Theresa (T.A.) On Behalf Of Kazan, Nick (N.)  
**Sent:** Thursday, July 12, 2001 10:44 AM  
**To:** Jackson, Errol (E.C.)  
**Cc:** Kazan, Nick (N.)  
**Subject:** FW: programming meeting: HOT

How does this affect the KTP adjustable pedal issues? Is it cancelled or deferred?

*Nick Kazan*

Tough Truck Chief Chassis Engineer  
PDC 1B-A31, X42643  
Mail Drop 224

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

**From:** Hightower, Edward (E.T.)  
**Sent:** Tuesday, July 10, 2001 8:13 PM  
**To:** Van Dorn, Scott (J.S.); Sheddler, Leo (L.K.); Davis, Frank (F.V.)  
**Cc:** Baughman, Thomas (T.D.); Lang, Dermy (D.); DeMars, Matt (M.A.); Clough, Randy (R.L.); Crew, John (J.G.); Sabot, David (D.A.); Kazan, Nick (N.); Fodee, Thom (T.F.); Lenz, Todd (T.A.); Anderson, Paul (P.T.)  
**Subject:** RE: programming meeting: HOT

Reverting back to standard fixed pedals for all 6.8L Excursion Limiteds and Limited Ultimates will prevent the issue of skips or a down weak at KTP. A PDL has been issued to do this.

Ed

**Edward T. Hightower**  
Chief Engineer - Excursion  
Ford Motor Company  
PDC 1T-T23, MD 567  
21175 Oakwood Boulevard  
Dearborn, Michigan 48124-4079 USA  
313.845.2207  
ehight01@ford.com

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

**From:** Van Dorn, Scott (J.S.)  
**Sent:** Tuesday, July 10, 2001 8:02 PM  
**To:** Sheddler, Leo (L.K.); Davis, Frank (F.V.)  
**Cc:** Baughman, Thomas (T.D.); Lang, Dermy (D.); DeMars, Matt (M.A.); Clough, Randy (R.L.); Crew, John (J.G.); Sabot, David (D.A.); Hightower, Edward (E.T.); Kazan, Nick (N.); Van Dorn, Scott (J.S.); Fodee, Thom (T.F.); Lenz, Todd (T.A.)  
**Subject:** RE: programming meeting: HOT  
**Importance:** High

6.8 L is on target for 8/13. Only risk was Teleflex PSW was reported only a couple days ahead of J1. They agreed to pull ahead timing today and saw no issues preventing it. They will confirm this week. Note we could revert back to fixed pedals rather than shut down KTP,

**READ THIS:** On a related Adjustable pedal subject, STA surfaced an issue with a run at rate test fallout late last week. Teleflex showed a 84 % fallout on an accel pedal SC. Prior runs were ok, but we have a major concern that they could not keep up with production at this fallout. All parts for KTP have been certified (incremental check planned). They have a couple process fixes proposed but it is very late. It will take until Friday to verify proposal and throughput capability. In the mean time, we have a plan to produce as planned with certified parts and stop producing post J1 (Est. 8/1) if the process changes don't deliver. Adjustable pedals/Teleflex continue to challenge us. In hind site, we should have put adjustable pedals on hold long ago. We have a daily mtg to review. Will update team as we get data this week.

**J. Scott Van Dorn**  
Chief Program Engineer  
313-845-7920 (phone)  
313-337-2974 (fax)  
Admin: rkeley1

—Original Message—

**From:** Shadden, Leo (L.K.)  
**Sent:** Tuesday, July 10, 2001 6:44 PM  
**To:** Davis, Frank (F.V.)  
**Cc:** Baughman, Thomas (T.D.); Lang, Denny (D.); DeMars, Matt (M.A.); Shadden, Leo (L.K.); Van Dorn, Scott (J.S.)  
**Subject:** programming meeting

Denny was our rep at today's programming meeting

He mentioned a lot of nervousness over launch of adjustable pedals at KTP—mainly for Excursion. Case is being made that mix on Excursion is so high we could not run without it—is not enough orders. Further point is that plant can not be run with this many skips so both P and U go down.

Matt—need your input on above; even 7-8 skips per hour for missing Excursions would seem to be preferable to shutting down Super Duty trucks.

Frank—all of above becomes a non-issue if adjustable pedals can hit the planned 8-13 timing, what is latest on this?

thanks

**Leo K. Shadden**  
Director, Vehicle Programs - Tough Truck  
Phone: 313/84-51088; Fax: 313/248-4455  
Design Center/PDC, 2nd Floor, MD 615



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

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

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

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

Jim Wagner, Truck Safety Assurance, Dearborn, Michigan, 313-322-3989, FAX 313-845-2344, e-mail jwagner1@ford.com

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

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

Jim,

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

thanks

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

**From:** Beuckelaers, Phillip (P.R.)  
**Sent:** Monday, April 23, 2001 12:02 PM  
**To:** Jackson, Errol (E.C.); Allen, Dave (D.R.); Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Rendi, Tony (A.J.)  
**Subject:** FW: 2002 P131/U137 FEU Readiness

**INFO.**

Pete is at KTP today wrapping issues 1-3 (see below). He is verifying corrective action with revised parts from Teleflex.

Lisa is working with Vehicle Engineering and Teleflex on Noise. Teleflex has Hard tool functional build vehicle at Kendallville plant to analyse and resolve noise issue. Lisa and I will visit Teleflex (Kendalville, IN) tomorrow to review run at rate and status of noise improvement.

Visteon is working on revising the heat duct which was made difficult to install with the addition of the adjustable accelerator pedal.

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

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

**From:** Williams, Pete (P.L.)  
**Sent:** Saturday, April 21, 2001 11:52 AM  
**To:** Beuckelaers, Phillip (P.R.)  
**Subject:** FW: 2002 P131/U137 FEU Readiness

Here are the minutes from Friday meeting and the open issues.

Peter Williams  
Super duty Pickup/Excursion OPD - ABS and Actuation  
Product Development Center, Cube 2B-A62  
Tel: 313-99-07710, Fax: 313-317-2349  
E-mail: PWilliams@ford.com  
Pager: 313-813-7283

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

**From:** Brown, Lyndel (L.D.)  
**Sent:** Saturday, April 21, 2001 11:03 AM  
**To:** Young, Susan (S.M.); Burdette, Dave (D.W.); Ramfos, Gregory (G.W.); Goel, Deepak (D.K.); 'drew.overstreet@jd.com'; Bennett, Tom (T.B.); Worrall, Ross (R.A.); 'joseph@visteon.com'; 'woody@visteon.com'; Putman, Stephanie (S.C.); Montes, Jhamel (J.); Williams, Pete (P.L.); 'plee@visteon.com'; Chavis, Cory (C.I.); McLaughlin, Pat (P.L.); Karnul, Ron (-); Gannon, Tom (T.)  
**Cc:** Clough, Randy (R.J.); Crew, John (J.G.); Sabol, David (D.A.); Van Dom, Scott (S.S.); Hightower, Edward (E.T.); Ankenbauer, Neil (N.D.); Weems, Joe (J.)  
**Subject:** 2002 P131/U137 FEU Readiness

Minutes from Fridays FEU Gateway Review

• Adjustable Pedals

1. Confirm Brake Pedal Spring Fix  
Verification 4/23
2. Jeff Christensen evaluate accelerator pedal tip-in  
Verification 4/23
3. Evaluate by Jury retrofit Brake Pedal  
Verification 4/23
4. Brake Pedal Noise

P. Williams

P. Williams

P. Williams

PE83-844 22483

Work plan to quiet Job1. Teleflex

5. Foot-warmer

Visteon/Lear plan provided on 4/20 - timing to support IB/Job1 still in progress

P. Williams/S. Van Dorn

Ross Worral/Tom Joseph  
Tom Bennett

• Overhead Video Media

1. DVD Post Job1

Build DVD as ordered into FEU. No Job1 orders

2. VCP work plan

Retro-fit 1PP 4/23, Launch team/KTP review

Retro-fit FEU 5/7

3. Multi-functional switch

Retro-fit 1PP with non-PSW parts. 4/20

Build FEU P131 with non-PSW non-saleable parts 4/30.

Build FEU U137 with PSW parts 5/7

L. Brown/C.Chavis

D. Burdette

D. Burdette

J. Montes

J. Montes

J. Montes

• Color Harmony

1. Retrofit 2 1PP units

Review on 4/30 (med. parchment visors not available)

FEU Color Harmony 5/18

Brown

A. Pallela/C. Chavis/L. Brown

T. Garron/C. Chavis/L.

• Clusters

• Quality Launch Plan

1. April 23 & 24 Formulate Plan

2. April 25 & 26 Gather CEO, PTS, EESE & Body Interior input

3. April 27-30 Sub-system/component format

4. May 2 or 3 Mgt Review

R. Woody/P. Leek/R. Carroll

N. Ankenbauer/S. Putnam

J. Weems/A. Pallela

N. Ankenbauer/S. Putnam

Launch Team

• Denver Knit Seal Issues

1. Contained for FEU

2. Job 1 work plan

L. Brown

D. Overstreet/A. Pallela

Lynal Brown

VO New Model Programs

2002 P131/U137

Kentucky Truck Plant

Email: lbrown67@ford.com

Phone: 602-339-3986

Fax: 313-201-6458

Fax: 602-339-3816

---

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Thursday, May 24, 2001 7:28 AM  
**To:** Teller, Bill - Troy  
**Co:** Evangelista, Elio - Troy; Lisa Petruskas (E-mail)  
**Subject:** U137 returnability update

Bill, I just got of the phone with Larry Laposki. He has the sample with added torsion spring. He is going to attempt to get FMVSS and pedal effort testing done today on a few combinations.

1. Pedal with added spring and current throttle body
2. Current pedal with no spring and new throttle body with 20% stronger spring.
3. Both new pedal with spring and new throttle body with stronger spring.

His goal is to pass the FMVSS requirement without making any changes to the pedal if possible. If the stronger throttle body spring works then no DV testing will be required because that design already exists on another vehicle.

This option does affect the pedal efforts on the fixed pedal, so Larry still wants us to look at the extension spring attached to the guide tube idea.

Greg Braniff  
Teleflex Automotive  
248-818-3107  
gbraniff@tfxauto.com

---

**From:** Tallor, Bill - Troy [btaller@TFXAuto.com]  
**Sent:** Thursday, May 24, 2001 9:01 AM  
**To:** 'lpetrus@ford.com'  
**Cc:** Braniff, Greg - Troy; Evangelista, Elio - Troy; Bishai, Macram - Troy  
**Subject:** Grease Testing

Lisa - Last Fall we conducted Life testing on the D186 adjustable pedal system to validate a new grease to reduce or eliminate grease separation. The Life testing consisted of pedal cycling, adjustment, and loading during thermal and humidity extremes. This testing is identical to the U137 Life testing.

Six pedals were tested and completed successfully on 10/900. All pedals met end of test criteria including current draw, adjustment time, number of cycles, and number of adjustments. At the conclusion of the test, no grease had migrated out of the transmission area.

Based on this successful testing, the D186 platform released the new grease for the adjustable pedal system per notice NC00-E-11177037-000.

Please forward this info to Scott. Also, contact me if you need any more information.

**From:** Skwirsk, Tom (T.V.)  
**Sent:** Thursday, May 31, 2001 8:17 AM  
**To:** Petrauskas, Lisa (L.E.)  
**Subject:** RE: 2002 P131/U137 Launch - Response Required by 5/31

Lisa - I got the note this morning. Unfortunately, I was stuck in meetings last night and did not get this message until this morning. I paged Bill to get some more detail. Have you heard any more on this?

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

**From:** Petrauskas, Lisa (L.E.)  
**Sent:** Wednesday, May 30, 2001 6:00 PM  
**To:** Skwirsk, Tom (T.V.)  
**Subject:** FW: 2002 P131/U137 Launch - Response Required by 5/31  
**Importance:** High

Tom,

Did you get this note. What's going on with the run @ rate.  
Has that been postponed????

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

**From:** Gester, William (W.G.)  
**Sent:** Wednesday, May 30, 2001 3:48 PM  
**To:** Vojlsak, Beth Looney (E.L.); 'wright@fordauto.com'  
**Cc:** Slachta, Joseph (J.F.); Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Ryan, Emmett (E.C.); 'eevangelista@fordauto.com'; Stanton, Richard (R.A.); 'mcam@fordauto.com'; Velt, Douglas (D.W.); McCullough, Marcella (M.M.)  
**Subject:** RE: 2002 P131/U137 Launch - Response Required by 5/31

Beth, I am at Teleflex re U137 and U152. Ranga is with me today and tomorrow due to U152 issues.

Re U137. R @ R will have to be postponed. PSW cannot take place on June 4th. It might not be until the following week. I will advise you and will return as necessary. The state of readiness for U137 is very poor. We are disappointed.

There are several parts that are either not in house or not PSW'd to Teleflex yet. Some changes require some modification to the production line.

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

**From:** Vojlsak, Beth Looney (E.L.)  
**Sent:** Friday, May 25, 2001 5:10 PM  
**To:** 'wright@fordauto.com'  
**Cc:** Gester, William (W.G.); Slachta, Joseph (J.F.); Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Ryan, Emmett (E.C.); 'eevangelista@fordauto.com'; Stanton, Richard (R.A.); 'mcam@fordauto.com'; Velt, Douglas (D.W.); McCullough, Marcella (M.M.)  
**Subject:** FW: 2002 P131/U137 Launch - Response Required by 5/31  
**Importance:** High

Dear Mr. Wright,

Attached is a letter for your personal attention regarding critical initiatives Ford is implementing to ensure a flawless launch of the 2002 SuperDuty Pickup and Excursion.

There are three specific initiatives mentioned in the letter. A response from you is requested by May 31 regarding your company's Extraordinary Launch Plan. The other two initiatives are for your information at this time, and further communication regarding them will follow.

Thanks very much,

PE83-844 22546

<< File: Teleflex - PlantMgrLetter - 02 Launch.doc >> << File: 2002 OK To SHIP.xls >>

**Elizabeth L. Vojtisek**

**STA Program Manager**

**SuperDuty & Excursion**

**Tel: (313) 24-8558**

**Fax: (313) 33-75662**

**E-mail: blooney@ford.com**

**From:** Skwirsk, Tom (T.V.)  
**Sent:** Thursday, May 31, 2001 9:25 AM  
**To:** Petrauskas, Lisa (L.E.)  
**Cc:** Allen, Dave (D.R.)  
**Subject:** RE: 2002 P131/U137 Launch - Response Required by 5/31

Lisa - Run @ rate is being delayed due to outstanding sub-supplier PPAPs. They will be doing a trial run tomorrow and will support the IB MRD from that run per the Alert Teletex is writing. Bill Teller informed me that a 6/12 PSW is still the target.

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

**From:** Petrauskas, Lisa (L.E.)  
**Sent:** Wednesday, May 30, 2001 6:00 PM  
**To:** Skwirsk, Tom (T.V.)  
**Subject:** FW: 2002 P131/U137 Launch - Response Required by 5/31  
**Importance:** High

Tom,

Did you get this note. What's going on with the run@rate.  
Has that been postponed????

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

**From:** Gesler, William (W.G.)  
**Sent:** Wednesday, May 30, 2001 3:48 PM  
**To:** Vojtisek, Beth Looney (E.L.); 'twright@foxauto.com'  
**Cc:** Slachta, Joseph (J.F.); Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Ryan, Emmett (E.C.); 'eevangelista@foxauto.com'; Stanton, Richard (R.A.); 'mccarr@foxauto.com'; Velt, Douglas (D.W.); McCullough, Marcella (M.M.)  
**Subject:** RE: 2002 P131/U137 Launch - Response Required by 5/31

Beth, I am at Teletex re U137 and U152. Ranga is with me today and tomorrow due to U152 issues..

Re U137. R@R will have to be postponed. PSW cannot take place on June 4th. It might not be until the following week. I will advise you and will return as necessary. The state of readiness for U137 is very poor. We are disappointed.

There are several parts that are either not in house or not PSW'd to Teletex yet. Some changes require some modification to the production line.

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

**From:** Vojtisek, Beth Looney (E.L.)  
**Sent:** Friday, May 25, 2001 5:10 PM  
**To:** 'twright@foxauto.com'  
**Cc:** Gesler, William (W.G.); Slachta, Joseph (J.F.); Skwirsk, Tom (T.V.); Petrauskas, Lisa (L.E.); Ryan, Emmett (E.C.); 'eevangelista@foxauto.com'; Stanton, Richard (R.A.); 'mccarr@foxauto.com'; Velt, Douglas (D.W.); McCullough, Marcella (M.M.)  
**Subject:** FW: 2002 P131/U137 Launch - Response Required by 5/31  
**Importance:** High

Dear Mr. Wright,

Attached is a letter for your personal attention regarding critical initiatives Ford is implementing to ensure a flawless launch of the 2002 SuperDuty Pickup and Excursion.

There are three specific initiatives mentioned in the letter. A response from you is requested by May 31 regarding your company's Extraordinary Launch Plan. The other two initiatives are for your information at this time, and further communication regarding them will follow.



Thanks very much,

<< File: Telex - PlantMgrLetter - 02 Launch.doc >> << File: 2002 OK To SFIP.xls >>

**Elizabeth L. Vojtisek**

STA Program Manager  
SuperDuty & Excursion

Tel: (313) 24-85558

Fax: (313) 33-75662

E-mail: blooney@ford.com

---

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Friday, June 01, 2001 4:33 PM  
**To:** Lisa Petrauskas (E-mail); Tom (T.V.) Skwirsk (E-mail)  
**Cc:** Teller, Bill - Troy; Evangelista, Elio - Troy  
**Subject:** U137 Alert for Shorter Memory Accel drive cable

Team, the Alert A11237993 has been written for onsite modification (type O) to the memory accel drive cable.

Greg Braniff  
Teleflex Automotive  
248-616-3107  
gbraniff@tfxauto.com

---

**From:** Braniff, Greg - Troy [gbraniff@TFXAuto.com]  
**Sent:** Monday, June 04, 2001 1:41 PM  
**To:** Petrauskas, Lisa (L.E.)  
**Cc:** Braniff, Greg - Troy; Evangelista, Elio - Troy  
**Subject:** RE: Alerts: A11237993 & A11237167

These should both be at A status now, let me know if you need anything else on them.

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

**From:** Petrauskas, Lisa (L.E.) [mailto:petraus@ford.com]  
**Sent:** Monday, June 04, 2001 10:48 AM  
**To:** Elio G. Evangelista (E-mail); Gregory M. Braniff (E-mail); William Teller (E-mail)  
**Subject:** FW: Alerts: A11237993 & A11237167  
**Importance:** High

**Urgent:**

Greg please fix up the Alerts.....

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

> **From:** Puleta, Ananth (A.)  
> **Sent:** Monday, June 04, 2001 10:39 AM  
> **To:** Petrauskas, Lisa (L.E.); Brown, Lyrel (L.D.); Skwirsk, Tom (T.V.)  
> **Subject:** RE: Alerts: A11237993 & A11237167

>  
>  
> Alerts are in w-status. No salesability statement in one of them.

>  
> Regards,  
> Ananth Puleta  
> Super Duty F-Series  
> OPD Launch and Vehicle Engineering  
> 313-24-81805

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

> **From:** Petrauskas, Lisa (L.E.)  
> **Sent:** Friday, June 01, 2001 6:08 PM  
> **To:** Ankenbauer, Neil (N.D.); Brown, Lyrel (L.D.); Puleta, Ananth (A.); Skwirsk, Tom (T.V.)  
> **Subject:** Alerts: A11237993 & A11237167

> Please approve alerts if you haven't already.

> There are now 2 alerts.

> Thanks

> Lisa Petrauskas  
> Heavy F-Series Chassis Design  
> PDC 2B-A6D

FEB3-044 22898

> 313-39-08070  
> (fax) 313-317-2348  
> lpetraus@ford.com

v  
v

---

**From:** Skowisk, Tom (T.V.)  
**Sent:** Tuesday, June 05, 2001 4:52 PM  
**To:** Elio Evangelista (E-mail); Greg Braniff (E-mail); 'bteller@tfxauto.com'; 'horvath@tfxauto.com'  
**Cc:** Petrauskas, Lisa (L.E.)  
**Subject:** RE: Teleflex Adjustable Pedals Launch Issues

Just wanted to send along a few words on Dave's expectations for this meeting:

- For item #1, Dave is looking for the solutions with work plans. I think we have them for most of the issues. The one I'm unsure is the step over. Please get with Lisa on this one. One other item of note, on the U152, Wally Crapps reported that Teleflex is sorting based on lash (the current spec can provide unacceptable pedals). Be prepared to discuss this as Dave will challenge you on whether the U137 will have to have the same extraordinary actions.
- For item #2, Dave had serious objections to just having Jack support IB on his own and has asked for Greg to support at least the first days of the build.
- Dave also wants to talk about the support for Louisville and St. Louis. Be prepared to discuss this.
- Motor: Bring in as much data as you know. Dave is extremely concerned with this issue across the board.

Thanks!

—Original Appointment—

**From:** Skowisk, Tom (T.V.)  
**Sent:** Monday, June 04, 2001 10:58 AM  
**To:** Skowisk, Tom (T.V.); Allen, Dave (D.R.); Crapps, Wally (W.S.); Petrauskas, Lisa (L.E.); Elio Evangelista (E-mail); Greg Braniff (E-mail); 'bteller@tfxauto.com'; 'dpetelin@tfxauto.com'; 'mbisham@tfxauto.com'; 'horvath@tfxauto.com'; 'tsmith2@tfxauto.com'; PDC Conf Rm 2H-B14 (14); PDC Conf Rm 2H-B68 (22); PDC Conf Rm 2H-B72 (12); PDC Conf Rm 2H-D32 (25); PDC Conf Rm 2H-D66 (35); PDC Conf Rm 2H-D70 (11); PDC Conf Rm 2H-H73 (10); PDC 2ND FLR 2FC59 (20); PDC 2ND FLR 2FC61 (20); PDC 2ND FLR 2HD36 (25); PDC 2ND FLR 2HD72 (12)  
**Subject:** Teleflex Adjustable Pedals Launch Issues  
**When:** Thursday, June 07, 2001 6:00 AM-8:00 AM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** PDC 2H-B14

Per Dave Allen's request for a follow-up from today's meeting:

**Agenda:**

- 1) U137 Issues Follow-Up
  - Return Spring
  - Accel Cable Length Change
  - Lash/Rattle
  - Step Over Height
  - Motor
- 2) U137 Launch Support Plan
  - IB Supplement Plan
- 3) U152 Support Plan
- 4) Status on Motor - U152

PE83-044 22686

---

**From:** Evangelista, Elio - Troy (eevangelist@TFXAuto.com)  
**Sent:** Thursday, July 12, 2001 1:02 PM  
**To:** Lisa Petrauskas (E-mail)  
**Subject:** FW: Inspection of pedals at KTP (on vehicle & stock on floor)

forgot to copy you on it, here it is

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

— Original Message —

**From:** Evangelista, Elio - Troy  
**Sent:** Thursday, July 12, 2001 7:56 AM  
**To:** Mango, Jack - Troy  
**Cc:** Tomas Slowinski (E-mail); Douglas Velt (E-mail); Bill Gesler (E-mail)  
**Subject:** Inspection of pedals at KTP (on vehicle & stock on floor)

Jack,

As discussed yesterday, we need to verify that all pedals installed at KTP do not have a potential for loss of step over. Therefore would like you to coordinate the following check on pedals in vehicles as well as any stock @ the KTP currently. This check should be performed on both brake and accelerator pedals.

To check the pedals, apply a load (approx 5 - 10 lbs) at the guide tube hub so that load is applied inline with guide rod. If pedal does not "ratchet" or slide back then sufficient engagement is there.

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

---

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Tuesday, July 24, 2001 12:31 PM  
**To:** Tomas Skwirak (E-mail); Douglas Veil (E-mail); Lisa Petrauskas (E-mail)  
**Cc:** Wright, Tim - Kendallville; Potzin, Donna - Troy  
**Subject:** OK to ship commitment

Tom,  
as we discussed earlier today, please use this e-mail as Teleflex commitment for the "OK to Ship" on P131/U137 vehicles using the adjustable pedals. We are confident that parts supplied under alert A1111 meet agreed upon requirements and that there are no issues detrimental to functional use.

In addition, there are no intended or upcoming changes required to support this program. Any future changes being investigated are intended for product improvement as agreed upon between Teleflex and Ford engineering.

We are able to support current volumes based on existing processes and quality checks in place, until full PPA P is approved (target date 8-3-01).

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

**From:** Evangelista, Elio - Troy (eevangelist@TFXAuto.com)  
**Sent:** Tuesday, July 24, 2001 1:58 PM  
**To:** 'Petrauskas, Lisa (L.E.)'  
**Subject:** RE: idle pos voltage

changes have been made to setting will forward a copy of the 8D the plant has prepared once I rec'v.

Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Tuesday, July 24, 2001 11:01 AM  
**To:** Elio G. Evangelista (E-mail); Gregory M. Braniff (E-mail); William Teller (E-mail)  
**Subject:** FW: idle pos voltage

Lisa Petrauskas  
KTP: 602-339-3882  
lpetraus@ford.com  
pager: 313-796-5499

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

> **From:** Patel, Tej (.)  
> **Sent:** Monday, July 23, 2001 6:10 PM  
> **To:** 'W.Mango@tfxauto.com'; Petrauskas, Lisa (L.E.)  
> **Subject:** idle pos voltage

>  
> Just to clarify myself, I want the average lowered to 0.63 today.

>  
> \*\*\*\*\*

> The attached file contains the measured voltages of Teleflex certified stock. The average is 0.69. I would like to see it lowered to 0.63.....the nominal.

>  
> Tej Patel  
> Kentucky Truck Plant  
> PVT - Chassis Engineering  
> Phone (502) 429-2997  
> FAX (502) 429-2941  
>  
>> <<idle\_pos\_voltage.xls>>



**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Tuesday, July 24, 2001 2:00 PM  
**To:** Petrauskas, Lisa (L.E.); Evangelista, Elio - Troy  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** RE: OK to ship commitment

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Petrauskas, Lisa (L.E.) [mailto:lpetraus@ford.com]  
**Sent:** Tuesday, July 24, 2001 12:59 PM  
**To:** 'Evangelista, Elio - Troy'  
**Cc:** Skwirsk, Tom (T.V.)  
**Subject:** RE: OK to ship commitment

Elio,  
What is the alert number. A1111 does not exist

Lisa Petrauskas  
RTP: 502-339-3662  
lpetraus@ford.com  
pager: 313-796-3499

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

**From:** Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]  
**Sent:** Tuesday, July 24, 2001 12:31 PM  
**To:** Tomas Skwirsk (E-mail); Douglas Velt (E-mail); Lisa Petrauskas (E-mail)  
**Cc:** Wright, Tim - Kendallville; Polzin, Donna - Troy  
**Subject:** OK to ship commitment

Tom,

As we discussed earlier today, please use this e-mail as Teleflex commitment for the "OK to Ship" on P131/U137 vehicles using the adjustable pedals. We are confident that parts supplied under alert A11252216 meet agreed upon requirements and that there are no issues detrimental to functional use.

In addition, there are no intended or upcoming changes required to support this program. Any future changes being investigated are intended for product improvement as agreed upon between Teleflex and Ford engineering.

We are able to support current volumes based on existing processes and quality checks in place, until full PPA P is approved (target date 8-3-01).

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

PE03-844 22854

---

**From:** Evangelista, Elio - Troy [eevangelist@TFXAuto.com]  
**Sent:** Wednesday, July 25, 2001 7:42 AM  
**To:** Foreman, Mike - Kendallville; Franklin, Ben - Kendallville; Braniff, Greg - Troy; Teller, Bill - Troy; Mango, Jack - Troy; Lisa Petrauskas (E-mail); Tomas Skwirsk (E-mail); 'tpatel2@ford.com'  
**Cc:** Polzin, Donna - Troy; Wright, Tim - Kendallville; Teller, Bill - Troy  
**Subject:** FW: idle pos voltage

It seems that an alert has been written by Ford that will now give us a QR any time we fail the end-of line rolls test in vehicles at KTP for idle position voltage. In a phone conference with KTP yesterday, Bill & I suggested that in order for us to get the the required mean spec for idle position voltage (in vehicles) then a study linking pedal testing in KV (both Astro & Wabash tester) vs. KTP was required. Ford did agree that no QR should be written against us until we had a chance to complete this study and adjust our process.

Therefore, we must conduct a 30 pc study in order for us sync our machines with theirs. Based on this study we will be required to adjust our internal spec to ensure that we always meet the Ford tester. These parts may be shipped using normal production means but MUST have the "stop sign" located on all sides of the box (see attachment below). they will be looking for these parts Thursday so a study can be performed in KTP Friday.

As this is a very technical electrical issue, Greg Braniff will take the lead for this concern and will be the lead contact with the customer as well as internally at Teleflex. A phone conference at 3:30 p.m. will take place today with KTP. The call in number is 734-414-0288. The participant code is 240 064.

**Elio Evangelista**  
**Program Manager - Pedal Systems**  
**Teleflex Automotive Group**

**Bill Teller**  
**Engineering Manager-Pedal Systems**  
**Teleflex Automotive Group**

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

**From:** Patel, Tej (.) [mailto:tpatel2@ford.com]  
**Sent:** Tuesday, July 24, 2001 4:52 PM  
**To:** Petrauskas, Lisa (L.E.); 'eevangelist@TFXAuto.com'; 'jmango@tfxauto.com'  
**Subject:** FW: idle pos voltage

Attached is the stop sign that needs to be placed on the shipment of 30 pieces on all sides. We will meet again at 3:30 tomorrow (7/25). The call in number is 734-414-0288. The participant code is 240 064.

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

**From:** Petrauskas, Lisa (L.E.)  
**Sent:** Tuesday, July 24, 2001 2:55 PM  
**To:** Reed, Bill (B.P.); Patel, Tej (.); Skwirsk, Tom (T.V.)  
**Subject:** FW: idle pos voltage

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

**From:** Evangelista, Elio - Troy [mailto:eevangelist@TFXAuto.com]  
**Sent:** Tuesday, July 24, 2001 1:58 PM  
**To:** Petrauskas, Lisa (L.E.)  
**Subject:** RE: idle pos voltage

changes have been made to setting will forward a copy of the SD the plant has prepared once I rec'v.

Elio Evangelista  
Program Manager - Pedal Systems  
Teleflex Automotive Group

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

From: Petruskas, Lisa (L.E.) [mailto:lpetrus@ford.com]  
Sent: Tuesday, July 24, 2001 11:01 AM  
To: Elio G. Evangelista (E-mail); Gregory M. Braniff (E-mail); William Teller (E-mail)  
Subject: FW: idle pos voltage

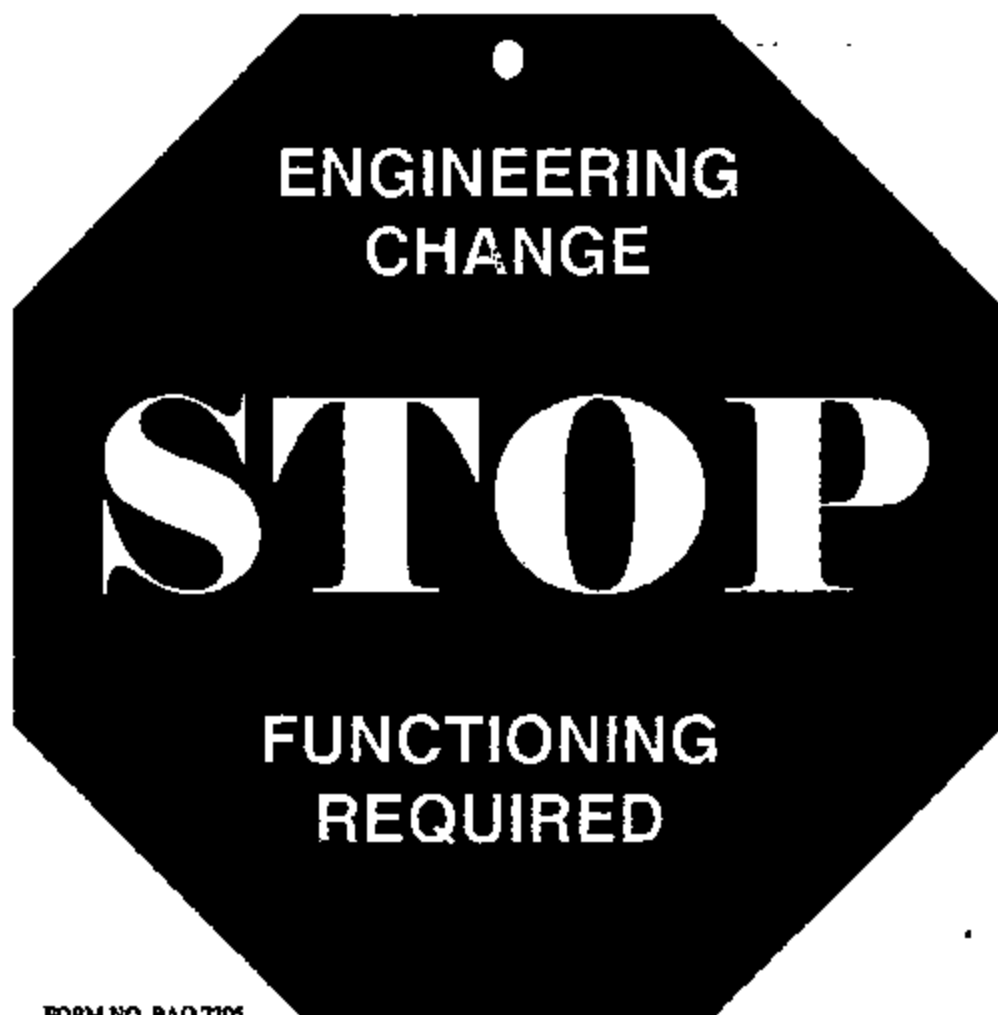
Lisa Petruskas  
KTP: 502-339-3662  
lpetrus@ford.com  
pager: 313-796-5499

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

> From: Patel, Tej (.)  
> Sent: Monday, July 23, 2001 6:10 PM  
> To: 'JMango@tfsauto.com'; Petruskas, Lisa (L.E.)  
> Subject: idle pos voltage  
>  
> Just to clarify myself, I want the average lowered to 0.63 today.  
>  
> \*\*\*\*\*

> The attached file contains the measured voltages of Teleflex certified stock. The average is 0.69. I would like to see it lowered to 0.63—the nominal.

>  
> Tej Patel  
> Kentucky Truck Plant  
> PVT - Chassis Engineering  
> Phone (502) 429-2997  
> FAX (502) 429-2941  
>  
>> <<idle\_pos\_voltage.xls>>



FORM NO. BAO 7205

**ATTENTION: TEJ PATEL - PVT**

**PHONE: (502) 429-2997**

PEB3-044 22868

## Wnuk, John (J.G.)

**From:** Swamy, Rainer (R.)  
**Sent:** Monday, February 10, 2003 10:22 AM  
**To:** Hawkins, Fred (F.W.); Binger, Charlie (C.F.); Leone, Susan (S.); Velliky, Dave (D.A.); Burford, Chris (C.B.); Conrad, Eric (E.E.); Wnuk, John (J.G.); Sheffield, Drew (D.L.); Shepherd, Scott (S.A.)  
**Cc:** Kean, David (D.J.); Drever II, Donald (D.C.); Carfelo, Shawn (S.K.)  
**Subject:** RE: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

To follow-up the original notification, attached is the final 14D for the subject field service action.



03B03Final14D.doc

Please note that 14Ds are Ford Confidential and copies should not be given to suppliers as outlined in Ford Global Information Standard 2 (GIS2) <http://www.cis.ford.com/gis/secure1/data/4003882.pdf>.

**Rainer V. Swamy**  
Business Systems Engineer  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax (313)24-83703  
[rswamy@ford.com](mailto:rswamy@ford.com)

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### —Original Message—

**From:** Swamy, Rainer (R.)  
**Sent:** Wednesday, February 05, 2003 1:09 PM  
**To:** Hawkins, Fred (F.W.); Binger, Charlie (C.F.); Leone, Susan (S.); Velliky, Dave (D.A.); Burford, Chris (C.B.); Conrad, Eric (E.E.); Wnuk, John (J.G.); Sheffield, Drew (D.L.); Shepherd, Scott (S.A.)  
**Cc:** Kean, David (D.J.); Drever II, Donald (D.C.)  
**Subject:** Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Customer Satisfaction Program 03B03 has been assigned for the 2002-2003 MY 7.3L F-Superduty and Excursion due to premature failure of the adjustable electronic throttle control accelerator pedal supplied by Teleflex Kendallville (T0710). Attached below is the Draft 14D.

<< File: 02X50Draft14D.doc >>

This Field Service Action will be accessed against Teleflex Kendallville in SIM following the February 15, 2003 update.

### FASS Review Requirements

As outlined in STA Work Instruction PSW-007, STA is required to hold a FASS Review with the supplier within 30 days of the Field Review Committee (FRC) date. Additionally, within 60 days of the FRC date, STA is required to submit the following Prevent Action Closure (PAC) documents to STA SBO:

- 1) FAF03-170-3 Prevent Action Closure Paper
- 2) FAF03-170-4 Prevent Action Detail Paper

Both these forms are available through the STA Home page

[http://www.purchasing.ford.com/prch\\_quality\\_hp?](http://www.purchasing.ford.com/prch_quality_hp?)

Attached is STA Work Instruction PSW-007 which is approved by the Global STA OCM, however not yet posted on the STA Home page.



FASS Work  
instruction-approved

**Supplier Cost Recovery Requirements**

Since the 14D for this issue indicates potential supplier responsibility, Purchasing is tasked with leading supplier recovery efforts. The first step in the process is for a cross-functional team of Purchasing, STA and PD to determine the level of supplier responsibility. The initial meeting of this team was held on Feb. 3, 2003. The next step in the recovery process is for the buyer to submit an approved Recovery Target Form within 30 days of the approval of the field action (Feb. 28, 2003). A final settlement with the supplier is expected within 90 days of the approval of the field action (April 29, 2003). For any questions regarding the Field Action Cost Recovery process, please contact Don Drever (DDREVER, x31783).

Please let me know if you have any questions,

**Rainer V. Swamy**

**Business Systems Engineer**  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax: (313)24-83703  
rswamy@ford.com

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—Original Message—

From: Mercier, Julie (J.A.)  
Sent: Wednesday, January 29, 2003 12:12 PM  
To: Ufford, Donald (D.A.); Osborne, William (W.H.); Dehne, Susan (S.M.)  
Cc: West, Gregory (G.S.); Guys, Philip (P.R.)  
Subject: 03B03 Assigned: 2002-2003 7.3L F-Superduty and Excursion - Adjustable Pedal Sensor

**Field Service Action Assigned: Customer Satisfaction Program 03B03**

**Reference: 02X50 (For Recall & Service Programs Dept. Use Only)**

**FRC Date: January 29, 2003**

**Vehicles Affected: 2002-2003 7.3L F-Superduty and Excursion**

**Concern Description: Adjustable Pedal Sensor**

**Supplier Resp: Yes**

**14-D Author: Gregory Scott West**

The 14D author will be responsible for reviewing Prevent Action closure with Bill Osborne, Tough Trucks VC Engineering Director, no later than March 29, 2003.

This review will focus on implementation of Prevent Action (Step 13) requiring evidence of incorporation and overall quality of event including systemic root cause and appropriate prevent action selection to capture lessons learned.

Please contact Greg Oswald for further information and direction. Provide Ramana Divakaruni (RDIVAKAR) with actual Prevent Action Closure Date (required for campaign metrics) and an electronic copy of the Prevent Action closure review paper. We request that the GCE CPS include the Field Service Action number & root cause information in their Fresh Eyes check list as appropriate.

*Best Regards*

*Julie Mercier*

FSA Coordinator

FCSD/Recall & Service Programs

DSCII #775

(313) 317-9266 Fax: 845-1024

[jmercier@ford.com](mailto:jmercier@ford.com)

**Wnuk, John (J.G.)**

**From:** Swamy, Rainer (R.)  
**Sent:** Wednesday, February 05, 2003 1:08 PM  
**To:** Hawkins, Fred (F.W.); Binger, Charlie (C.F.); Leone, Susan (S.); Vailky, Dave (D.A.); Burford, Chris (C.B.); Conrad, Eric (E.E.); Wnuk, John (J.G.); Sheffield, Drew (D.L.); Sheppard, Scott (S.A.)  
**Cc:** Kean, David (D.J.); Drever II, Donald (D.C.)  
**Subject:** Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L F-Superduty and Excursion - Adjustable Pedal Sensor

Customer Satisfaction Program 03B03 has been assigned for the 2002-2003 MY 7.3L F-Superduty and Excursion due to premature failure of the adjustable electronic throttle control accelerator pedal supplied by Teleflex Kendallville (T0710). Attached below is the Draft 14D.



02X50Draft14D.doc

This Field Service Action will be accessed against Teleflex Kendallville in SIM following the February 15, 2003 update.

**FASS Review Requirements**

As outlined in STA Work Instruction PSW-007, STA is required to hold a FASS Review with the supplier within 30 days of the Field Review Committee (FRC) date. Additionally, within 60 days of the FRC date, STA is required to submit the following Prevent Action Closure (PAC) documents to STA SBO:

- 1) FAF03-170-3 Prevent Action Closure Paper
- 2) FAF03-170-4 Prevent Action Detail Paper

Both these forms are available through the STA Home page  
[http://www.purchasing.ford.com/prch\\_quality\\_hp/](http://www.purchasing.ford.com/prch_quality_hp/)

Attached is STA Work Instruction PSW-007 which is approved by the Global STA OCM, however not yet posted on the STA Home page.



PSW-007.doc

**Supplier Cost Recovery Requirements**

Since the 14D for this issue indicates potential supplier responsibility, Purchasing is tasked with leading supplier recovery efforts. The first step in the process is for a cross-functional team of Purchasing, STA and PD to determine the level of supplier responsibility. The initial meeting of this team was held on Feb. 3, 2003. The next step in the recovery process is for the buyer to submit an approved Recovery Target Form within 30 days of the approval of the field action (Feb. 28, 2003). A final settlement with the supplier is expected within 90 days of the approval of the field action (April 29, 2003). For any questions regarding the Field Action Cost Recovery process, please contact Don Drever (DREVER, x31783).

Please let me know if you have any questions.

**Rainer V. Swamy**

**Business Systems Engineer**  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax: (313)24-63703  
[rswamy@ford.com](mailto:rswamy@ford.com)

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

**From:** Merder, Julie (J.A.)



**Send:** Wednesday, January 29, 2003 12:12 PM  
**To:** (W)Ford, Donald (D.A.); (W)Osborne, William (W.H.); (W)Dehne, Susan (S.H.)  
**Cc:** West, Gregory (G.S.); Gays, Philip (P.R.)  
**Subject:** 03B03 Assigned: 2002-2003 7.3L Superduty and Excursion - Adjustable Pedal Sensor

**Field Service Action Assigned:** Customer Satisfaction Program 03B03

**Reference:** 02X50 (For Recall & Service Programs Dept. Use Only)

**FRC Date:** January 29, 2003

**Vehicles Affected:** 2002-2003 7.3L F-Superduty and Excursion

**Concern Description:** Adjustable Pedal Sensor

**Supplier Resp:** Yes

**14-D Author:** Gregory Scott West

The 14D author will be responsible for reviewing Prevent Action closure with Bill Osborne, Tough Trucks VC Engineering Director, no later than March 29, 2003.

This review will focus on implementation of Prevent Action (Step 13) requiring evidence of incorporation and overall quality of event including systemic root cause and appropriate prevent action selection to capture lessons learned.

Please contact Greg Oswalt for further information and direction. Provide Ramana Divakaruni (RDIVAKAR) with actual Prevent Action Closure Date (required for campaign metrics) and an electronic copy of the Prevent Action closure review paper. We request that the GCE CPS include the Field Service Action number & root cause information in their Fresh Eyes check list as appropriate.

*Best Regards*

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

**From:** Liposky, Lawrence (L.L.)  
**Sent:** Monday, September 22, 2003 5:44 PM  
**To:** Figurski, Patrick (P.M.); Goodwin, William (W.R.); Bess, Raynard (R.); West, Gregory (G.S.)  
**Cc:** Liposky, Lawrence (L.L.)  
**Subject:** Golden Sensor Summary Notes

Highlights from today's meeting:

#### **Patent Relief on Bosch 2 Track:**

Pat Figurski reported through Matt Church (pcm buyer) that road blocks existed in firming up T/A with Bosch. Business may go else ware. Will not be able to leverage Bosch with this approach. Other option suggested by Bill Goodwin is to approach Bosch direct, see what it would take to get relief.

#### **Open Assignment:**

Pat Figurski to Follow up with Matt Church. Need contact at Bosch to negotiate possible Patent Relief. Team will define approach at next meeting.

#### **Hella Follow Up:**

Greg West reported that a Deep Dive specific to contacting sensors will be set up for the Week of October 1st @ Hella Plymouth, MI. Subject to include discussion with Ink specialist from both suppliers. Surrogate 2 track data will be discussed.

Also, Greg West has set up a Business Plan meeting to discuss dual path sourcing on the CD338 (Birkby's) program. Need to establish business case with Purchasing. Will request RFQ from Hella, TFX, and Durra.

#### **Open Assignment:**

Ray Bess to provide latest data summary/status from Birkby's. Establish prototype cost / RPS for tooling up dual path supplier.

Greg West to send out meeting notice and coordinate October meeting for the team.

#### **CD338 Timing Plan**

Pat Figurski requested the CD338 timing plan to drive the discussion with Purchasing. Plan to support CC with fully DV'd components will need to be established before we can proceed.

#### **Open Assignment:**

Ray Bess to provide timing plan.

#### **Wolfe Design Review**

Team consents that we need a 1hr Design Review with Brian Wolfe to accomplish two main goals:

1. Justify dual path approach to protect CD338. Establish corporate logic for Golden Sensor.
2. Justify travel to AB manufacturing site. Discuss current GHSP status.

#### **Open Assignment:**

Pat Figurski to find time and set up meeting.  
Initial format.

Bill Goodwin  
Greg West  
Greg West / Flay Bess

20 min  
20 min  
20 min

2 vs. 3 track status  
Contacting Business Plan  
GHSP/ Birky's current status

Larry Liposky  
Supervisor - Accelerator Controls  
Tough Truck / Outfitters  
Phone 24-81728  
Pager 798-0949

**From:** Drever II, Donald (D.C.)  
**Sent:** Wednesday, February 12, 2003 5:11 PM  
**To:** Patel, Mona (M.S.); Binger, Charlie (C.F.); Hawkins, Fred (F.W.); Wruk, John (J.G.); Sheffield, Drew (D.L.); West, Gregory (G.S.); Ryan, Emmett (E.C.)  
**Subject:** FW: Teleflex mtg w/ Dave V, Jeff Engel and Bill Osborne

Last night, Dave Velliky met with Teleflex's CEO. I believe Scott Shepherd and Bill Osborne were also in attendance (although Mona mentions Jeff Engel below). There were a few other Teleflex people as well. From what Dave said, there was no progress from the pre-meeting that was held on Monday, even though the meeting lasted until 7:00 PM (about 2 hours). Teleflex continues to say they met our requirements. We continue to say that their job as an FSS was to go beyond the basis requirements, that they have full responsibility for the design, which is flawed, and that they are 100% responsible. The outcome of the meeting is that Dave asked Teleflex to tell him how long it would take for them to develop a case that would convince him they were not 100% responsible. They are supposed to get back to him in a few days. He instructed me to follow up with him on Monday to see if Teleflex had responded yet. I will let you know what I hear. Please let me know if you heard anything. Thanks.

**Don Drever**  
Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

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

**From:** Patel, Mona (M.S.)  
**Sent:** Wednesday, February 12, 2003 4:13 PM  
**To:** Drever II, Donald (D.C.)  
**Subject:** Teleflex mtg w/ Dave V, Jeff Engel and Bill Osborne

Don,

There was mtg with Teleflex CEO, Dave, Jeff Engel and Bill Osborne yesterday.. Do you know the outcome? Please advise.. Thanks

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*Mona Patel*

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

**From:** Sheffield, Drew (D.L.)  
**Sent:** Monday, February 17, 2003 1:03 PM  
**To:** Drever II, Donald (D.C.); Patel, Mona (M.S.); Binger, Charlie (C.F.); Hawkins, Fred (F.W.); Wnuk, John (J.G.); West, Gregory (G.S.); Ryan, Emmett (E.C.)  
**Subject:** RE: Teleflex mtg w/ Dave V, Jeff Engel and Bill Osborne

fyi Scott and I met with Teleflex VP Kevin McMahon this morning -- he said Teleflex needs to meet with Bill Osborne's team to ask and get answers to a number of critical technical questions before they complete their assessment of responsibility. He indicated they will attempt to meet with P131 team asap and should have their assessment by next week.

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

-----Original Message-----  
**From:** Drever II, Donald (D.C.)  
**Sent:** Wednesday, February 12, 2003 5:11 PM  
**To:** Patel, Mona (M.S.); Binger, Charlie (C.F.); Hawkins, Fred (F.W.); Wnuk, John (J.G.); Sheffield, Drew (D.L.); West, Gregory (G.S.); Ryan, Emmett (E.C.)  
**Subject:** FW: Teleflex mtg w/ Dave V, Jeff Engel and Bill Osborne

Last night, Dave Veilky met with Teleflex's CEO. I believe Scott Shepherd and Bill Osborne were also in attendance (although Mona mentions Jeff Engel below). There were a few other Teleflex people as well. From what Dave said, there was no progress from the pre-meeting that was held on Monday, even though the meeting lasted until 7:00 PM (about 2 hours). Teleflex continues to say they met our requirements. We continue to say that their job as an FSS was to go beyond the basis requirements, that they have full responsibility for the design, which is flawed, and that they are 100% responsible. The outcome of the meeting is that Dave asked Teleflex to tell him how long it would take for them to develop a case that would convince him they were not 100% responsible. They are supposed to get back to him in a few days. He instructed me to follow up with him on Monday to see if Teleflex had responded yet. I will let you know what I hear. Please let me know if you heard anything. Thanks.

**Don Drever**  
Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

-----Original Message-----  
**From:** Patel, Mona (M.S.)  
**Sent:** Wednesday, February 12, 2003 4:13 PM  
**To:** Drever II, Donald (D.C.)  
**Subject:** Teleflex mtg w/ Dave V, Jeff Engel and Bill Osborne

Don,

There was mtg with Teleflex CEO, Dave, Jeff Engel and Bill Osborne yesterday.. Do you know the outcome? Please advise.. Thanks

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*Mona Patel*

**STA Chassis Manager**  
**Supplier Technical Assistance**

PEE3-844 24282

**Vehicle Procurement Office**  
Phone 313-390-5416  
email: mpatel1@ford.com

---

From: Carter, Roscoe (R.O.)  
Sent: Tuesday, December 03, 2002 2:31 PM  
To: Gaw, Ron (R.M.); Simko, Steven (S.J.)  
Subject: RE: FRL Report

Oh I incorporated all of them one way or another. The composition of the lube is not obviously as presented based on the molecular spectrum. I see little evidence of a significant amount of chlorophenyl function and likewise little evidence of the octanoate additive. Much more work would be needed to chase down this issue. Not sure it is worth it since what they sent matched what I got off of the new DEW pedal. ROCarter

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

From: Gaw, Ron (R.M.)  
Sent: Tuesday, December 03, 2002 2:26 PM  
To: Carter, Roscos (R.O.); Simko, Steven (S.J.)  
Subject: RE: FRL Report

Thanks, Roscoe and Steve. Can you specify which points you were not able to incorporate? I can address those points specifically with the supplier.

Regards,  
Ron Gaw  
PTSE DER  
Electronic Throttle Controls Design & Release  
Ph. #: 313 390-5756 Fax. #: 313 248-2558  
Pager # 313 795-3909

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

From: Carter, Roscoe (R.O.)  
Sent: Tuesday, December 03, 2002 2:17 PM  
To: Gaw, Ron (R.M.); Simko, Steven (S.J.)  
Subject: RE: FRL Report

Ron,

I have made changes with the comments you sent in mind. Not all of the information they sent can be verified by our analysis. The web file is updated! Talk later!! ROCarter

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

From: Gaw, Ron (R.M.)  
Sent: Monday, December 02, 2002 4:51 PM  
To: Simko, Steven (S.J.); Carter, Roscoe (R.O.)  
Subject: FW: FRL Report

Roscoe and Steve,

I have forwarded to you the responses from Wabash Technologies to your report. Please review and let me know if we need to update your report (I can perform the updates, if necessary, but would like your approval).

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

From: Brown, Todd [mailto:tbrown@wabashtech.com]  
Sent: Monday, December 02, 2002 3:55 PM  
To: Kathy Zolan (E-mail)  
Subject: FRL Report

Kathy,

Here are some comments on the FRL report released last week. Please review and forward to Ford.

Thanks,

Todd A. Brown  
Wabash Technologies  
Engineering Manager  
Resistive and Active Sensor Products  
1375 Swan St.  
Huntington, IN 46750  
Ph. (260) 355-4256  
Fx. (260) 355-4266

<<FRL Report Feedback.doc>>

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---

**From:** Lerma, Jim (J.)  
**Sent:** Thursday, January 23, 2003 11:17 AM  
**To:** Ryan, Emmett (E.C.)  
**Subject:** FW: FORD LEAN MFG. REVIEW OF P131 ADJUSTABLE ETC PEDAL.

We have been asked to go to Teleflex and review the constraint for the P131 pedal listed below. Have you been involved and could you bring me up to speed on the current actions.

### *Jim Lerma*

Lean Manufacturing Manager-Chassis  
Lean Resource Center  
Supplier Technical Assistance  
Tel: 313-845-5432

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—Original Message—

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

Paul,

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

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

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

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

**Burrows, Jim (J.A.)**

---

**From:** Conrad, James (J.A.)  
**Sent:** Tuesday, October 10, 2000 9:37 AM  
**To:** Burrows, Jim (J.A.); Slachta, Joseph (J.F.)  
**Subject:** RE: P131 Williams Launch; Teleflex backup

There was some concern at the program level that Williams had not done any proveout testing of their design. Apparently, if they are shipping parts that concern has been addressed.

---Original Message---

**From:** Burrows, Jim (J.A.)  
**Sent:** Tuesday, October 10, 2000 8:34 AM  
**To:** Slachta, Joseph (J.F.); Conrad, James (J.A.)  
**Cc:** Sillanpaa, Don (D.C.)  
**Subject:** P131 Williams Launch; Teleflex backup

Teleflex upper management has asked if we want to keep their P131 line available. They said something about Williams not having proper DVP testing or something.

I spoke with Don Sillanpaa. Williams has all of the necessary testing completed (Don has all the backup needed), Williams is PSW'd, and have begun shipping to our plants.

I will be telling Teleflex to maintain whatever will be needed for service parts, but other than that we don't need their backup. Let me know if anyone has any issues.

*Jim Burrows*

Buyer - Cables, Pedals, & Parking Brakes  
Chassis Purchasing  
jburrow1@ford.com  
Phone: (313) 337-2505; Fax: (313) 317-4260

---

**From:** Drever II, Donald (D.C.)  
**Sent:** Tuesday, January 28, 2003 7:15 AM  
**To:** Hawkins, Fred (F.W.)  
**Subject:** FW: Teleflex Field Action - Kickoff of Supplier Recovery Process

Fred - FYI

**Don Drever**  
Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

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

**From:** Wnuk, John (J.G.)  
**Sent:** Tuesday, January 28, 2003 7:14 AM  
**To:** Drever II, Donald (D.C.)  
**Subject:** RE: Teleflex Field Action - Kickoff of Supplier Recovery Process

No TA was ever signed on this part.

**John Wnuk**  
Buyer - Cables, Pedals, & Parking Brakes  
Global Chassis Commodity Management  
Phone: (313) 337-2505 Fax: (313) 323-2317  
EMAIL: jwnuk@ford.com  
Office: QMP 111-3

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

**From:** Drever II, Donald (D.C.)  
**Sent:** Tuesday, January 28, 2003 6:51 AM  
**To:** Wnuk, John (J.G.)  
**Cc:** Hawkins, Fred (F.W.)  
**Subject:** RE: Teleflex Field Action - Kickoff of Supplier Recovery Process

John,

Fred Hawkins mentioned that the Target Agreement for the part related to this issue couldn't be found and that it may be helpful in determining what responsibilities Teleflex had with this part. When I worked in PD-Finance several years ago, we kept copies of the target agreements. Therefore, if you are still having problems locating the TA, you may want to contact the PD-Finance team for the F-Super Duty/Excursion to see if they may have a copy.

**Don Drever**  
Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

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

**From:** Hawkins, Fred (F.W.)  
**Sent:** Monday, January 27, 2003 8:29 PM  
**To:** Drever II, Donald (D.C.)  
**Subject:** Accepted: Teleflex Field Action - Kickoff of Supplier Recovery Process  
**When:** Monday, February 03, 2003 4:15 PM-5:15 PM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** 2W026

Don, at meeting this morning with Dave Veliky, he mentioned someone from finance may have a Target Agreement. Will Purchasing track this down or does someone from Finance need to be involved?

PE03-044 25156

---

**From:** Drever II, Donald (D.C.)  
**Sent:** Tuesday, January 28, 2003 6:51 AM  
**To:** Wruk, John (J.G.)  
**Cc:** Hawkins, Fred (F.W.)  
**Subject:** RE: Teleflex Field Action - Kickoff of Supplier Recovery Process

John,

Fred Hawkins mentioned that the Target Agreement for the part related to this issue couldn't be found and that it may be helpful in determining what responsibilities Teleflex had with this part. When I worked in PD-Finance several years ago, we kept copies of the target agreements. Therefore, if you are still having problems locating the TA, you may want to contact the PD-Finance team for the F-Super Duty/Excursion to see if they may have a copy.

**Don Drever**  
Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

—Original Appointment—

**From:** Hawkins, Fred (F.W.)  
**Sent:** Monday, January 27, 2003 8:29 PM  
**To:** Drever II, Donald (D.C.)  
**Subject:** Accepted: Teleflex Field Action - Kickoff of Supplier Recovery Process  
**When:** Monday, February 03, 2003 4:15 PM-5:15 PM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** 2W026

Don, at meeting this morning with Dave Velliky, he mentioned someone from finance may have a Target Agreement. Will Purchasing track this down or does someone from Finance need to be involved?

**From:** Wruck, John (J.G.)  
**Sent:** Tuesday, January 28, 2003 12:26 PM  
**To:** Hawkins, Fred (F.W.); West, Gregory (G.S.)  
**Cc:** Drever II, Donald (D.C.)  
**Subject:** RE: Telex Field Action - Kickoff of Supplier Recovery Process

Fred: Attached is the website where our Purchase Order Global Terms and Conditions reside. Section 12 pertains to Warranty. Purchasing has no records of a QRSOW on this part. Consequently, in the absence of a QRSOW or a High Mileage Reliability Statement of Work the Global T&C's are in effect.

Greg: Do you have any records on your side where a QRSOW was ever signed?

[http://www.purchasing.ford.com/prch\\_misc\\_pubs/doc/pcpd01800.pdf](http://www.purchasing.ford.com/prch_misc_pubs/doc/pcpd01800.pdf)

John Wruck  
Buyer - Cables, Pedals, & Parking Brakes  
Global Chassis Commodity Management  
Phone: (313) 337-2505 Fax: (313) 323-2317  
EMAIL: jwruck@ford.com  
Office: CMP 111-3

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

**From:** Hawkins, Fred (F.W.)  
**Sent:** Tuesday, January 28, 2003 11:13 AM  
**To:** Wruck, John (J.G.)  
**Cc:** Drever II, Donald (D.C.)  
**Subject:** RE: Telex Field Action - Kickoff of Supplier Recovery Process

John, if there was no TA, what are the default Terms & Conditions that Telexflex would be held to regarding how long the parts must perform? Does it relate to a specific warranty period?

I'm not familiar with standard Purchasing Terms & Conditions but Dave Velliky was saying that there would be a default Reliability SOW/High Mileage Reliability requirement in absence of a TA?

Can you give me a call or do you have something you can send me? I've got a follow up meeting with Dave Velliky at 5:00 today. Thanks.

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

**From:** Drever II, Donald (D.C.)  
**Sent:** Tuesday, January 28, 2003 7:15 AM  
**To:** Hawkins, Fred (F.W.)  
**Subject:** FW: Telex Field Action - Kickoff of Supplier Recovery Process

Fred - FYI

**Don Drever**  
Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

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

**From:** Wruck, John (J.G.)  
**Sent:** Tuesday, January 28, 2003 7:14 AM  
**To:** Drever II, Donald (D.C.)  
**Subject:** RE: Telex Field Action - Kickoff of Supplier Recovery Process

No TA was ever signed on this part.

John Wruck  
Buyer - Cables, Pedals, & Parking Brakes

PE83-644 25153

Global Chassis Commodity Management  
Phone: (313) 337-2505 Fax: (313) 323-2317  
EMAIL: jwnuk@ford.com  
Office: QMP 111-3

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

From: Drever II, Donald (D.C.)  
Sent: Tuesday, January 28, 2003 6:51 AM  
To: Wnek, John (J.G.)  
Cc: Hawkins, Fred (F.W.)  
Subject: RE: Teleflex Field Action - Kickoff of Supplier Recovery Process

John,

Fred Hawkins mentioned that the Target Agreement for the part related to this issue couldn't be found and that it may be helpful in determining what responsibilities Teleflex had with this part. When I worked in PD-Finance several years ago, we kept copies of the target agreements. Therefore, if you are still having problems locating the TA, you may want to contact the PD-Finance team for the F-Super Duty/Excursion to see if they may have a copy.

**Don Drever**

Finance Specialist - Supplier Technical Assistance  
Purchasing Controller's Office  
Ford Motor Company  
Phone/Fax: (313) 32-31783

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

From: Hawkins, Fred (F.W.)  
Sent: Monday, January 27, 2003 8:29 PM  
To: Drever II, Donald (D.C.)  
Subject: Accepted: Teleflex Field Action - Kickoff of Supplier Recovery Process  
When: Monday, February 03, 2003 4:15 PM-5:15 PM (GMT-05:00) Eastern Time (US & Canada).  
Where: ZW026

Don, at meeting this morning with Dave Velliky, he mentioned someone from finance may have a Target Agreement. Will Purchasing track this down or does someone from Finance need to be involved?

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

**From:** Swamy, Rainer (R.)  
**Sent:** Wednesday, February 05, 2003 1:09 PM  
**To:** Hawkins, Fred (F.W.); Blinger, Charlie (C.F.); Leone, Susan (S.); Vaility, Dave (D.A.); Burford, Chris (C.B.); Conrad, Eric (E.E.);  
Wruk, John (J.G.); Sheffield, Drew (D.L.); Shepherd, Scott (S.A.)  
**Cc:** Kean, David (D.K.); Drever II, Donald (D.C.)  
**Subject:** Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Customer Satisfaction Program 03B03 has been assigned for the 2002-2003 MY 7.3L F-Superduty and Excursion due to premature failure of the adjustable electronic throttle control accelerator pedal supplied by Teleflex Kendallville (T0710). Attached below is the Draft 14D.

<< File: 02X50Draft14D.doc >>

This Field Service Action will be accessed against Teleflex Kendallville in SIM following the February 15, 2003 update.

**FASS Review Requirements**

As outlined in STA Work Instruction PSW-007, STA is required to hold a FASS Review with the supplier within 30 days of the Field Review Committee (FRC) date. Additionally, within 60 days of the FRC date, STA is required to submit the following Prevent Action Closure (PAC) documents to STA SBO:

- 1) FAF03-170-3 Prevent Action Closure Paper
- 2) FAF03-170-4 Prevent Action Detail Paper

Both these forms are available through the STA Home page  
[http://www.purchasing.ford.com/prch\\_quality\\_hp?](http://www.purchasing.ford.com/prch_quality_hp?)

Attached is STA Work Instruction PSW-007 which is approved by the Global STA OCM, however not yet posted on the STA Home page.

<< File: PSW-007.doc >>

**Supplier Cost Recovery Requirements**

Since the 14D for this issue indicates potential supplier responsibility, Purchasing is tasked with leading supplier recovery efforts. The first step in the process is for a cross-functional team of Purchasing, STA and PD to determine the level of supplier responsibility. The initial meeting of this team was held on Feb. 3, 2003. The next step in the recovery process is for the buyer to submit an approved Recovery Target Form within 30 days of the approval of the field action (Feb. 28, 2003). A final settlement with the supplier is expected within 90 days of the approval of the field action (April 29, 2003). For any questions regarding the Field Action Cost Recovery process, please contact Don Drever (DDREVER, x31783).

Please let me know if you have any questions,

**Rainer V. Swamy**

**Business Systems Engineer**  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax: (313)24-83703  
[rswamy@ford.com](mailto:rswamy@ford.com)

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

**From:** Merder, Julie (J.A.)  
**Sent:** Wednesday, January 29, 2003 12:12 PM  
**To:** Ufford, Donald (D.A.); Osborne, William (W.H.); Dehne, Susan (S.M.)  
**Cc:** West, Gregory (G.S.); Guys, Philip (P.R.)  
**Subject:** 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

**Field Service Action Assigned: Customer Satisfaction Program 03B03**

**Reference: 02X50 (For Recall & Service Programs Dept. Use Only)**

**FRC Date: January 29, 2003**

PE03-044 25138

---

**From:** Liposky, Lawrence (L.J.)  
**Sent:** Friday, March 07, 2003 3:11 PM  
**To:** Hawkins, Fred (F.W.)  
**Subject:** RE: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Fred, what is this ??

Larry Liposky  
Supervisor - Accelerator Controls  
Tough Truck / Outfitters  
Phone 24-81726  
Pager 796-0948

-----Original Message-----  
**From:** Hawkins, Fred (F.W.)  
**Sent:** Friday, March 07, 2003 2:17 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Liposky, Lawrence (L.J.); Patel, Mona (M.S.); Hawkins, Fred (F.W.)  
**Subject:** FW: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor  
**Importance:** High

Greg, here's what I referred to in my phone message - Have you completed the two documents referenced in the note below?

- 1) FAF03-170-3 Prevent Action Closure Paper
- 2) FAF03-170-4 Prevent Action Detail Paper

They both list 14D author as responsible for completion. Give me a call and we can walk through process section if necessary. Let's shoot for completing by COB 3/10. I think you know this info. from 14D.

-----Original Message-----  
**From:** Swamy, Rainer (R.)  
**Sent:** Thursday, March 06, 2003 3:05 PM  
**To:** Ryan, Emmett (E.C.)  
**Cc:** Hawkins, Fred (F.W.); Singer, Charlie (C.F.); Patel, Mona (M.S.); McDonald, Cheryl (C.L.)  
**Subject:** FW: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor  
**Importance:** High

**REMINDER**

The subject field service action requires a FASS review and PAC closure. To date, I have not received confirmation of a FASS review being scheduled.

The FASS Review 30 day target is overdue and the 60 day PAC closure is required by April 11, 2002.

If you have any questions regarding the field service action closure requirements outlined below, please contact me.

**Rainer V. Swamy**  
Business Systems Engineer  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax: (313)24-83703  
rswamy@ford.com

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**Vehicles Affected:** 2002-2003 7.3L F-Superduty and Excursion

**Concern Description:** Adjustable Pedal Sensor

**Supplier Resp:** Yes

**14-D Author:** Gregory Scott West

The 14D author will be responsible for reviewing Prevent Action closure with Bill Osborne, Tough Trucks VC Engineering Director, no later than March 29, 2003.

This review will focus on implementation of Prevent Action (Step 13) requiring evidence of incorporation and overall quality of event including systemic root cause and appropriate prevent action selection to capture lessons learned.

Please contact Greg Oswalt for further information and direction. Provide Ramana Divakaruni (RDIVAKAR) with actual Prevent Action Closure Date (required for campaign metrics) and an electronic copy of the Prevent Action closure review paper. We request that the GCE CPS include the Field Service Action number & root cause information in their Fresh Eyes check list as appropriate.

*Best Regards*

*Julie Mercier*

FSA Coordinator

PCSD/Recall & Service Programs

DSCII #775

(313) 317-9266 Fax: 845-1024

jmercier@ford.com

---

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, March 11, 2003 5:02 PM  
**To:** Hawkins, Fred (F.W.); Liposky, Lawrence (L.J.)  
**Cc:** Swamy, Rainer (R.); Patel, Mona (M.S.)  
**Subject:** RE: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

**Follow Up Flag:** Follow up  
**Due By:** Friday, March 14, 2003 5:00 PM  
**Flag Status:** Flagged

I will have the documents complete by 3/13.

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

**From:** Hawkins, Fred (F.W.)  
**Sent:** Tuesday, March 11, 2003 10:56 AM  
**To:** Liposky, Lawrence (L.J.)  
**Cc:** West, Gregory (G.S.); Swamy, Rainer (R.); Hawkins, Fred (F.W.); Patel, Mona (M.S.)  
**Subject:** RE: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Larry, because there is supplier responsibility in this issue, STA needs to file these completed documents in order to be compliant to its procedures. I'm new to this process, but it appears that depending upon circumstances, either PD or STA will take lead on completing this process for formal closure with the PAC committee. In this case, PD took the lead. But STA still needs the documents completed for our records.

Can you forward me these two documents as is and I will update if necessary for STA file. Thanks. Please call if you've got any questions.

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

**From:** Liposky, Lawrence (L.J.)  
**Sent:** Friday, March 07, 2003 3:11 PM  
**To:** Hawkins, Fred (F.W.)  
**Subject:** RE: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Fred, what is this ??

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

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

**From:** Hawkins, Fred (F.W.)  
**Sent:** Friday, March 07, 2003 2:17 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Liposky, Lawrence (L.J.); Patel, Mona (M.S.); Hawkins, Fred (F.W.)  
**Subject:** FW: Supplier Field Service Action 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor  
**Importance:** High

Greg, here's what I referred to in my phone message - Have you completed the two documents referenced in the note below?

- 1) FAF03-170-3 Prevent Action Closure Paper
- 2) FAF03-170-4 Prevent Action Detail Paper

They both list 14D author as responsible for completion. Give me a call and we can walk through process section if necessary. Let's shoot for completing by COB 3/10. I think you know this info. from 14D.

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

**From:** Swamy, Rainer (R.)

PE83-844 25134

**Sent:** Thursday, March 06, 2003 3:05 PM  
**To:** Ryan, Emmett (E.C.)  
**Cc:** Hawkins, Fred (F.W.); Bliger, Charlie (C.F.); Patel, Mona (M.S.); McDonald, Cheryl (C.L.)  
**Subject:** FW: Supplier Field Service Action 03803 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor  
**Importance:** High

#### REMINDER

The subject field service action requires a FASS review and PAC closure. To date, I have not received confirmation of a FASS review being scheduled.

The FASS Review 30 day target is overdue and the 60 day PAC closure is required by April 11, 2002.

If you have any questions regarding the field service action closure requirements outlined below, please contact me.

#### **Rainer V. Swamy**

**Business Systems Engineer**  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax: (313)24-83703  
rswamy@ford.com

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#### -----Original Message-----

**From:** Swamy, Rainer (R.)  
**Sent:** Wednesday, February 95, 2003 1:09 PM  
**To:** Hawkins, Fred (F.W.); Bliger, Charlie (C.F.); Leone, Susan (S.); Veliky, Dave (D.A.); Burford, Chris (C.B.); Conrad, Eric (E.E.); Wnuk, John (J.G.); Sheffield, Drew (D.L.); Shepherd, Scott (S.A.)  
**Cc:** Kean, David (D.J.); Drever II, Donald (D.C.)  
**Subject:** Supplier Field Service Action 03803 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

Customer Satisfaction Program 03803 has been assigned for the 2002-2003 MY 7.3L F-Superduty and Excursion due to premature failure of the adjustable electronic throttle control accelerator pedal supplied by Teleflex Kendallville (T0710). Attached below is the Draft 14D.

<< File: 02X50Draft14D.doc >>

This Field Service Action will be accessed against Teleflex Kendallville in SIM following the February 15, 2003 update.

#### FASS Review Requirements

As outlined in STA Work Instruction PSW-007, STA is required to hold a FASS Review with the supplier within 30 days of the Field Review Committee (FRC) date. Additionally, within 60 days of the FRC date, STA is required to submit the following Prevent Action Closure (PAC) documents to STA SBO:

- 1) FAF03-170-3 Prevent Action Closure Paper
- 2) FAF03-170-4 Prevent Action Detail Paper

Both these forms are available through the STA Home page

[http://www.purchasing.ford.com/prch\\_quality\\_hp/](http://www.purchasing.ford.com/prch_quality_hp/)

Attached is STA Work Instruction PSW-007 which is approved by the Global STA OCM, however not yet posted on the STA Home page.

<< File: PSW-007.doc >>

#### Supplier Cost Recovery Requirements

Since the 14D for this issue indicates potential supplier responsibility, Purchasing is tasked with leading supplier recovery efforts. The first step in the process is for a cross-functional team of Purchasing, STA and PD to determine the level of supplier responsibility. The initial meeting of this team was held on Feb. 3, 2003. The next step in the recovery process is for the buyer to submit an approved Recovery Target Form within 30 days of the approval of the field action (Feb. 28, 2003). A final settlement with the supplier is expected within 90 days of the approval of the field action (April 29, 2003). For any questions regarding the Field Action Cost Recovery process, please contact Don Drever (DDREVER, x31783).

Please let me know if you have any questions.

**Rajner V. Swamy**  
Business Systems Engineer  
STA, Strategy and Business Office  
VPO, Room 2W385  
phone / fax: (313)24-83703  
rswamy@ford.com

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---Original Message---

**From:** Mercier, Julie (J.A.)  
**Sent:** Wednesday, January 29, 2003 12:12 PM  
**To:** Ulford, Donald (D.A.); Osborne, William (W.H.); Dehee, Susan (S.M.)  
**Cc:** West, Gregory (G.S.); Guys, Philip (P.J.)  
**Subject:** 03B03 Assigned: 2002-2003 7.3L -Superduty and Excursion - Adjustable Pedal Sensor

**Field Service Action Assigned: Customer Satisfaction Program 03B03**

**Reference: 02X50 (For Recall & Service Programs Dept. Use Only)**

**FRC Date: January 29, 2003**

**Vehicles Affected: 2002-2003 7.3L F-Superduty and Excursion**

**Concern Description: Adjustable Pedal Sensor**

**Supplier Resp: Yes**

**14-D Author: Gregory Scott West**

The 14D author will be responsible for reviewing Prevent Action closure with Bill Osborne, Tough Trucks VC Engineering Director, no later than March 29, 2003.

This review will focus on implementation of Prevent Action (Step 13) requiring evidence of incorporation and overall quality of event including systemic root cause and appropriate prevent action selection to capture lessons learned.

Please contact Greg Oswalt for further information and direction. Provide Ramana Divakaran (RDIVAKAR) with actual Prevent Action Closure Date (required for campaign metrics) and an electronic copy of the Prevent Action closure review paper. We request that the GCE CPS include the Field Service Action number & root cause information in their Fresh Eyes check list as appropriate.

*Best Regards*

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

PE03-044 25126

---

**From:** Miers, Jerry [jmiers@wmc.com]  
**Sent:** Monday, April 29, 2002 3:30 PM  
**To:** Kronenberg, Audrey (A.R.)  
**Cc:** Sillanpaa, Don; Pyle, Ken  
**Subject:** FW: Observations during LRR P131/U137 at Williams Controls

Audrey,

I understand what the standard indicates, however my question was what is the mechanism within the Ford process that tells us (the supplier) that this is an inverted delta part. There has been some discussions that indicated that this is not an inverted delta part. The Ford ES specification does not have this as an inverted delta, would this be an indicator to us (the supplier) that this is or is not an inverted delta.

I will be on vacation as well until May 6th.

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

**From:** Miers, Jerry  
**Sent:** Monday, April 29, 2002 3:03 PM  
**To:** 'Kronenberg, Audrey (A.R.)'  
**Cc:** Sillanpaa, Don; Pyle, Ken; 'gwest2@ford.com'  
**Subject:** RE: Observations during LRR P131/U137 at Williams Controls

Audrey,

Thank you for you notes, there seems to be some discussion as to whether this product is truly an inverted delta. What mechanism within the Ford process would provide us with the correct documentation to determine

if this is truly an inverted delta.

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

**From:** Kronenberg, Audrey (A.R.) [mailto:akronenb@ford.com]  
**Sent:** Monday, April 29, 2002 2:35 PM  
**To:** Wood, Mary (M.A.); West, Gregory (G.S.); Ryan, Emmett (E.C.); Miers, Jerry; Sillanpaa, Don  
**Cc:** Burrows, Jim (J.A.); Kruse, Alan (A.P.)  
**Subject:** Observations during LRR P131/U137 at Williams Controls

I'll be out of the office until May 6. Greg, Emmett and I have a meeting set up on the 6th to discuss the issues.

Audrey Kronenberg

Chassis Site STA  
(313) 390 5788

---

**From:** Polman, James (J.J.)  
**Sent:** Friday, October 25, 2002 8:05 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Brennan, Patrick (P.M.); Thompson, Greg (G.J.); Stolz, Jeffery (J.A.); Wagner, John (J.D.); Slachta, Joseph (J.F.); Scheffler, Daniel (D.A.); Guys, Philip (P.R.); Compton, James (J.D.); Kronenberg, Audrey (A.R.); Wood, Mary (M.A.); Polman, James (J.J.)  
**Subject:** RE: Williams Controls update

Element EOL, should the date read 10/25?

*James Polman*

STA Manager NAT Residents  
Pager 888 405 1888

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

**From:** West, Gregory (G.S.)  
**Sent:** Friday, October 25, 2002 7:58 AM  
**To:** Brennan, Patrick (P.M.); Thompson, Greg (G.J.); Stolz, Jeffery (J.A.); Wagner, John (J.D.); Slachta, Joseph (J.F.); Scheffler, Daniel (D.A.); Guys, Philip (P.R.)  
**Cc:** Compton, James (J.D.); Kronenberg, Audrey (A.R.); Wood, Mary (M.A.); Polman, James (J.J.)  
**Subject:** Williams Controls update

- Key Life test is at 500K cycles (25% complete, est completion 11/20), all electrical outputs look good.
- Element EOL tester in place and being qualified (complete 11/25), this will remove out of spec elements before they are built into assemblies and improve yield.
- Latest element design (rev level M) looks very good for outputs, 200 parts runs 11/24 and 300 being run 11/25.

**From:** Polman, James (J.J.)  
**Sent:** Tuesday, September 24, 2002 8:55 AM  
**To:** 'Miers, Jerry'  
**Cc:** Kronenberg, Audrey (A.R.); Polman, James (J.J.); Wood, Mary (M.A.); Sillanpaa, Don; West, Gregory (G.S.); Liposky, Lawrence (L.J.); Compton, James (J.D.); Pyle, Kenneth (K.S.); Page, Michael (M.A.); Stoltz, Jeffrey (J.A.)  
**Subject:** RE: UPDATED Issues List of agenda for 2003.25 PPAP meeting

If the attachment is accurate, William's will be PSwing to a PM Part number unless they can pull ahead the PV Testing. We need to thoroughly understand the importance of each test scheduled to be completed post JOB 1.

James Polman  
NAT STA Program Manager  
Navigator, Expedition, Ranger  
Super Duty, and Excursion Platforms  
Pager 888 405 1868

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

**From:** Miers, Jerry [mailto:jmiers@waco.com]  
**Sent:** Tuesday, September 24, 2002 8:43 AM  
**To:** 'Kronenberg, Audrey (A.R.)'; Polman, James (J.J.); Wood, Mary (M.A.); Sillanpaa, Don; West, Gregory (G.S.)  
**Cc:** Liposky, Lawrence (L.J.); Compton, James (J.D.); Pyle, Ken; Bronson, Walt  
**Subject:** RE: UPDATED Issues List of agenda for 2003.25 PPAP meeting

Attached is an updated issues list for the 2003.25 (3C44-9F836-AB)  
For review during the above meeting. Please disregard the one sent 09/23/02.  
Thank you

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

**From:** Kronenberg, Audrey (A.R.) [mailto:akronenb@ford.com]  
**Sent:** Monday, September 23, 2002 10:34 AM  
**To:** Polman, James (J.J.); Wood, Mary (M.A.); Miers, Jerry; Sillanpaa, Don; West, Gregory (G.S.)  
**Cc:** Liposky, Lawrence (L.J.); Compton, James (J.D.)  
**Subject:** agenda for 2003.25 PPAP meeting

1. Review all of the engineering{design} changes since the FEU run at rate.  
Greg West/Don Sillanpaa
2. Review all of the test data to understand why the design changes were done.  
Greg West/ Don

Sillanpaa

3. Review all of the timing for the design changes including the sub  
supplier changes.

Jerry Miers

Jerry,

Please put an action plan together with all of the upcoming PPAPs for your  
suppliers.

Thanks,  
Andrey Kronenberg

Chassis Site STA  
(313) 390 5788

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include FORD CONFIDENTIAL information as defined in Ford's Global  
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information, and use for any purpose other than the conduct of business with  
Ford is expressly prohibited"

>  
>



---

**From:** Ramfos, Gregory (G.W.)  
**Sent:** Monday, June 10, 2002 7:56 AM  
**To:** Kronenberg, Audrey (A.R.)  
**Subject:** Williams Control ( Plant Visit)

Audrey,

Thanks for the Message, I would like to get up to speed on Williams Control, I also feel it's important to meet the Mfg team at Williams control, even if it's not a run at Rate meeting. I would like to have an open issues meeting and see where we have roadblocks and what the action plan is to deliver. .

Regards,

*Gregory W Ramfos*

Supplier Launch Manager

Tough Truck

Phone/Fax: (313) - 594 -0374

E-mail: gramfos@ford.com

**From:** Slachta, Joseph (J.F.)  
**Sent:** Friday, October 18, 2002 5:25 PM  
**To:** 'kmcmahon@tfcxauto.com'  
**CC:** Sheffield, Drew (D.L.); Wruck, John (J.G.); Slachta, Joseph (J.F.)  
**Subject:** FW: Follow Up P131 backup program for fixed ETC Pedal Teleflex

Kevin,

We want to free Jim Burrows up so he can work on his new assignment so Drew want's me to take the purchasing lead on this backup program. Below is listed some thought starters and suggestions. Also should you be my point of contact on this program or is their another person in your organization I should be contacting??

I believe that you ship your adjustable ETC pedal to KTP in returnable containers. Do you have enough returnables to support this program???? Can your surplus returnables from the UN93 be utilized. If not do you have expendable packaging available that can be used???? If we are forced to use expendable we should contact the plant so they are aware of this fact.

Since we can not have two PO prices for the same part for the same using location I would pay for the difference between returnables and expendable on a Lump Sum PO at the conclusion of the backup program. It would also be my intent to pay for any premium cost that you incur to expedite components from your sub-supplier on this same Lump Sum PO.

It is very important that we are give some idea of what these cost will be in order for us to set up funding for these premiums.

If you have any questions on the above or on any other aspect of this backup program please contact me.

JOSEPH F. SLACHTA  
BUYER, BRAKE SYSTEMS  
GLOBAL CHASSIS COMMODITY MANAGEMENT  
QMP, MD 607  
PHONE 313 594-1200 FAX 313 323-2317

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

**From:** Sheffield, Drew (D.L.)  
**Sent:** Friday, October 18, 2002 3:33 PM  
**To:** 'Kevin McMahon'; Sheffield, Drew (D.L.); Shepherd, Scott (S.A.)  
**Cc:** Orest Iwasiuk; Slachta, Joseph (J.F.); Wruck, John (J.G.); Burrows, Jim (J.A.)  
**Subject:** RE: Follow Up

FYI -- no change in status today regarding P131 -- program increased commitments to Teleflex to support all of November requirements. My buyers will continue working with P131 PO as well as FCSD to ensure a coordinated plan and will take any input from Teleflex into consideration. I expect that by COB Monday, we will be back to Teleflex with clear direction on Ford's total requirements. We understand the difficult situation faced by Teleflex and will do what we can to explore win/win opportunities (for ex, we may be able to convince the program to extend the request beyond 4 weeks, etc. -- stay tuned)

Thank you for your support and in recently kicking off suppliers to meet P131

supply.

p.s.

To ensure you get one message from Ford re this particular supply issue, I have asked Joe Slachta to lead this initiative as your CBG P131 buyer.

Drew Sheffield  
Purchasing Manager, Brake Systems  
Global Chassis Commodity Management  
(313)337-6408, fax 390-2353

From: Slachta, Joseph (J.F.)  
Sent: Tuesday, October 22, 2002 2:40 PM  
To: Paul - Troy Rutter  
Cc: Kevin McMahon; Sheffield, Drew (D.L.); Wnuk, John (J.G.); Slachta, Joseph (J.F.)  
Subject: RE: Follow Up P131 backup program for fixed ETC Pedal(Teleflex)

Paul,

The releases have not been changed over to Teleflex yet and probably won't happen until next Monday, 10/28/02. I can fax you a copy of the release information that has been sent to Williams Controls which shows requirements through the week of 11/25 for 10,763 parts. I have a call into John Shore, PS&L Recall Manager to obtain additional information on the recall and the information that I received last week is that it could affect a total of 98K units, both 2002 and 2003 MY.

I'm also working with Greg West of PD to determine if they will consider extending the business beyond November.

JOSEPH P. SLACHTA  
BUYER, BRAKE SYSTEMS  
GLOBAL CHASSIS COMMODITY MANAGEMENT  
QMP, MD 607  
PHONE 313 594-1200 FAX 313 323-2317

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

From: Kevin McMahon [mailto:kcmahon@fxauto.com]  
Sent: Tuesday, October 22, 2002 10:16 AM  
To: Slachta Joseph (J.F.)  
Cc: Drew Sheffield (D.L.); Paul - Troy Rutter  
Subject: RE: Follow Up P131 backup program for fixed ETC Pedal(Teleflex)

Joe,

For now, Paul Rutter will be the contact person. We are working on quantifying the premium costs.

Do you have any updates on the quantity of parts that are due when? We still do not have a clear understanding of what Ford requires for the 131 Williams parts AND the 137 Time in Service parts. Please help clarify as soon as possible.

As for the message we received from Drew regarding extending the business beyond 4 weeks, should we work with Drew directly?

Thank you for your assistance,

Kevin

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

From: Slachta, Joseph (J.F.) [mailto:jslachta@ford.com]  
Sent: Friday, October 18, 2002 5:25 PM  
To: 'kcmahon@fxauto.com'  
Cc: Sheffield, Drew (D.L.); Wnuk, John (J.G.); Slachta, Joseph (J.F.)  
Subject: FW: Follow Up P131 backup program for fixed ETC Pedal(Teleflex)

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OMP, MD 607  
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M.B.

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Drew Sheffield  
Purchasing Manager, Brake Systems  
Global Chassis Commodity Management  
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