PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 21 OF 28
PART 1 OF 4

From:	Wnuk, John (J.G.)
Sent:	Thursday, July 03, 2003 2:37 PM
To:	'tbutwin@wmco.com'; 'kpyle@wmco.com'
Cc:	Liposky, Lawrence (L.J.); West, Gregory (G.S.); Hawkins, Fred (F.W.); Gehi, Laxman (L.D.); Slachta, Joseph (J.F.)
Subject:	FW: MY05 Fixed ETC Pedal Sourcing

Tom/Ken: The 2005 P131 Program Team has now officially approved a new Fixed ETC Pedal design and source for it's vehicle. Consequently, please use this EMAIL as official notification that 3C44-9F836-A* will no longer be required to support our Production requirements after MY04. Thank you in advance for William's cooperation to supply us good quality, on-time pedals through balance out.

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

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

From:	Wnuk, John (J.G.)
Sent:	Thursday, June 12, 2003 4:41 PM
To:	'dthomovec@aol.com'
Cc:	Liposky, Lawrence (L.J.); West, Gregory (G.S.); Hawkins, Fred (F.W.); Gehi, Laxman (L.D.); Slachta, Joseph (J.F.)
Subject:	MY05 Fixed ETC Pedal Sourcing

Drew: To confirm our phone conversation of earlier this afternoon, Ford Powertrain Electronic Applications Engineering and Chassis Purchasing are jointly recommending a new Fixed ETC Pedal design and source for the 2005 P131 program. This recommendation is subject to final approval by the 2005 P131 Program. I cannot officially notify Williams Control a new design and supplier has been selected, however, until said approval is received.

Williams Control will need to supply MY04 Production requirements as well as any open MY05 Prototype requirements regardless of the ultimate direction the Program goes for MY05. Thank you.

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

From: Miers, Jerry [jmiers@wmco.com]
Sent: Monday, June 16, 2003 11:08 AM
To: 'gwest2@ford.com'
Subject: FW: Return

Greg,
This is about 3rd or 4th time this has happened how should we handle this.
On few other notes: the Nova failure part is still under evaluation we are trying to duplicate the failure in an attempt to understand how we can catch it in production. Can you shed a bit more light on how the failure may have been induced. (Force applied, directional force applied,Normal use, etc.). The warranty failure to date that have been analyzed are as follows 1 shorted at ground (looks as if it was the same type of issue in the past, 1 unit simply shifted in out put by .2 % Vref, 1 unit mis-label as a failure when it was not and still waiting on results from the last unit.

Laser trim KLT is running fine no issues as of 500K will see 1m by end of week. What documentation will you require. Remember this unit still has not been PPAP. We will still need to ship under alert until we resolve the water intrusion issue.

What is going on with the 2005 program?

Thanks
-----Original Message-----
From: Bisson, Ric
Sent: Monday, June 16, 2003 10:56 AM
To: Miers, Jerry
Subject: Return

Jerry,
We just received a Single Track Warrantee Return. The vehicle is a 2003 F350 4x4 ID# 1FTSX31P33E[redacted] with a build date of 3/26/03.It looks like they bolted in into the truck and then realized it was the wrong one so they sent it back to us.It tests OK on the End of Line Tester.What should we do with it?
Rick B.

From: Compton, James (J.D.)
Sent: Thursday, November 07, 2002 2:41 PM
To: Polman, James (J.J.)
Cc: Hawkins, Fred (F.W.); Patel, Mona (M.S.); Wood, Mary (M.A.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Kronenberg, Audrey (A.R.)
Subject: Williams Controls PPAP for P131

We now think that Williams is close to PPAP, assuming the Key Life test continues to perform without issue to completion. Audrey is now sched to go to Williams on 11/22 to wrap it up (assuming there are no further issues). Williams has stopped tweeking the design of the electronic chip and they have made 3 successful runs of approx 80% yield on each run. They have no plans at this time for further changes to the chip design artwork and they feel any additional yield improvements for the chips will come from minor process improvements over time. We are satisfied with this for the purpose of PPAP.

I have asked Audrey to complete the PPAP and I see no reason for me to return to Williams, at this time. Of course, if something goes wrong, I will change my plans and go back to see them, as necessary. I will also make myself available here in Dearborn on 11/22, during the detailed PPAP review.

If there are any questions/concerns, please contact Audrey Kronenberg or me.

Thx,
Jim Compton
STA Chassis Manager
313-337-5157
586-817-1954 (cell)
888-890-5358 (pager)

From:	West, Gregory (G.S.)
Sent:	Friday, November 01, 2002 9:14 AM
To:	Liposky, Lawrence (L.J.); Christensen, Jeff (J.S.); Wagner, John (J.D.); Brennan, Patrick (P.M.); Guys, Philip (P.R.); Thompson, Greg (G.J.)
Cc:	Wood, Mary (M.A.); Major Jr., John (JSM.); Scheffler, Daniel (D.A.); Kronenberg, Audrey (A.R.); Horne, Heather (H.); Compton, James (J.D.); Stoltz, Jeffery (J.A.); West, Gregory (G.S.)
Subject:	Williams Controls update

Key life testing is at approximately 1.1 million cycles, all electrical outputs look good. Completion expected 11/20.

Rev. level M elements are producing assembly yields near 80%. This is including known out of spec elements but running these elements is required for the correlation of elements to sensors and sensors to assemblies. There are NO more elements changes planned at this time.

A 200 piece run will be completed today and another 200 pieces will be run early next week. Both of these runs will eliminate out of spec elements which is anticipated to improve yield well above 80%.

Expected PSW is 11/22.

Tolerance Study WOT Electricel Readings "D" Slot Angle/Debris Cover Rad./Rotor Depth Angle

Unit's Test Rotate Gr.Rad	Sample Number	"D" Slot angle Degrees	Debris Mfg Step Rad. Inches	Rotor Depth Inches	Rotor Angle Degrees	WOT 1 Element	WOT 1 ETC	WOT 1 Delta Element/ETC	WOT 2 Element	WOT 2 ETC	WOT 2 Delta Element/ETC	WOT 3 Element	WOT 3 ETC	WOT 3 Delta Element/ETC
	1	77.314	0.331	0.378	89.750	10.00	9.46				2.65		76.63	
	2	77.308	0.330	0.378	89.840	11.10	10.60				2.66		72.61	
	3	77.329	0.330	0.378	89.870	11.00	13.87				5.08		70.82	
	4	77.324	0.330	0.378	89.830	10.40	13.08				6.01		69.20	
	5	77.321	0.331	0.378	89.880	9.80	13.62				6.12		70.29	
	6	77.326	0.330	0.378	89.750	10.80	11.17				3.18		72.27	
	7	77.309	0.330	0.378	89.850	11.00	16.80				8.46		68.23	
	8	77.323	0.331	0.378	89.890	11.80	16.37				8.72		68.99	
	9	77.349	0.331	0.378	89.840	12.10	13.96				4.19		70.82	
	10	77.308	0.331	0.378	89.810	11.60	15.24				5.41		69.59	
	Average	77.321	0.330	0.378	89.836	10.84	13.40				4.85		70.93	
	STD	0.012547	0.000497	0.000264	0.056029	0.715	2.225214						2.035954	
	Min	77.308	0.330	0.378	89.750	9.800	9.46						68.99	
	Max	77.349	0.331	0.378	89.940	12.100	16.37						76.63	
	Range	-0.041	-0.001	-0.001	-0.190	-2.300	-6.910						-6.540	
	Delta Nom	0.02	-0.004		-0.15	76.74	-2.16		-63.46	5.90		-95.12	5.43	
	USL	77.55	0.354		90.25		15.60			83.50			72.50	
	Nom	77.30	0.334		90.00	13.10	13.10		81	81		70	70	
	LSL	77.05	0.314		89.75		10.60			78.50			67.50	

Ford Lever Stack Tol. 02-17-03.xls

WOT Comp.

WOT

Unit # Test Results Gr./Red	Sample Number	"D" Slot angle Degrees	Delphi Idle Step Rad. Inches	Rotor Angle Degrees	WOT 1 Element	WOT 1	WOT 1 Delta Element/ETC	WOT 2 Element	WOT 2 ETC	WOT 2 Delta Element/ETC	WOT 3 Element	WOT 3 ETC	WOT 3 Delta Element/ETC
	1	77.314	0.331	89.750	10.00	9.46		[illegible]0	84.75	2.66	76.20	76.53	0.67
	2	77.305	0.330	89.640	11.10	10.90		[illegible]0	83.84	2.66	76.30	72.51	2.79
	3	77.329	0.330	89.870	11.00	13.67		[illegible]0	81.35	5.05	75.70	70.92	4.78
	4	77.324	0.330	89.830	10.40	13.98		[illegible]0	80.69	5.01	75.10	69.20	5.90
	5	77.321	0.331	89.880	9.80	13.82		[illegible]0	81.68	5.12	76.10	70.29	5.81
	6	77.326	0.330	89.750	10.80	11.17		[illegible]0	83.82	5.18	75.00	72.27	2.78
	7	77.309	0.330	89.830	11.00	15.60		[illegible]0	80.90	5.40	75.40	69.23	6.17
	8	77.323	0.331	89.880	11.50	16.37		[illegible]0	80.19	5.72	75.30	66.99	6.31
	9	77.349	0.331	89.940	12.10	13.96		[illegible]0	82.61	4.19	75.20	70.82	4.36
	10	77.308	0.331	89.810	11.60	15.24		[illegible]0	81.19	5.41	75.00	69.58	5.42
	Average	77.321	0.330	89.838	10.940	13.397	[illegible]	[illegible]0	82.021	62.02	75.490	70.934	70.93
	STD	0.012547	0.000497	0.059029	0.716231	2.226214		0.[illegible]37	1.566139		0.432179	2.036954	
	Min	77.305	0.330	89.750	9.800	9.460		[illegible].0	80.190		75.000	66.990	
	Max	77.349	0.331	89.940	12.100	16.370		[illegible]0	84.750		76.200	75.530	
	Range	-0.041	-0.001	-0.190	-2.300	-6.910		[illegible].10	-4.570		-1.200	-6.540	
	Delta Nom	0.02	-0.004	-0.16	-2.15	0.30		5.80	1.02		5.43	0.63	
	USL	77.56	0.354	90.26		15.60			83.60			72.50	
	Nom	77.30	0.334	90.00	13.10	13.10		81	81		70	70	
	LSL	77.05	0.314	89.75		10.60			78.50			67.50	

Element	USL	26.60	165.02	142.93
Element	Nom	26.50	163.02	140.93
Element	LSL	24.50	161.02	138.93

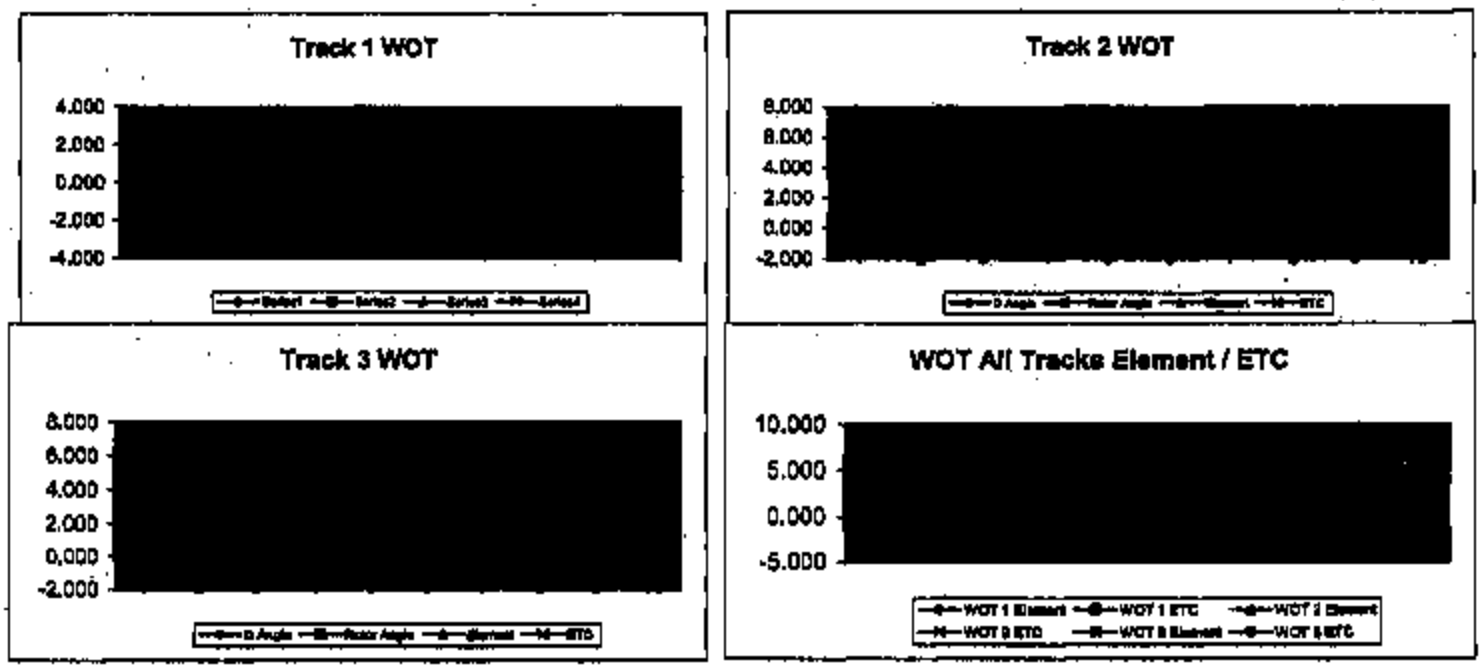
WOT

Delta

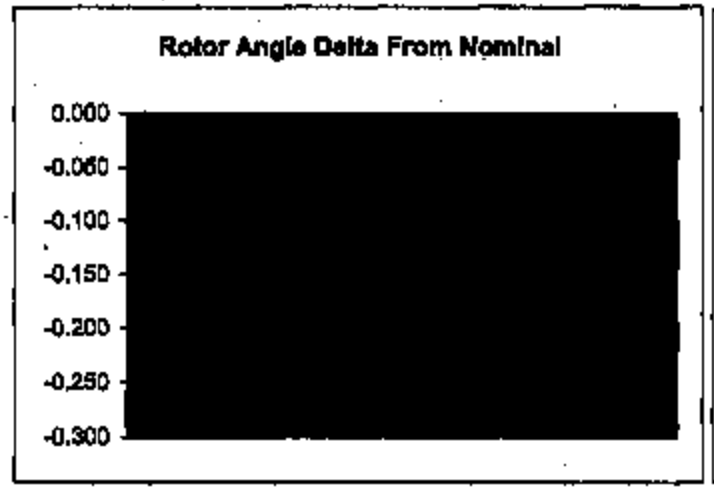
Unit s Test Results Gr.Rad	Sample Number	"D" Slot angle Degrees	Debris Idle Stop Rad. Inches	Rotor Angle Degrees	Wot 1 Element	Wot 1 ETC	Wot 1 Delta Element/ETC	Wot 2 Element	Wot 2 ETC	Wot 2 Delta Element/ETC	Wot 3 Element	Wot 3	Wot 3 Delta Element/ETC
	1	0.014	-0.004	-0.250	-3.100	-3.640	0.54		3.750	2.66			0.67
	2	0.006	-0.004	-0.160	-2.000	-2.200	0.20		2.840	2.66			2.79
	3	0.029	-0.004	-0.180	-2.100	0.570	-2.67		0.350	5.05			4.78
	4	0.024	-0.004	-0.170	-2.700	0.840	-3.58		-0.810	5.01			5.90
	5	0.021	-0.003	-0.120	-3.300	0.520	-3.82		0.580	5.12			5.81
	6	0.026	-0.004	-0.250	-2.200	-1.930	-0.27		2.520	3.16			2.73
	7	0.009	-0.004	-0.170	-2.100	2.500	-4.60		-0.800	6.40			6.17
	8	0.023	-0.003	-0.120	-1.600	3.270	-4.87		-0.820	6.72			6.31
	9	0.048	-0.003	-0.080	-1.000	0.860	-1.86		1.610	4.19			4.36
	10	0.008	-0.003	-0.190	-1.500	2.140	-3.64		0.190	5.41			5.42
	rage	0.021	-0.004	-0.162	-2.160	0.30	-2.46		1.02	4.88			4.50
	)	0.012547	0.000497	0.052029	0.715231	2.225214		0.4	1.589139		0.4	2.0	
		0.006	-0.004	-0.250	-3.300	-3.64			-0.82				
	x	0.049	-0.003	-0.080	-1.000	3.27			3.75				
	nge	-0.041	-0.001	-0.190	-2.300	-6.910			-4.570				

Delta Nom	-77.28	-0.338	-90.16	-82.91	-80.45		-23.80	28.68		-13.27	17.77	
USL	77.55	0.364	90.25		83.25			32.20			21.20	
Nom	77.30	0.334	-90.00	80.75	80.75		29.7	29.7		18.7	18.7	
LSL	77.05	0.314	89.75		78.25			27.20			16.20	
		Element	USL		80.29			36.58			25.20	
		Element	Nom		78.29			34.58			23.20	
		Element	LSL		76.29			32.58			21.20	

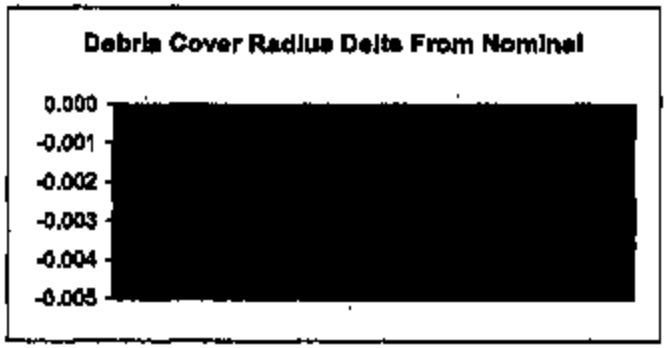
WOT


Track 1 WOT
4.000
2.000
0.000
-2.000
-4.000
Track 2 WOT
6.000
8.000
4.000
2.000
0.000
-2.000
Track 3 WOT
8.000
6.000
4.000
2.000
0.000
-2.000
WOT All Tracks Element / ETC
10.000
5.000
0.000
-5.000
WOT 1 Element
WOT 1 ETC
WOT 2 Element
WOT 2 ETC
WOT 3 Element
WOT 3 ETC

WOT


Rotor Angle Delta From Nominal
0.000
-0.050
-0.100
-0.150
-0.200
-0.250
-0.300


"D" Slot Angle Delta From Nominal
0.095
0.075
0.055
0.035
0.015
-0.005
-0.025


Debris Cover Radius Delta From Nominal
0.000
-0.001
-0.002
-0.003
-0.004
-0.005

WOT

WOT

"D" Slot angle		Delta To Nom.	Debris	Rotor Depth	Rotor Angle
1	77.352	0.052	0.3290	0.3800	89.840
2	77.387	0.087	0.3305	0.3810	89.906
3	77.391	0.091	0.3300	0.3800	89.754
4	77.329	0.029	0.3300	0.3790	89.841
5	77.363	0.063	0.3310	0.3790	89.758
6	77.389	0.089	0.3310	0.3800	89.869
7	77.356	0.056	0.3300	0.3790	90.074
8	77.327	0.027	0.3310	0.3800	89.772
9	77.324	0.024	0.3285	0.3810	89.952
10	77.306	0.006	0.3300	0.3790	89.795
Average	77.352	0.052	0.330	0.380	89.856
STD	0.03094	0.03034	0.000675	0.000789	0.100374

Element	CT 1	WOT 1	CT 2	WOT 2	CT 3	WOT 3
1	81.80	11.30	32.40	86.20	21.40	74.30
2	81.50	11.20	32.90	86.90	21.80	74.50
3	82.10	11.50	32.10	86.10	20.90	73.90
4	81.70	10.80	32.30	86.90	21.70	74.30
5	82.40	11.80	31.70	86.10	21.00	74.10
6	81.70	11.10	32.80	86.80	21.10	74.30
7	82.50	11.50	32.10	86.20	20.80	74.20
8	82.00	12.10	32.40	86.60	20.80	74.00
9	82.70	12.30	32.30	86.40	20.70	74.30
10	82.60	12.20	32.30	86.80	20.80	74.10
Average	82.21	11.58	32.33	86.46	21.06	74.20
STD	0.515	0.499	0.343	0.322	0.418	0.178
Min	81.500	10.800	31.700	86.100	20.800	73.900
Max	82.900	12.300	32.900	86.900	21.800	74.500
Range	-1.400	-1.500	-1.200	-0.800	-1.200	-0.600

ETC	CT 1	WOT 1	CT 2	WOT 2	CT 3	WOT 3
1	81.32	12.93	29.44	82.56	18.85	70.76
	79.14	11.16	31.29	84.07	20.36	71.85
	85.91	17.16	25.17	79.26	14.79	67.03
4	81.77	12.97	28.84	82.44	18.56	69.89
5	80.56	12.14	29.37	82.66	19.06	71.08
6	81.93	13.29	29.18	82.53	18.06	70.27
7	80.58	12.62	30.07	83.24	18.09	71.49
	81.36	13.13	29.09	82.50	18.22	70.57
9	81.25	13.03	29.22	82.49	18.31	70.69
	83.90	16.03	27.66	81.36	16.70	68.96
Average	81.78	13.29	28.93	82.33	18.20	70.25
STD	1.887851	1.693184	1.6074	1.278362	1.51431	1.392572
Min	79.14	11.16	25.17	79.26	14.79	67.03
Max	85.91	17.16	31.29	84.07	20.36	71.85
Range	-6.770	-6.000	-6.120	-4.810	-5.570	-4.820

Delta Ele-ETC						
	0.43	-1.73	3.40	4.15	2.86	3.95

Toleraance Study Idle Electrical Reading "D" Slot Angle/Debris Cover Rad./Rotor Depth Angle

Unit # Test Resists Gr./Rod	Sample Number	"D" Slot angle Degrees	Debris Mtg Stop Rad. Inches	Rotor Depth Inches	Rotor Angle Degrees	CT 1 Element	CT 1 ETC	CT 1 Delta Element/ETC	CT 2 Element	CT 2 ETC	CT 2 Delta Element/ETC	CT 3 Element	CT 3 ETC	CT 3 Delta Element/ETC
	1		0.3290	0.380			81.32					21.40		
	2		0.3305	0.381			79.14					21.80		
	3		0.3300	0.380			85.91					20.90		
	4		0.3300	0.379			81.77					21.70		
	5		0.3310	0.379			80.54					21.00		
	6		0.3310	0.380			81.93					21.10		
	7		0.3300	0.379			80.58					20.80		
	8		0.3310	0.380			81.38					20.80		
	9		0.3295	0.381			81.26					20.70		
	10		0.3300	0.379			85.90					20.80		
	Average		0.330	0.380			81.78					21.08		
	STD	0	0.000675	0.000789	0.		1.887851			1		0.418	1.	
	Min		0.329	0.379			79.14					20.800		
	Max		0.331	0.381			85.91					21.800		
	Range		-0.002	-0.002			-6.776					-1.200		

Idle

Unit s Test Results Gr./Rad	Sample Number	"D" Slot angle Degrees	Delorts Idle Stop Rad. Inches	Rotor Angle Degrees	CT 1 Element	CT 1 ETC	CT 1 Delta Element/ETC	CT 2 Element	CT 2 ETC	CT 2 Delta Element/ETC	CT 3 Element	CT 3	CT 3 Delta Element/ETC
	1	77.362	0.3290	89.840	81.800	81.32	0.48	[illegible]	29.44	2.96	21.40	15.85	2.55
	2	77.367	0.3305	89.906	81.500	79.14	2.36	[illegible]	31.29	1.81	21.80	20.36	1.44
	3	77.391	0.3300	89.754	82.100	85.91	-3.81	[illegible]	25.17	6.93	20.90	14.79	6.11
	4	77.329	0.3300	89.841	81.700	81.77	-0.07	[illegible]	28.64	3.46	21.70	18.55	3.15
	5	77.353	0.3310	89.755	82.400	80.58	1.82	[illegible]	26.37	2.33	21.00	19.05	1.95
	6	77.389	0.3310	89.668	81.700	81.93	-0.23	[illegible]	29.15	3.62	21.10	18.05	3.05
	7	77.356	0.3300	90.074	82.500	80.58	1.92	[illegible]	30.07	2.03	20.80	19.09	1.71
	8	77.327	0.3310	89.772	82.500	81.38	1.62	[illegible]	29.09	3.31	20.60	18.22	2.38
	9	77.324	0.3295	89.952	82.700	81.25	1.45	[illegible]	29.22	3.06	20.70	18.31	2.39
	10	77.309	0.3300	89.795	82.800	83.90	-1.10	[illegible]	27.66	4.64	20.80	16.70	4.10
	Average	77.362	0.330	89.856	82.21	81.78	0.43	[illegible]	28.93	3.40	21.06	18.20	2.88
	STD	0.03034	0.000675	0.100374	0.515	1.887861		[illegible]	1.6074		0.418	1.51431	
	Min	77.306	0.329	89.754	81.500	79.14	-3.81	[illegible]	25.17		20.600	14.79	
	Max	77.391	0.331	90.074	82.800	85.91	2.36	[illegible]	31.29		21.800	20.36	
	Range	-0.085	-0.002	-0.320	-1.400	-6.770		[illegible]	-6.120		-1.200	-5.570	

Delta Nom	0.05	-0.004	-0.14	1.46	1.03		2.63	0.77		2.38	0.50	
UCL	77.55	0.354	90.25		83.25			32.20			21.20	
Nom	77.30	0.334	90.00	80.75	80.75		29.7	29.7		18.7	18.7	
LSL	77.05	0.314	89.75		78.25			27.20			16.20	
		Element	USL	83.18			35.10			23.58		
		Element	Nom	81.18			33.10			21.58		
		Element	LSL	79.18			31.10			19.58		

Unit o Test Results Gr.Rad	Sample Number	"D" Slot angle Degrees	Debris Idle Stop Rad. Inches	Rotor Angle Degrees	CT 1 Element	CT 1 ETC	CT 1 Delta Element/ETC	CT 2 Element	CT 2 ETC	CT 2 Delta Element/ETC	CT 3 Element	CT 3	CT 3 Delta Element/ETC
	1	77.382	0.3290	89.840	81.80	81.32	0.48	32.40	29.44	2.96	21.40	[illegible]	[illegible]
	2	77.387	0.3306	89.908	81.50	79.14	2.36	32.90	31.29	1.61	21.80	[illegible]	[illegible]
	3	77.391	0.3300	89.764	82.10	8[illegible]	-3.81	32.10	25.17	6.93	20.90	[illegible]	[illegible]
	4	77.329	0.3300	89.841	81.70	8[illegible]	-0.07	32.30	28.84	3.46	21.70	[illegible]	[illegible]
	5	77.363	0.3310	89.758	82.40	8[illegible]	1.82	31.70	29.37	2.33	21.05	[illegible]	[illegible]
	6	77.389	0.3310	89.869	81.70	8[illegible]	-0.23	32.80	29.18	3.62	21.10	[illegible]	[illegible]
	7	77.356	0.3300	90.074	82.50	8[illegible]	1.92	32.10	30.07	2.03	20.80	[illegible]	[illegible]
	8	77.327	0.3310	89.772	82.90	8[illegible]	1.62	32.40	29.09	3.31	20.80	[illegible]	[illegible]
	9	77.324	0.3295	89.962	82.70	8[illegible]	1.45	32.30	29.22	3.08	20.70	[illegible]	[illegible]
	10	77.306	0.3300	89.795	82.60	8[illegible]	-1.10	32.30	27.66	4.64	20.60	[illegible]	[illegible]
	Average	77.352	0.330	89.858	82.210	8[illegible]	81.76	0.43	32.33	28.93	22.20	[illegible]	1[illegible]
	STD	0.03034	0.000675	0.100374	0.515213	0.51[illegible]		1.859	0.34335		1.512	0.4[illegible]	
	Min	77.306	0.329	89.764	81.500	8[illegible]		-3.810	31.70		1.610	[illegible]	
	Max	77.391	0.331	90.074	82.900	8[illegible]		2.360	32.90		6.630	[illegible]	
	Range	-0.085	-0.002	-0.320	-1.400	-1[illegible]		-6.170	-1.200		-5.320	[illegible]	

Delta Nom	0.05	-0.004	-0.14	1.46	1.46		-29.27	-2.63		3.50	-2.38	
USL	77.55	0.354	90.25		83.25			32.20			21.20	
Nom	77.30	0.334	90.00	80.75	80.76		29.7	29.7		18.7	18.7	
LSL	77.06	0.314	89.75		78.25			27.20			16.20	
		Element	USL		164.53			60.63			38.90	
		Element	Nom		162.53			58.63			36.90	
		Element	LSL		160.53			56.63			34.90	

Delta

Unit s Test Results Gr./Rad	Sample Number	"D" Slot angle Degrees	Debris Kite Stop Rad. Inches	Rotor Angle Degrees	CT 1 Element	CT 1 ETC	CT 1 Delta Element/ETC	CT 2 Element	CT 2 ETC	CT 2 Delta Element/ETC	CT 3 Element	CT 3	CT 3 Delta Element/ETC
	1	0.052	-0 [illegible]	-0.180	[illegible]	0.570	0 [illegible]	2.700	-0.280	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	2	0.087	-0 [illegible]4	-0.094	[illegible]	-1.810	2 [illegible]	3.200	1.590	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	3	0.091	-0 [illegible]	-0.246	[illegible]	5.160	-3 [illegible]	2.400	-4.630	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	4	0.029	-0 [illegible]4	-0.159	[illegible]	1.020	-0 [illegible]	2.600	-0.580	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	5	0.053	-0 [illegible]	-0.242	[illegible]	-0.170	1 [illegible]	2.000	-0.330	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	6	0.089	-0 [illegible]	-0.131	[illegible]	1.180	-0 [illegible]	3.100	-0.620	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	7	0.056	-0 [illegible]4	0.074	[illegible]	-0.170	1 [illegible]	2.400	0.370	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	8	0.027	-0 [illegible]	-0.228	[illegible]	0.630	1 [illegible]	2.700	-0.610	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	9	0.024	-0 [illegible]	-0.048	[illegible]	0.500	1 [illegible]	2.600	-0.480	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	10	0.006	-0 [illegible]	-0.205	[illegible]	3.150	-1 [illegible]	2.600	-2.040	[illegible]0	[illegible]00	[illegible]0	[illegible]0
	Average	0.052	-0 [illegible]	-0.144	[illegible]	1.46	[illegible]	0.43	2.63	[illegible]7	[illegible]20	[illegible]6	[illegible]0
	STD	0.03034	0.000 [illegible]	0.100374	0.5 [illegible]	0.515213		1.859	0.34335		[illegible]12	0.4 [illegible]	
	Min	0.006	-0 [illegible]	-0.246	[illegible]	0.76		-3.810	2.00		[illegible]410	[illegible]20	
	Max	0.091	-0 [illegible]	0.074	[illegible]	2.15		2.360	3.20		[illegible]10	3.10	
	Range	-0.085	-0 [illegible]	-0.320	[illegible]	-1.400		-6.170	-1.200		[illegible]40	-1.200	

Delta Nom	-77.25	-0.338	-90.14	-79.29	-79.29		-29.27	27.07		3.50	16.32	
USL	77.55	0.354	90.25		69.25			32.20			21.20	
Nom	77.30	0.334	90.00	80.75	80.75		29.7	29.7		18.7	16.7	
LSL	77.05	0.314	89.75		76.25			27.20			16.20	
		Element	USL	83.75			30.93			20.20		
		Element	Nom	81.76			29.93			18.20		
		Element	LSL	79.76			28.93			16.20		

Tolerance Study WOT Electrical Readings "D" Slot Angle/Debris Cover Rad./Rotor Depth Angle

Unit g Tool Nozzle Gr./Rad	Sample Number	"D" Slot angle Degrees	Debris Idle Stop Rad. Inches	Rotor Depth Inches	Rotor Angle Degrees	WOT 1 Element	WOT 1 ETC	WOT 1 Delta Element/ETC	WOT 2 Element	WOT 2 ETC	WOT 2 Delta Element/ETC	WOT 3 Element	WOT 3 ETC	WOT 3 Delta Element/ETC
	1		0.329	0.380		1	12.83	-1.83	88.20	82.66		74.30	70.76	3.54
	2		0.331	0.381		1	11.16	0.04	88.90	84.07		74.50	71.86	2.65
	3		0.330	0.380		1	17.16	-6.66	86.10	79.23		73.90	67.03	6.87
	4		0.330	0.379		1	12.57	-2.17	88.80	82.44		74.30	69.89	4.41
	5		0.331	0.379		1	12.14	-0.54	88.10	82.88		74.10	71.08	3.02
	6		0.331	0.380		1	11.19	-2.19	88.80	82.53		74.30	70.27	4.03
	7		0.330	0.379		1	11.24	-0.62	88.20	83.24		74.20	71.49	2.71
	8		0.331	0.380		1	11.83	-1.03	88.80	82.80		74.00	70.57	3.43
	9		0.330	0.381		1	11.18	-0.73	88.40	82.49		74.30	70.83	3.67
	10		0.330	0.379		1	11.33	-2.53	88.80	81.36		74.10	68.96	5.14
	Average		0.330	0.380		1	11.93	-1.73	88.48	82.33		74.20	70.26	3.96
	STD	0	0.000675	0.000789	0.	0	1.69		0.322	1.276382		0.179	1.392872	
	Min		0.329	0.379		10			88.100	79.25		73.900	67.03	
	Max		0.331	0.381		12			88.900	84.07		74.500	71.86	
	Range		-0.002	-0.002		-1			-0.800	-4.810		-0.600	-4.820	
Delta Nom		0.05	-0.004		-0.14	76.76	-1.54		-82.73	6.48		-65.85	4.20	
USL		77.55	0.354		90.25		15.60			83.50			72.50	
Nom		77.30	0.334		90.00	13.10	13.10		81	81		70	70	
LSL		77.05	0.314		89.75		10.60			78.50			67.50	

WOT

Unit a Test Results Gr./Rad	Sample Number	"D" Slot angle Degrees	Debris Idle Stop Rad. Inches	Rotor Angle Degrees	WOT 1 Element	WOT 1	WOT 1 Delta Element/ETC	WOT 2 Element	WOT 2 ETC	WOT 2 Delta Element/ETC	WOT 3 Element	WOT 3 ETC	WOT 3 Delta Element/ETC
	1	[illegible]	0.329	89.840	[illegible]	12.93	[illegible]	86.20	82.56	3.64	74.30	70.76	3.54
	2	[illegible]	0.331	89.906	[illegible]	11.16	[illegible]	86.90	84.07	2.83	74.50	71.85	2.65
	3	[illegible]	0.330	89.764	[illegible]	17.16	[illegible]	86.10	79.26	6.84	73.90	67.03	6.87
	4	[illegible]	0.330	89.841	[illegible]	12.97	[illegible]	86.90	82.44	4.46	74.30	69.89	4.41
	5	[illegible]	0.331	89.758	[illegible]	12.14	[illegible]	86.10	82.86	3.24	74.10	71.08	3.02
	6	[illegible]	0.331	89.859	[illegible]	13.29	[illegible]	86.80	82.53	4.27	74.30	70.27	4.03
	7	[illegible]	0.330	90.074	[illegible]	12.02	[illegible]	86.20	83.24	2.96	74.20	71.49	2.71
	8	[illegible]	0.331	89.772	[illegible]	13.13	[illegible]	86.60	82.50	4.10	74.00	70.57	3.43
	9	[illegible]	0.330	89.962	[illegible]	13.03	[illegible]	86.40	82.49	3.91	74.30	70.63	3.67
	10	[illegible]	0.330	89.795	[illegible]	15.03	[illegible]	86.80	81.36	5.24	74.10	68.96	5.14
	Average	[illegible]	0.330	89.856	[illegible]	13.266	[illegible]	86.450	82.331	82.33	74.200	70.253	70.25
	STD	[illegible]	0.000675	0.100374	[illegible]	1.693184		0.32249	1.276362		0.176383	1.392672	
	Min	[illegible]	0.329	89.764	[illegible]	11.160		86.100	79.260		73.900	67.030	
	Max	[illegible]	0.331	90.074	[illegible]	17.160		86.900	84.070		74.500	71.850	
	Range	[illegible]	-0.002	-0.320	[illegible]	-6.000		-0.800	-4.810		-0.600	-4.820	

Delta Nom	0.05	-0.004	-0.14	-1.54	0.19		5.46	1.33		4.20	0.25	
USL	77.55	0.364	90.25		15.60			83.50			72.50	
Nom	77.30	0.334	90.00	13.10	13.10		81	81		70	70	
LSL	77.05	0.314	89.75		10.60			78.50			67.50	

Element	USL	26.39	166.33	142.25
Element	Nom	26.39	163.33	140.25
Element	LSL	24.39	161.33	138.25

WOT

Delta

Unit s Test Results Gr.Rod	Sample Number	"D" Slot angle Degrees	Debris Idle Stop Rad. Inches	Rotor Angle Degrees	Wot 1 Element	Wot 1 ETC	Wot 1 Delta Element/ETC	Wot 2 Element	Wot 2 ETC	Wot 2 Delta Element/ETC	Wot 3 Element	Wot 3	Wot 3 Delta Element/ETC
	1	0.082	-0.005	-0.160	-1.600	-0.170	-1.83	5.200	1.580	3.64	4.300	0.780	3.54
	2	0.087	-0.004	-0.094	-1.900	-1.940	0.04	5.800	3.070	2.85	4.850	1.850	2.85
	3	0.091	-0.004	-0.248	-1.800	4.060	-5.86	5.100	-1.740	6.84	3.900	-2.870	6.87
	4	0.029	-0.004	-0.169	-2.300	-0.130	-2.17	6.900	1.440	4.46	4.300	-0.110	4.41
	5	0.083	-0.003	-0.242	-1.500	-0.960	-0.54	5.100	1.860	3.24	4.100	1.060	3.02
	6	0.089	-0.003	-0.131	-2.000	0.190	-2.19	5.800	1.530	4.27	4.300	0.270	4.03
	7	0.056	-0.004	0.074	-1.600	-1.080	-0.52	5.200	2.240	2.96	4.200	1.490	2.71
	8	0.027	-0.003	-0.228	-1.000	0.030	-1.03	5.600	1.500	4.10	4.000	0.570	3.43
	9	0.024	-0.005	-0.046	-0.800	-0.070	-0.73	6.400	1.490	3.91	4.300	0.630	3.67
	10	0.006	-0.004	-0.206	-0.900	1.930	-2.83	5.600	0.380	5.24	4.100	-1.040	5.14
	Average	0.052	-0.004	-0.144	-1.540	0.19	-1.73	5.480	1.33	4.15	4.200	0.25	3.95
	STD	0.03034	0.000675	0.100374	0.499333	1.693154		0.32249	1.276362		0.176383	1.392872	
	Min	0.006	-0.005	-0.248	-2.300	-1.94		5.100	-1.74		3.900	-2.97	
	Max	0.091	-0.003	0.074	-0.800	4.06		5.900	3.07		4.850	1.85	
	Range	-0.085	-0.002	-0.320	-1.500	-5.000		-0.800	-4.810		-0.800	-4.820	

Delta Nom	-77.25	-0.335	-90.14	-82.29	-80.56		-24.22	28.37		-14.60	18.46	
USL	77.55	0.354	90.25		83.25			32.20			21.20	
Nom	77.30	0.334	90.00	80.75	80.75		29.7	29.7		18.7	18.7	
LSL	77.05	0.314	89.75		78.25			27.20			16.20	
		Element	USL	81.02			35.85			24.85		
		Element	Nom	79.02			33.85			22.85		
		Element	LSL	77.02			31.85			20.85		

From: Miers, Jerry [jmiers@wmco.com]
Sent: Monday, February 10, 2003 11:05 AM
To: 'tiposky@ford.com'; 'gwest2@ford.com'
Cc: Shlanpae, Don; Pyle, Ken
Subject: Requested data from KLT 10/06/02

Larry / Greg
Requested data from KLT units from 10/06/02.

[illegible]	[illegible]	Unit of Measure =	[illegible]		
[illegible]		Number of Entries =	[illegible]	[illegible]	
[illegible]	[illegible]	Average =	[illegible]	Standard Deviation	[illegible]
[illegible]	[illegible]	Minimum Value =	[illegible]	Lower Spec Limit	[illegible]
[illegible]	[illegible]	Maximum Value =	[illegible]	Upper Spec Limit	[illegible]
[illegible]	[illegible]	Range =	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Number of Bars =	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Number of Classes =	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Class Width =	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Beginning Point =	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Class	Range	[illegible]	

[illegible]

PEB3-044 18539

FOIA-044 10613

[illegible]	[illegible]	[illegible] =	[illegible]		
		Number of Entries =	[illegible]	[illegible]	
		Average =	[illegible]	Standard Deviation	[illegible]
		Minimum Value =	[illegible]	Lower Spec Limit	[illegible]
		Maximum Value =	[illegible]	Upper Spec Limit	[illegible]
		Range =	[illegible]	[illegible]	[illegible]
		[illegible] =	[illegible]	[illegible]	[illegible]
		Number of Class =	[illegible]	[illegible]	[illegible]
		Class Width =	[illegible]	[illegible]	[illegible]
		Beginning Range =	[illegible]	[illegible]	[illegible]

[illegible]

PE83-044 18545

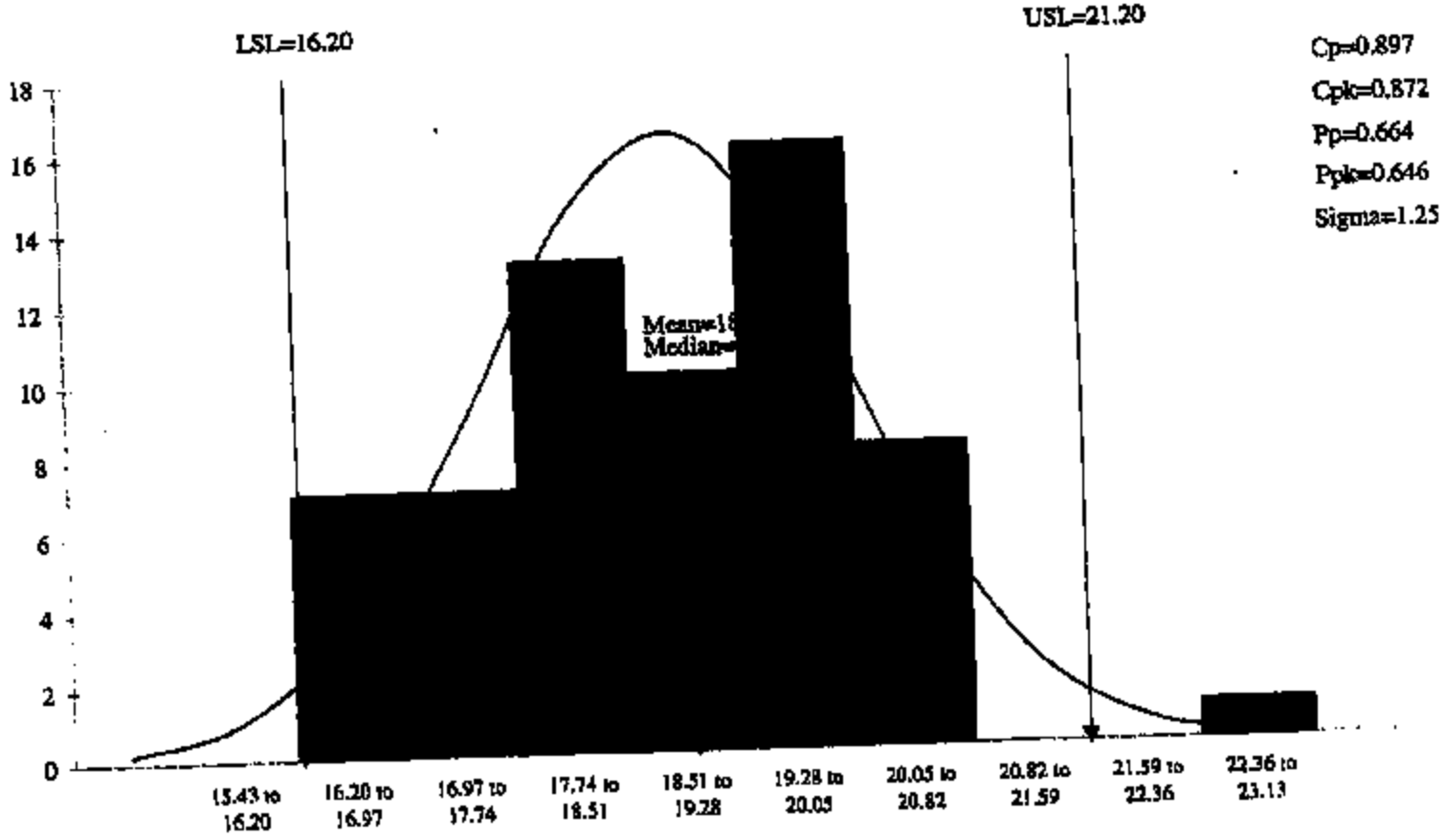
Unit of Measure =	[illegible]	
Number of Entries =	[illegible]	
Average =	[illegible]	Standard Deviation [illegible]
Minimum Value =	[illegible]	Lower Spec Limit [illegible]
Maximum Value =	[illegible]	Upper Spec Limit [illegible]
Range =	[illegible]	[illegible]
Number of Bars =	[illegible]	[illegible]
Number of Classes =	[illegible]	[illegible]
Class Width =	[illegible]	[illegible]
Beginning Point =	[illegible]	[illegible]

Class	Range	count	
1	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]
4	17.74 to [illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	[illegible]

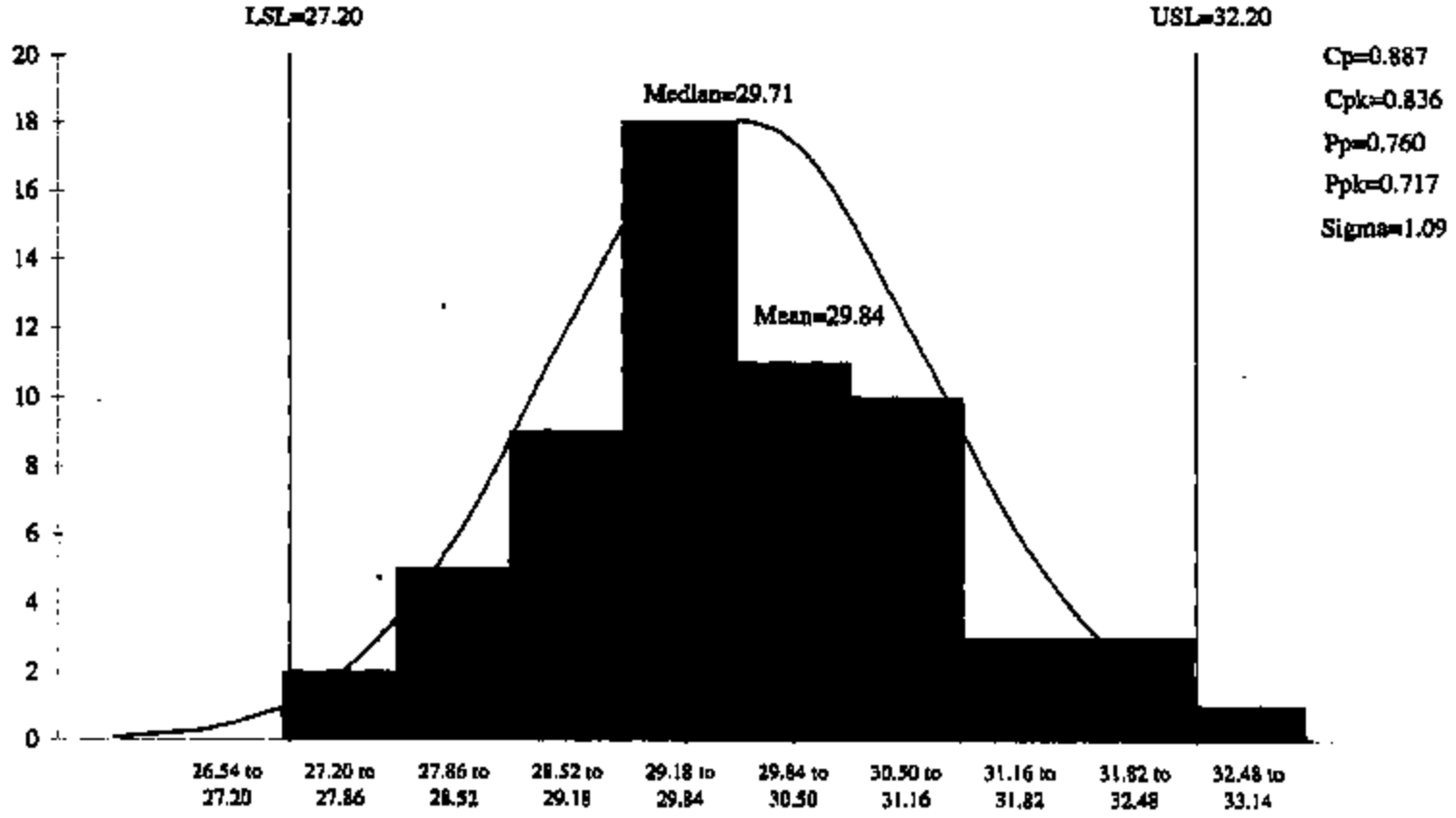
PBD-044 18252

[redacted]

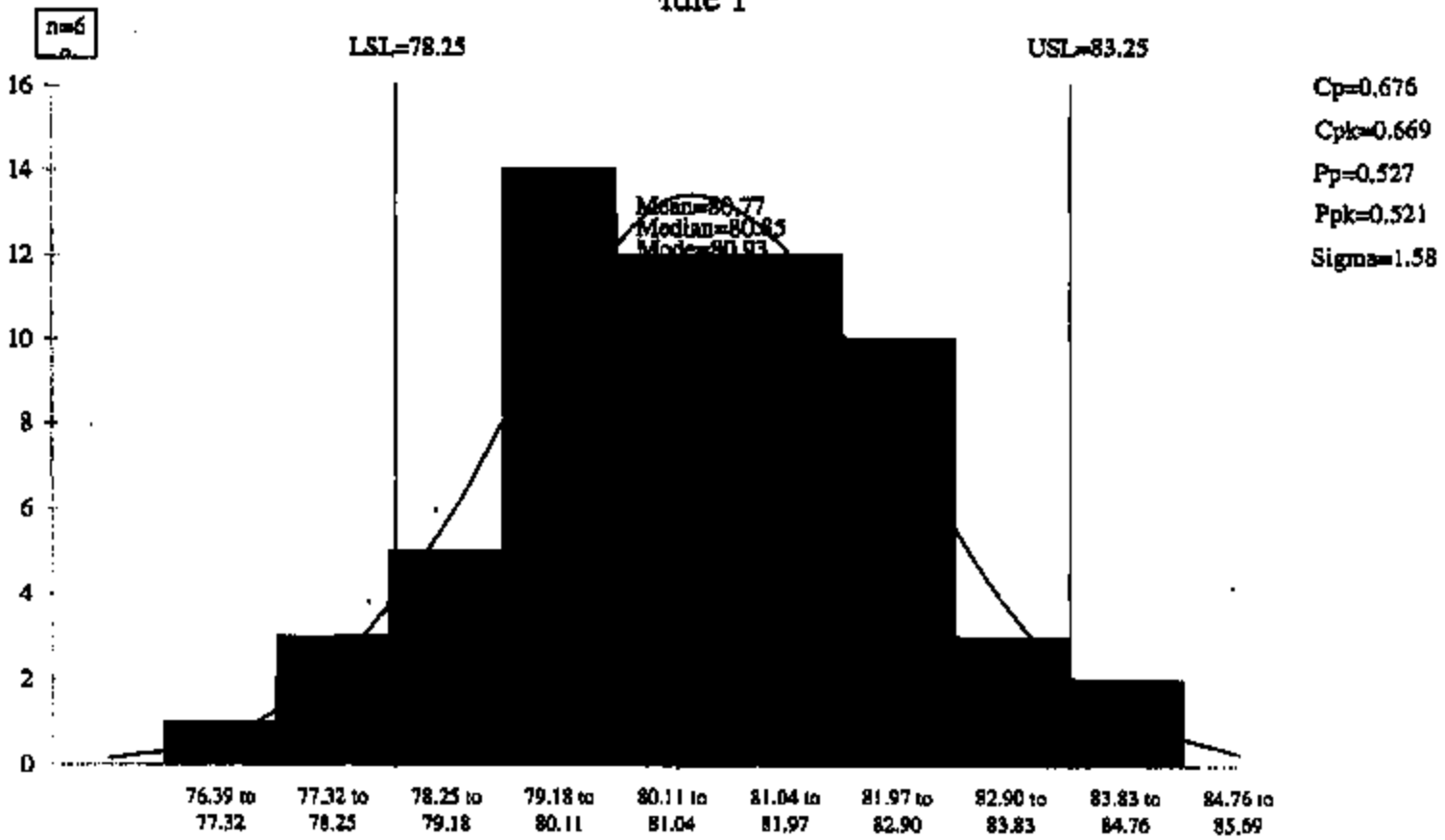
Data From KLT 10/06/02
Idle 3



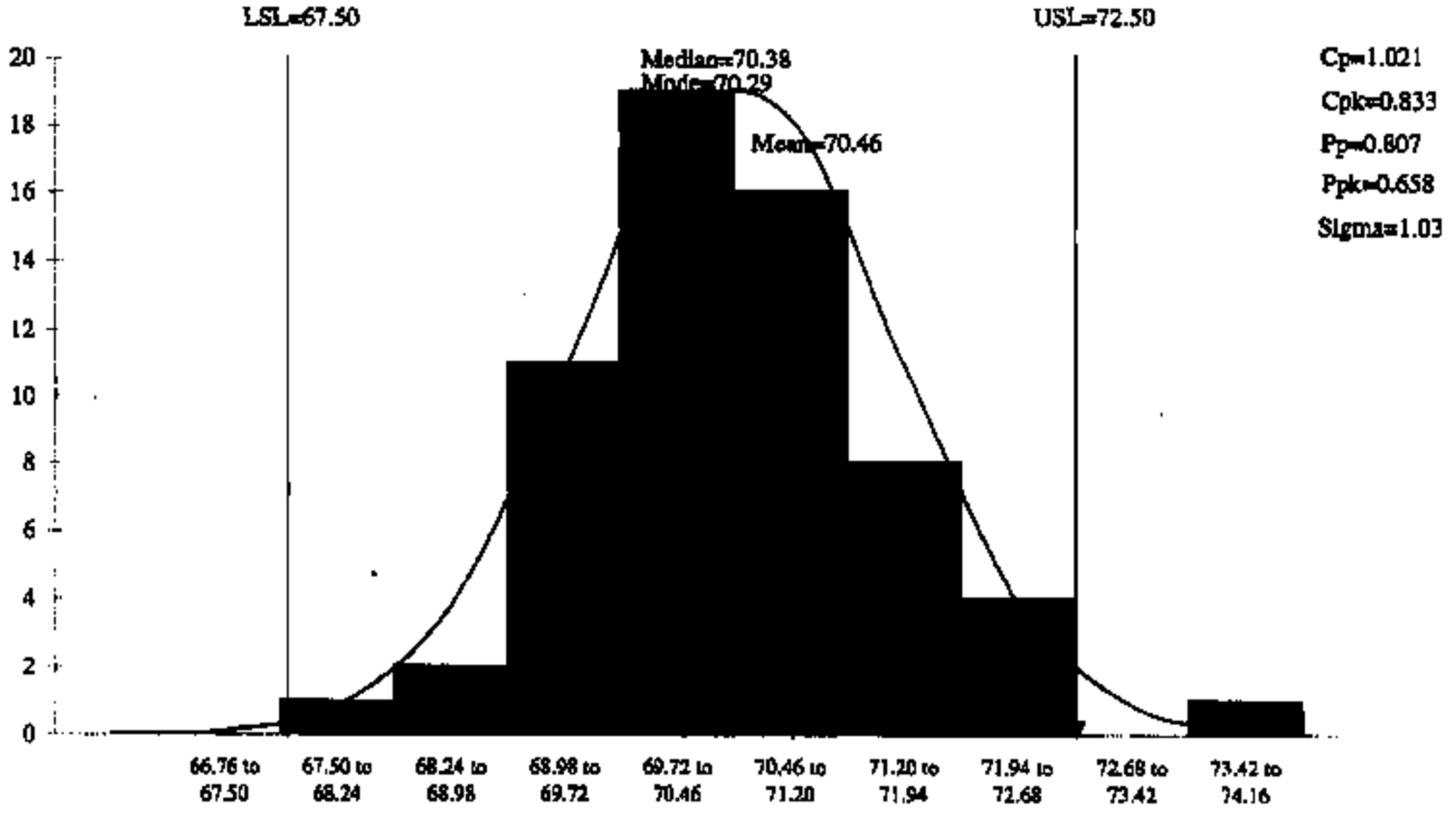
Data From KLT 10/06/02
Idle 2



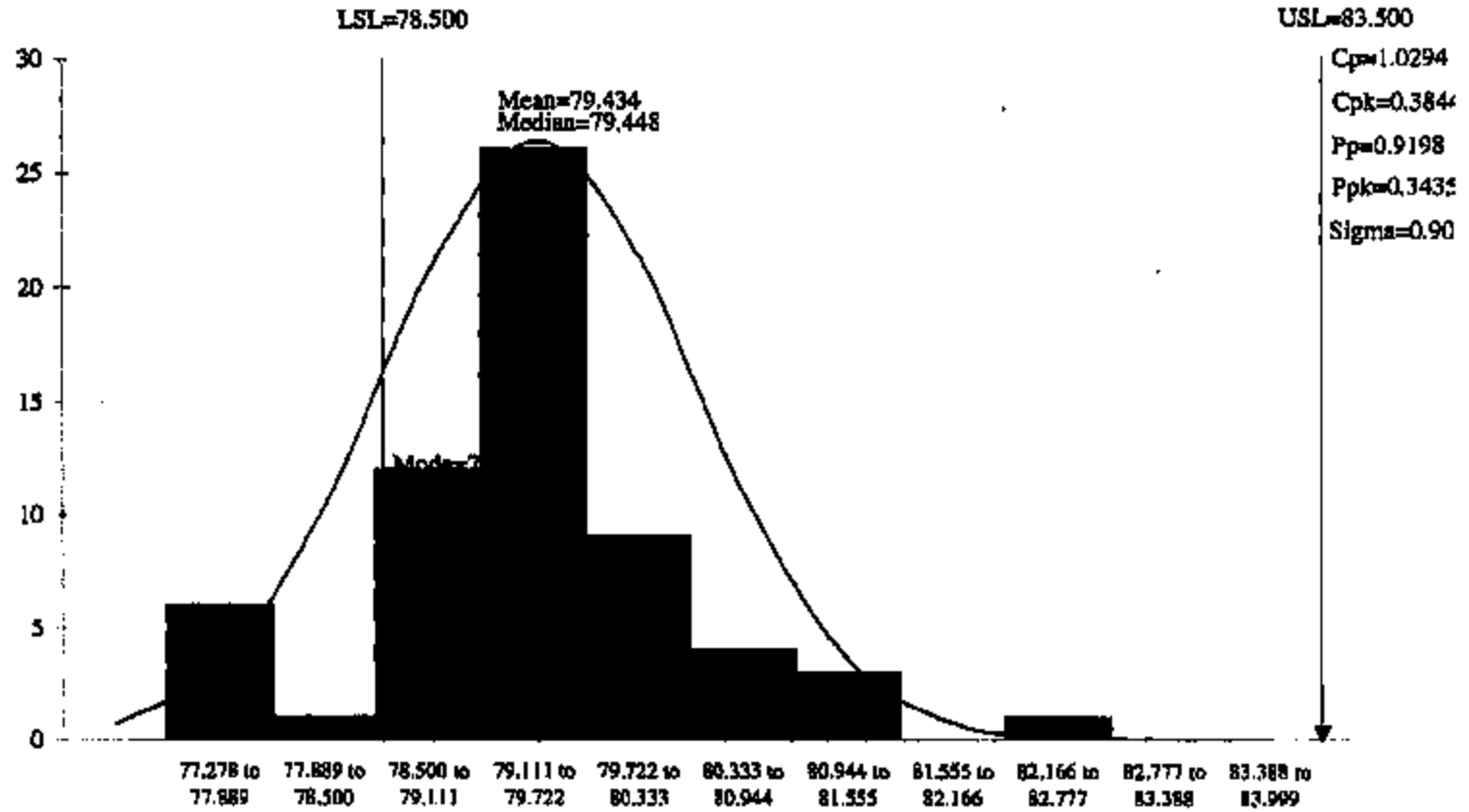
Data From KLT 10/06/03
Idle 1



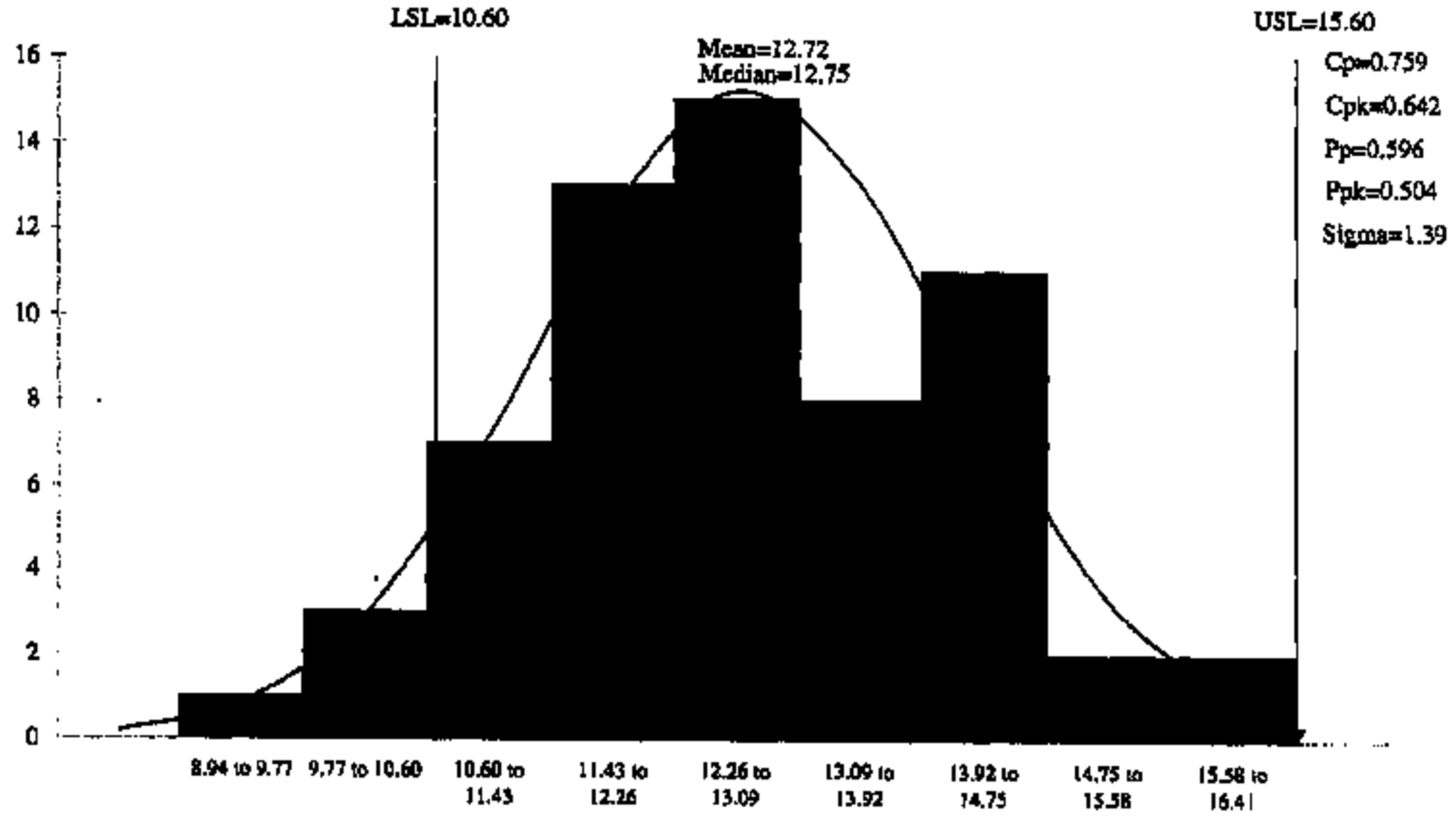
Data From KLT 10/06/02
WOT 3



Data From KLT 10/06/02
WOT 2



Data From KLT Test 10/06/02
WOT 1



From: Beuckelaere, Phillip (P.R.)
Sent: Saturday, December 09, 2000 5:02 PM
To: Petrauskas, Lisa (L.E.); Razzak, Abdul (A.); Williams, Pete (P.L.)
Subject: FW: P131/U137 OPD Design Review Open Assignments

If you name is on Heather's list, please contact her and work out agreement on closed items. Also try to get resolution on those that remain open.
I will be reviewing with you before the end of the year.

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

---Original Message---
From: Daniels, Heather (H.R.)
Sent: Monday, November 27, 2000 10:17 AM
To: Ajegba, Brenda (B.); Altholz, Tom (T.S.); Armbruster, Phil (P.J.); Ault, Nick (N.M.); Baghdoian, Mitch (M.); Barker, Paul (P.); Barrager, Lisa (C.); Bedi, Paramjot (P.S.); Beuckelaere, Phillip (P.R.); Bray, Martin (M.L.); Bunker, Christopher (C.); Burdette, Dave (D.W.); Butts, Kenneth (K.A.); Carpenter, Rory (R.R.); Caulfield, Neville (N.); Cavanaugh, Thomas (T.P.); Channell, Gary (G.D.); Chavis, Cory (C.J.); Chew, William (W.J.); Clinton, Mozell (M.J.); Currie, David (D.J.); Dan, Mirella (M.A.); Daniels, Heather (H.R.); DesErmia, Bret (B.A.); Dixon, Robert (R.E.); Dupuis, Larry (L.J.); Engel, Denise (D.L.); Faler, Keith (K.R.); Fisch, Ronald (R.F.); Fogarty, William (W.W.); Freeman, Scott (S.T.); Fromm, Vince (H.V.); Gilpin, Leary (L.W.); Greenawalt, Melissa (M.L.); Guys, Philip (P.R.); Hasslinger, Chris (C.V.); Hazerjian, Michael (M.J.); Henderson, Tamara (T.L.); Himes, Bill (B.L.); Hoffman, David (D.W.); Holmes, Ann Marie (A.); Ignatiak, Donald (D.J.); Ikits, Isaak (I.A.); Jowa, Alex (A.I.); Kearney, Todd (T.); Kelley, Bill (W.B.); Kedalach, Kevin (K.W.); Ka, George (G.T.); Kobus, Jack (J.M.); Kort, Ramzi (R.A.); Kroll, Susan (S.E.); Kwasniewicz, Chris (C.L.); Lakits, Eric (E.); Lee, Dave (D.); Lee, Jason (J.D.); Lefranc, George (G.A.); Lenz, Todd (T.A.); Lidgett, Diana (D.L.); Lingg, Dan (D.J.); Lohman, Lynn (L.A.); Lubinski, John (J.J.); Martin, Henry (H.L.); McCarthy, Dan (D.J.); McDaniel, Jerry (J.); McKinney, JoLane (J.M.); Mims, Adam (A.); Musselman, Thomas (T.A.); Negrea, Andrei (A.M.); Oldfield, James (J.H.); Olszewski, Stan (S.J.); Pathak, Jay (J.); Patterson, Doug (D.L.); Pazdalerz, Bob (B.C.); Petersen, Donald (D.R.); Peterson, Eric (E.J.); Petrauskas, Lisa (L.E.); Polasek, John (J.A.); Pullela, Ananth (A.); Rank, John (J.A.); Reyes, Pete (P.D.); Riggs, Steven (S.E.); Rodriguez, Lori (L.A.); Rohrhoff, Bob (Robert J.); Rose, Roger (R.M.); Rushi, Susan Guarnaino (S.K.); Salazar, Sumorfin (S.); Savage, Larry (L.N.); Schmidt, Gregory (G.A.); Shah, Bipin (B.S.); Shahab, Syed (S.A.); Sharif, Lutfi (L.S.); Sharma, Vipon (V.K.); Shin, Aaron (A.W.); Smith, Douglas (D.W.); Sojka, Ron (R.A.); Stanley, Steve (S.T.); Stancher, Lorena (L.K.); Stockman, Michael (M.G.); Tarrant, Dave (D.W.); Taylor, Philip (P.A.); Troiano, Thomas (T.J.); Trujillo, Philip (P.A.); Vaishnav, Dhaval (D.N.); Van Dorn, Scott (S.S.); Van Dusen, Bill (W.J.); Wallace Jr., Sam (S.E.); Walsh, Michael (M.D.); Walsh, Thomas (T.J.); Wan, Alex (Nies.); Ward, Mike (M.M.); Webster, Michael (M.W.); Weems, Joe (J.L.); Williams Jr., James (J.P.); Williams, Renita (R.A.); Williamson, David (D.M.); Wolters, Robert (R.A.); Wontor, Russ (R.A.); Woydik, Kevin (K.R.); Younus, Mohammad (M.Z.); Zolna, Mark (M.)
Subject: FW: P131/U137 OPD Design Review Open Assignments

Just a reminder....Please review the Open Assignments Matrix below and forward any updates to your open issues to me ASAP. Any issues still open on 12/4 will be reviewed with S. Van Dorn at the Design Review.

Thank you to all who have responded with updates so far!

Heather Daniels

Vehicle Engineering Program Mgmt
Super Duty OPD NVH/Ride & Handling
313-20-64592
PDC, cube 26-C37

---Original Message---
From: Daniels, Heather (H.R.)
Sent: Tuesday, November 21, 2000 10:21 AM
To: Ajegba, Brenda; Altholz, Tom; Armbruster, Phil; Ault, Nick; Baghdoian, Mitchell; Barker, Paul; Barrager, Lisa; Bedi, Paramjot; Beuckelaere, Phillip; Bray, Martin; Bunker, Christopher; Burdette, Dave; Butts, Kenneth; Carpenter, Rory; Caulfield, Neville; Cavanaugh, Thomas; Channell, Gary; Chavis, Cory; Chew, William; Clinton, Mozell; Currie, David; Dan, Mirella; Daniels, Heather; DesErmia, Bret; Dixon, Robert; Dupuis, Larry; Engel, Denise; Faler, Keith; Fisch, Ronald; Fogarty, William; Freeman, Scott; Fromm, Vince; Gilpin, Leary; Greenawalt, Melissa; Guys, Philip; Hasslinger, Chris; Hazerjian, Michael; Henderson, Tamara; Himes, Bill;

Hoffman, David; Holmes, Ann Marie; Ignastak, Donald; Itis, Isaak; Jowa, Alex; Kearney, Todd; Kelley, Bill; Kedalsch, Kevin; Ko, George; Kobus, Jack; Kost, Ramzi; Krull, Susan; Kwasniewicz, Chris; Lakes, Eric; Lee, Dave; Lee, Jason; Lefranc, George; Lenz, Todd; Liggett, Diana; Lingg, Dan; Lohman, Lynn; Lubinski, John; Martin, Henry; McCarley, Dan; McDaniel, Jerry; McKinney, JeLana; Mitra, Adam; Musselman, Thomas; Negrus, Andrei; Oldfield, James; Olszewski, Stan; Pallak, Jay; Patterson, Doug; Pazdziera, Bob; Petersen, Donald; Peterson, Eric; Petraustas, Lisa; Polasek, John; Pulleta, Ananth; Rank, John; Reyes, Pete; Riggs, Steven; Rodriguez, Lori; Rohrhoff, Bob; Rose, Roger; Ruehl, Susan Guarnalmo; Salazar, Sumorfin; Savage, Larry; Schmidt, Gregory; Shah, Bipin; Shahab, Syed; Sharif, Lutfi; Sharma, Vipon; Shin, Aaron; Smith, Douglas; Smith, Ron; Stahley, Steve; Starcher, Lorena; Stockman, Michael; Tarrant, Dave; Taylor, Philip; Troiano, Thomas; Trujillo, Philip; Vaishnav, Dhaval; Van Dorn, Scott; Van Dusen, Bill; Wallace Jr., Sam; Walsh, Michael; Walsh, Thomas; Wan, Alex; Ward, Mike; Webster, Michael; Weems, Joe; Williams Jr., James; Williams, Renita; Williamson, David; Walters, Robert; Worosz, Russ; Woycik, Kevin; Younus, Mohammad; Zotos, Mark

Subject: P131/Ut37 OPD Design Review Open Assignments

Below I have attached the Open Assignments Matrix from the Design Review Meetings. I have many open issues that probably have been completed and that need to be closed out prior to the ISO audit on 12/4. Please review your open issues in the document below and provide the following for each assignment:

1) Status of the assignment,
2) Close date.
3) Any notes or status information that should be included.

DR_Open_Assignments.xls

Any assignments that are past their due date by 12/4 will be reviewed with S. Van Dorn in the 12/4 Design Review.

Please contact me if you have any questions.

Thank you!

Heather Daniels

Vehicle Engineering Program Mgmt
Super Duty OPD NVH/Ride & Handling
313-20-64592
PDC, cube 26-C37

P151/A/127 OPD DESIGN REVIEW OPEN ASSIGNMENTS

These assignments highlighted in yellow have passed due dates and need closure. Please see Heather Daniels to update your assignments. Thank you.

No	Issue/Assignment	Champion	Date Opened	Due Date	Close Date	Comments/Results
[illegible]						
21 *			8/25/2000			
28						
[illegible]						
[illegible]						
[illegible]						
[illegible]						
[illegible]						
231						
232						
233			8/25/2000	9/18/2000	9/18/2000	
[illegible]						
24 *			9/11/2000	9/25/2000	10/11/2000	
242			9/11/2000	9/25/2000		
243			9/11/2000	9/25/2000		
244			9/11/2000	9/25/2000		
[illegible]						
261			9/11/2000	9/25/2000		
262			9/11/2000	9/25/2000		
27						
271			9/11/2000	9/25/2000		
272			9/11/2000	9/25/2000		
28						
29 *			9/11/2000	9/25/2000	10/25/2000	
292						
293			9/11/2000			
[illegible]						
301			9/18/2000	10/30/2000		
[illegible]						
321			9/18/2000	10/2/2000		

P191/AP137 OPD DESIGN REVIEW OPEN ASSIGNMENTS

No.	Issue/Assignment	Champion	Date Opened	Due Date	Close Date	Comments/Resolution
[illegible]						
33.1	Determine if LOSM changes will affect L137 program. Present update at 9/25 Design Review.	R. Isom, Kostal	9/18/2000	9/25/2000		
33.2	Investigate Uniglo tool for L137 to minimize risk of LOSS changes. Present update at 9/25 Design Review.	R. Isom, Kostal	9/18/2000	9/25/2000		
33.4	[illegible]	R. Isom	9/18/2000	10/2/2000		
33.5	Determine if dual PSW bulbs can be used on with dual slot presets at 9/25 Design Review	R. Isom, Kostal	9/18/2000	9/25/2000		
[illegible]						
34	Investigate potential opportunities for earning Extended Warranty Insurance at 9/25 Design Review	K. Kostal	9/18/2000	10/2/2000		
35	[illegible]					
36	Provide overlay of wiring schematic to Kostal. Review panel with Engineering to identify [illegible]	M. Grunwald	9/18/2000	9/18/2000		
37	[illegible]					
38.1	[illegible]	[illegible]	9/18/2000	10/2/2000		
38.2	Provide wiring harness to Kostal for mock-up	L. [illegible]	9/18/2000	10/2/2000		
39	[illegible]					
40	Work with Engineering to develop a test plan for evaluating Sidewall Curtain Airbag performance with and without [illegible]	D. Langstaff, K. Kostal	9/25/2000	10/16/2000		
41	[illegible]					
42	[illegible]	Engr.	9/27/2000	10/16/2000		
43	[illegible]					
44.1	Investigate the possible timing issue between Jan. 2002 and timing change in 2002	P. Baumgartner	9/25/2000	10/9/2000		
44.2	Provide Engineering team for analysis/testing at Design Review	K. Kostal	9/25/2000	10/9/2000		
44.3	Present to Van Dorn and Engineering the results of the investigations	K. Kostal	9/25/2000	10/9/2000		
[illegible]						
45	Prepare business case for LOS including cost, timing and assisting documents for Van Dorn and Ford Engineers	K. Kostal	9/25/2000	10/9/2000		
[illegible]						
46.1	Arrange for OPD guys to go over to Dearborn to work by themselves	K. Kostal, C. Grant	10/2/2000	10/9/2000		
[illegible]						

P131A/137 OPD DESIGN REVIEW OPEN ASSIGNMENTS

No	Issue/Assignment	Champion	Date Opened	Due Date	Close Date	Comments/Report
44.1	Evaluate Upper Hinge cap, fill gaps and smear pitch	[redacted]	[redacted]	[redacted]		
[redacted]						
48.1	Move flanges of Chase II bezel to accommodate thicker dyed all KTP crystal and relocate flanges to S. Van Dorn	[redacted]	[redacted]	[redacted]		
48.2	[redacted]	[redacted]	[redacted]	[redacted]		
48.3	[redacted]	[redacted]	[redacted]	[redacted]		
[redacted]						
48.1	[redacted]	[redacted]	[redacted]	[redacted]		
[redacted]						
47.1	[redacted]	[redacted]	[redacted]	[redacted]		
[redacted]						
48.1	[redacted]	[redacted]	[redacted]	[redacted]		
48.2	[redacted]	[redacted]	[redacted]	[redacted]		
[redacted]						
48.1	Obtain and review FMEA for current Wire Harness for reference	[redacted]	[redacted]	[redacted]		
48.2	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	
48.4	[redacted]	[redacted]	[redacted]	[redacted]		
48.5	[redacted]	[redacted]	[redacted]	[redacted]		
48.6	[redacted]	[redacted]	[redacted]	[redacted]		
48.7	[redacted]	[redacted]	[redacted]	[redacted]		
48.8	[redacted]	[redacted]	[redacted]	[redacted]		
[redacted]						
58.1	[redacted]	[redacted]	[redacted]	[redacted]		
30.1	Get material to confirm installed wire harness can survive a simple 30 days test cycle at	[redacted]	[redacted]	[redacted]		
30.2	Organize meeting with S. Van Dorn, program mgmt., and team to review / determine test cycling and scope and timing for program	[redacted]	[redacted]	[redacted]		
[redacted]						
57.1	[redacted]	[redacted]	[redacted]	[redacted]		
[redacted]						
55.1	Supply material and tooling for all subsystem parts to [redacted]	[redacted]	[redacted]	[redacted]		

PE03-044 22005

P161AN17 OPD DESIGN REVIEW CLOSED ASSIGNMENTS

No	Issue/Assignments	Champion	Date Opened	Due Date	Close Date	Comments/Results
[redacted]						
1.1	Provide cost analysis for using MY 2001 HPMs with the MY 2002 40% door glass and for using MY 2001 armrest with the MY 2002 captains seat with a 6 way space at Pos. 5	K. Ford / Nicolas JC	7/31/2002	8/11/2002	8/11/2002	[redacted]
1.2	Provide [redacted]	K. Ford / Nicolas JC	7/31/2002	8/11/2002	8/17/2002	Waiting on [redacted] for completion 8/17/02
1.3	Meet with Mr. [redacted]	[redacted]	7/31/2002	8/11/2002	8/1/2002	[redacted]
2	[redacted]					
2.1	[redacted]	[redacted]	7/31/2002	8/11/2002	7/31/2002	[redacted]
3	[redacted]					
3.1	Confirm all seats meet the requirements for MY 2001 seating & Verify the updated weight of seats	S. Wilson / Dana	7/31/2002	8/11/2002	8/11/2002	
4	[redacted]					
4.1	Manage packaging and fit out of [redacted]	[redacted]	8/7/2002	8/18/2002	8/11/2002	[redacted]
4.2	[redacted]	L. Shaw	8/7/2002	8/18/2002	8/28/2002	[redacted]
5	[redacted]					
5.1	[redacted]	[redacted]	8/7/2002	8/14/2002	8/18/2002	[redacted]
[redacted]	[redacted]	[redacted]	8/7/2002	8/7/2002	10/23/2002	[redacted]
6	[redacted]					
6.1	[redacted]	[redacted]	8/7/2002	8/11/2002	8/28/2002	[redacted]
3.2	[redacted]	[redacted]	8/7/2002	8/18/2002	8/18/2002	[redacted]
[redacted]	[redacted]					
7.1	[redacted]	[redacted]	8/7/2002	8/11/2002	8/7/2002	[redacted]
7.2	[redacted]					
8.1	[redacted]	[redacted]	8/7/2002	8/18/2002	8/11/2002	[redacted]
8.2	Provide all load management simulations for the [redacted]	[redacted]	8/7/2002	8/11/2002	8/1/2002	[redacted]
[redacted]	[redacted]					
9.1	[redacted]	[redacted]	8/7/2002	8/11/2002	8/7/2002	[redacted]
9.2	Present final seller [redacted]	[redacted]	8/7/2002	8/11/2002	8/7/2002	[redacted]
8.3	Develop [redacted]	[redacted]	8/7/2002	8/4/2002	8/7/2002	[redacted]
[redacted]	[redacted]					
10.1	Provide [redacted]	[redacted]	8/7/2002	8/18/2002	8/18/2002	[redacted]
10.2	[redacted]	[redacted]	8/7/2002	8/28/2002	10/8/2002	[redacted]
[redacted]	[redacted]					
11.1	[redacted]	[redacted]	8/7/2002	8/28/2002	8/7/2002	[redacted]

P151A0137 OPD DESIGN REVIEW CLOSED ASSIGNMENTS

No	Item/Action assigned to	Change on	Date Opened	Due Date	Close Date	Comments/Results
[redacted]						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						

P151-044 22188

From: Perkins, Cameron (C.C.)
Sent: Wednesday, June 12, 2002 9:12 AM
To: West, Gregory (G.S.)
Subject: RE: pedals

Greg , vehicles out here are:
567w583 F-350
568w640 Excursion power pedal
568w765 F-450
568w571 F-250
We seem to be having problems with one of the new pedals , I will fill you in later. Also do we need this level in our 2004 vehicles.

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Tuesday, June 11, 2002 1:48 PM
To: Perkins, Cameron (C.C.); Solterman, Brooks (B.M.); Finchum, Jonathan (J.R.); Sovel, Ken (K.E.)
Subject: RE: pedals

Thanks for the vehicle numbers Jonathon.
Brooks/Cam/Ken, do you know your vehicle numbers?
How have the pedals been so far?

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Thursday, June 06, 2002 2:50 PM
To: Perkins, Cameron (C.C.); Solterman, Brooks (B.M.); Finchum, Jonathan (J.R.); Sovel, Ken (K.E.)
Cc: West, Gregory (G.S.)
Subject: RE: pedals

Cam/Ken, 3 fixed and 1 adj pedal have been shipped O/N.
Brooks/Jonathan, you got 8 fixed and 1 adj.
Please let me know vehicle #s that these pedals go into so I can track for DV purposes, thanks.

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Wednesday, June 05, 2002 3:44 PM
To: Perkins, Cameron (C.C.)
Cc: Sovel, Ken (K.E.); Finchum, Jonathan (J.R.); Solterman, Brooks (B.M.); West, Gregory (G.S.)
Subject: RE: pedals

Cam, I will send out 4 fixed pedals tomorrow and try to get you an adj as quick as possible.
Jonathan, I will bring you 8 pedals tomorrow.
These fixed pedals are the latest the supplier has made so I want to get them into trucks to verify we have no issues with them. The adj pedals are also new (BB level) with the transfer function revised to match the fixed.

Voltages you should be reading on the fixed pedal idle to WOT are:
track 1 4.04 - .65
track 2 1.49 - 4.05
track 3 .94 - 3.5
All of those values have a +/-.125V tolerance.

-----Original Message-----
From: Perkins, Cameron (C.C.)
Sent: Wednesday, June 05, 2002 3:30 PM

To: West, Gregory (G.S.)
Cc: Perkins, Cameron (C.C.)
Subject: pedals

Greg , we have 4 trucks with us 3 are fixed and one is power.We will be staying at Four points silverthorne , 560 Silverthorne lane Silverthorne Co. US 80498 Phone # 970-468-7829 ATTN: Cam Perkins. We will be there starting 6-6-02 thru 6-13-02 please sent pedal there. THANKS

From:	West, Gregory (G.S.)
Sent:	Thursday, June 06, 2002 2:50 PM
To:	Perkins, Cameron (C.C.); Solterman, Brooks (B.M.); Finchum, Jonathan (J.R.); Sovel, Ken (K.E.)
Cc:	West, Gregory (G.S.)
Subject:	RE: pedals

Cam/Ken, 3 fixed and 1 adj pedal have been shipped O/N.
Brooks/Jonathan, you got 8 fixed and 1 adj.
Please let me know vehicle #s that these pedals go into so I can track for OV purposes, thanks.

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Wednesday, June 05, 2002 3:44 PM
To: Perkins, Cameron (C.C.)
Cc: Sovel, Ken (K.E.); Finchum, Jonathan (J.R.); Solterman, Brooks (B.M.); West, Gregory (G.S.)
Subject: RE: pedals

Cam, I will send out 4 fixed pedals tomorrow and try to get you an adj as quick as possible.
Jonathan, I will bring you 8 pedals tomorrow.
These fixed pedals are the latest the supplier has made so I want to get them into trucks to verify we have no issues with them. The adj pedals are also new (B8 level) with the transfer function revised to match the fixed.

Voltages you should be reading on the fixed pedal idle to WOT are:
track 1 .64 - .65
track 2 1.49 - 4.05
track 3 .94 - 3.5
All of those values have a +/-.125V tolerance.

-----Original Message-----
From: Perkins, Cameron (C.C.)
Sent: Wednesday, June 05, 2002 3:30 PM
To: West, Gregory (G.S.)
Cc: Perkins, Cameron (C.C.)
Subject: pedals

Greg , we have 4 trucks with us 3 are fixed and one is power.We will be staying at Four points silverthorne , 560 Silverthorne lane Silverthorne Co. US 80498 Phone # 970-468-7829 ATTN: Cam Perkins. We will be there starting 6-6-02 thru 6-13-02 please sent pedal there.
THANKS

SEND NOTE TO BUECAL ON CAMPAIGN PROGRAM

P131/U137 MY2001 Adjustable Pedal PMT

Team members: Donald Sillanpaa, Leon Sasalla, Tim Tighe, Steve Engelgau, Phil Benchelaere, Mat boyd, Keith Lieberman, Steve Campbell, Dan Sibthorp, Henry Brown, Jerry Hess, Peter Huang, Steve Chen

Agenda Items	Status/Report	Responsibility
Timing Plan from Teleflex	The PSW date is set on 6/26/2000. Assumed kick-off production tooling on 9/3/1999. This timing plan does not meet 2001 Job #1 1. Teleflex brought in new timing plan with PSW date to meet Job #1. 2. Teleflex will bring detail DVP&R test and updated FMEA to next meeting	Tim Tighe/ Bill Mohler
CAE crash test	Waiting for CAE people's respond 1. Steve Chen is checking test data by 6/14/1999 2. Teleflex agreed to design break away bracket, 7/2/1999	Steve Chen
Pedal may interference with hushpanel	U137 added a hushpanel in MY2000, need CAD study and may require re-design the hushpanel 6/23/99	Jerry Hess
Brake pedal interference with floormat	Need cut off floormat 2 inches	Peter Huang
Heat Duct	Need timing plan, DVP&R and FMEA	Sorin Stancu
	1. Funding, Should Visteon fund the project ? Closed 6/23/99	Bart Van Giesen
Switch Location	Need a switch location. Approved preliminary in Part II meeting, 6/16/99	Chris Atkinson
ECT connector	Use 10 pins or 8 pins connector 1. 10 pins was picked on 6/9/1999 PMT meeting	Don Sillanpaa
Commonize accelerator bracket w/ fix pedal		
~~Motor Connector~~	~~Prototype connector is different from production~~	
Tie it supplier quality review		

File: agenda
Date Created: 6/9/1999
Date Revised / Printed: 07/21/1999

Prepared by: Peter Huang
P131 OPD Brake

Campain Prevention — TIM TO MEET W/ Jim CARROD on ACCEL Rear
PETER TO CHECK W/!
- BULCAR —

Step Over High Variation

EMS test ?? EMC
RFI

— Part released states

Motor electrical connetor to AFL

File: agenda
Date Created: 8/9/1999
Date Revised / Printed: 07/21/1999

Prepared by: Peter Huang
P131 OPD Brake

PE83-844-R 2518

Adjustable Pedal PMT Meeting
January 19, 2000
Meeting Agenda

AWS

1/21 Follow-up Safety Rat

1) Crash Vehicle Update - Installation on vehicle indicates close clearance between motor mounting bracket & dash insulating panel.

1/20 — 2) List of design changes – To Be Provided Tomorrow

TBD — 3) Updated FMEA – Reflects All Changes

4) Updated DVPR

5) Updated Timing Plan – Need Rev to Reflect Tool Part Build – 60 – 70 Parts; 26 Parts – Mid Feb ETC

6) Status of pedal for Durability Vehicle at APG – Used for Testing w/ Cable

1/25 — 7) 8D for malfunctioned pedal provided to Vince Fromm – This week

1/21 — 8) Latest CAD File provided to Ford – To Ford Today – Part Revised to Date – Default Positions: - Forward - Rearward - Applied - Released } GAS + Diesel

— 9) Production Tooled Parts for MY2001 IPP builds. Pedal 9/1/00 9/1

10) Walk ins –
- Jerry Hess – Hush Panel
- Discuss Adjustable Pedals with Ken Townsend

Write Up —

P131/U137 MY2001 Adjustable Pedal PMT

Agenda Items	Status/Report	Responsibility
Timing Plan from Teleflex	The PSW date is set on 6/26/2000. Assumed kick-off production tooling on 6/3/1999. This timing plan does not meet 2001 Job #1	Tim Tighe/ Bill Mohler
CAE crash test	Waiting for CAE people's respond — MOVE MOTOR — NOT FEASIBLE	Mike Jurcsek
Pedal may interfere with hushpanel	U137 added a hushpanel in MY2000, need CAD study and may require re-design the hushpanel NEED TO WORK WITH ATRIUM/ TO TRIAD HAS DESIGN OF HUSHPANEL	Jerry Hass
Brake pedal interferances with floormat	Need cut off floormat 2 inches — 70 mm CLEAR THICKNESS — 9 mm	Peter Huang
Heat Duct	-Need timing plan, DVP&R and FMEA — LAVATO INVOLVED	Sorin Stanou
Switch Location	Need a switch location	Chris Atkinson — NEED VISTEON SUPPLY
~~BCP~~ connector	Use 10 pin or 6 pins connetor	Don Sillanpaa

ETC

ELEC-
DAVE KAMINSKI

agenda
Date Created: 6/9/1999
Date Printed: 06/09/1999

Prepared by: Peter Huang
P131 CPD Brake