

**PE03-044**

**FORD**

**5/13/2005**

**APPENDIX I**

**BOOK 21 OF 28**

**PART 2 OF 4**

ADJUST ~~...~~ POSITION - 4-5 SECONDS 3 INCHES

FORWARD  
REVERSE

- FAILS COMPLETELY
- INTERMITTENTLY
- > 3 INCHES (FAST)
- < 3 INCHES (SLOW)

ADJUST ~~...~~ POSITION 4-5 SECONDS 3 INCHES

FORWARD  
REVERSE

- FAST
- INADVERTANT
- NOISY
- INTERFERABLE WITH OTHER ADJACENT COMP

- MAINTAIN STEP OVER HEIGHT - NOT MAINTAINED INTERMITTENTLY

- TRANSMIT DRIVE COMMAND TO ~~...~~ BRAKE SYSTEM - NOT TIME

- TRANSMIT DRIVE COMMAND TO ~~...~~ THROTTLE - NOISY



- ACTIVATE BRAKE LIGHT SWITCH

- STATIC ~~...~~ - VIBATION

- ASSEMBLY
- APPEARANCE
- SERVICE ABILITY
- MAINTAIN ERGONOMICS

800  
317  
1117

1167  
260  
1117

1,100

DOOR - 3,000  
HANDLE - 1,000  
CONTROL - 9,000  
WHEEL - 1,000

From: Miers, Jerry [miers@wmco.com]  
Sent: Wednesday, March 20, 2002 10:57 AM  
To: Sillanpaa, Don; 'Greg West (E-mail)'  
Cc: Bitner, Ken  
Subject: RE: 2003 PV Docs

Greg,  
The new plan dates are as follows, LRR w/ Audrey Kronenberg and Al Cruise  
April 15th and  
PSN present Element, 2003.25 APQP, Q1 with Emmett is May 7th -10th.

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

> From: Sillanpaa, Don  
> Sent: Wednesday, March 20, 2002 10:49 AM  
> To: Greg West (E-mail)  
> Cc: Bitner, Ken; Miers, Jerry  
> Subject: FW: 2003 PV Docs

>  
> Greg, please see the attached excel files re. to the 2003.25 PV plan. In  
> an effort to shorten the overall PV program, we are proposing that test  
> procedures which are required to validate components or materials that are  
> carryover from the current pedal assembly be eliminated or combined into  
> another test leg. You well know that we are in crunch-mode already, and  
> any relief you can provide by allowing us to pass over tests which are  
> redundant or already proven-out would be greatly appreciated.

> We have communicated to Mary Wood that we plan to submit the PPAP on  
> 5/24/02 and support the 1PF IPD of 6/03/02 with PPAP parts. Mary said  
> this requires an Alert on your part (some surprise.) Let me know what you  
> think.

>  
> Jerry also informed me earlier of your latest plans for a visit to the  
> plant.

>  
> Regards,  
> Don Sillanpaa  
> Product Engineer, Williams Controls Technology Center  
> phone: (941) 351-9118, extension 31  
> fax: (941) 351-3829  
> e-mail: dsillanpaa@wmco.com

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

> From: Bitner, Ken  
> Sent: Friday, March 15, 2002 1:05 PM  
> To: Sillanpaa, Don  
> Cc: Miers, Jerry  
> Subject: 2003 PV Docs

> Don,

> Here are two versions of the 2003 P131 PV docs:

> What we would propose to do:

> << File: 2003 P131 Test Flow-Proposed.xls  
> >> << File: 2003 P-131-PVPR Proposed 03-15-02.xls >>

> ...and what the entire spec requires:

> << File: 2003 P131 Test Flow.xls >> <<  
> File: 2003 P-131-PVPR 03-05-02.xls >>

FE03-044 5619

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>  
>  
>  
Ken Bitner  
Eng. Services Supervisor  
Williams Controls Technology Center  
1701 DeSoto Rd.  
Sarasota, FL 34234  
(941) 351-9118 x37 fx (941) 351-3629  
kbitner@wmco.com

PCN #		DATE WRITTEN: 5/23/00		A.I.M. # 00318412	
Issue: NOT Able to torque accelerator pedal adjustable					
Description: pedal to 25 Nm					
Contact: LISA PATRICKS		2nd Contact: PHIL BECKELARKE			
PEO requiring change:		PMT#:		WERS Concern # C110359 B-O #:	
Affected program(s): <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>					
All rework actions involving layout require (2) FULL SCALE drawings. All others require CLEARLY marked or new illustrations.					
K25 9726 AD		ADJ. ACCELERATOR PEDAL		Torque of 25Nm could not be obtained. Please use 15Nm for build	
Cause: <input type="checkbox"/> Quality <input type="checkbox"/> Design <input type="checkbox"/> BOM / Release <input type="checkbox"/> TRAC affected					
Compatibility Verified? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Qty + Rework to be performed by:		Orig Supplier	Van Born	Outside Source	Parts
		NMPCG	NMPCG		Disposition:
Instructions:		PAGE 1 OF 1 PAGES			<input checked="" type="checkbox"/> Action Point Update EOI of Material = BOM Instrumentation = Instr Van Born Warehouse = Warehouse NMPCG Metal Shop = Shop Breadboard = Elec Trim Line = Trim Chassis Line = Chassis Engine Crib = Flyin Final Line = Final Garage = Gar Update Finished Unit = Retro Supplier = Supplier
BOM UPDATES					APPROVAL SIGNATURES:
					Engineer: <i>[Signature]</i>
					Supplier: _____
					PMT Leader: _____
					Material Control: _____
					FAO Purchasing: _____
					VO: _____
					T.O. Launch: _____
					V. E. Launch: _____
					Action Point Rep: _____

Vehicle # Action Point  
 F7230001  
 F7230005  
 L1230001

PERC-044-R 2878

**Petrauskas, Lisa (L.E.)**

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**From:** Girt, Dan (D.)  
**Sent:** Monday, May 22, 2000 8:13 PM  
**To:** Girt, Dan (D.); Clinton, Mozell (M.J.); Puffels, Ananth (A.); Petrauskas, Lisa (L.E.)  
**Cc:** Kraus, Gary (G.E.); Wendel, Rod (R.H.)  
**Subject:** RE: Pedal Torque Revision

Further investigation by Gary Kraus reveals 1C35-8726-AB level accel pedal on L1230001, F7230001 and F7230005. Keep in mind, these are all adjustable gas ACCELERATOR pedals. The accelerator pedal does not care if the system is memory or not since the memory module is located on the brake pedal assembly and the two interact through a cable. Notwith, all adjustable gas pedals have the plastic bracket which needs the PCN written and torque adjusted. Please verify and provide PCN. Should affect stated units and part number. Thanks. Original torque was 25Nm revision was to 15Nm.

—Original Message—

**From:** Girt, Dan (D.)  
**Sent:** Monday, May 22, 2000 8:00 PM  
**To:** Clinton, Mozell (M.J.); Puffels, Ananth (A.); Petrauskas, Lisa (L.E.)  
**Cc:** Kraus, Gary (G.E.); Wendel, Rod (R.H.)  
**Subject:** Pedal Torque Revision

Currently there is an issue with the torque on the accelerator pedal whose bracket is made of plastic. I have a PCN without vehicle numbers addressing torque on a 2C34-2450-AA Pedal. I need this clarified since this part number is for a BRAKE pedal not an accelerator pedal. Because I have no issue with brake pedals I will dispose of this PCN and will look for one addressing the accelerator pedal for all gas engine vehicles on our program. Let me know how I can help this process.

---

**From:** Miers, Jerry [jmiers@WMCO.com]  
**Sent:** Thursday, July 26, 2001 9:50 AM  
**To:** 'gwest2@ford.com'  
**Subject:** FW: Robusiness Changes (Ultrasonic Welding Timing)

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

> From: Miers, Jerry  
> Sent: Tuesday, July 24, 2001 3:00 PM  
> To: 'jchrist8@ford.com'  
> Subject: Robusiness Changes (Ultrasonic Welding Timing)

>  
> Jeff,  
> I believe there may have been some confusion  
> in the direction and communication of the cost and timing  
> of the above change, we are going to attempt to tie this  
> to another running change of pedal efforts and pad. This  
> was communicated to Greg West via our sales office.

The timing is available but the cost has not been determined specifically related to this change at this time.  
I will report on the as soon as it is available.

>  
> Overall Timing is 20 weeks  
> Details:  
> Design Completion 1wk  
> Tooling 9 wks  
> Prototype Sensor Build 1 wk  
> Prototype Pedal Assy Build 1wk  
> Full DV/PV Testing 8 wks  
> Foap 1wk

> If there are any question please call 941-727-5596 ext 16  
>

F131/U137 - CP  
Concern Matrix

System: Chassis

PROBLEM INFORMATION		DESCRIPTION		DOCUMENTATION		ASSEMBLY		DATE		STATUS		
0031009	Status: Pending Severity: 3 Risk: Type: Dnr Sld Ptn: CP Veh:	Part Name: YC60-8P88-PA8 Part Name: adjustable pads for diesel Supplier: CPSC Models: Lead Vehicle: P131/U13 Y	CRCR # Alert # S-O # P80 or PCN OR # On Plnk PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Disability	PMT: TeamRole (Top 5) MCLANTON: Project Leader ANOLMESA: Participant GOUTHRE: Participant CHASSING: Participant DUNKY: Participant DHLANT10: Participant GOSALBE: Participant JACDANB: Participant JACDANB50: Participant	17-MAY-2000							
	Date Opened: 09-MAY-2000 Date Closed: Originator: MCLANTON Activity: AVT Phone: 1313328710		5/17/00 - We use steel pads and retrofit later when parts available.  During assembly the assembly cracked and									
0031710	Status: Pending Severity: 4 Risk: Type: D Sld Ptn: CP Veh:	Part Name: Lead Vehicle: P131/U13 Y Supplier: CPSC Models:	CRCR # Alert # S-O # P80 or PCN OR # On Plnk PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: TeamRole (Top 5) SHWZZ: Champion ANEGRUS: Project Leader RANGDEL: Facilitator MCLANTON: Participant RSMITH4: Participant	18-MAY-2000	05/18/00 The Air Suspension was build with wrong fasteners. Parts list calls for coarse thread fasteners. ANEGRUS						
	Date Opened: 18-MAY-2000 Date Closed: Originator: ANEGRUS Activity: VO Phone: 1313328710		Air suspension uses fine thread fasteners. Current model P131 uses only coarse thread.									
0031700	Status: Open Severity: 4 Risk: Type: D Sld Ptn: CP Veh:	Part Name: Lead Vehicle: P131/U13 Y Part Name: Supplier: CPSC Models:	CRCR # Alert # S-O # P80 or PCN OR # On Plnk PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: TeamRole (Top 5) JHINZ2: Champion ANEGRUS: Project Leader RANGDEL: Facilitator MCLANTON: Participant RSMITH4: Participant	17-MAY-2000							
	Date Opened: 15-MAY-2000 Date Closed: Originator: ANEGRUS Activity: VO Phone: 1313328710		The Side Track Bar does not have longitudinal ribs. The current design is a square.									
0031705	Status: Open Severity: 4 Risk: Type: D Sld Ptn: CP Veh:	Part Name: Lead Vehicle: P131/U13 Y Part Name: Supplier: CPSC Models:	CRCR # Alert # S-O # P80 or PCN OR # On Plnk PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: TeamRole (Top 5) JHINZ2: Champion ANEGRUS: Project Leader RANGDEL: Facilitator MCLANTON: Participant RSMITH4: Participant	17-MAY-2000							
	Date Opened: 16-MAY-2000 Date Closed: Originator: ANEGRUS Activity: VO Phone: 1313328710		SCM calls for the wrong front hanger bracket. SWS should incorporate the Mecker beam front hanger bracket.									

FIELD-94-A-2881

REQUESTING USER ID: MCLANTON

PAGE 1

DATE/TIME: 05/18/00 11:40:07 AM



P131A137 - CP  
Concern Matrix

System: Chassis

PROBLEM ORIGINATOR	DESCRIPTION	DOCUMENT/TITLES	ASSIGNMENTS	DATE	STATUS
<b>DES17124</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A13 Y Supplier: CPSC Model: Date Opened: 15-MAY-2000 Date Closed: Originator: DGRT Activity: TVC Phone: 13132457217	CRACK # Alert # S-D # PSD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: CP Planning	PMT: Team Role (Top 5) JWEEMS Champion RBMITH4 Champion DGRT Project Leader GKRALUS Participant MCLANTON Participant RCANNOY Participant RWENDEL Participant SSHAHAB Participant	15-MAY-2000		
<b>DES17125</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A13 Y Supplier: CPSC Model: Date Opened: 15-MAY-2000 Date Closed: Originator: DGRT Activity: TVC Phone: 13132457217	CRACK # Alert # S-D # PSD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: CP Planning	PMT: Team Role (Top 5) JWEEMS Champion RBMITH4 Champion DGRT Project Leader GKRALUS Participant MCLANTON Participant PTRILLILL Participant RCANNOY Participant RWENDEL Participant SSHAHAB Participant	15-MAY-2000		
<b>DES17222</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A13 Y Supplier: CPSC Model: Date Opened: 16-MAY-2000 Date Closed: Originator: DGRT Activity: TVC Phone: 13132457217	CRACK # Alert # S-D # PSD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: CP Planning	PMT: Team Role (Top 5) JWEEMS Champion RBMITH4 Champion DGRT Project Leader GKRALUS Participant MCLANTON Participant RCANNOY Participant RWENDEL Participant SSHAHAB Participant PTRILLILL Component In	16-MAY-2000		
<b>DES17381</b> Status: Open Severity: 3 Risk: G Part Name: Air Suspension Supplier: CPSC Model: Date Opened: 15-MAY-2000 Date Closed: Originator: DGRT Activity: TVC Phone: 13132457217	CRACK # Alert # S-D # PSD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: CP Planning	PMT: Team Role (Top 5) JWEEMS Champion RBMITH4 Champion DGRT Project Leader GKRALUS Participant MCLANTON Participant PTRILLILL Participant RCANNOY Participant RWENDEL Participant SSHAHAB Participant	15-MAY-2000		

REC-944-9-2002

P131A137 - CP  
Concern Matrix

System: Chassis

PROB#	DESCRIPTION	DOCUMENTATION	ASSIGNMENTS	DATE	STATUS
<b>009738</b> Status: Open Cat: Severity 3 Risk: Type U Bid P/N: CP Veh: Model Date Opened: 16-MAY-2000 Date Closed: Originator: GKRALIS Activity: LVC Phone: 1313244153	Part Name: Part Name: Supplier: CP#C Model: Lead Vehicle: P131A13 Y Torques where not supplied on the print for new plastic adjustable pistons 1C85-0738-AJ	CRCR # Alert # 6-D # PSC or PCN QR # On P/Nk PGI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: TeamRole (Top 3) JWEBB45 Champion GKRALIS Project Leader DGRT Participant MCLANTON Participant PTRAJILL Participant RICANOV Participant RAVENDEL Participant BSHAHAB Participant	16-MAY-2000	In process of determining new torques. Set out 15 min until testing complete
<b>009739</b> Status: Open Cat: Severity 3 Risk: Type U Bid P/N: CP Veh: Model Date Opened: 17-MAY-2000 Date Closed: Originator: DGRT Activity: TVC Phone: 13132447217	Part Name: Part Name: Supplier: CP#C Model: Lead Vehicle: P131A13 Y Build FT230002 Needle fuel bundle callout.	CRCR # Alert # 6-D # PSC or PCN QR # On P/Nk PGI Tool OK-To-Tool Sample Date Plant: KTP Origin: CP Planning	PMT: TeamRole (Top 3) JWEBB45 Champion PDEMARCO Champion DGRT Project Leader LPETRAUS Project Leader GKRALIS Participant MCLANTON Participant RICANOV Participant RAVENDEL Participant BSHAHAB Participant	17-MAY-2000	Done
<b>009777</b> Status: Open Cat: Severity 4 Risk: Type D Bid P/N: CP Veh: Model Date Opened: 16-MAY-2000 Date Closed: Originator: ANEORJUS Activity: VD Phone: 1313220718	Part Name: Part Name: Supplier: CP#C Model: Lead Vehicle: P131A13 Y The front hanger bracket pre loading bolt needs to be changed to a dog point bolt. This bolt is P1A to the front hanger bracket.	CRCR # Alert # 6-D # PSC or PCN QR # On P/Nk PGI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: TeamRole (Top 3) JHNGZ Champion ANEORJUS Project Leader RAVENDEL Facilitator MCLANTON Participant RSMITH Participant	16-MAY-2000	
<b>009778</b> Status: Open Cat: Severity 3 Risk: Type U Bid P/N: CP Veh: Model Date Opened: 16-MAY-2000 Date Closed: Originator: DGRT Activity: TVC Phone: 13132447217	Part Name: Part Name: Supplier: CP#C Model: Lead Vehicle: P131A13 Y Fasteners not called out for air suspension attachment. PCN's 71, 72, 73 written to address.	CRCR # Alert # 6-D # PSC or PCN QR # On P/Nk PGI Tool OK-To-Tool Sample Date Plant: KTP Origin: CP Planning	PMT: TeamRole (Top 3) JWEBB45 Champion DGRT Project Leader GKRALIS Participant MCLANTON Participant RICANOV Participant RSMITH Participant RAVENDEL Participant BSHAHAB Participant JHNGZ Component Ea	16-MAY-2000	

PER-044-0 2000

P131A137 - CP  
Concern Matrix

System: Chassis

PROBLEM IDENTIFICATION	DESCRIPTION	DOCUMENTS/FORMS	ASSIGNEES	DATE	STATUS
<b>00817765</b> Status: Open Cat: Severity 4 Risk: Type D Bid P/CP: CPSC Veh: Models Date Opened: 18-MAY-2000 Date Closed: Originator: ANEGRLUB Activity: VO Phone: 13183220710	Part Name: 2C34-6982B-A2 Part Name: Backing Plate Supplier: CPSC Model: Lead Vehicle: P131A137 Y Backing plate is hard to install because side assembly holes do not line up with frame holes.	CRUCR # Alert # S-D # PBO or PCN CR # On File PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AIM	PMT Team/Role (Top 5) JHINZ2: Champion ANEGRLUB: Project Leader RWENDEL: Facilitator MCLANTON: Participant RBMETH4: Participant	18-MAY-2000	
<b>00817764</b> Status: Open Cat: Severity 4 Risk: Type D Bid P/CP: CPSC Veh: Models Date Opened: 15-MAY-2000 Date Closed: Originator: ANEGRLUB Activity: VO Phone: 13183220710	Part Name: Part Name: Supplier: CPSC Model: Lead Vehicle: P131A137 Y One of the front bumper mounting bolts does not have the proper label elevation. The bolt is blocked by the torque rod.	CRUCR # Alert # S-D # PBO or PCN CR # On File PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AIM	PMT Team/Role (Top 5) JHINZ2: Champion ANEGRLUB: Project Leader RWENDEL: Facilitator MCLANTON: Participant RBMETH4: Participant	18-MAY-2000	
<b>00817766</b> Status: Open Cat: Severity 4 Risk: Type D Bid P/CP: CPSC Veh: Models Date Opened: 18-MAY-2000 Date Closed: Originator: ANEGRLUB Activity: VO Phone: 13183220710	Part Name: Part Name: Supplier: CPSC Model: Lead Vehicle: P131A137 Y Two of the air line bracket mounting bolts are blocked by an air valve and will rattle.	CRUCR # Alert # S-D # PBO or PCN CR # On File PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AIM	PMT Team/Role (Top 5) JHINZ2: Champion ANEGRLUB: Project Leader RWENDEL: Facilitator MCLANTON: Participant RBMETH4: Participant	18-MAY-2000	
<b>00817768</b> Status: Open Cat: Severity 4 Risk: Type D Bid P/CP: CPSC Veh: Models Date Opened: 18-MAY-2000 Date Closed: Originator: ANEGRLUB Activity: VO Phone: 13183220710	Part Name: 2C34-6A82B-61 Part Name: Axle Bridge Supplier: CPSC Model: Lead Vehicle: P131A137 Y The axle bridge is hard to install because it needs to be fastened from the bottom.	CRUCR # Alert # S-D # PBO or PCN CR # On File PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AIM	PMT Team/Role (Top 5) JHINZ2: Champion ANEGRLUB: Project Leader RWENDEL: Facilitator MCLANTON: Participant RBMETH4: Participant	18-MAY-2000	

REC-041-R 2004

P131U437 - CP  
Concern Matrix

System: Chassis

PROBLEM ORIGINATOR	DESCRIPTION	ISSUE TYPE/ISSUE #	ASSIGNMENT	DATE	STATUS
<b>00317765</b> Status: Open Cat: Severity 4 Risk: Type D Bid Prio: CP Value:	Part Name: _____ Part Name: _____ Supplier: _____ CPSC: _____ Models: _____ Lead Vehicle: P131A110 Y	CRACK # Alert # S-D # PEO or PCN CR # On Print PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: Team/Role (Top 5) JHNEZ Champion ANBORUS Project Leader POWENDEL Facilitator MCLANTON Participant RSMTH4 Participant	16-MAY-2000	
Date Opened: 16-MAY-2000 Date Closed: Originator: ANBORUS Activity: VO Phone: 12133220710	The air compressor shield prevents proper access to one of the mounting bolts.				
<b>00317763</b> Status: Open Cat: Severity 4 Risk: Type D Bid Prio: CP Value:	Part Name: _____ Part Name: _____ Supplier: _____ CPSC: _____ Models: _____ Lead Vehicle: P131U13 Y	CRACK # Alert # S-D # PEO or PCN CR # On Print PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: Team/Role (Top 5) JHNEZ Champion ANBORUS Project Leader POWENDEL Facilitator MCLANTON Participant RSMTH4 Participant	16-MAY-2000	
Date Opened: 16-MAY-2000 Date Closed: Originator: ANBORUS Activity: VO Phone: 12133220710	The rear axle tube line interferes with the U-bolt and the axle bridge.				
<b>00317801</b> Status: Open Cat: Severity 4 Risk: Type D Bid Prio: CP Value:	Part Name: _____ Part Name: _____ Supplier: _____ CPSC: _____ Models: _____ Lead Vehicle: P131U13 Y	CRACK # Alert # S-D # PEO or PCN CR # On Print PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: Team/Role (Top 5) JHNEZ Champion ANBORUS Project Leader POWENDEL Facilitator MCLANTON Participant RSMTH4 Participant	16-MAY-2000	
Date Opened: 16-MAY-2000 Date Closed: Originator: ANBORUS Activity: VO Phone: 12133220710	The rear axle U-bolts are too short. They need to extend at least three threads past the nut.				
<b>00317802</b> Status: Open Cat: Severity 4 Risk: Type P Bid Prio: CP Value:	Part Name: _____ Part Name: _____ Supplier: _____ CPSC: _____ Models: _____ Lead Vehicle: P131U13 Y	CRACK # Alert # S-D # PEO or PCN CR # On Print PCI Tool OK-To-Tool Sample Date Plant: KTP Origin: Build AM	PMT: Team/Role (Top 5) JHNEZ Champion ANBORUS Project Leader POWENDEL Facilitator MCLANTON Participant RSMTH4 Participant	16-MAY-2000	
Date Opened: 16-MAY-2000 Date Closed: Originator: ANBORUS Activity: VO Phone: 12133220710	The ride height process needs to be defined.				

PERS-944-R 2000

P131/U137 - CP  
Concern Matrix

System: Classic

PROBLEM/DESCRIPTION			DESCRIPTION	DOCUMENT/TIMING	ASSIGNMENT	DATE	STATUS
00017500	Stake Open Severity 4 Type D Bld Ptn CP Veh#	Part Numbr Part Name Supplier CPSC Models	Lead Vehicle P131U13 Y	CRCR # Alert # S-D # P80 or PCN CR # On Pink PCI Tool DM-To-Tool Sample Date Plant KTP Origin Build AIM	PART: Team/Role (Top 5) JHWZZ Champion ANEGRIUS Project Leader RWENDEL Facilitator MCLANTON Participant RSMITH Participant	18-MAY-2000	
Date Opened 18-MAY-2000			The way for mounting brackets do not have spacer clewings.				
Date Closed							
Originator ANEGRIUS							
Activity VO							
Phone 1813220710							
00017500	Stake Open Severity 4 Type D Bld Ptn CP Veh#	Part Numbr Part Name Supplier CPSC Models	Lead Vehicle P131U13 Y	CRCR # Alert # S-D # P80 or PCN CR # On Pink PCI Tool DM-To-Tool Sample Date Plant KTP Origin Build AIM	PART: Team/Role (Top 5) JHWZZ Champion ANEGRIUS Project Leader RWENDEL Facilitator MCLANTON Participant RSMITH Participant	18-MAY-2000	
Date Opened 18-MAY-2000			The Air Valves EMlets Are Missing				
Date Closed							
Originator ANEGRIUS							
Activity VO							
Phone 1813220710							
00017500	Stake Open Severity 4 Type D Bld Ptn CP Veh#	Part Numbr Part Name Supplier CPSC Models	Lead Vehicle P131U13 Y	CRCR # Alert # S-D # P80 or PCN CR # On Pink PCI Tool Co-To-Tool Sample Date Plant KTP Origin Build AIM	PART: Team/Role (Top 5) JHWZZ Champion ANEGRIUS Project Leader RWENDEL Facilitator MCLANTON Participant RSMITH Participant	18-MAY-2000	
Date Opened 18-MAY-2000			The brake line connection on the rear frame cross member can not be made due to tool interference with the ride height sensor mounting bracket.				
Date Closed							
Originator ANEGRIUS							
Activity VO							
Phone 1813220710							
00017570	Stake Open Severity 2 Type U Bld Ptn CP Veh#	Part Numbr Part Name Supplier CPSC Models	Lead Vehicle P131U13 Y	CRCR # Alert # S-D # P80 or PCN CR # On Pink PCI Tool DM-To-Tool Sample Date Plant KTP Origin CP Planning	PART: Team/Role (Top 5) JWBENS Champion DGBY Project Leader LPETRAUS Facilitator GRHAUS Participant JHWZZ Participant MCLANTON Participant POGMARCO Participant PTRUJLI Participant RCANDY Participant	18-MAY-2000	
Date Opened 18-MAY-2000			Shocks not available to build air suspension vehicles.				
Date Closed							
Originator DGBY							
Activity TYC							
Phone 1813248217							

PERI-044-A-2000

REQUESTING USER ID: MCLANTON

PAGE 1

DATE/TIME: 5/18/00 11:48:24 AM

P131A137 - CP  
Concern Matrix

System: Escalated

P131A137 - CP			DESCRIPTION		DOCUMENTS		ASSIGNED		DATE		STATUS	
0081118	Status: Open Cat: Severity 3 Risk: Type O Bid Plan CP Veh#	Part Name: 20H-1847-AA Part Name: Chrb Key - pleasm Supplier: CPSC Model: 12807 Lead Vehicle: P131A13 Y	CECR # Alert # S-D # PBO or PCN OR # On Pink PCI Tool OK-To-Tool Sample Date	N/A N/A 0010 214118	PART: Team/Role (Top 5)	18-MAY-2000	0211 - For W/engines, issue assigned by SCust. S-D to be completed submitted COS FR 012. Prosp 050800 - Open to MPAGE - JWM 050800 - PCN-10 approved to rework parts at breadboard - JWM 040300 - Supplier has the correct part to prep into the final assembly. PCN to be written to change part. - JWM					
0081208	Status: Pending Cat: Severity 1 Risk: Type D Bid Plan CP Veh#	Part Name: 150103 Part Name: Module Supplier: CPSC Model: Module Lead Vehicle: P131A13 Y	CECR # Alert # S-D # PBO or PCN OR # On Pink PCI Tool OK-To-Tool Sample Date	C11081818 N/A 0017	PART: Team/Role (Top 5)	15-MAY-2000	01400 - APL has verified that air lines can be PIA to the wire harness and have marked up plans to verify for the 1st two static builds and will process CR on 017000. (J. Ravenscroft) 04400 - APL will make air lines PIA to wiring and adds one part vs. multiple parts to help change in plant and assembly operations. CR is written but is open to APL for cost from commercial and loading side (J. Ravenscroft) 04400 - Issue moved to pending because concern is in "X" status. (J. Ravenscroft)					
0081238	Status: Open Cat: Severity 4 Risk: Type D Bid Plan CP Veh#	Part Name: 20HT-10848-AA Part Name: Cluster Supplier: CPSC Model: 130181 Lead Vehicle: P131A13 Y	CECR # Alert # S-D # PBO or PCN OR # On Pink PCI Tool OK-To-Tool Sample Date	N/A N/A N/A	PART: Team/Role (Top 5)	15-MAY-2000	01800 - Power windows, seats and interior lighting are functioning properly and have been proven out on breadboard. Cluster software for these items has been resolved. (JRW) 0211 - Re-bid to D per PFlynn concur. respce 051600 - Plan these clusters will be available on 011800 with all functionally except chimes, buzzer and diagnosis - JWM 050800 - Tested problem to cluster. Software controlling delayed accessory, battery saver, heater lighting, heater backlight and chimes was not available for the breadboard cluster. Working with					
0081328	Status: Open Cat: Severity 3 Risk: Type O Bid Plan CP Veh#	Part Name: 20HT-10849-AA Part Name: Cluster Supplier: CPSC Model: 130181 Lead Vehicle: P131A13 Y	CECR # Alert # S-D # PBO or PCN OR # On Pink PCI Tool OK-To-Tool Sample Date	N/A N/A N/A	PART: Team/Role (Top 5)	16-MAY-2000	0211 - Re-bid to D per PFlynn, respce 060900 - Software not available for door ajar. Parts due on 012000 will have latest level software - JWM 050800 - Validated that the BSA is receiving the door ajar input correctly. Issue is between the communication of the BSA & the Cluster - JWM.					

REQ-844-R-2887

P131/U137 - CP  
Concern Matrix

System Electrical/MCGD

PROBLEM	SYMMATOR	DESCRIPTION	CONCERN	STATUS	ASSIGNED	DATE	STATUS
0031774	Status Open Severity 3 Risk Type D S&M Prio CP Veh#	Part Name Cluster Part Name Cluster Supplier CPSC 130101 Lead Vehicle P131/U13 Y Models	Cluster alarm functions & balbrinder are not working on the instrument	CRCR # Alert # S-O # PBO or PON QR # On Flak PCI Tool OK-To-Tool Sample Date Plant KTP Origin Broadboard	PHY: TeamRole (Top 5) JACDANE Project Leader AHOLMSS4 Participant DGIRT Participant DHUNT10 Participant LCAVANA1 Participant MCLANTON Participant MRADE Participant MSTOCKMA Participant PFLVNH Participant	18-MAY-2000	0031774 - Re-binned to CP per phym concern. message 0031800 - Chassis & balbrinder software not available for the CP build. Vision developing retrofit plan post CP with complete functional clusters. - JMM
0031785	Status Open Severity 3 Risk Type D S&M Prio CP Veh#	Part Name Cluster Part Name Cluster Supplier CPSC 130101 Lead Vehicle P131/U13 Y Models	Diagnostic software not available for CP	CRCR # Alert # S-O # PBO or PON QR # On Flak PCI Tool OK-To-Tool Sample Date Plant KTP Origin Build AIM	PHY: TeamRole (Top 5) SPATEL18 Champion SHARLON Project Leader AHOLMSS4 Participant CTMAN Participant OFOLDK Participant DGIRT Participant DHUNT10 Participant DKLEBY2 Participant DMLUER Participant	18-MAY-2000	0031785 - Re-binned to CP per PFLVNH concern. message 0031800 - Vision working on software plan to retrofit vehicles with fully functional clusters post CP - JMM
0031790	Status Open Severity 3 Risk Type D S&M Prio CP Veh#	Part Name Cluster Part Name Cluster Supplier CPSC 130101 Lead Vehicle P131/U13 Y Models	The air suspension light in the cluster stays on.	CRCR # Alert # S-O # PBO or PON QR # On Flak PCI Tool OK-To-Tool Sample Date Plant KTP Origin Broadboard	PHY: TeamRole (Top 5) MRADE Champion JACDANE Project Leader AHOLMSS4 Participant CSUTHRUB Participant CHASBNG Participant DHUNT10 Participant LCAVANA1 Participant MCLANTON Participant MSTOCKMA Participant	11-MAY-2000	0031790 - Re-binned to CP per phym concern. message 0031800 - Software located in the Cluster. - JMM
0031801	Status Pending Severity 3 Risk Type B S&M Prio CP Veh#	Part Name Part Name Supplier CPSC Lead Vehicle P131/U13 Y Models	The connectors for the door & window switches can't be switched on the driver's side for crew cab & suburban vehicles	CRCR # C1108820 Alert # S-O # PBO or PON QR # On Flak PCI Tool OK-To-Tool Sample Date Plant KTP Origin Broadboard	PHY: TeamRole (Top 5) JACDANE Champion JACDANE Project Leader AHOLMSS4 Participant CSUTHRUB Participant CHASBNG Participant DHUNT10 Participant MDEBDO Participant MCMENR1 Participant LCAVANA1 Participant	18-MAY-2000	0031801 - Issue moved to pending based on C1108820. No CP commitment action needed. OK to build for CP - JMM 0031800 - Switches need to be modified to change the connector - JMM 0031800 - APL needs switch information for the connector cell out. (J. Ravenscroft)

PE03-844-R-2898

P131A137 - CP  
Concern Matrix

System: Electrical/ECU

PROBLEM OR ID NUMBER	DESCRIPTION	DOCUMENTS/TIMING	ADMINISTRATIVE	DATE	STATUS
<p>00318327</p> <p>Class: Open Severity: 3 Type: D Bid Pks: CP Veh#</p> <p>Date Opened: 10-MAY-2000 Date Closed: Originator: JMCDAHE Activity: AVT Phone: 1312241880</p>	<p>Part Name: BATT-ACC013-AA Part Name: BATT Supplier: CPSC Models: Lead Vehicle: P131A13 Y</p> <p>The BATT remote starting wheel controls do not work.</p>	<p>CRCR # Alert # S-D # PBO or PCN CR # On Plak PCI Tool OIS-To-Tool Sample Date Plant: KTP Origin: Build AM</p>	<p>PMN: YVANBES (Top #) JMCDAHE ABSHOP1 AHOLMB24 CGUTHW3 CHASSR03 DHUNT10 LCARWANA1 MCLANTON</p>	<p>13-MAY-2000</p>	<p>0711 - No-based to CP per closing contract, replace CP1000 - Software is not available in the BATT module - JWA</p>
<p>00318330</p> <p>Status: Pending Class: Pending Severity: 1 Type: D Bid Pks: CP Veh# PT20001</p> <p>Date Opened: 11-MAY-2000 Date Closed: Originator: AHOLMB24 Activity: AVT Phone: 1312337100</p>	<p>Part Name: Add starter motor relay to BOM for all dr suspension vehicles.</p> <p>Lead Vehicle: P131A13 Y</p>	<p>CRCR # C1108023 Alert # S-D # PBO or PCN CR # On Plak PCI Tool OIS-To-Tool Sample Date Plant: KTP Origin: Breadboard</p>	<p>PMN: YVANBES (Top #) AHOLMB24 CHASSR03 DHUNT10 JHAYD84 JACDAW3E KPERUR0E MCLANTON METCOQAAA RMATLON</p>	<p>17-MAY-2000</p>	<p>071700: John Hayden working on component plan to see carry over starter motor relay for CP build. Production intent relay has not been released (C1108023). Waiting on cost &amp; timing from supplier. (A. Holmes)</p>
<p>00318732</p> <p>Status: Pending Class: Pending Severity: 2 Type: D Bid Pks: CP Veh#</p> <p>Date Opened: 12-MAY-2000 Date Closed: Originator: KSHERR01 Activity: AVT Phone: 1312240167</p>	<p>Part Name: The U197 Bipolar ajar uses a different ajar switch than the 4 door ajar switches. The connector will not mate and shouldn't the ajar switches be similar for assembly reasons.</p> <p>Lead Vehicle: P131A13 Y</p>	<p>CRCR # C1108638 Alert # S-D # PBO or PCN CR # On Plak PCI Tool OIS-To-Tool Sample Date Plant: KTP Origin: Breadboard</p>	<p>PMN: YVANBES (Top #) KSHERR01 AHOLMB24 CGUTHW3 DHUNT10 JMCDAHE KSHERR01 KPERUR0E LCARWANA1</p>	<p>16-MAY-2000</p>	<p>071600 - Issue can be closed. This was proved out on the breadboard and CR will be approved on 071700. (ARL) 071200 - Converter will need to change for the CP build, but AFL recommends that switch be standardized for all ajar switches so that plant doesn't have stock issues and part tracking. AFL will write PCN to modify connector.</p>
<p>00318848</p> <p>Status: Open Class: Open Severity: 3 Type: D Bid Pks: CP Veh#</p> <p>Date Opened: 13-MAY-2000 Date Closed: Originator: QKRAL3 Activity: LVC Phone: 1312284133</p>	<p>Part Name: DVD system does not interface with Ford's radio (Cell engineers visited DVD radio-930 is correct)</p> <p>Lead Vehicle: P131A13 Y</p>	<p>CRCR # Alert # S-D # PBO or PCN CR # On Plak PCI Tool OIS-To-Tool Sample Date Plant: KTP Origin: CP Planning</p>	<p>PMN: YVANBES (Top #) JWREDAE QKRAL3 AHOLMB24 GGART DHURLAKE DHUNT10 JMCDAHE LCARWANA1 MCLANTON</p>	<p>17-MAY-2000</p>	<p>071700: Software issues with both Delphi DVD and Visteon audio systems resulting in no audio coming out of the DVD. Visteon is updating the COM9 radio software and will be available 0718. Delphi is updating DVD software with a target of 0723-0725. Testing going on at the Dearborn building 0 Breadboard. (A. Holmes)</p>

PECS-041-A-2000



P131/U137 - CP  
Concern Matrix

Systems: Electrical/ECG

PROB. INFORMATION		DESCRIPTION	DOCUMENTS/TITLES	ASSIGNED TO	DATE	STATUS
00019847 Cat Risk	Status: Open Severity: 3 Type: U S&P Pts CP Veh#	Part Name Part Name Supplier CPSC Models Lead Vehicle: P131U137	CRCR # Alert # S-D # P&O or PCN CR # On Print PCI Tool CR-To-Tool Sample Date Plant: KTP Origin: CP Planning	PIRT TERRACON (Top 3) JWEENE GKRALUS ANCLMBS4 DGERT DHLENT10 JACDANE JMONTEB LCAVANA1 MCLANTON	17-MAY-2000	SP1296 - Issue with the programming placed on the dashboard. Jweene needed to check the parts that are being shipped to KTP. (A. Holmes)
00017291 Cat Risk	Status: Open Severity: 3 Type: U S&P Pts CP Veh#	Part Name Part Name Supplier CPSC Models Lead Vehicle: P131U137	CRCR # Alert # S-D # P&O or PCN CR # On Print PCI Tool CR-To-Tool Sample Date Plant: KTP Origin: CP Planning	PIRT TERRACON (Top 3) JWEENE GKRALUS ANCLMBS4 DGERT DHLENT10 JACDANE KIDENCO KSHERRH LCAVANA1	18-MAY-2000	SP1500 - Gearmat was unable to seat into place on vehicles because of shadowing and poor tolerancing on one part, but AFL agrees that gearmat is not assembly friendly and needs to be adjusted but it can be used for this build. (AFL)
00017340 Cat Risk	Status: Open Severity: 1 Type: B S&P Pts CP Veh#	Part Name Part Name Supplier CPSC Models Lead Vehicle: P131U137	CRCR # Alert # S-D # P&O or PCN CR # On Print PCI Tool CR-To-Tool Sample Date Plant: KTP Origin: BOM Review	PIRT TERRACON (Top 3) ANCLMBS4 CHASSING JACDANE MCLANTON MSTOCKMA RSMATULON RWENDEL	18-MAY-2000	SP16: Processing PCN to update BOM. (A. Holmes)
00017000 Cat Risk	Status: Open Severity: 5 Type: C S&P Pts CP Veh#	Part Name: 2237-134586-A0 Part Name: Multi-Function Switch Supplier CPSC Models Lead Vehicle: P131U137	CRCR # Alert # S-D # P&O or PCN CR # On Print PCI Tool CR-To-Tool Sample Date Plant: KTP Origin: Dashboard	PIRT TERRACON (Top 3) MPAGE ANCLMBS4 CHASSING JACDANE JMONTEB MCLANTON MSTOCKMA RSMATULON RWENDEL	17-MAY-2000	

REC-044-9 2709

P131A137 - CP  
Concern Matrix

System: XpressBCCD

PROBLEM ORIGINATOR	DESCRIPTION	DOCUMENT PARTS	APPROVALS	DATE
<b>00317358</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A137 Y Supplier: CPSC Model: Mod P131A137 Y Date Opened: 16-MAY-2000 Date Closed: Originator: GORALUS Activity: LVO Phone: 1312504150	The connector of the rear door for power window switch is not long enough on a crew cab for installation.	CRUCR # Alert # S-D # FSD or PCN CR # On Print PCI Tool CR-To-Tool Sample Data Plant: KTP Origin: Build ASM	PMT: TeamRole (Top 5) JWEEDAS Champion GORALUS Project Leader AHOLMES4 Participant DGRY Participant DHUNT10 Participant JACCDANIE Participant KOBENSO Participant KSHERRUN1 Participant LCAVANA1 Participant	16-MAY-2000 S1600 - All build, not a We have no... This issue on the table is on quality or process. (APL)
<b>00317359</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A137 Y Supplier: CPSC Model: Mod P131A137 Y Date Opened: 17-MAY-2000 Date Closed: Originator: GORALUS Activity: LVO Phone: 1312504150	F1220001 the wiring harness is too long at the ABS module	CRUCR # Alert # S-D # FSD or PCN CR # On Print PCI Tool CR-To-Tool Sample Data Plant: KTP Origin: Build ASM	PMT: TeamRole (Top 5) JWEEDAS Champion GORALUS Project Leader AHOLMES4 Participant COUTHRE Participant DGRY Participant DHUNT10 Participant KSHERRUN1 Participant MCLANTON Participant MCANJOY Participant	
<b>00317360</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A137 Y Supplier: CPSC Model: Mod P131A137 Y Date Opened: 17-MAY-2000 Date Closed: Originator: JLEBY Activity: YO Phone: 1802450267	Missing tabs on the phenolic in the IP for the in our computer table to attach FOR ATC	CRUCR # Alert # S-D # FSD or PCN CR # On Print PCI Tool CR-To-Tool Sample Data Plant: KTP Origin: Assembly Ln	PMT: TeamRole (Top 5) JLEBY Project Leader DHUNT10 Participant AHOLMES4 Participant AMBLVIN37 Participant COUTHRE Participant DGRY Participant DPLOR Participant GORALUS Participant JMAHONY Participant	
<b>00317361</b> Status: Open Severity: 3 Risk: U Part Name: Lead Vehicle P131A137 Y Supplier: CPSC Model: Mod P131A137 Y Date Opened: 17-MAY-2000 Date Closed: Originator: JLEBY Activity: YO Phone: 1802450267	In our energy is need to install (Should be PIA to the IP)	CRUCR # Alert # S-D # FSD or PCN CR # On Print PCI Tool CR-To-Tool Sample Data Plant: KTP Origin: Assembly Ln	PMT: TeamRole (Top 5) JLEBY Project Leader AHOLMES4 Participant AMBLVIN37 Participant COUTHRE Participant DGRY Participant DHUNT10 Participant DPLOR Participant GORALUS Participant JMAHONY Participant	

PERC-844-9 2781

P131/U137 - CP  
Concern Matrix

System: Electrical/CCD

PROBLEM NUMBER	DESCRIPTION	DOCUMENT ID	ASSIGNED TO	DATE	STATUS
00317662	<p>Status: Open Cat: Severity 3 Risk: Type U Mfg Pks CP Vehs</p> <p>Part Numbr Part Name Supplier CPSC Modcls</p> <p>Lead Vehicle: P131/U13 Y</p> <p>14401 needs a sock to go thru the fit well.</p> <p>Date Opened: 17-MAY-2000 Date Closed: Originator: JLEDSY Authrty: VO Phone: 1302420207</p>	<p>CRCR # Alert # S-D # PBO or PCN QR # On Pksh PCI Tool OK-To-Tool Sample Date</p> <p>Plant: KTP Origin: Assembly LIn</p>	<p>PMT: TeamRole (Top #) JLEDSY Project Leader ANOLMES4 Participant AUMUM157 Participant DIBRT Participant DHLNT10 Participant DPLOR Participant DORALIS Participant JMAHONY Participant JUCDAMIE Participant</p>	18-MAY-2000	
00317667	<p>Status: Open Cat: Severity 0 Risk: Type D Mfg Pks CP Vehs</p> <p>Part Numbr Part Name Supplier CPSC Modcls</p> <p>Lead Vehicle: P131/U13 Y</p> <p>BGM not tuning of Autolamps in response to high ambient light levels.</p> <p>Date Opened: 16-MAY-2000 Date Closed: Originator: ANOLMES4 Authrty: AVT Phone: 13153671692</p>	<p>CRCR # Alert # S-D # PBO or PCN QR # On Pksh PCI Tool OK-To-Tool Sample Date</p> <p>Plant: KTP Origin: Headboard</p>	<p>PMT: TeamRole (Top #) ANOLMES4 Project Leader RWDNDIS Participant CHASSINS Participant JUCDAMIE Participant KSHBPRU1 Participant MCLANTON Participant MSTOCKHA Participant RMTULLON Participant SBARKARZ Participant</p>	18-MAY-2000	WTS(0): RA) Starter and Coachman (investigating). (A. Holmes)
00317664	<p>Status: Open Cat: Severity 0 Risk: Type D Mfg Pks CP Vehs</p> <p>Part Numbr Part Name Supplier CPSC Modcls</p> <p>SCSP-10648-CA Cluster</p> <p>Lead Vehicle: P131/U13 Y</p> <p>Could not get the cluster to send key-in ignition messages.</p> <p>Date Opened: 18-MAY-2000 Date Closed: Originator: ANOLMES4 Authrty: AVT Phone: 1315371892</p>	<p>CRCR # Alert # S-D # PBO or PCN QR # On Pksh PCI Tool OK-To-Tool Sample Date</p> <p>Plant: KTP Origin: Headboard</p>	<p>PMT: TeamRole (Top #) ANOLMES4 Project Leader RWDNDIS Participant CHASSINS Participant JUCDAMIE Participant KSHBPRU1 Participant MCLANTON Participant MSTOCKHA Participant RMTULLON Participant SBARKARZ Participant</p>	18-MAY-2000	WTS(0): RA) Starter investigating. (A. Holmes)
00317682	<p>Status: New Cat: Severity 3 Risk: Type Q Mfg Pks CP Vehs</p> <p>Part Numbr Part Name Supplier CPSC Modcls</p> <p>SCSR-180795-AA1 Detector Duct</p> <p>Lead Vehicle: P131/U13 Y</p> <p>Detector duct not made to print.</p> <p>Date Opened: 16-MAY-2000 Date Closed: Originator: DIBRT Authrty: TVC Phone: 13152487217</p>	<p>CRCR # Alert # S-D # PBO or PCN QR # On Pksh PCI Tool OK-To-Tool Sample Date</p> <p>Plant: KTP Origin: CP Planning</p>	<p>PMT: TeamRole (Top #) JWELLES Champion DIBRT Project Leader DHEBLKE Participant DORALIS Participant SERRA Participant MCLANTON Participant MPAGE Participant RCHANDY Participant RWDNDIS Participant</p>	18-MAY-2000	WTS(0) PCN 647 written to make three pieces into KTP for stub build (done) and change out remaining stock at KTP. Issue is open to LEARN remaining stock.

FE83-944-9 Z782

P131/U137 - CP  
Concern Matrix

System: Exterior Ornamentation

PADLOCK RESONATOR			DESCRIPTION	DOCUMENTATIONS	ASSIGNED(S)	DATE	STATUS
Q0317118	Alpha	Open	Part Name	DRCR #	PM:	18-MAY-2000	SP12
Car	Severity 3	Part Name	Lead Vehicle P131/U137 Y	Alert #	Year/Model (Top 4)		
Risk	Type U	Supplier		S-D #	JWELSH	Champion	
	SN Pto CP	CPSO		OR #	DSIRT	Project Leader	
	Unit	Module		On Print	DHUELKE	Participant	
Date Opened	18-MAY-2000	Bumpers Not on BCM PCN # 52 to add Item		PQI Test	DHUNT10	Participant	
Date Closed				OK-To-Test	CHRAUS	Participant	
Originator	DSIRT			Search Data	JCLARK	Participant	
Activity	TVO			Plant KYP	MCLANTON	Participant	
Phone	13130487217			Orig's CP Planning	MCANON	Participant	
					FRANZEL	Participant	

PER3-844-R-2783

REQUESTING USER ID: MCLANTON

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DATE/TIME: 5/18/00 11:43:45 AM

P131/U137 - CP  
Concern Matrix

System: Interior Trim

PROBLEMFORMATOR			DESCRIPTION	DOCUMENTATION	ASSIGNMENT	DATE	STATUS
0031332	Minor Open	Part Numbr Part Name Type U Bid Ptn CP Vehel Models	Lead Vehicle P131AU13 Y  The SATC enter sensor will not fit into the bezel.	CRCR # Alert # S-D # PBD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date	PMI: Team/Role (Top 8) HERRERA Champion JACDANIE Project Leader ABENHOF1 Participant AHOLMES4 Participant CHASSING Participant LCAVANA1 Participant MCLANTON Participant METOCKMA Participant RWBNDL Participant	11-MAY-2000	
0031337	Minor Open	Part Numbr Part Name Type U Bid Ptn CP Vehel Models	Lead Vehicle P131AU13 Y  14A008 Wiring harness plastic protector (driver door area on floor pan) does not give enough clearance for the scuff plate.	CRCR # Alert # S-D # PBD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date	PMI: Team/Role (Top 8) JWELAS Champion GRALUS Project Leader DGIRT Participant DHUELKE Participant JHEPUS Participant LCAVANA1 Participant LIRWIN1 Participant MCLANTON Participant RCANDY Participant	17-MAY-2000	
0031333	Minor Open	Part Numbr Part Name Type U Bid Ptn CP Vehel Models	Lead Vehicle P131AU13 Y  Visor will not install because of headliner thickness.	CRCR # Alert # S-D # PBD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date	PMI: Team/Role (Top 8) JWELAS Champion GRALUS Project Leader DGIRT Participant DHUELKE Participant CHASSING Participant JHEPUS Participant LCAVANA1 Participant LIRWIN1 Participant MCLANTON Participant	17-MAY-2000	
0031338	Minor Open	Part Numbr Part Name Type U Bid Ptn CP Vehel Models	Lead Vehicle P131AU13 Y  Sun visors for later installation process is very difficult for the plant.	CRCR # Alert # S-D # PBD or PCN QR # On Pink PCI Tool OK-To-Tool Sample Date	PMI: Team/Role (Top 8) JWELAS Champion GRALUS Project Leader DGIRT Participant MCLANTON Participant RCANDY Participant RWBNDL Participant SEHABAS Participant	17-MAY-2000	

PE80-044-R-2784

REQUESTING USER ID: MCLANTON

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DATE/TIME: 5/15/00 11:48:15 AM

P151R137 - GP  
Concern Matrix

System: Interior Trim

PROBLEM/CONCERN	DESCRIPTION	DOCUMENTATION	ASSIGNEE(S)	DATE	STATUS
<b>00017256</b> Status: Open Cnt: Severity 3 Risk: Type E Bid Pts: CP Value:	Part Name: Lead Vehicle P18VU13 Y Part Name: Floor mat headliner at around visor (A pillar side)	CONCERN # Alert # S-D # PSD or PCN GR # On File PCI Tool ON-To-Tool Sample Date Plant: KTP Origin: Build AIM	PRT: Team/Role (Top 5) GKRAUS Project Leader DGRT Participant CHJELKE Participant FBURTON1 Participant JHERUC Participant ALBY Participant LOUPUS Participant RCANDY Participant RWENDEL Participant	17-MAY-2000	
<b>00017254</b> Status: Open Cnt: Severity 3 Risk: Type U Bid Pts: CP Value:	Part Name: Lead Vehicle P13VU13 Y Part Name: The door rear door panel quality is poor. The combination cup holder and map pocket rattle.	CONCERN # Alert # S-D # PSD or PCN GR # On File PCI Tool ON-To-Tool Sample Date Plant: KTP Origin: Build AIM	PRT: Team/Role (Top 5) JWESMS Champion GKRAUS Project Leader COLTHRE Participant DGRT Participant CHJELKE Participant JHERUC Participant LIRWIN1 Participant MCLANTON Participant RCANDY Participant	17-MAY-2000	
<b>00017255</b> Status: Open Cnt: Severity 1 Risk: Type D Bid Pts: CP Value:	Part Name: Lead Vehicle P131A13 Y Part Name: Back panel for veh. # 7230001 has 3 letter holes, should only have 2 holes.	CONCERN # C1066134 Alert # S-D # PSD or PCN GR # On File PCI Tool ON-To-Tool Sample Date Plant: KTP Origin: Durability	PRT: Team/Role (Top 5) JHERUC Project Leader CHJELKE Participant GHES Participant LIRWIN1 Participant	16-MAY-2000	PRT - concern 1066134 written to change drawing PCN written to send out part on veh. #7230001 and ship in all new for remainder of build. JB later 5/17 - Paris via-logged due to drawing. A PCN will be written to send out and replace part in veh #7230001 and replacing remaining parts with new. A concern will be pulled allowing Lear to update the drawings.
<b>00017257</b> Status: Open Cnt: Severity 3 Risk: Type U Bid Pts: CP Value:	Part Name: Lead Vehicle P131A13 Y Part Name: Over head console would not install (needs locator pin for 7230001)	CONCERN # Alert # S-D # PSD or PCN GR # On File PCI Tool ON-To-Tool Sample Date Plant: KTP Origin: Build AIM	PRT: Team/Role (Top 5) JWESMS Champion GKRAUS Project Leader DGRT Participant MCLANTON Participant RCANDY Participant RWENDEL Participant SCHAHAS Participant	17-MAY-2000	

PERS-644-8-2785

P131/U137 - CP  
Concern Matrix

System: Interior Trim

PROJECT INFORMATION		DESCRIPTION	DOCUMENTS/TIMING	ASSIGNMENT	DATE	STATUS
10017988	Status: Open	Part Name	DRGR #	PRT	17-MAY-2000	
Car	Severity: 2	Part Name	Alert #	Team/Role (top #)		
Make	Type: U	Supplier	S-D #	JERRY	Project Leader	
	Bld Pw: CP	OPBC	PSO or PCN	ABRAHAM	Participant	
	Year	Model	QR #	COLTHRUE	Participant	
		Lead Vehicle: P131U13 Y	Co Pink	GGRT	Participant	
Date Opened	17-MAY-2000	There is a hole in the right A pillar trim where the old grab handle was. (near cab)	FR Tool	CHLUBKE	Participant	
Date Closed			OK-To-Test	DRJOR	Participant	
Originator	JERRY		Sample Date	GERALD	Participant	
Activity	VO		Plant: KTP	JERRIE	Participant	
Phone	1800430287		Origin: Assembly Ln	JMAHONY	Participant	

PE03-044-R-2700

REQUESTING USER ID: MCLANTON

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DATE/TIME: 5/16/00 11:48:52 AM

P131/U137 - CP  
Concern Matrix

System: Powerline

PROBLEM INFORMATION			DESCRIPTION	DOCUMENT/TITLE#	ASSIGNMENT	DATE	STATUS
00015048	Status: Open	Part Name:	Lead Vehicle P131U137Y	ORION ?	PRY:	17-MAY-2000	SR700: This is a concern issue - referred to PT. (A. Hobson)
Col	Severity: 3	Part Name:		Alert #	Team Note (Top 5)		
Risk	Type: U	Supplier:		S-D ?	JANGSAS	Champion	
	Std Prio: CP	CPSC		PSO or PCN	GRRAUS	Project Leader	
	Year:	Model:		CR #	ANCHERS4	Participant	
Date Opened:	13-MAY-2000	accelerator paddle electrical connector does not fit wiring harness		On Plot	DQIRT	Participant	
Date Closed:				PCI Test	DHUNT13	Participant	
Originator:	GRRAUS			CR-To-Test	DELLANP	Participant	
Activity:	LNC			Sample Rate	JACDANE	Participant	
Phone:	1212084150			Plot: KTP	LCAVANA1	Participant	
				Origin: CP Planning	MCLANTON	Participant	

PERC-044-R 2787

REQUESTING USER ID: MCLANTON

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DATE/TIME: 5/16/00 11:49:53 AM



P131/U137 - CP  
Concern Matrix

System: Sheet Metal

PROB. INFORMATION	DESCRIPTION	DOCUMENT NUMBER	ASSIGNED	DATE	STATUS
<p>00312174</p> <p>Call Risk</p> <p>Status Pending Severity 1 Type D Bid Prio CP Valid</p> <p>Part Name Supplier CPSC Models</p> <p>Part Number Underbody cross member</p> <p>Lead Vehicle P131/U13 Y</p> <p>Date Opened 03-MAY-2000 Date Closed Originator KPERKINE Activity AVT Phone 13133940518</p>	<p>004-SP1004-AA</p> <p>8. from wiring retention hoop on sheet metal underbody cross member is being stepped by a welded brace.</p>	<p>CRUCR # C11088043</p> <p>Alert # 1-0 #</p> <p>PSD or PCN 12</p> <p>CR #</p> <p>On Plant PCI Tool</p> <p>DK-To-Tool</p> <p>Sample Date</p> <p>Plant KTP Origin Bldg A/N</p>	<p>PMT:</p> <p>Team/Role (Top 5)</p> <p>KPERKINE Project Leader AHOLAIBD4 Participant CIBLTHRE Participant DHLNTY9 Participant JMECDANS Participant KSHERRUN Participant LCAVANA1 Participant PMANASTE Participant</p>	<p>10-MAY-2000</p>	<p>Relocate hole by 1/2 inch in the outboard direction. New coordinate will be J=0 155.44, Y=410.86, Z=1728.88. Retainer on wire harness (2C3772C7T-14A005) will also be re-dimensional accordingly.</p>
<p>00312382</p> <p>Call Risk</p> <p>Status Open Severity 3 Type D Bid Prio CP Valid</p> <p>Part Name Supplier CPSC Models</p> <p>Part Number Lead Vehicle P131A/U13 Y</p> <p>Date Opened 03-MAY-2000 Date Closed Originator MSTEPANI Activity VO Phone 131339413271</p>	<p>Robotic spotweld guns cannot fit the new access hole without altering the lower slope of the access hole.</p>	<p>CRUCR #</p> <p>Alert # 1-0 #</p> <p>PSD or PCN</p> <p>CR #</p> <p>On Plant PCI Tool</p> <p>DK-To-Tool</p> <p>Sample Date</p> <p>Plant KTP Origin Assembly Ln</p>	<p>PMT:</p> <p>Team/Role (Top 5)</p> <p>MSTEPANI Project Leader LDUPLUB Participant PMANASTE Participant RCANCOY Participant RWENDEL Participant VPALMA Participant</p>	<p>08-MAY-2000</p>	
<p>00312383</p> <p>Call Risk</p> <p>Status Open Severity 1 Type TOOL F Bid Prio CP Valid</p> <p>Part Name Supplier CPSC Models</p> <p>Part Number Lead Vehicle P131A/U13 Y</p> <p>Date Opened 03-MAY-2000 Date Closed Originator MSTEPANI Activity VO Phone 131339413271</p>	<p>For future build (TTC, 1PP, 4P, FRU) the 2 wiring holes in the front floor pan must be drilled at the any plant. This will allow the plant to work around floor and mounting issues.</p>	<p>CRUCR #</p> <p>Alert # 1-0 #</p> <p>PSD or PCN</p> <p>CR #</p> <p>On Plant PCI Tool</p> <p>DK-To-Tool</p> <p>Sample Date</p> <p>Plant KTP Origin Assembly Ln</p>	<p>PMT:</p> <p>Team/Role (Top 5)</p> <p>MSTEPANI Project Leader LDUPLUB Participant PMANASTE Participant RCANCOY Participant RWENDEL Participant VPALMA Participant WEMARIT Participant</p>	<p>18-MAY-2000</p>	
<p>00312385</p> <p>Call Risk</p> <p>Status Open Severity 3 Type TOOL F Bid Prio CP Valid</p> <p>Part Name Supplier CPSC Models</p> <p>Part Number Lead Vehicle P131/U13 Y</p> <p>Date Opened 03-MAY-2000 Date Closed Originator MSTEPANI Activity VO Phone 13133941271</p>	<p>The clamp unit on the excursion ladder (clasp) must be revised in accordance of the 2002 alternative. Tooling tests are required.</p>	<p>CRUCR #</p> <p>Alert # 1-0 #</p> <p>PSD or PCN</p> <p>CR #</p> <p>On Plant PCI Tool</p> <p>DK-To-Tool</p> <p>Sample Date</p> <p>Plant KTP Origin Assembly Ln</p>	<p>PMT:</p> <p>Team/Role (Top 5)</p> <p>MSTEPANI Project Leader LDUPLUB Participant LHOBS Participant PMANASTE Participant PRATEL Participant RCANCOY Participant RWENDEL Participant VPALMA Participant WEMARIT Participant</p>	<p>16-MAY-2000</p>	<p>SP1900 A CR has been written by Partner Plant to request tooling funds for revising the clamp unit.</p>

PER3-044-0 2788

P131/J137 - CP  
Concern Matrix

System: Sheet Metal

PROJECT INFORMATION		DESCRIPTION	DOCUMENTS	ASSIGNMENTS	DATE	STATUS
00014810	Status: Open Cmt: Severity: 3 Risk: Type: U Bld File CP Veh#	Part Name: Lead Vehicle Part Name: F131A/J13 Y Supplier: CPSC Models:	CRCR # Alert # S-D # PBO or PCN CR # On File PCI Test OK-To-Test Special Date Plant: KTP Origin: CP Planning	PMI: Team/Role (Top 5) DGIRT Project Leader POWENDEL Participant LOJPLUS Participant MESTEPANI Participant PMANASTE Component Bn	04-MAY-2000	
00014820	Status: New Cmt: Severity: 3 Risk: Type: U Bld File CP Veh#	Part Name: Lead Vehicle Part Name: F131A/J13 Y Supplier: CPSC Models:	CRCR # Alert # S-D # PBO or PCN CR # On File PCI Test OK-To-Test Special Date Plant: KTP Origin: CP Planning	PMI: Team/Role (Top 5) DGIRT Project Leader JWEENS Participant LOJPLUS Participant LHOBB Participant MCLANTON Participant MESTEPANI Participant PMANASTE Participant POWENDEL Participant VIALMA Participant	10-MAY-2000	
00014830	Status: Open Cmt: Severity: 3 Risk: Type: U Bld File CP Veh#	Part Name: Senior floor pan-regular cab Part Name: 2C34-8R11A15-AB Supplier: CPSC Models:	CRCR # Alert # S-D # PBO or PCN CR # On File PCI Test OK-To-Test Special Date Plant: KTP Origin: CP Planning	PMI: Team/Role (Top 5) JWEENS Champion DGIRT Project Leader OSOROGAN Participant GROBUS Participant LOJPLUS Participant LHOBB Participant MCLANTON Participant MCDONNELL Participant MESTEPANI Participant	17-MAY-2000	
00014881	Status: New Cmt: Severity: 3 Risk: Type: U Bld File CP Veh#	Part Name: RAD SUPPORT Part Name: 2C34-8A297-AA Supplier: CPSC Models:	CRCR # Alert # S-D # PBO or PCN CR # On File PCI Test OK-To-Test Special Date Plant: KTP Origin: CP Planning	PMI: Team/Role (Top 5) JWEENS Champion DGIRT Project Leader OSOROGAN Participant GROBUS Participant JONESLK Participant LHOBB Participant MCLANTON Participant MCDONNELL Participant PMANASTE Participant	17-MAY-2000	

PERS-04-8-2700

P131/U137 - CP  
Concern Matrix

System: Sheet Metal

PROJECT/ISSUE/ISSUE	DESCRIPTION	DOCUMENT/NUMBER	ASSIGNED TO	DATE	STATUS
<b>0037403</b> Station Pending Severity 1 Part Name Type D Supplier Mfg Pkg CP CPSC Vendor Models Date Opened 04MAY-2000 Date Closed Originator KZIMANTY Activity TVG Phone 13135177820	Lead Vehicle P131/U137 0034-0010001-AA case number access hole is not large enough. Need to extend an additional 10.0mm.	CRMR # Alerts S-D # PEO # PCN CR # On Risk PCI Tool CR-To-Tool Sample Date Plant KTP Origin CPC ON-LINE	PNT Team/Role (Top 5) KZIMANTY Project Leader DOBRY Participant METEPAN Participant RWENCIS Participant	18-MAY-2000	EHE CT1008034 issued to address concern. M. Stewart to respond after trials whether to open hole or reprogrammed weld guns. V. Shwert 5/15/00 A trial will be run on 5/22/00 to see if modifying the robot program will allow the weld gun to clear the Ramp. M. Storker

PROD-044-6 2718

REQUESTING USER ID: MCLANTON

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DATE/TIME: 04/18/00 11:50:01 AM

P131/U137 - CP  
Concern Matrix

System: Seats and Restraints

PROB. IDENTIFICATION			DESCRIPTION	DOCUMENT/TIMING	MEMBER	DATE	STATUS
00577121	Status: Open	Part Name	Lead Vehicle P131/U137 Y	CRACK #	PRR	18-MAY-2000	
Cost	Severity: 3	Part Name		Alert #	Team/Role (Top 5)		
Risk	Type: U	Supplier	S-D #	JNEENS	Champion		
	Std Pwr CP	CPAC	PSC or PCN	OGERT	Project Leader		
	Year	Model	CR #	GBRAUS	Participant		
Date Opened	18-MAY-2000	PCN #22 written to delete restraints on BOM. Need notes.		Do Pink	MCLANTON	Participant	
Date Closed				PCI Tool	ROGANCY	Participant	
Originator	OGERT			ESG-To-Tool	RAENDEL	Participant	
Activity	TVC			Sample Date	SEHNAB	Participant	
Phone	13122487217			Plant: RTP	KHALER	Component En	
				Origin: CP Planning			

PERC-044-R 2711

REQUESTING USER ID: MCLANTON

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DATE/TIME: 5/18/00 11:00:01 AM

MY: 2003  
 VEHICLE: P131/U137  
 Adjustable pedals

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 F/CMVSS 124 - Accelerator Controls

Page 1 of 2  
 Print Date: 7/28/2001

ORGANIZATION PTSSE, O/8500 #	PLAN Answer Plan Questions below		REPORT		
	Plan Prepared By: Print Name Sign / Date	Supervisor Print Name Sign / Date	Report Prepared By: Print Name Sign / Date	Supervisor Print Name Sign / Date	Manager Print Name Sign / Date
5.4L gas for P131/U137 2c34-9725-ca	Lisa Petrauskas 7/26/01 <i>Lisa Petrauskas</i>	Thomas Skwirak 7/26/01 <i>Thomas Skwirak</i>	Lisa Petrauskas	Thomas Skwirak	David Allen
5.8L gas for P131/U137 2c34-9728-ca	Lisa Petrauskas 7/26/01 <i>Lisa Petrauskas</i>	Thomas Skwirak 7/26/01 <i>Thomas Skwirak</i>	Lisa Petrauskas	Thomas Skwirak	David Allen
6.0L diesel for P131/U137 3C34-8F838-ba	Lisa Petrauskas 7/26/01 <i>Lisa Petrauskas</i>	Thomas Skwirak 7/26/01 <i>Thomas Skwirak</i>	Lisa Petrauskas	Thomas Skwirak	David Allen

PLAN QUESTIONS:	
Does this Standard/Regulation apply to this vehicle?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Are your components on this vehicle carryover with respect to complying with this standard/regulation?	*Yes for the 5.4/5.8L gas P131/U137 *No for the 6.0L diesel P131/U137
If Yes, complete Base MY & Vehicle Information and submit just this page to ASO	Base MY for the 5.4/5.8L gas is 2002 P131/U137

ASO CONCURRENCE FOR THE PLAN:		
NAME:	SIGNATURE:	DATE:

FORM 844-A 2/98

Originator: John Hus / jhus  
 File: CDP131MY03\_ed.xls  
 Form: form124.xls

Document # \_\_\_\_\_

Date Created: 08/01/1995  
 Date Revised: 02/23/2001

MY: 2003  
 VEHICLE: P131/U137  
 Adjustable pedals

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 FICMVSS 124 - Accelerator Controls

Page 2 of 2  
 Print Date: 7/28/2001

NOTES: If some, but not all, of your components are carryover, with respect to this standard/regulation, note those components here with their corresponding Base MY & Vehicles. Also, note "c/o" in the "method" column for those paragraphs in the proforma for which the carryover components apply.	Component	Base MY & Vehicle
If engineering judgment (EJ) is being applied to demonstrate compliance, include engineering rationale in the "Evidence/Comments" column for those paragraphs to which EJ is being applied and/or attach separate sheets with this information to the CDP.		

Applicable Reference documents:

Federal Standard - 48 CFR Part 571.124 (FMVSS/CMVSS 124)

Approved Corporate Engineering Test Procedure (CETP) - 03.18-R-802-US or equivalent.

Ford Acceptance Criteria (FAC) - [http://www-asa.la.ford.com/~asa\\_vsa/vsa/FAC/doc/10/cmvs124.doc](http://www-asa.la.ford.com/~asa_vsa/vsa/FAC/doc/10/cmvs124.doc)

Worldwide Customer Requirements (WCR) - 10.02-P

FICMVSS Section #	
§ 1 & S2	Purpose and Scope - Specifies requirements for the return of a vehicle's throttle to the idle position when driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system.
S3	Application - All vehicles
S4	Definitions - See Federal Standard for the following definitions: Driver operated Accelerator Control System Fuel Metering Device Idle Position Ambient temperature

F03-011-9 2759

Originator: John Hus / jhus  
 File: COPP131MY03\_adj.xls  
 Form: form124.xls

Document # \_\_\_\_\_

Date Created: 06/01/1999  
 Date Revised: 02/23/2001

MY:  
VEHICLE:

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
F/CMVSS 124 - Accelerator Control Systems

Page 1 of 1  
Print Date: 7/25/2001

F/CMVSS Section No.	Regulatory Requirements/ (Ford Acceptance Criteria)	Compliance Demonstration Requirements	Method	Evidence/Comments (Test #, E/J Rationale, Part #, ...)	Responsibility
5.1	Provide two sources of energy capable of returning the throttle to idle.	Test report per applicable test procedure (Applicable test procedure listed on first page of this document).		Test report # _____ attached. Fill out and include a copy of the NHTSA 124 FORM (attached) with each test report.	
5.2	The throttle shall return to idle from any accelerator position or any engine speed when any one component of the accelerator control system is disconnected or severed at a single point. The return to idle time shall be within the time limits specified:  1 sec. max. (less than 10,000 GVW) 2 sec. max (more than 10,000 GVW) 3 sec. max (any vehicle for temps 0 to -40 F) Must run 0 F test if -40 F test time is over 0.75 sec. The 0 F test return time must be under 1 sec.	Test report per applicable test procedure. (Applicable test procedure listed on first page of this document).		Test report # _____ attached. Fill out and include a copy of the NHTSA 124 FORM (attached) with each test report.	

Form 0-11-9 2798

Originator: John Hus / jhus  
File: CDPF131MY03\_adj.xls  
Form: form124.xls

Document# \_\_\_\_\_

Date Created: 05/01/1995  
Date Revised: 07/03/2001

MY: 2003  
 VEHICLE: P131/U137  
 Adjustable pedals

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 FCMV88 124 - Accelerator Controls

Page 1 of 2  
 Print Date: 7/26/2001

ORGANIZATION PT8SE, O/8500 #	PLAN Answer Plan Questions below		REPORT		
	Plan Prepared By: Print Name Sign / Date	Supervisor Print Name Sign / Date	Report Prepared By: Print Name Sign / Date	Supervisor Print Name Sign / Date	Manager Print Name Sign / Date
5.4L gas for P131/U137 2c34-9726-cc	Lisa Petrauskas 7/26/01 <i>Lisa Petrauskas</i>	Thomas Skwirsk 7/26/01 <i>Thomas Skwirsk</i>	Lisa Petrauskas	Thomas Skwirsk	David Allen
6.8L gas for P131/U137 2c34-9726-cc	Lisa Petrauskas 7/26/01 <i>Lisa Petrauskas</i>	Thomas Skwirsk 7/26/01 <i>Thomas Skwirsk</i>	Lisa Petrauskas	Thomas Skwirsk	David Allen
8.0L diesel for P131/U137 3C34-9F838-ba	Lisa Petrauskas 7/26/01 <i>Lisa Petrauskas</i>	Thomas Skwirsk 7/26/01 <i>Thomas Skwirsk</i>	Lisa Petrauskas	Thomas Skwirsk	David Allen

PLAN QUESTIONS:	
Does this Standard/Regulation apply to this vehicle?	Yes <input checked="" type="checkbox"/> No
Are your components on this vehicle carryover with respect to complying with this standard/regulation?	*Yes for the 5.4/6.8L gas P131/U137 *No for the 8.0L diesel P131/U137
If Yes, complete Base MY & Vehicle information and submit just this page to ASO	Base MY for the 5.4/6.8L gas is 2002 P131/U137

ASO CONCURRENCE FOR THE PLAN:		
NAME:	SIGNATURE:	DATE:

F803-844-8 2757

Originator: John Hus / jhus  
 File: CDPP131MY03\_ed1.xls  
 Form: form124.xls

Document # \_\_\_\_\_

Date Created: 05/01/1995  
 Date Revised: 02/23/2001



MY: 2003  
 VEHICLE: F131/U137  
 Adjustable pedals

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 F/CMVSS 124 - Accelerator Controls

Page 2 of 2  
 Print Date: 7/26/2001

NOTES:	Component	Base MY & Vehicle
<p>If some, but not all, of your components are carryover, with respect to this standard/regulation, note those components here with their corresponding Base MY &amp; Vehicles. Also, note "c/o" in the "method" column for those paragraphs in the profile for which the carryover components apply.</p> <p>If engineering judgment (EJ) is being applied to demonstrate compliance, include engineering rationale in the "Evidence/Comments" column for those paragraphs to which EJ is being applied and/or attach separate sheets with this information to the CDP.</p>		

Applicable Reference documents:

Federal Standard - 49 CFR Part 571.124 (FMVSS/CMVSS 124)

Approved Corporate Engineering Test Procedure (CETP) - 03.18-R-802-US or equivalent

Ford Acceptance Criteria (FAC) - [http://www-esg.la.ford.com/~esg\\_vsa/vsa/FAC/doc/10/fmvss124.doc](http://www-esg.la.ford.com/~esg_vsa/vsa/FAC/doc/10/fmvss124.doc)

Worldwide Customer Requirements (WCR) - 10.02-P

F/CMVSS Section #	
S1 & S2	Purpose and Scope - Specifies requirements for the return of a vehicle's throttle to the idle position when driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system.
S3	Application - All vehicles
S4	Definitions - See Federal Standard for the following definitions:
	Driver operated Accelerator Control System
	Fuel Metering Device
	Idle Position
	Ambient temperature

FORM 011-R 2798

Originator: John Hsu / jhsu  
 File: CDPF131MY03\_adj.xls  
 Form: form124.xls

Document # \_\_\_\_\_

Date Created: 05/01/1995  
 Date Revised: 02/23/2001

MY:  
VEHICLE:

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
FICMVSS 124 -- Accelerator Control Systems

Page 1 of 1  
Print Date: 7/28/2001

FICMVSS Section No.	Regulatory Requirements (Ford Acceptance Criteria)	Compliance Demonstration Requirements	Method	Evidence/Comments (Test #, E/J Rationals, Part #...)	
5.1	Provide two sources of energy capable of returning the throttle to idle.	Test report per applicable test procedure. (Applicable test procedure listed on first page of this document).		Test report # _____ attached. Fill out and include a copy of the NHTSA 124 FORM (attached) with each test report	
5.2	The throttle shall return to idle from any accelerator position or any engine speed when any one component of the accelerator control system is disconnected or severed at a single point. The return to idle time shall be within the time limits specified:  1 sec. max. (less than 10,000 GVW) 2 sec. max. (more than 10,000 GVW) 3 sec. max. (any vehicle for temps 0 to -40 F) Must run 0 F test if -40 F test time is over 0.75 sec. The 0 F test return time must be under 1 sec.	Test report per applicable test procedure. (Applicable test procedure listed on first page of this document).		Test report # _____ attached. Fill out and include a copy of the NHTSA 124 FORM (attached) with each test report	

PSB-044-R 2788

Originator: John Hsu / jhsu  
File: CDPPI31MY03\_adj.xls  
Form: form 124.xls

Document# \_\_\_\_\_

Date Created: 08/01/1995  
Date Revised: 07/03/2001

APPLICABLE REGS

ORGANIZATION	PLAN		REPORT		
	Answer Plan Questions below		of Compliance Demonstrated		
	Plan Prepared By:	Supervisor	Report Initiated By:	Supervisor	Manager
	Print Name	Print Name	Print Name	Print Name	Print Name
	Sign / Date	Sign / Date	Sign / Date	Sign / Date	Sign / Date
P181013Y Chassis CPO	Tom Walsh	Tom Walsh	Phil Bouchmans	Phil Bouchmans	Tom Walsh
2					
3					
4					
5					
6					

**PLAN QUESTIONS:**

Does this Standard/Regulation apply to this vehicle? Yes  No

Are your components on this vehicle carryover with respect to complying with this standard/regulation?

1 No  Yes  Base MY \_\_\_\_\_ & Vehicle \_\_\_\_\_

2 No  Yes  Base MY \_\_\_\_\_ & Vehicle \_\_\_\_\_

3 No  Yes  Base MY \_\_\_\_\_ & Vehicle \_\_\_\_\_

4 No  Yes  Base MY \_\_\_\_\_ & Vehicle \_\_\_\_\_

5 No  Yes  Base MY \_\_\_\_\_ & Vehicle \_\_\_\_\_

6 No  Yes  Base MY \_\_\_\_\_ & Vehicle \_\_\_\_\_

If Yes, complete Base MY & Vehicle information and submit just this page to ARES

**AWES CONCURS FOR THE PLAN:**

NAME: J.K. Schaefer SIGNATURE:  DATE: 2/15/2020

**NOTES:** If some, but not all, of your components are carryover with respect to this standard/regulation, note those components here with their corresponding Base MY & Vehicle. Also, note "ch" in the "method" column for those paragraphs in the programs for which the carryover components apply.

If engineering judgment (EJ) is being applied to demonstrate compliance, include engineering rationale in the "Evidence/Comments" column for those paragraphs to which EJ is being applied and/or attach separate sheets with this information to the COP.

Component	Base MY & Vehicle
PARS 101 (17-37) will be conducted in February, 2020.	

ORIGINAL

ORGANIZATION	PLAN		REPORT		Vehicle #
	Plan Prepared By:	Supervisor	Report Prepared By:	Supervisor	
	Print Name	Print Name	Print Name	Print Name	
	Sign / Date	Sign / Date	Sign / Date	Sign / Date	
FDNY 101 Control Unit	Roger Barbosa	[Signature]	Roger Barbosa	[Signature]	101-101

PLAN QUESTIONS			
Does this standard/regulation apply to this vehicle?	Yes	X	No
Are your components on this vehicle carryover with respect to complying with this standard/regulation?	1 No	X	Yes
	2 No	Yes	Base NY & Vehicle
	3 No	Yes	Base NY & Vehicle
	4 No	Yes	Base NY & Vehicle
	5 No	Yes	Base NY & Vehicle
	6 No	Yes	Base NY & Vehicle
	7 No	Yes	Base NY & Vehicle

ADISE CONCURRENCE FOR THE PLAN:

NAME: J.K. Klagan SIGNATURE: [Signature] DATE: 11/2/00

NOTES:	Component	Base NY & Vehicle
	If some, but not all, of your components are carryover with respect to this standard/regulation, note those components here with their corresponding Base NY & Vehicle. Also, note "EJ" in the "method" column for those paragraphs in the problem for which the carryover components apply.  If engineering judgment (EJ) is being applied to demonstrate compliance, include and specify rationale in the "Evidence/Comments" column for those paragraphs in which EJ is being applied and/or attach separate sheets with this information to the COP.	FDNY 101 will be standard in February, 2002.

ORIGINAL

FDNY-DOA-9 2000

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 FORM NO. 103  
 NY2001.8 P131U137  
 ADJUSTABLE PEDALS

ORGANIZATION	PLAN			REPORT		
	Answer Plan Questions below			of Compliance Demonstrated		
	Plan Prepared By:	Supervisor	Reported By:	Supervisor	Reported By:	
P131U137 Chassis OPD	Roger Barbosa	PIT Bauckhaus	Roger Barbosa	PIT Bauckhaus	Tom V...	
2						
3						
4						
5						
6						

PLAN QUESTIONS:					
Does this standard/regulation apply to this vehicle?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	Base NY 2001.8 & Vehicle P131	
Are your components on this vehicle carryover with respect to complying with this standard/regulation?	1 No <input checked="" type="checkbox"/>	2 No <input type="checkbox"/>	3 No <input type="checkbox"/>	4 No <input type="checkbox"/>	5 No <input type="checkbox"/>
				Base NY 2001.8 & Vehicle U137	
				Base NY & Vehicle	
				Base NY & Vehicle	
				Base NY & Vehicle	
				Base NY & Vehicle	

ASES CONCURRENCE FOR THE PLAN:

NAME: J.R. Wagner SIGNATURE: [Signature] DATE: 5/6/00

NOTES:	Comments:	Base NY & Vehicle
If worn, but not all, of your components are carryover with respect to this standard/regulation, note those components here with their corresponding Base NY & Vehicle. Also, note "C/O" in the "method" column for those paragraphs in the protocol for which the carryover components apply.	Vehicle Engineering will conduct test to certify compliance. These tests and compliance documentation from the 2001.8 P131U137 Vehicle Engineering test program will be submitted to demonstrate compliance. The lamp system is C/O except for Adjustable Pedals.	2001.8 P131U137
If engineering judgment (EJ) is being applied to demonstrate compliance, include engineering rationale in the "Evidence/Comments" column for those paragraphs to which EJ is being applied and/or attach separate sheets with this information to the COP.		

FORM 844-R 2000

MY: 2001  
 VEHICLE: *Super Duty / Suspension*  
*(Fixed Axle/brake Controls)*

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 FORM 988: 101- Controls and Displays

ORGANIZATION	PLAN		REPORT		
	Answer Plan Questions below		of Compliance Demonstrated		
	Plan Prepared By:	Supervisor	Report Prepared By:	Supervisor	Manager
	Print Name	Print Name	Print Name	Print Name	Print Name
	Sign / Date	Sign / Date	Sign / Date	Sign / Date	Sign / Date
1 2004-4036-0A DTSS-01/5500E	<i>Donna P. Williams</i>	<i>Jim Smith</i>			
2 PRA-9728-AC DTSS-01/5500E	<i>Donna P. Williams</i>	<i>Jim Smith</i>			
3					
4					
5					
6					

**PLAN QUESTIONS:**

Does this Standard/Regulation apply to this vehicle?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>		
Are your components on this vehicle carryover with respect to complying with this standard/regulation?	1 No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	Base MY _____ & Vehicle _____	
	2 No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Base MY <i>2002</i> & Vehicle <i>Eligibility</i>	
	3 No <input type="checkbox"/>	Yes <input type="checkbox"/>	Base MY _____ & Vehicle _____	
If Yes, complete Base MY & Vehicle information and submit just this page to ABES	4 No <input type="checkbox"/>	Yes <input type="checkbox"/>	Base MY _____ & Vehicle _____	
	5 No <input type="checkbox"/>	Yes <input type="checkbox"/>	Base MY _____ & Vehicle _____	
	6 No <input type="checkbox"/>	Yes <input type="checkbox"/>	Base MY _____ & Vehicle _____	

ORIGINAL

ABES CONCURRENCE FOR THE PLAN:

NAME: *T.H. Williams* SIGNATURE: *[Signature]* DATE: *12/15/08*

FEB-04-0 2001

VEHICLE # Super Duty / Excursion  
 (Fixed Accelerator Controls)

RCM/BS: 101- Controls and Displays

Print Date: 12/15/00

NOTES:	Component	Base MY & Vehicle
<p>If some, but not all, of your components are carryover with respect to this standard/regulation, note those components here with their corresponding Base MY &amp; Vehicle. Also, note "etc" in the "method" column for those paragraphs in the problems for which the carryover components apply.</p>	<p>2L3A-9F836-04 will be certified in 1st Quarter of 2000 Calendar Year</p>	<p>2000 Super Duty</p>
<p>If engineering judgment (EJ) is being applied to demonstrate compliance, include engineering rationale in the "Evidence/Comments" column for those paragraphs to which EJ is being applied and/or attach separate sheets with this information to the GDP.</p>		

PREP-04-0-2002

Originator: NOY KESAVADHANA  
 Date: 12/15/00

Page 2 of 2

Date Issued: 07/11/00  
 Date Revised: 07/08/1999

ORGANIZATION	PLAN		REPORT		
	Answer Plan Questions below		of Compliance Demonstrated		
	Plan Prepared By:	Supervisor	Report Prepared By:	Supervisor	Manager
	Print Name	Print Name	Print Name	Print Name	Print Name
	Sign / Date	Sign / Date	Sign / Date	Sign / Date	Sign / Date
1) 1C34-0F950-BA PTSE-0/8500/	Donald C. Sillarspa	Jim Ariza			
2) P81A-0720-AC PTSE-0/8500/	Donald C. Sillarspa	Jim Ariza			
3) YC35-0A750-AA PTSE-0/8500/	Donald C. Sillarspa	Jim Ariza			
4					
5					
6					

PLAN QUESTIONS:					
Does this standard/regulation apply to this vehicle	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Are your components on this vehicle carryover w/ respect to complying with this standard/regulation	1 No <input checked="" type="checkbox"/>	2 No <input type="checkbox"/>	3 No <input type="checkbox"/>	4 No <input type="checkbox"/>	5 No <input type="checkbox"/>
	Yes <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	Yes <input type="checkbox"/>	Yes <input type="checkbox"/>
If Yes, complete Base MY & Vehicle Information and submit just this page to AGS			Base MY _____ & Vehicle F-Super Duty	Base MY 1999 & Vehicle F-SUPER DUTY	Base MY 2000 & Vehicle F-Super Duty
			Base MY _____ & Vehicle _____	Base MY _____ & Vehicle _____	Base MY _____ & Vehicle _____

AGS CONCUISSE FOR THE PLAN:

NAME: J.K. Whora SIGNATURE: [Signature] DATE: 12/15/99

ORIGINAL

P820-044-A 2883

Originator: D. C. Sillarspa / DSILLAMP  
 File: 2001 P131 & U137 CDP&R  
 Fortr: forrr124.xls

Document # \_\_\_\_\_

Date Created: 08/01/95  
 Date Revised: 12/15/99



MY: 2001  
 VEHICLE LINE: F-Super Duty/Excursion  
 (Fixed Accelerator Controls)

COMPLIANCE DEMONSTRATION PLAN AND REPORT  
 FCIMVSS 124 - Accelerator Controls

Page 2 of 2  
 Print Date: 12/15/99

NOTES:	Component	See MY & Vehicle
If some, but not all, of your components are carryover, with respect to this standard/regulation, note those components here with their corresponding base MY & vehicles. Also, note "c/o" in the "method" column for those paragraphs in the protocol for which the carryover component apply.	Conduct FMVSS 124 certification in first quarter of calendar year 2000	2000 F-Super Duty
	on 2000 MY class with 1C3A-WF338-04 in place of production parts any.	
If engineering judgment (EJ) is being applied to demonstrate compliance, include engineering rationale in the "Evidence/Comments" column of those paragraphs to which EJ is being applied and/or attach separate sheets with this information to the COP.		

Applicable Reference documents:  
 Federal Standard - 49 CFR Part 571.124  
 Regulatory Engineering Design Standard (RDS) - 10.02-115  
 Approved Engineering Test Procedure (AETP) - SN-60 or equivalent.  
 Passenger Car/Light Trucks ST-33  
 Heavy Trucks (>10,000 lb GVWR) ST-35  
 Bench Test ST-42  
 Worldwide Customer Requirements (WCR) - 10.02-P

FCIMVSS Section /	
S 1 & S2	Purpose and Scope - Specifies requirements for the return of a vehicle's throttle to the Idle position when driver removes the foot from the accelerator control, or in the event of a severance or disconnection in the accelerator control system.
S3	Application - All vehicles
S4	Definitions - See Federal Standard or RDS for the following definitions: Driver operated Accelerator Control System Fuel Metering Device Idle Position Ambient temperature

Originator: D. C. Siljanovic / DELLAMP  
 File: 2001 P121 & U127 COP&R  
 Form: form124.xls

Document # \_\_\_\_\_

Date Created: 08/01/99  
 Date Revised: 12/15/99

FORM 944-R 2001

---

**From:** Abar, Robert (R.B.)  
**Sent:** Monday, April 14, 2003 12:53 PM  
**To:** West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Cc:** Abar, Robert (R.B.); Armbruster, Phil (P.J.)  
**Subject:** 6.0L Diesel Pedals - Next Steps

Greg / Larry,

WAN for 6.0L Diesel Pedal Diagnostic went out as scheduled on 4/10/03 as Article 4-B.

Warranty lists over 50 claims for the month of March.

From a process perspective to see how effective the WAN is and to monitor the 6.0L pedal warranty I had a few questions/thoughts:

- Are all 6.0L pedal assy's still requested to be returned to the warranty center for analysis?
- If so, how many have been returned and what are the suppliers analysis indicating?

- Suggest we consider rejecting future TNI claims now that the WAN is out to reinforce that proper diagnostic is required. If you agree, I suggest we meet with Phil Armbruster to discuss process.

**Robert B. Abar**

Manager, Powertrain

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

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

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

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

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

Thanks for any help you can provide.

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

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

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

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

**From:** Abar, Robert (R.B.)  
**Sent:** Monday, March 24, 2003 7:05 AM  
**To:** Klump, Robert (R.F.)  
**Cc:** West, Gregory (G.S.); Rivera, Santos (S.); Abar, Robert (R.B.); Carr, Richard (R.T.); Liposky, Lawrence (L.J.); Ambruster, Phil (P.J.); Figurski, Patrick (P.M.)  
**Subject:** RE: Sales Data - Fixed pedal & other related

Bob,

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

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

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

**Robert B. Abar**

Manager, Powertrain

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

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

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, March 20, 2003 3:30 PM  
**To:** Rivera, Santos (S.); Klump, Robert (R.F.); Abar, Robert (R.B.)  
**Subject:** RE: Sales Data - Fixed pedal & other related

Bob Abar, I believe the official request for the time study needs to come from you.

Just to clarify we need to time study the fixed accelerator pedal for the diesel.

1C3Z-9F836-BA

3C4Z-9F836-AA

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

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

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

FE53-044 6823

Hi Greg,

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

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

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

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

Santos,

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

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

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

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

Rich, could you please help start that process, thanks.

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

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

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

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

PE83-844 6824

**John Shore**

Recall Parts Program Manager  
Ford Customer Service Division  
Office - 734 266-9789 FAX - 734 266-1166  
Page - 734 797-6991 E-mail - Jshore@Ford.com  
Mail Drop MD-44 1313C NPDC

---Original Message---

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

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

---Original Message---

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

SERVICE PART: 2C32- 9F836-DE PEDAL  
ENGINEERING PART: 2C34 9F836 DE  
MONTH YEAR Quantity  
01 2003 580 January forecasted sales - 1350 to 1425  
12 2002 1143  
11 2002 1168  
10 2002 1498  
09 2002 1184  
08 2002 1231  
07 2002 1105  
06 2002 695  
05 2002 445  
04 2002 186  
03 2002 94

SERVICE PART: 1C32- 9F836-BA PEDAL  
ENGINEERING PART: 1C34 9F836 BE  
MONTH YEAR Quantity  
01 2003 323 January Forecasted sales = 750 to 790  
12 2002 552  
11 2002 606  
10 2002 785  
09 2002 766  
08 2002 834  
07 2002 805  
06 2002 612  
05 2002 578  
04 2002 537  
03 2002 493

FYI 6.0L

SERVICE PART: 3C32- 9F836-BA PEDAL  
ENGINEERING PART: 3C34 9F836 BE  
A  
C YEAR Quantity Replaced Part Number

PE03-044 0025

-----  
2003            6  
2002            10  
2001            0

**John Shore**

Recall Parts Program Manager  
Ford Customer Service Division  
Office - 734 266-9789 FAX - 734 266-1166  
Page - 734 797-5991 E-mail - Jshore@Ford.com  
Mail Drop MD-44 1313C NPDC

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

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

John, need another update on this. Thanks.

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

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

SERVICE PART: 2C3Z- 9F836-DE     PEDAL  
ENGINEERING PART: 2C34 9F836 DF

11 2002     1168  
10 2002     1498  
09 2002     1184  
08 2002     1231  
07 2002     1105  
06 2002     685  
05 2002     445  
04 2002     188

2002     8215

SERVICE PART: 1C3Z- 9F836-BA     PEDAL  
ENGINEERING PART: 1C34 9F836 BB

11 2002     606  
10 2002     785  
09 2002     766  
08 2002     834  
07 2002     805  
06 2002     612  
05 2002     578  
04 2002     537  
03 2002     493

2002     7592  
2001     4588

**John Shore**

Recall Parts Program Manager  
Ford Customer Service Division  
Office - 734 266-9789 FAX - 734 266-1166

PE03-044 0025

Page - 734 797-5981 E-mail - Jshore@Ford.com  
Mail Drop MD-44 1313C NPDC

FD-302 (Rev. 11-27-83)

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**From:** bob belanger [bbelange@tbcauto.com]  
**Sent:** Thursday, June 26, 2003 8:30 AM  
**To:** John Winuk  
**Subject:** Fwd: [Fwd: 137 Field Action]



[Fwd: 137 Field  
Action]

John, this is what Kevin sent to Drew.

Bob B



---

**From:** Kevin McMahon [kmcmahon@tfxauto.com]  
**Sent:** Wednesday, June 25, 2003 12:28 PM  
**To:** Orest Iwaszuk; bob belanger; Charlie Meier; Greg Mausoff; Bill Teller; Sundar Ananthasivan  
**Subject:** [Fwd: 137 Field Action]

FYI. I left Bill a message to contact Charlie and Sundar, then set up the meeting with Larry.

Kevin

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

**Subject:** 137 Field Action  
**Date:** Wed, 25 Jun 2003 12:21:05 -0400  
**From:** Kevin McMahon <kmcmahon@tfxauto.com>  
**To:** dsheffie@ford.com

Draw,

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

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

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

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

Thank you,

Kevin McMahon  
Vice President  
Teleflex Automotive  
248-616-3129

**From:** Liposky, Lawrence (L.J.)  
**Sent:** Thursday, March 13, 2003 12:52 PM  
**To:** Williams, James (J.P.)  
**Cc:** Liposky, Lawrence (L.J.); West, Gregory (G.S.); Conrad, James (J.A.)  
**Subject:** FW: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

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

Jim, currently verifying through dimensional stack what the actual numbers are. DFMEA to be update to reflect connector disconnect failure as a potential CC to protect for safety. We currently address as SC broken connector only (8). Will include loose or missing connector and address stack up tolerance to insure interface is compatible. Also, we currently reference to Electrical DFMEA under current design controls. This should lead into PFMEA for manufacturing as well as V.O. assembly process for same. Can you please get me current Process Sheets + PFMEA for assembly.

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

---Original Message---

**From:** Williams, James (J.P.)  
**Sent:** Wednesday, March 12, 2003 11:38 AM  
**To:** Williams, Brent (B.A.); West, Gregory (G.S.)  
**Cc:** Carr, Richard (R.T.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Reed Jr., Bill (W.P.); Abar, Robert (R.B.)  
**Subject:** RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

If you recall the fixed pedal did not meet design standards for the secondary lock on some pedals. This has been corrected by Williams Controls. We need to make sure the prints and PPAP reflect this as a Significant Characteristic to avoid this from happening again. This needs to be in eth design guidelines. Who is taking on that task??????????

---Original Message---

**From:** Williams, Brent (B.A.)  
**Sent:** Wednesday, March 12, 2003 7:00 AM  
**To:** Williams, James (J.P.); West, Gregory (G.S.)  
**Cc:** Carr, Richard (R.T.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Reed Jr., Bill (W.P.); Abar, Robert (R.B.)  
**Subject:** RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

Attached is the unit info on pedal type in (). This shows that there is significant indicator pointing toward the Williams pedal connector issue.....each VIN which noted connector not seated or loose was a fixed pedal.

1FMSU45P43	Loose pedal (Adjustable)
1FDAW57P73	connector not seated (Fixed)
1FTNX21P73	connector not seated (fixed)
1FTWW33P1	connector not seated (Fixed)
1FTNX21P43	track 3 high (Adjustable)
1FTSX31P73	track 3 low (Fixed)
1FTNW21P03	Noted "pedal circuit failure" (Adjustable)
1FDAW56P03	Correlation codes (potentially loose connector) (Adjustable)
1FTNW21P33	Track 1,2,3 low plus correlation codes, definitely loose connector (Fixed)

REC-644 8034

**Brent A. Williams,**

**P131/U137 Plant Vehicle Team - Electrical**

**Kentucky Truck Plant, 502-429-2979**

**Pager: 502-336-7285**

**Text Page: bwillia8, E-mail: bwillia8@ford.com**

—Original Message—

**From:** Williams, James (J.P.)  
**Sent:** Tuesday, March 11, 2003 5:04 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Carr, Richard (R.T.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Reed Jr., Bill (W.P.); Williams, Brent (B.A.); Abar, Robert (R.B.)  
**Subject:** RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

Which have Teleflex and which have Williams? Also, the Williams secondary locking feature was corrected on and in plant Feb 21, 2003.

—Original Message—

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, March 11, 2003 5:00 PM  
**To:** Williams, James (J.P.)  
**Cc:** Carr, Richard (R.T.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Reed Jr., Bill (W.P.); Williams, Brent (B.A.); Abar, Robert (R.B.)  
**Subject:** RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

Jim, per your request these are specific vins associated with connector issues.

1FMSU45P43	Loose pedal
1FDAW57P73	connector not seated
1FTNX21P73	connector not seated
1FTWW33P1	connector not seated
1FTNX21P43	track 3 high
1FTSX31P73	track 3 low
1FTNW21P03	Noted "pedal circuit failure"
1FDAW56P03	Correlation codes (potentially loose connector)
1FTNW21P33	Track 1,2,3 low plus correlation codes, definitely loose connector

These are both fixed and adj pedals.

—Original Message—

**From:** Abar, Robert (R.B.)  
**Sent:** Tuesday, March 11, 2003 3:08 PM  
**To:** Williams, Brent (B.A.); West, Gregory (G.S.)  
**Cc:** Carr, Richard (R.T.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.); Williams, James (J.P.); Reed Jr., Bill (W.P.); Abar, Robert (R.B.)  
**Subject:** RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

Brent,  
Dealer did not list a pedal assy part number in AWS claims that I looked at.

Here are the VIN's that I saw if there is a way to determine how it was built:

1FTWW33P13EB54971

1FTNX21P73EB36447

Accelerator pedal assy loose:

1FMSU45P43EB13124

Loose pedal adjust motor connector on:

1FMNU44P53EC18222

PEB3-844 8035

Greg,  
I may have missed some when I went thru the verbatims.

**Robert B. Abar**

Manager, Powertrain

(313) 84-64247 FAX:(313) 24-89073 rabar@ford.com  
Room: 1CP20/Rokunda Ct #4 Mail Drop: LMM110

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

From: Williams, Brent (B.A.)  
Sent: Tuesday, March 11, 2003 2:03 PM  
To: Abar, Robert (R.B.); Gerley Sr., Jeffrey (J.B.); Williams, James (J.P.); Reed Jr., Bill (W.P.)  
Cc: Carr, Richard (R.T.); Lipoisky, Lawrence (L.L.); West, Gregory (G.S.); Figurski, Patrick (P.M.); Geleghem, Tom (T.A.)  
Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

One question of the 3 electrical binned to hard shell not fully sealed, were they Fixed or Adjustable?

**Brent A. Williams.**

P131/U137 Plant Vehicle Team - Electrical

Kentucky Truck Plant, 502-429-2979

Pager: 502-336-7285

Text Page: bwillia8, E-mail: bwillia8@ford.com

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

From: Abar, Robert (R.B.)  
Sent: Tuesday, March 11, 2003 8:11 AM  
To: Gerley Sr., Jeffrey (J.B.); Williams, James (J.P.); Williams, Brent (B.A.); Reed Jr., Bill (W.P.)  
Cc: Abar, Robert (R.B.); Carr, Richard (R.T.); Lipoisky, Lawrence (L.L.); West, Gregory (G.S.); Figurski, Patrick (P.M.); Geleghem, Tom (T.A.)  
Subject: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team  
Importance: High

**Background:**

Emerging Issue 328534 is listed for F250HD/F350/450/550 VRT=S11-Powertrain VFG=V41-Smooth response CCC=D36-Engine Hesitates / surges when accelerating

The issue has initially been binned against accelerator pedal by the warranty analyst based on their review of the claims and the parts being replaced.

Greg West's analysis of the current AWS claims includes the following:

29 Teleflex (adjustable pedal assy's) - with 6 reporting legitimate codes  
15 Williams (fixed pedal assy's) - with 3 reporting legitimate codes  
15 unknown due to poor dealer coding

Breakdown from the the verbatims of 58 total 6.0L Pedals an AWS

10% (6) Electrical - hard shell not fully seated  
16% (9) Mis-binned - listed as 7.3L pedal  
29% (17) Non related hardware (ICP) and/or calibration  
10% (6) non pedal related - glow plugs not plugged in, black smoke on accel  
35% (20) Unexplained - 4 pedals verified through dealership used pin point, no codes, changed anyway

Returned Pedal - 5 total three track to date

FE03-844 8836

Williams - 3 of 3 NTF at supplier and further verified on calibration truck as functionally acceptable  
Teleflex - 2 of 2 NTF at supplier and further verified on calibration truck as functionally acceptable. One of these had a DTC specific to pedal, even though it was verified as acceptable at supplier and in vehicle.

Additional pedal assy's are being returned for analysis by supplier and the powertrain accel group.

Powertrain team would like a deeper understanding of the electrical connector and the interface to the pedal assy to make sure the connector is always seated and that proper contact is achieved if it is seated. We are looking for system interactions that may explain the codes that are not evident on the existing returned parts the NTF.

#### REQUESTED ACTIONS FROM ELECTRICAL AND PT PVT TO SUPPORT POWERTRAIN INVESTIGATION:

Review installation process of electrical connector at KTP to both the adjustable and fixed pedal assy and provide process to powertrain team in Dearborn. It was noted when we were trying to install a connector on to the pedal assy that if you were pushing on the red locking tab (while starting to push on the connector) that you could hear a click but hadn't even started to seat the connector. Is this a blind operation or can the operator see the connection while they are doing it? Does the operator push on the connector and then go back and move the red tab or do they try to do it simultaneously? Do they pull on the connector to confirm its seated before seating the locking tab or even after seating the locking tab? Some other process?

Jim Williams indicated that there were occasionally issues with getting the red button set on the fixed pedals, but not on the adjustable pedals. Are there physical differences between the pedals in the connector area or assy process that would account for this? Have parts that have had the issue been removed for inspection/analysis?

Jeff, Would also like to understand the design of the wiring connector relative to the mating part on the pedal assy:

- Given reports of loose connectors, is it possible to partially seat the connectors and make electrical contact? When do the pins make contact during the assembly process of the connector (as the shells first come together, only after the locking tab starts up the tab ramp, etc)?
- What are the tolerance stacks of the pins and mating slots?
- Can someone in Dearborn take us thru the design in the next day or two?

Thanks in advance for your assistance in helping us get to root cause of this issue.

**Robert B. Abar**

Manager, Powertrain

(313) 84-54247      FAX:(313) 24-88073      rabar@ford.com  
Room: 1CP20/Rolunda CI #4      Mail Drop: LM410

PE83-844 8237

**From:** Figurski, Patrick (P.M.)  
**Sent:** Friday, June 20, 2003 11:36 AM  
**To:** Wolfe, Brian (B.C.)  
**Cc:** Auler, Jim (J.E.); Sheffield, Drew (D.L.); Lposky, Lawrence (L.J.)  
**Subject:** RE: P131/UI37 June 26th meeting.

In addition, we've asked Charlie to provide us with what they plan to share with us.

We'll send you a preliminary presentation this afternoon after we review the final Reliability analysis with Tim Davis (meeting moved to later in the day).

Patrick Figurski  
Manager, Powertrain Electronic Applications Department  
(313) 337-3809

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

**From:** Wolfe, Brian (B.C.)  
**Sent:** Friday, June 20, 2003 5:33 AM  
**To:** Sheffield, Drew (D.L.); Figurski, Patrick (P.M.)  
**Cc:** Auler, Jim (J.E.)  
**Subject:** RE: P131/UI37 June 26th meeting.  
**Importance:** High

I talked to Charlie Meyer, and he will be in Europe next week, I have agreed to get him a copy ahead of time so he can review and have his team as he plans to audio in.

I expect we will be able to email Charlie the presentation Monday or Tuesday latest.

Pat, please contact Charlie and let him know the timing. When I talked to him earlier this week, I did not know. Please call him personally.

Thanks,

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

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

**From:** Sheffield, Drew (D.L.)  
**Sent:** Thursday, June 19, 2003 12:53 PM  
**To:** Wolfe, Brian (B.C.)  
**Subject:** FW: P131/UI37 June 26th meeting.

Hi Brian,  
what are your thoughts on best way to proceed --

REDACTED

FE83-844 18522M

Thanks

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

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

From: bob belanger [mailto:bbelange@tfxauto.com]  
Sent: Wednesday, June 18, 2003 5:22 PM  
To: John Wnuk  
Cc: Drew Sheffield  
Subject: P131/U137 June 26th meeting.

John, as of 5:00 this afternoon Teleflex has still not been given an opportunity to review the Ford findings on the P131/U137 campaign. As has been stated many times Mr. Black would not be attending if we were not allowed to review the findings prior to the meeting. We have repeatedly requested meetings with the engineering community but to no avail. In light of this, Teleflex management will not be attending the June 26th meeting. Once the findings are shared with Teleflex we will contact Ford and advise of a time when management will be able to attend a meeting.

Regards: Bob Belanger

REDACTED

PE03-044 18523 M

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**From:** Wolfe, Brian (B.C.)  
**Sent:** Friday, June 20, 2003 5:33 AM  
**To:** Sheffield, Drew (D.L.); Figurski, Patrick (P.M.)  
**Cc:** Auller, Jim (J.E.)  
**Subject:** RE: P131/U137 June 26th meeting.

**Importance:** High

I talked to Charlie Meyer, and he will be in Europe next week. I have agreed to get him a copy ahead of time so he can review and have his team as he plans to audio in.

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Thanks,

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

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**Sent:** Thursday, June 19, 2003 12:53 PM  
**To:** Wolfe, Brian (B.C.)  
**Subject:** FW: P131/U137 June 26th meeting.

Hi Brian,  
what are your thoughts on best way to proceed --

Thanks

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

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FEB3-044 18524 M



not be attending the June 26th meeting. Once the findings are shared with Teleflex we will contact Ford and advise of a time when management will be able to attend a meeting.

Regards: Bob Belanger

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**From:** Shepherd, Scott (S.A.)  
**Sent:** Monday, May 12, 2003 7:28 AM  
**To:** Sheffield, Drew (D.L.); Patel, Mona (M.S.)  
**Subject:** RE: Teleflex Field Action Recovery Costs

Mona,  
There is one additional step – we plan to bring in Teleflex senior mgmt to here the presentation – this is prior to mediation – note for mediation we will need to get Tony's approval.

We had agreed in the meeting with engineering that they would be done in three weeks with the paper – has this changed – if not than we should book the meeting now with Teleflex senior mgmt.

so cadence is

- finish engineering paper
- mtg with teleflex senior mgmt
- if can't close recovery , mediation.

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

**From:** Sheffield, Drew (D.L.)  
**Sent:** Monday, May 12, 2003 7:17 AM  
**To:** Shepherd, Scott (S.A.)  
**Subject:** FW: Teleflex Field Action Recovery Costs

fyi

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

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

**From:** Patel, Mona (M.S.)  
**Sent:** Friday, May 09, 2003 8:38 AM  
**To:** Drever D, Donald (D.C.)  
**Cc:** Whuk, John (J.G.); Sheffield, Drew (D.L.); Hawkins, Fred (F.W.)  
**Subject:** Teleflex Field Action Recovery Costs

Don,

I had a conversation with Dave Velliky yesterday on Teleflex FA cost. I informed him of our mtg with PTO Design and OGC yesterday.  
Basically, you may already know..

They will then setup a mediation mtg with Teleflex. That will take us to mid June or so..

Since the same PTO design folks are also working on P221 parts..Dave agreed that we can have the team focus on P221 and work on the report at Ford and not push the negotiation until after the P221 Job#1. This will minimize the risk to the program. PSW for Teleflex P221 parts is scheduled for June 9th..

If you have any questions, please call me. Thanks

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PE83-844 18528

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*Mona Patel*

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

---

**From:** Patel, Mona (M.S.)  
**Sent:** Friday, May 09, 2003 8:38 AM  
**To:** Drever II, Donald (D.C.)  
**c:** Wnuk, John (J.G.); Sheffield, Drew (D.L.); Hawkins, Fred (F.W.)  
**Subject:** Teleflex Field Action Recovery Costs

Don,

I had a conversation with Dave Velliky yesterday on Teleflex FA cost. I informed him of our mtg with PTO Design and OGC yesterday. Basically, you may already know..

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If you have any questions, please call me. Thanks

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*Mona Patel*

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

REDACTED

PE03-044 18538 M

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From: kevin mcmaahon [kmcmaahon@tfcauto.com]  
Sent: Wednesday, August 06, 2003 12:21 PM  
To: Wruk, John (J.G.)  
Cc: Sheffield, Drew (D.L.)  
Subject: Re: Wabash P131/P221 Issues

John,

Thanks for the help. I hope we can close this issue out between Ford and Teleflex this week.

Thanks again.

Kevin

Wruk, John (J.G.) wrote:

> <<Wabash.doc>> Attached is a copy of a letter just transmitted to Wabash  
> Technologies.

>

> John Wruk

> Buyer - Cables, Pedals, & Parking Brakes

> Global Chassis Commodity Management

> Phone/ Fax: (313) 337-2505

> EMAIL: jwruk@ford.com

> Office: VPO 3E010

>

>

>

**CC:** Drever II, Donald (D.C.)  
**Subject:** RE: Teleflex Warranty Spike Process

That is acceptable to me.

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

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

**From:** Cronenwett, Gary (G.C.)  
**Sent:** Friday, July 11, 2003 9:23 AM  
**To:** Wruck, John (J.G.)  
**Cc:** Drever II, Donald (D.C.)  
**Subject:** FW: Teleflex Warranty Spike Process

John

We held our 'warranty spike recovery board meeting' this week, and Don Drever mentioned that we might be able to handle this ALL under the 'field action', as opposed to having 2 separate settlements.

Comments?

Regards,  
Gary Cronenwett  
Warranty and Process Improvement  
Supplier Technical Assistance - Ford Motor Company  
PO 1W378  
Mail Drop: 410  
Tel and Fax: 313 39 - 00436

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

**From:** Wruck, John (J.G.)  
**Sent:** Friday, June 27, 2003 12:28 PM  
**To:** Cronenwett, Gary (G.C.)  
**Subject:** Teleflex Warranty Spike Process

<< File: P131\_WarrantyRecovery.xls >>

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

---

**From:** West, Gregory (G.S.)  
**Sent:** Friday, August 16, 2002 3:40 PM  
**To:** Liposky, Lawrence (L.J.)  
**Cc:** Mitchell, Vicky (V.B.)  
**Subject:** FW: 2002 MY Super Duty/Excursion KTP -23CZ 9836 - Teleflex Pedal Warranty Claims

Larry, FYI  
Thanks Vicky

— Original Message —

**From:** Mitchell, Vicky (V.B.)  
**Sent:** Friday, August 16, 2002 3:32 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** 2002 MY Super Duty/Excursion KTP -23CZ 9836 - Teleflex Pedal Warranty Claims

Hi Greg,

In response to your question regarding new Teleflex warranty claims, please note:

There have been no new claims since last warranty pull of August 5, 2002 as of today (August 16, 2002). The number of "2002 MY Super Duty/Excursion KTP -23CZ 9836 - Teleflex Pedal Warranty Claims" remains at "1450" (see summary below):

KTP PLANT_CD	A1
Count of PART_NUM CAUS BASE	9F836
TELEFLEX PART_NUM CAUS PREF	2C3Z
<b>TOTAL</b>	<b>1450</b>
Run Date And Time=16 Aug 2002 13.13	

---

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, May 30, 2002 10:56 AM  
**To:** Christensen, Jeff (J.S.); Keller, Sean (S.C.); Fink, Brian (B.)  
**Cc:** Sherard, Gail (G.); Liposky, Lawrence (L.J.); Shelley, Donna (D.J.)  
**Subject:** RE: Accel Pedals for 03.25 1PP

A11374376 (USE ALERT) has been written and routing for this issue.  
A11374391 (ON SITE) has been written for the additional installation steps required.

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

**From:** Christensen, Jeff (J.S.)  
**Sent:** Thursday, May 30, 2002 9:52 AM  
**To:** West, Gregory (G.S.); Keller, Sean (S.C.); Fink, Brian (B.)  
**Cc:** Sherard, Gail (G.); Liposky, Lawrence (L.J.); Shelley, Donna (D.J.)  
**Subject:** Accel Pedals for 03.25 1PP

Greg - thanks for the call this morning to explain the situation we find ourselves in w/Williams Controls. Here is the recap I promised based on our discussions this AM.

- 1) G West will author an alert authorizing substitution of 3C34 8F836 BB for 3C44-9F836-AA accel pedals. The 3C34 - BB will be shipped in from Teleflex to cover Williams requirements. Alert will direct Teleflex to mark the container with a master label that has the alert number on it and the 3C44-AA part number on it as well as new model parts stickers. As we discussed, total quantity of parts shipped by Teleflex must be 34 (one per diesel in the build).
- 2) Because the -BB is an adjustable pedal and not a fixed pedal it will appear incorrect on the BOM and we will be putting an adjustable accel pedal in a truck without an adjustable brake pedal or the wiring / switch to support the adjustable pedal feature.
- 3) When the trucks are completed G West will author an On-Site Mod alert to use a drive cable provided by him and a battery gun to position the adjustable pedal in its most rearward position in the vehicle for the balance of the vehicle's use. KTP product specialists will perform the work to the truck's before they are shipped.

Sean: if you want any different shipping instructions please 'reply to all'.

Greg / Donna: If I have missed anything please 'reply to all'.

Brian: It is up to you to coordinate this through the build.

Thanks.

Jeffrey S. Christensen  
2003 Launch  
P131/U137 Truck  
Ph: 502-339-3811 Pager 1-800-570-6738 Fax 502-429-2111