PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 21 OF 28
PART 3 OF 4

From: rhilding@ford.com
Sent: Monday, September 23, 2002 10:31 AM
To: gwest2@ford.com
Subject: 2002-03 MY F-Superduty/Excursion Adjustable Accelerator Pedal Se (14D v1.2.3 WORK Notification)

(This is an automated email message sent on behalf of rhilding.)

Instructions:
You have been assigned by a Critical Concern Manager the task of writing a 14D document.

The 14D process is used by Ford to determine if a vehicle concern requires the creation of a Field Service Action. A Field Service Action is the generic term for a Safety Recall, Customer Satisfaction Program, Label Program, or other type of program. An early step in this process requires you to complete a 14D document. This process is now automated on the Ford Intranet. A link to the Intranet site you need to go to is in the Email the Critical Concern Manager sent you. If you double-click on that link, Internet Explorer should launch and the 14D authoring web page should load.

Business Process: 14D v1.2.3
Title: 2002-03 MY F-Superduty/Excursion Adjustable Accelerator Pedal Se
From: rhilding
To: gwest2

Select this URL to access this instance of work:
http://www.workflow.ford.com/14d/sm.asp?WPID=681986

Select this URL to access your Workbox:
http://www.workflow.ford.com

(End automated email)

From: Jainapur, Raghu (R.)
Sent: Monday, July 14, 2003 8:31 AM
To: Liposky, Lawrence (L.J.); West, Gregory (G.S.)
Cc: Krivtsov, Vasiliy (V.)
Subject: FW: Warranty analysis info. - request form Ford TFX meeting

Importance: High

Please see attached request from TFX. I will discuss with Vasiliy, prepare a formal response and then run it by you before i sent a reply.

If you do not want me to respond, please advise.

Raghu Jainapur
Powertrain Reliability Engineer
Ford Motor Company
Phone: 313-248-8346
Pager: 313-796-8478 (text)

-----Original Message-----
From: Sundar Ananthasivan [mailto:sananthasivan@tfxauto.com]
Sent: Friday, July 11, 2003 12:25 PM
To: rjainapu@ford.com
Cc: Charlie Meier; Bill Teller; Jiyuan Ouyang; Kevin McMahon
Subject: Warranty analysis info. - request form Ford TFX meeting
Importance: High

Hi Raghu:

Thanks for your input in the meeting yesterday at POEE. As mentioned before , we are new to the AWS system and are trying to understand Ford metrics and concepts in using the AWS system.
From what I can see, when we plotted a failure probability and hazard curves using the AWS with the options as

Data Slection Critazia:
1) Cost Category = All Vehicle Coverages
2) Country SOld/Repaired = USA
3) MOdel Year = MY_02[2002]
4)Part Num Full(Causal) = [2C3Z, 9F836, %] and

Report Selection Criteria as:

1)MOdel Year = 2002
2) Logic = Corp
3)Order by = Grand Total
4) MIS Limit = 36
5)Increment = 1000
6)Minimum Divisor =1
7)Use Group = No
8)Descriptions = Yes and
9) Unlimited Mileage - No

the numbers were very different from what was shown in the presentation. The graphs and trends
from what we analysed were vastly different.
Now, maybe the options were not set correctly here, but could you please let us know
1) What does the overall Hazard plot and failure probablity plot look like - for the entire sample?

From what little I can see, without the AWS detailed plots, if we do a simple regression analysis,
then the first half of the data shows an increasing trend, but the 2nd half shows a decreasing trend.
I am wondering how this is accounted for in the overall analysis.

2)Have you done an analysis (Hazard etc)where you have seen the data from June 2001 to January 2002 and another one from February 2002 to November 2002 separately?
I ask this because Teleflex believes that there are 2 distinct sample behaviors with the 1st half trending up and the 2nd half (as referred to above) trending down?

3) What is the criteria for an action at Ford? Is it a certain number from a warranty analysis or
an event etc? I ask this to generally understand the procedure so we are aware of what to look for. I am in this position from only 2 months ago and am trying to understand the metrics , in general.

4) WHen you did the month by month analyis, could you please expalin the criteria used in that?
i.e. what AWS options and did you track the number of months in service for the vehicles produced
that month or was it mileage or some other criteria? i.e did you project out the hazard plot
to 120MIS from the claims for a particular month based on TIS for that month?
and in specific here.

5) You mentioned in the meeting that the VOC code has to be added. Could you let us know whay the base part number of 2C3Z,9F836 would not work? Or to rephrase, what does the VOC code option do as far as the data search goes? I have the Reliablity engineer here also
looking into that, but your input would be vastly helpful.

Again, where I am coming from is to try and understand the system and the data collected and the analysis since we are new to the AWS and are trying to understand the data analysis.

I will be out on medical leave for a while(unfortunately). Please email the others included
in this email so that they can follow up with you in my absence. I left you a voice mail today,
but I guess you are on vacation.

Thanks very much for your efforts in helping us understand the data analysis.

Best Regards

Sunder

From: Abar, Robert (R.B.)
Sent: Monday, June 16, 2003 3:34 PM
To: Case, Joseph (J.E.); West, Gregory (G.S.)
Cc: Abar, Robert (R.B.)
Subject: RE: Teleflex - Pie Charts

Joe,
After thinking about it, my numbers would not include the original repair so mine should roughly be doubled minus the number of repairs that were done 3 or more times, so we should be close.

Still need to discuss this with you so we get the breakdown that Brian Wolfe is looking for.

Greg,
Looking at the files I have I come up with 123 x 2 = 246 repairs for vehicles that have 5000 miles or less since the prior pedal replacement. As info, none of those had over 6 months of time-in-service. I chose 5000 miles because it seemed high enough not to dispute for an electrical issue.

If you want to pick a lower mileage delta here is the data that I have from my analysis:

		cumulative	
0 - <500	= 50	50	
500 - <1000	= 16	66	
1000 - <1500	= 22	88	(1% of the repairs)
1500 - <2000	= 14	102	
2000 - <2500	= 16	118	
2500 - <3000	= 16	134	
3000 - <3500	= 30	164	(2% of the repairs)
3500 - <4000	= 20	184	
4000 - <4500	= 46	230	
4500 - <5000	= 16	246	(3% of the repairs)

Robert B. Abar
Manager, Powertrain

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

-----Original Message-----
From: Abar, Robert (R.B.)
Sent: Tuesday, June 10, 2003 5:45 PM
To: Case, Joseph (J.E.)
Cc: Abar, Robert (R.B.); West, Gregory (G.S.)
Subject: FW: Teleflex - Pie Charts

Joe,
In todays meeting, Brian Wolfe asked us to add some definition to the pie charts I generated from your data

Keep the three main categories

- Pedal related
- Electrical related
- Not specific enough to decide if electrical or pedal

But break each of the above categories into
- Repeat
OR
- No-Repeat

For the Repeats we are then trying to determine if they are possibly electrical or not (so we would want to look at a mileage delta or TIS delta from the prior repair and set some limits like 3 month and/or 5000 miles)

I ran some quick numbers from the files you sent me last week, but I'm not coming up with the 887+39 repeat repairs you came up with. I'm only getting 463 repeats for 2C3Z. Of the 463, I picked up to 6 months delta TIS and <5000 miles delta to call it a repeat electrical repair (resulted in 133). Probably need to pick different numbers, but it provides a sense of magnitude change.

I won't be in tomorrow, but I'll call you to see if you have any questions and for me to understand why we don't have the same number of repeat repairs.

Greg,
We will need to give some thought as to what constitutes an electrical repeat repair. I'll try to give you some rough ideas from the data I have while Joe works out his data.

Robert B. Abar
Manager, Powertrain

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

-----Original Message-----
From: Abar, Robert (R.B.)
Sent: Tuesday, June 10, 2003 7:28 AM
To: West, Gregory (G.S.)
Cc: Abar, Robert (R.B.); Case, Joseph (J.E.)
Subject: Teleflex - Pie Charts

<< File: QB JCase 9F836 Verb Summary.xls >>

Robert B. Abar
Manager, Powertrain

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

From: West, Gregory (G.S.)
Sent: Thursday, June 05, 2003 2:25 PM
To: Haga, Mary (M.C.); Liposky, Lawrence (L.J.); Figurski, Patrick (P.M.)
Cc: West, Gregory (G.S.)
Subject: RE: Electronic Accelerator Pedal

Thanks for the note Mary, I will bring more samples tomorrow morning.
Pat, per the note below would you please request improved timing to get lube quantity and migration data on accel pedals from Central Labs.
If you feel it is necessary please forward to Brian for an overtime authorization note.

-----Original Message-----
From: Haga, Mary (M.C.)
Sent: Thursday, June 05, 2003 1:42 PM
To: West, Gregory (G.S.)
Subject: Electronic Accelerator Pedal

Greg,
We are ready to determine the amount of grease on the two areas of the pedal. We are confident that we have the methodology set for these samples. I apologize for not getting back to you sooner, it's been a busy week. I will get the data we have so far together for you tomorrow morning.
We are ready to test additional samples whenever you wish to bring them in. If you wish to expedite the process the following is our policy:

Any urgent or immediate Central Lab analysis requires an authorization note for overtime from your LL2 level management. We can reduce the standard turnaround time without overtime by receiving a note from your Manager. This request must explain the nature of the issue and what are the consequences if the data is not received sooner. Please e-mail this request to the following CDSids: DDIGREGO, MHAGA .

I was at a seminar on Tuesday and have had meetings most of the rest of the week.

Mary C, Haga
Product Material Engineer
Central Laboratory
mhaga@ford.com
(313) 33-78386

We have answers to your testing questions !
<http://www.dearborn3.ford.com/met/>

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

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

Larry Liposky
Supervisor - Accelerator Controls
Tough Truck / Outfitters
Phone 24-81728
Pager 796-0949

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

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

1) Electronic Throttle Controls parts from durability vehicles from the inception of programs: VN127 and U137.
Ford did not save parts from vehicle testing if the suppliers did not request the parts. If parts have failed Ford engineering will return parts to the supplier and request teardown analysis. This has changed for new programs. All parts will be returned for inspection.

2) Durability Vehicle test data and log sheets: VN 127 and U137.
There were no DURIS incidents reported for the 2002 P131/U137 Adjustable accel pedal.

3) Vehicle durability teardown of the ETC and Ford sign off's; VN127 and U137.
Teleflex would have performed the teardowns, sign off's are not available.

4) Temperature vehicle profile at part location; VN127 and U137.
The temperature profile was confirmed to be within the max/min specified temperature in the ES.

5) Temperature vehicle profile and the correlation to specification: all vehicles.
The temperature profile was set up from Fords electronics requirements along with data from comparable vehicles.

6) Change release history from; inception - product release - production - beyond.
Teleflex, as a FSS has the ability through WERS to access this data.

7) Vibration vehicle profile; VN127 and U137
The vibration profile was developed for a similar class vehicle.

8) Vibration vehicle profile and the correlation to specification; all vehicles.
The vibration profile represents the 95% customer usage.

9) Ford system bench testing data and parts; VN127 and U137.
FSS is responsible for all bench testing.

10) Ford analysis of the system test bench parts; VN127 and U137
FSS is responsible for analyzing all teardowns of parts off bench tests.

11) Warranty profile and demographics.
100% AWS data was supplied to Teleflex.

12) Ford 8D from electrical problem.
100% of affected vehicles from the electrical short in vehicle issue were deleted from the 14D, therefore this data is no longer required.

13) Electrical problem dirty and clean point.
3/20/01 through 12/15/01

14) Hot trip data associated with the ETC and any temperature profiles; VN127 and U137
The temperature profile is within the max/min specified in the ES.

15) System FMEA
The failure related to the recall is not due to the system, it is a component failure.

16) Duty cycle and customer use data.
This is what the ES represents.

From:	Metz, Gary (G.D.)
Sent:	Wednesday, April 30, 2003 7:54 AM
To:	'Shawn Hansen'; West, Gregory (G.S.); kpyle@wmco.com
Cc:	dhomovec@aol.com; Williams Jr., James (J.P.); dhomovec@wmco.com; dsillanpaa@wmco.com; jmiers@wmco.com; Vijay Keshavamurthy; Williams, Brent (B.A.)
Subject:	RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Shawn:

What dimension is affecting the overtravel? Is it truly the position of the lock-up ramp or is it the overcompression of the seal causing the seal to bunch?

Please clarify. I would like to continue to develop this interface until it is fully satisfactory and not at risk of further issues down the line. Thanks.

-----Original Message-----
From: Shawn Hansen [mailto:shansen@yazaki-na.com]
Sent: Tuesday, April 29, 2003 3:25 PM
To: gmetz@ford.com; gwest2@ford.com; kpyle@wmco.com
Cc: dhomovec@aol.com; jwillia5@ford.com; dhomovec@wmco.com; dsillanpaa@wmco.com; jmiers@wmco.com; Vijay Keshavamurthy
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Hello Ken Pyle,
Attached is a summary of the data that has been compiled by Yazaki for the revised accelerator pedal.
As can be seen in the summary, the connector now passes the testing that was performed. Please also observe the notes at the bottom of the summary page. The lack of overtravel could potentially cause future locking issues.
Please feel free to contact me if any additional information is required.

Regards,

Shawn M. Hansen
Connector Development and Engineering
Yazaki North America, Inc.
6801 Haggerty Rd
Canton, MI 48187
Tel- (734)983-2972 Fax- (734)983-2973
E-mail: shansen@yazaki-na.com

>>> "Pyle, Ken" <kpyle@wmco.com> 04/22/03 04:46PM >>>
Gary...Have you received any information from Yazaki on these two pedals.

Thanks,
Ken Pyle
General Manager
Williams Controls
(941)727-5596 x15

-----Original Message-----
From: Metz, Gary (G.D.) [mailto:gmetz@ford.com]
Sent: Friday, April 11, 2003 9:19 AM
To: 'Pyle, Ken'; West, Gregory (G.S.)
Cc: Williams Jr., James (J.P.); Metz, Gary (G.D.); 'dhomovec@aol.com'; Homovec, Drew; Miers, Jerry; Sillanpaa, Don; 'vkeshava@yazaki-na.com'
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Ken:

Can you please also provide recent samples of the connector interface? I can have Yazaki again double check the dimensions and also do some connector

insertion and retention force testing.

thanks.

-----Original Message-----
From: Pyle, Ken [mailto:kpyle@wmco.com]
Sent: Thursday, April 10, 2003 3:59 PM
To: 'West, Gregory (G.S.)'
Cc: 'jwillia5@ford.com'; 'gmetz@ford.com'; 'dhomovec@aol.com'; Homovec, Drew; Miere, Jerry; Sillampaa, Don
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Greg...
Relative to the two suggestions from Yazaki "to get better lock up", Williams has taken the following initiatives:

Dimension 6 - In February Williams proactively had our supplier revise the mold to bring the 14.325 dimension closer to nominal, where it is today.

Dimension 3 - Upon receipt of the Yazaki data, Williams met with our supplier and directed them to obtain measurements on the 10 degree angle from a sampling of parts. At the same time, we also measured parts to ensure that we had a good reading on our current dimension. The supplier is providing a quote this week and we will, in all likelihood, have parts to review in one week.

Although these dimensions were specifically identified as recommended improvements by Yazaki, we will compare all of Yazaki's data with our current information and make any necessary changes.

Ken Pyle
General Manager
Williams Controls
(941) 727-5596 x15

-----Original Message-----
From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Tuesday, April 08, 2003 1:19 PM
To: 'kpyle@wmco.com'
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Ken, have you made any progress with your molder on connector revisions?

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Friday, April 04, 2003 8:47 AM
To: Williams, James (J.P.); Metz, Gary (G.D.); Williams, Brent (B.A.)
Cc: Chitalia, Janak (J.C.); Liposky, Lawrence (L.J.); Flynn, Pat (J.P.); 'kzolan@tfauto.com'; 'kpyle@wmco.com'; West, Gregory (G.S.)
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

I have verified that all party's are working to the same print dimensions. While both TFX and WMCO had recent layouts that indicating parts are within spec they have both agreed to work with Gary and I quickly to resolve any dimensional issues that Gary believes may be causing insertion and/or retention issues at MTP.
Ken Pyle/Kathy Zolan, please get timing for the corrective actions. Thanks for your help.

-----Original Message-----
From: Metz, Gary (G.D.)
Sent: Thursday, April 03, 2003 12:15 PM
To: Williams, Brent (B.A.)

Cc: West, Gregory (G.S.); Chitalia, Janak (J.C.); Williams, James (J.P.); Liposky, Lawrence (L.J.); Flynn, Pat (J.P.); 'kzolan@tfxauto.com'; 'kpyle@wmco.com'
Subject: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS
Importance: High

Brent:

When I visited KTP many months ago, you gave me two pedal assemblies, adjustable pedal and fixed pedal. On one part, the operator complained sometimes the CPA wouldn't go in. Both parts in my opinion were bad because the retention force of the connectors was VERY, VERY low.

After some struggles, I had the connector interfaces of both parts measured and analyzed by Yazaki connector engineering (they make the mating connector, shown attached).

The result of the measurements (see page 2 of .pdf file) was that more dimensions were out of print than were in. Yazaki analyzed the dimensions that were out and have recommended which ones need to fixed the soonest (see page 1 of .pdf file).

Yazaki also gave me a sample of a harness connector which they had cut in half. It shows that when you mate the connector to the adjustable pedal assembly, the seal rolls up, almost preventing the connector from physically being able to be locked up. This is due to dimension 10 being so far out of spec on the low side. I'll overnight these parts back to you if you can send me your mailing address so you can see for yourself and demonstrate this to Teleflex if they're in denial.

I would appreciate your help in getting the supplier for both pedal assemblies to correct their molds ASAP. I'd be happy to have any modified parts tested again by Yazaki to ensure their mold changes are effective.

Thanks.

-----Original Message-----
From: Shawn Hansen [mailto:shansen@yazaki-na.com]
Sent: Thursday, April 03, 2003 11:22 AM
To: gmetz@ford.com
Cc: Sherrie Samuels; Vijay Keshavamurthy
Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

Gary,
Attached are the results of the pedal study that Vijay reviewed with you earlier today. Please let me know if any additional information is required.

Regards,
Shawn Hansen

>>> "Metz, Gary (G.D.)" <gmetz@ford.com> 03/11/03 12:19PM >>>
Resending with drawing in .tif format. Hope you guys can open this one.

<<xr8tl4ad6ahb.tif>>

> -----Original Message-----
> From: Metz, Gary (G.D.)
> Sent: Tuesday, March 11, 2003 12:10 PM
> To: West, Gregory (G.S.)
> Cc: Liposky, Lawrence (L.J.); Rahman, Nayeema (N.); Flynn, Pat (J.P.); Williams, Brent (B.A.); 'rayford.williams@alcoa.com'; Dixon, Wilfred (W.); McNorton, Michael (M.C.); Abar, Robert (R.B.); 'mgrant@yazaki-na.com'; Andrus, Daniel (D.M.); 'vkeshave@yazaki-na.com'
> Subject: RE: Emerging Issue 328534 - Help needed from Electrical and

KTP PVT team
> Importance: High
>
> Greg:
>
> I was at KTP two weeks back and reviewed the connector interfaces for both pedal assemblies (fixed and adjustable). I am fairly certain the connector interface on the pedal assemblies do not conform to the dimensional requirements outlined by the mating connector supplier (Yazaki).
>
> Please forward the attached drawing which provides those interface dimensional details (see upper LH corner) and have them check capability on the following dimensions:
>
> 1) Connector lock ramp position (8.25 +0.1/-0)
> 2) Connector lock ramp height (15.625 - basic dimension)
>
> In parallel, I have samples of both the fixed and adjustable pedal assemblies (Thank you Brent Williams). I will provide those to Yazaki today and have them analyzed in parallel. I will request a written report from them by Monday of next week and suggest you do the same.
>
> Thanks.
> << File: xr8t14a464bb.tg4 >>
> -----Original Message-----
> From: Rahman, Nayeema (N.)
> Sent: Tuesday, March 11, 2003 10:16 AM
> To: Williams, Brent (B.A.); Flynn, Pat (J.P.); 'rayford.williams@alcoa.com'; Dixon, Wilfred (W.)
> Cc: Liposky, Lawrence (L.J.); West, Gregory (G.S.); McNorton, Michael (M.C.); Abar, Robert (R.B.); Metz, Gary (G.D.)
> Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
>
> Brent/Pat:
> Can you comment on the process question listed in the original note from Robert Abrar?
>
> Rayford/Wilfred:
> Do you have any comment on the wiring connector design.
>
> Thanks!
>
> -----Original Message-----
> From: Abar, Robert (R.B.)
> Sent: Tuesday, March 11, 2003 9:08 AM
> To: Rahman, Nayeema (N.)
> Cc: Abar, Robert (R.B.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); McNorton, Michael (M.C.)
> Subject: FW: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
> Importance: High
>
> Nayeema,
> See request below in Mike McNorton's absence.
>
>
> Robert B. Abar
> Manager, Powertrain
>
> (313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
> Room: ICP20/Rotunda Ct #4 Mail Drop: LM410
>
> -----Original Message-----
> From: Abar, Robert (R.B.)
> Sent: Tuesday, March 11, 2003 9:05 AM
> To: McNorton, Michael (M.C.)
> Cc: Abar, Robert (R.B.)

> Subject: FW: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
> Importance: High
>
> Mike,
> See request below.
>
> Robert B. Abar
> Manager, Powertrain
>
> (313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
> Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410
>
> -----Original Message-----
> From: Gertley Sr., Jeffrey (J.B.)
> Sent: Tuesday, March 11, 2003 8:26 AM
> To: Abar, Robert (R.B.)
> Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
>
> Please forward this to Mike McNorton. I'm not on PI31 anymore!
> -----Original Message-----
> From: Abar, Robert (R.B.)
> Sent: Tuesday, March 11, 2003 7:11 AM
> To: Gertley 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.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Figurski, Patrick (P.M.); Gieleghem, 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
> 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 acceptible 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 note 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) 24-89073 rabar@ford.com
> Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410
>

From:	Metz, Gary (G.D.)
Sent:	Friday, April 11, 2003 9:19 AM
To:	'Pyle, Ken'; West, Gregory (G.S.)
Cc:	Williams Jr., James (J.P.); Metz, Gary (G.D.); 'dhomovec@aol.com'; Homovec, Drew; Miers, Jerry; Sillanpaa, Don; 'vkesheva@yazaki-na.com'
Subject:	RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Ken:

Can you please also provide recent samples of the connector interface? I can have Yazaki again double check the dimensions and also do some connector insertion and retention force testing.

thanks.

-----Original Message-----
From: Pyle, Ken [mailto:kpyle@wmco.com]
Sent: Thursday, April 10, 2003 3:59 PM
To: 'West, Gregory (G.S.)'
Cc: 'jwillia5@ford.com'; 'gmetz@ford.com'; 'dhomovec@aol.com'; Homovec, Drew; Miers, Jerry; Sillanpaa, Don
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Greg...
Relative to the two suggestions from Yazaki "to get better lock up", Williams has taken the following initiatives:

Dimension 6 - In February Williams proactively had our supplier revise the mold to bring the 14.325 dimension closer to nominal, where it is today.

Dimension 3 - Upon receipt of the Yazaki data, Williams met with our supplier and directed them to obtain measurements on the 10 degree angle from a sampling of parts. At the same time, we also measured parts to ensure that we had a good reading on our current dimension. The supplier is providing a quote this week and we will, in all likelihood, have parts to review in one week.

Although these dimensions were specifically identified as recommended improvements by Yazaki, we will compare all of Yazaki's data with our current information and make any necessary changes.

Ken Pyle
General Manager
Williams Controls
(941) 727-5596 x15

-----Original Message-----
From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Tuesday, April 08, 2003 1:19 PM
To: 'kpyle@wmco.com'
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

Ken, have you made any progress with your molder on connector revisions?

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Friday, April 04, 2003 8:47 AM
To: Williams, James (J.P.); Metz, Gary (G.D.); Williams, Brent (B.A.)
Cc: Chitalia, Janak (J.C.); Liposky, Lawrence (L.J.); Flynn, Pat (J.P.); 'kzolan@trwauto.com'; 'kpyle@wmco.com'; West, Gregory (G.S.)
Subject: RE: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS

I have verified that all party's are working to the same print dimensions. While both TFX and WMCO had recent layouts that indicating parts are within spec they have both agreed to work with Gary and I quickly to resolve any dimensional issues that Gary believes may be causing insertion and/or retention issues at KTP.
Ken Pyle/Kathy Zolan, please get timing for the corrective actions. Thanks for your help.

-----Original Message-----
From: Metz, Gary (G.D.)
Sent: Thursday, April 03, 2003 12:15 PM
To: Williams, Brent (B.A.)
Cc: West, Gregory (G.S.); Chitalia, Janak (J.C.); Williams, James (J.P.); Lipnsky, Lawrence (L.J.); Flynn, Pat (J.P.); 'kzolan@tfxauto.com'; 'kpyle@wmco.com'
Subject: P131 FIXED AND ADJUSTABLE PEDAL CONNECTORS
Importance: High

Brent:

When I visited KTP many months ago, you gave me two pedal assemblies, adjustable pedal and fixed pedal. On one part, the operator complained sometimes the CPA wouldn't go in. Both parts in my opinion were bad because the retention force of the connectors was VERY, VERY low.

After some struggles, I had the connector interfaces of both parts measured and analyzed by Yazaki connector engineering (they make the mating connector, shown attached).

The result of the measurements (see page 2 of .pdf file) was that more dimensions were out of print than were in. Yazaki analyzed the dimensions that were out and have recommended which ones need to fixed the soonest (see page 1 of .pdf file).

Yazaki also gave me a sample of a harness connector which they had cut in half. It shows that when you mate the connector to the adjustable pedal assembly, the seal rolls up, almost preventing the connector from physically being able to be locked up. This is due to dimension 10 being so far out of spec on the low side. I'll overnight these parts back to you if you can send me your mailing address so you can see for yourself and demonstrate this to Teleflex if they're in denial.

I would appreciate your help in getting the supplier for both pedal assemblies to correct their molds ASAP. I'd be happy to have any modified parts tested again by Yazaki to ensure their mold changes are effective.

Thanks.

-----Original Message-----
From: Shawn Hansen [mailto:shansen@yazaki-na.com]
Sent: Thursday, April 03, 2003 11:22 AM
To: gmetz@ford.com
Cc: Sherrie Samuels; Vijay Keshavamurthy
Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team

Gary,
Attached are the results of the pedal study that Vijay reviewed with you earlier today. Please let me know if any additional information is required.

Regards,
Shawn Hansen

>>> "Metz, Gary (G.D.)" <gmetz@ford.com> 03/11/03 12:19PM >>>
Resending with drawing in .tif format. Hope you guys can open this one.

<<xr8t14a464bb.tif>>

> -----Original Message-----
> From: Metz, Gary (G.D.)
> Sent: Tuesday, March 11, 2003 12:10 PM
> To: West, Gregory (G.S.)
> Cc: Liposky, Lawrence (L.J.); Rahman, Nayeema (N.); Flynn, Pat (J.P.); Williams, Brent (B.A.); 'rayford.williams@alcoa.com'; Dixon, Wilfred (W.); McNorton, Michael (M.C.); Abar, Robert (R.B.); 'mgrant@yazaki-na.com'; Andrus, Daniel (D.M.); 'vkeshava@yazaki-na.com'
> Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
> Importance: High
>
> Greg:
>
> I was at KTP two weeks back and reviewed the connector interfaces for both pedal assemblies (fixed and adjustable). I am fairly certain the connector interface on the pedal assemblies do not conform to the dimensional requirements outlined by the mating connector supplier (Yazaki).
>
> Please forward the attached drawing which provides those interface dimensional details (see upper LH corner) and have them check capability on the following dimensions:
>
> 1) Connector lock ramp position (8.25 +0.1/-0)
> 2) Connector lock ramp height (15.625 - basic dimension)
>
> In parallel, I have samples of both the fixed and adjustable pedal assemblies (Thank you Brent Williams). I will provide those to Yazaki today and have them analyzed in parallel. I will request a written report from them by Monday of next week and suggest you do the same.
>
> Thanks.
> << File: xr8t14a464bb.tgf >>
> -----Original Message-----
> From: Rahman, Nayeema (N.)
> Sent: Tuesday, March 11, 2003 10:16 AM
> To: Williams, Brent (B.A.); Flynn, Pat (J.P.); 'rayford.williams@alcoa.com'; Dixon, Wilfred (W.)
> Cc: Liposky, Lawrence (L.J.); West, Gregory (G.S.); McNorton, Michael (M.C.); Abar, Robert (R.B.); Metz, Gary (G.D.)
> Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
>
> Brent/Pat:
> Can you comment on the process question listed in the original note from Robert Abar?
>
> Rayford/Wilfred:
> Do you have any comment on the wiring connector design.
>
> Thanks!
>
> -----Original Message-----
> From: Abar, Robert (R.B.)
> Sent: Tuesday, March 11, 2003 9:08 AM
> To: Rahman, Nayeema (N.)
> Cc: Abar, Robert (R.B.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); McNorton, Michael (M.C.)
> Subject: FW: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
> Importance: High
>

> Nayeema,
> See request below in Mike McNorton's absence.
>
>
> Robert B. Abar
> Manager, Powertrain
>
> (313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
> Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410
>
> -----Original Message-----
> From: Abar, Robert (R.B.)
> Sent: Tuesday, March 11, 2003 9:05 AM
> To: McNorton, Michael (M.C.)
> Cc: Abar, Robert (R.B.)
> Subject: FW: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
> Importance: High
>
> Mike,
> See request below.
>
> Robert B. Abar
> Manager, Powertrain
>
> (313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
> Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410
>
> -----Original Message-----
> From: Gertley Sr., Jeffrey (J.B.)
> Sent: Tuesday, March 11, 2003 8:26 AM
> To: Abar, Robert (R.B.)
> Subject: RE: Emerging Issue 328534 - Help needed from Electrical and KTP PVT team
>
> Please forward this to Mike McNorton. I'm not on P131 anymore!
> -----Original Message-----
> From: Abar, Robert (R.B.)
> Sent: Tuesday, March 11, 2003 7:11 AM
> To: Gertley 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.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Figurski, Patrick (P.M.); Gieleghem, 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 on 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
> 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 acceptible 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 note 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) 84-54267 FAX:(313) 24-89073 rabar@ford.com
> Room: ICP20/Rotunda Ct #4 Mail Drop: LM410
>

From:	Wnuk, John (J.G.)
Sent:	Tuesday, May 13, 2003 7:13 AM
To:	Liposky, Lawrence (L.J.)
Cc:	Patel, Mona (M.S.); Hawkins, Fred (F.W.); Shaffield, Drew (D.L.)
Subject:	P131 Adj Pedal Campaign

Larry: I received a letter late yesterday from Teleflex requesting additional data from us regarding the above. I will deliver it to your desk after my 8:00 meeting this morning.

Thank you.

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

REDACTED

PE03-044 10033

From: Drever II, Donald (D.C.)
Sent: Monday, May 12, 2003 8:52 AM
To: Wnuk, John (J.G.)
Cc: Burford, Chris (C.B.); Sheffield, Drew (D.L.)
Subject: RE: Teleflex Field Action

Thanks, John. Mona Patel had mentioned the paper, potential mediation and delaying the issue while focusing on P221. I was wondering if there was any progress this morning. Apparently not.

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

---Original Message---
From: Wnuk, John (J.G.)
Sent: Monday, May 12, 2003 8:49 AM
To: Drever II, Donald (D.C.)
Cc: Burford, Chris (C.B.); Sheffield, Drew (D.L.)
Subject: RE: Teleflex Field Action

Don: Teleflex cancelled this morning's meeting. They will provide me a written request for additional warranty data.

In parallel, PD's Brian Wolfe has instructed Liposky to put together an Engineering Paper that substantiates a rock solid position. We will then present to Teleflex Corporate President with both Ford and Teleflex lawyers present. If agreement does still not result, seek mediation.

The above process will take at least another month or two.

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

---Original Message---
From: Drever II, Donald (D.C.)
Sent: Monday, May 12, 2003 7:55 AM
To: Wnuk, John (J.G.); Sheffield, Drew (D.L.)
Cc: Burford, Chris (C.B.)
Subject: Teleflex Field Action

John/Drew,

Any progress at this morning's meeting? What's next? Thanks.

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

REDACTED PE83-044 10834 M

From: Sheffield, Drew (D.L.)
Sent: Monday, May 12, 2003 7:37 AM
To: Wnuk, John (J.G.)
Subject: FW: Teleflex Field Action Recovery Costs

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

---Original Message---
From: Shepherd, Scott (S.A.)
Sent: Monday, May 12, 2003 7:26 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 II, Donald (D.C.)
Cc: 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 Vefliky yesterday on Teleflex FA cost. I informed him of our mtg with PTO Design and OGC yesterday.
Basically, you may already know.

REDACTED PE03-044 18835 M

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

Mona Patel

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

REDACTED

PE03-044 18836 M

From: Liposky, Lawrence (L.J.)
Sent: Monday, April 14, 2003 7:37 AM
To: Sheffield, Drew (D.L.)
Cc: Wnuk, John (J.G.)
Subject: FW: Official document

Per the note, I need one more update. Will get complele this am.

Larry Liposky
Supervisor - Accelerator Controls
Tough Truck / Outfitters
Phone 24-61726
Pager 796-0949

—Original Message—
From: Wolfe, Brian (B.C.)
Sent: Sunday, April 13, 2003 7:14 AM
To: Liposky, Lawrence (L.J.)
Subject: RE: Official document

Larry,
Looks better, we may want to elaborate more on the response to question 9 with a comment around the fact that the failure analysis was the responsibility of the FSS and at this time we are not seeking reimbursement for these services.

Brian Wolfe
Director - CADE
North American Engineering
Phone 313-64-57966

—Original Message—
From: Liposky, Lawrence (L.J.)
Sent: Friday, April 11, 2003 3:06 PM
To: Wolfe, Brian (B.C.)
Subject: FW: Official document

Brian, latest copy of Teleflex Questions / Answeres. Need letter head and signature. Discuss at 4:30

Larry Liposky
Supervisor - Accelerator Controls
Tough Truck / Outfitters
Phone 24-61726
Pager 796-0949

—Original Message—
From: West, Gregory (G.S.)
Sent: Friday, April 11, 2003 11:58 AM
To: Liposky, Lawrence (L.J.)
Subject: Official document

<< File: Teleflex Questions.doc >>

Brian never responded to the note I sent him and I made changes in this document.

REDACTED

From:	Rio, John (J.C.)
Sent:	Monday, January 29, 2001 1:39 PM
To:	Rosaman, Barbara (B.M.); Frenette, Gordon (G.R.); Cole, Leonard (F.); Weinert, Bert (N.L.); 'Plontek, Ronald'; 'Sablatzky, Neil'; 'Kalsi, Avtar'; 'Homovec, Drew'; 'Braniff, Greg'; 'Pino, Thomas'; West, Gregory (G.S.); Petrauskas, Lisa (L.E.)
Cc:	Gerkey Sr., Jeffrey (J.B.); 'Waling, Jim'; 'Sherrill, Kevin'; Bland, Tim (T.); Herr, Joshua (J.W.); Bzymek, Raymond (R.); Antal, Jim (J.J.); Beuckeleere, Phillip (P.R.)
Subject:	RE: 1/26 ETC meeting minutes

Answers to questtions pertaining to 5 V P. Supply:
The PCM has a single regulated 5 V power supply. The output of the 5 V supply is then routed to separate pins sharing the same voltage potential. Therefore a voltage differential, excluding the insignificant voltage drop due to the individual resistances of the copper traces on the PCM, will not occur. If a VREF short to ground or VPWR was caused by any of the sensors sharing VREF, the control strategy mode of operation would then default to the PMEM operation.

C

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

From:	Rosaman, Barbara (B.M.)
Sent:	Friday, January 26, 2001 2:34 PM
To:	Frenette, Gordon (G.R.); Rio, John (J.C.); Cole, Leonard (F.); Weinert, Bert (N.L.); 'Plontek, Ronald'; 'Sablatzky, Neil'; 'Kalsi, Avtar'; 'Homovec, Drew'; 'Braniff, Greg'; 'Pino, Thomas'; West, Gregory (G.S.); Petrauskas, Lisa (L.E.)
Cc:	Gerkey Sr., Jeffrey (J.B.); 'Waling, Jim'; 'Sherrill, Kevin'; Bland, Tim (T.); Herr, Joshua (J.W.); Bzymek, Raymond (R.); Antal, Jim (J.J.); Beuckeleere, Phillip (P.R.)
Subject:	1/26 ETC meeting minutes

<< File: Minutes_Jan_26_01.doc >>

From: McDonagh, Scot (S.M.)
Sent: Tuesday, June 24, 2003 10:09 AM
To: Kramer, Michael (M.T.); Toporek, John (J.T.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Emerson, David (D.W.); DiCicco, Tamara (T.K.)
Subject: SSM# 16913- 7.3L accelerator Pedal wire chafing

FYI

Scot G. McDonagh
Super-Duty/Excursion
Powertrain Quality Leader
Phone-(313)337-8091
Fax-(313)621-8082
E-Mail:smcdonag@ford.com

-----Original Message-----
From: Stollfuss, Joshua (J.)
Sent: Tuesday, June 24, 2003 9:42 AM
To: McDonagh, Scot (S.M.)
Subject: FW: 097-2003-0447 R1 SSM 2002 Super Duty F-Series 7.3L build dates p (FCSD Global Template v1.1 Notification)

SSM on 7.3L accelerator Pedal wire chaffing is now active as SSM 16913.

Joshua Stollfuss
Product Concern Engineer E-Series, PVT & Field Support, FCSD.
DSC II Cube 540 1800 Fairlane Dr, Allen Park Mi 48101
Phone 313-323-9892 Fax 313-390-4457
Pager 313-754-1790 Email jstollfu@ford.com

-----Original Message-----
From: mvanholl@ford.com [mailto:mvanholl@ford.com]
Sent: Tuesday, June 24, 2003 9:37 AM
To: jstollfu@ford.com
Subject: 097-2003-0447 R1 SSM 2002 Super Duty F-Series 7.3L build dates p (FCSD Global Template v1.1 Notification)

*(Begin automated email)

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*** DRAFT ***

This message is being sent on behalf of mvanholl to aferna27@ford.com, kmontgol@ford.com, techhot@ford.com, newspecs@brownart.com, kpasanen@ford.com, whawkinl@ford.com, jstollfu@ford.com, vhartl@ford.com, amaqbool@ford.com, rsmit291@ford.com, jsprunge@ford.com for purposes of email compatibility.
You are requested to provide input to the author of this message. Forward/send any comments to the author of this message only.

Comments:
This is now active.

Author: JSTOLLFU
Request Type: SSM
Title (subject): 2002 Super Duty F-Series 7.3L build dates prior to 12/1/2001 - Repeat P0122,
P0123, P0221 DTC's after replacement of the accelerator pedal sensor

Applications:
(application 1) 2002 F-250, 350, 450, 550. 7.3L diesel 01 Jul 2001 01 Dec 2001

Activity Code: 07D F-SERIES >8500#
QSF/Non-QSF Status: Non-QSF Item
Tracking Number: 097-2003-0447 R1
Is this publication a SPECS concern? Yes
Does this request supersede an active TSB/SSM/ISM? No
TSB/SSM/ISM to supersede:
Message Type: Final
Are Service Chemicals being used? No
Other applicable articles:
Date repair procedure was verified: 6/9/2003 4:00:00 PM
Procedure verified by CDSID: RABAR
Procedure Verification Method: F-superduty powertrain team has verfied the information.
Are parts required? No
Are illustrations required? No
Contact information for additional illustrations:
   CDSID:
   Name:
   Phone:
Illustration notes:

Is Calibration CD required? No
Calibrations:
Has a White Paper or Certification Wire been sent to VEE? N/ADate White Paper or Certification Wire sent to VEE: 12:00:00 AMHave you completed a part request for the calibrations listed? N/ADo you have access to a vehicle for time study? N/AContact for vehicle CDSID: Trustmarks that apply: Ford
Article Distribution: WDMO; NA: Canada, Mexico, United States
OASIS Service Codes: 203200 404000 698298
Causal Basic Part # or Finis Code:
Issue/Cause TSB or SSM Text:
Some 2002 Super Duty F-Series vehicles equipped with a 7.3L, with build dates prior to 12/1/2001, may exhibit repeat P0122, P0123, P0221 DTC's after replacement of the accelerator pedal sensor. If repeat codes occur verify that no shorting or chafing conditions exist on the 14401 wire assembly at the left hand shock tower, or the accelerator pedal circuits at connector C2040. If circuits are damaged or shorted repair the wire, then add convolute to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

Repair Action TSB:

Service Procedure TSB:

WERS Notice Number, Date Released in WERS

QSF single agenda date/program FRC date: 12:00:00 AM
Parts:
Special instructions/remarks:

Repairs Per 1000 Vehicles: 0
Year(s) of Vehicles:
Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 0
Is geographic location significant? No
If Yes, Vehicle Populations:
United States: 0
Ford of Canada: 0
Association: 0
Ford of Mexico: 0
Europe: 0
Direct: 0

Asia/Pacific: 0
South America: 0
WDMO: 0
Aston Martin: 0
Mazda: 0
Ford: 0
Mercury: 0
Jaguar: 0
Think: 0
Land Rover: 0
Volvo: 0
Lincoln: 0
Nissan: 0
VW: 0

SSM Number: 16913
BCM Number: 0512
Last act taken (as of 24-Jun-2003, 9:36:57 AM): Final/Complete

(End automated email)"

From: jstollfu@ford.com
Sent: Tuesday, June 17, 2003 2:21 PM
To: gwest2@ford.com
Subject: 097-2003-0447 R1 SSM Some 2002 7.3L F-250, 350, 450, 550's with (FCSD Global Template v1.1 Request for input)

"(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
Confidential Information - Do Not Distribute
*** DRAFT ***

This message is being sent on behalf of JSTOLLFU to gwest2@ford.com, jtoporek@ford.com, bhalel@ford.com for purposes of email compatibility.
You are requested to provide input to the author of this message. Forward/send any comments to the author of this message only.

Comments:
(no comment)

Author: JSTOLLFU
Request Type: SSM
Title (subject): Some 2002 7.3L F-250, 350, 450, 550's with build dates prior to 12/1/2001 may
exhibit repeat P0122, P0123, P0221 DTC's after replacement of the accelerator pedal sensor.

Applications:
(application 1) 2002 F-250, 350, 450, 550. 7.3L diesel 01 Jul 2001 01 Dec 2001

Activity Code: 070 F-SERIES >8500#
OSF/Non-OSF Status: Non-OSF Item
Tracking Number: 097-2003-0447 R1
Is this publication a SPECS concern? Yes
Does this request supersede an active TSB/SSM/ISM? No
TSB/SSM/ISM to supersede:
Message Type: Final
Are Service Chemicals being used? No
Other applicable articles:
Date repair procedure was verified: 6/9/2003 4:00:00 PM
Procedure verified by CDSID: RABAR
Procedure Verification Method: F-superduty powertrain team has verfied the information.
Are parts required? No
Are illustrations required? No
Contact information for additional illustrations:
CDSID:
Name:
Phone:
Illustration notes:

Is Calibration CD required? No
Calibrations:
Has a White Paper or Certification Wire been sent to VEE? N/ADate White Paper or Certification Wire sent to VEE: 12:00:00 AMHave you completed a part request for the calibrations listed? N/ADo you have access to a vehicle for time study? N/AContact for vehicle CDSID: Trustmarks that apply: Ford
Article Distribution: WDMO; NA: Canada, Mexico, United States
OASIS Service Codes: 203200 290000 404000 490000
Causal Basic Part # or Finis Code:
Issue/Cause TSB or SSM Text:
If repeat codes are found after sensor replacement.
Verify that no shorting or chafing conditions exist on 14401 wire assembly at the left hand shock tower or the accelerator pedal circuits at connector

C2040. Accelerator pedal position sensor are as follows: pin 7 circuit 1285 (RD/LG). Idle validation switch, signal. Pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground. Pin 10 circuit 351 (BN/WH) Ref voltage. All circuits route near the shock tower and should be inspected. If circuits are damaged or shorted near the left hand shock tower, repair the shorted/damaged wire, add convolute to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

Repair Action TSB:

Service Procedure TSB:

WERS Notice Number, Date Released in WERS

QSF single agenda date/program FRC date: 12:00:00 AM
Parts:
Special instructions/remarks:

Repairs Per 1000 Vehicles: 0
Year(s) of Vehicles:
Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 0
Is geographic location significant? No
If Yes, Vehicle Populations:
United States: 0
Ford of Canada: 0
Association: 0
Ford of Mexico: 0
Europe: 0
Direct: 0
Asia/Pacific: 0
South America: 0
WDMO: 0
Aston Martin: 0
Mazda: 0
Ford: 0
Mercury: 0
Jaguar: 0
Think: 0
Land Rover: 0
Volvo: 0
Lincoln: 0
Nissan: 0
VW: 0

SSM Number:
BCM Number:
Last act taken (as of 17-Jun-2003, 2:21:26 PM): Submit for review

(End automated email)"

From: jstollfu@ford.com
Sent: Friday, June 13, 2003 3:22 PM
To: gwest2@ford.com
Subject: 097-2003-0447 SSM Some 2002 7.3L F-250, 350, 450, 550's with bui (FCSD Global Template v1.1 Request for Input)

"(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
Confidential Information - Do Not Distribute
*** DRAFT ***

This message is being sent on behalf of JSTOLLFU to gwest2@ford.com, jtoporek@ford.com, bhalel@ford.com, mking6@ford.com, rsmit291@ford.com, aallan@ford.com for purposes of email compatibility.
You are requested to provide input to the author of this message. Forward/send any comments to the author of this message only.

Comments:
(no comment)

Author: JSTOLLFU
Request Type: SSM
Title (subject): Some 2002 7.3L F-250, 350, 450, 550's with build dates prior to 12/1/2001 may
exhibit repeat P0122, P0123, P0221 DTC's after replacement of the accelerator pedal sensor. If repeat codes are found after sensor replacement.

Applications:
(application 1) 2002 F-250, 350, 450, 550. 7.3L diesel 01 Jul 2001 01 Dec 2001

Activity Code: 070 F-SERIES >8500#
QSF/Non-QSF Status: Non-QSF Item (system generated tracking number)
Tracking Number: 097-2003-0447
Is this publication a SPECS concern? Yes
Does this request supersede an active TSB/SSM/ISM? No
TSB/SSM/ISM to supersede:
Message Type: Final
Are Service Chemicals being used? No
Other applicable articles:
Date repair procedure was verified: 6/9/2003 4:00:00 PM
Procedure verified by CDSID: RABAR
Procedure Verification Method: F-superduty powertrain team has verified the information.
Are parts required? No
Are illustrations required? No
Contact information for additional illustrations:
CDSID:
Name:
Phone:
Illustration notes:

Is Calibration CD required? No
Calibrations:
Has a White Paper or Certification Wire been sent to VEE? N/ADate White Paper or Certification Wire sent to VEE: 12:00:00 AMHave you completed a part request for the calibrations listed? N/ADo you have access to a vehicle for time study? N/AContact for vehicle CDSID: Trustmarks that apply: Ford
Article Distribution: WDMO; NA: Canada, Mexico, United States
OASIS Service Codes: 203200 290000 404000 490000
Causal Basic Part # or Finis Code:
Issue/Cause TSB or SSM Text:
Verify that no shorting or chafing conditions exist on 14401 wire assembly at the left hand shock tower or the accelerator pedal circuits at connector

C2040. Accelerator pedal position sensor are as follows: pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected) pin 7 circuit 1285 (RD/LG). Idle validation switch, signal. Pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground. Pin 10 circuit 351 (BN/WH) Ref voltage. All circuits except 640 route near the shock tower and should be inspected. If circuits are damaged or shorted near the left hand shock tower, repair the shorted/damaged wire, add convolute to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

Repair Action TSB:

Service Procedure TSB:

WERS Notice Number, Date Released in WERS

QSF single agenda date/program PRC date: 12:00:00 AM
Parts:
Special instructions/remarks:

Repairs Per 1000 Vehicles: 0
Year(s) of Vehicles:
Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 0
Is geographic location significant? No
If Yes, Vehicle Populations:
United States: 0
Ford of Canada: 0
Association: 0
Ford of Mexico: 0
Europe: 0
Direct: 0
Asia/Pacific: 0
South America: 0
WDMO: 0
Aston Martin: 0
Mazda: 0
Ford: 0
Mercury: 0
Jaguar: 0
Think: 0
Land Rover: 0
Volvo: 0
Lincoln: 0
Nissan: 0
VW: 0

SSM Number:
BCM Number:
Last act taken (as of 13-Jun-2003, 3:22:19 PM): Submit for review

(End automated email)"

From: MacLeod, Randy [Randy.MacLeod@alcoa.com]
Sent: Wednesday, June 11, 2003 3:49 PM
To: 'West, Gregory (G.S.)'; Stollfuss, Joshua (J.)
Cc: Abar, Robert (R.B.); Kramer, Michael (M.T.); MacLeod, Randy; Kromberg, Arnold (A.W.)
Subject: RE: SSM Some 2002 7.3L F-250, 350, 450, 550's with build dates pr io (FCSD Global Template v1.1 Request for input)

351 is Brown/White.

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

-----Original Message-----
From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Wednesday, June 11, 2003 3:29 PM
To: Stollfuss, Joshua (J.)
Cc: Abar, Robert (R.B.); Kramer, Michael (M.T.);
'Randy.MacLeod@alcoa.com'; Kromberg, Arnold (A.W.)
Subject: FW: SSM Some 2002 7.3L F-250, 350, 450, 550's with build dates
pr io (FCSD Global Template v1.1 Request for input)

Joshua, my data shows circuit 351 is Brown & White so this needs to be confirmed.

-----Original Message-----
From: jstollfu@ford.com [mailto:jstollfu@ford.com]
Sent: Tuesday, June 10, 2003 10:50 AM
To: gwest2@ford.com
Subject: SSM Some 2002 7.3L F-250, 350, 450, 550's with build dates prio
(FCSD Global Template v1.1 Request for input)

"(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
Confidential Information - Do Not Distribute
*** DRAFT ***

This message is being sent on behalf of JSTOLLFU to gwest2@ford.com,
jtoporek@ford.com, bhalel@ford.com, mking6@ford.com, remit291@ford.com,
sallan@ford.com for purposes of email compatibility.
You are requested to provide input to the author of this message.
Forward/send any comments to the author of this message only.

Comments:
SSM for accelerator pedal wire chaffing issue, please review and comment by
6/12/03 thanks.

Author: JSTOLLFU
Request Type: SSM
Title (subject): Some 2002 7.3L F-250, 350, 450, 550's with build dates
prior to 12/1/2001 may
exhibit repeat P0122, P0123, P0221 DTC's after replacement of the
accelerator
pedal sensor.

Applications:
(application 1) 2002 F-250, 350, 450, 550. 7.3L diesel 01 Jul 2001 01
Dec 2001

Activity Code: 070 F-SERIES >8500#
QSF/Non-QSF Status: Non-QSF Item (system generated tracking number)
Tracking Number:

Is this publication a SPECS concern? Yes
Does this request supersede an active TSB/SSM/ISM? No
TSB/SSM/ISM to supersede:
Message Type: Final
Are Service Chemicals being used? No
Other applicable articles:
Date repair procedure was verified: 6/9/2003 4:00:00 PM
Procedure verified by CDSID: RABAR
Procedure Verification Method: F-superduty powertrain team has verfied the information.
Are parts required? No
Are illustrations required? No
Contact information for additional illustrations:
CDSID:
Name:
Phone:
Illustration notes:

Is Calibration CD required? No
Calibrations:
Has a White Paper or Certification Wire been sent to VEE? N/ADate White Paper or Certification Wire sent to VEE: 12:00:00 AMHave you completed a part request for the calibrations listed? N/ADo you have access to a vehicle for time study? N/AContact for vehicle CDSID: Trustmarks that apply: Ford
Article Distribution: WDMO; NA: Canada, Mexico, United States
OASIS Service Codes: 203200 290000 404000 490000
Causal Basic Part # or Finis Code:
Issue/Cause TSB or SSM Text:
Verify that no shorting or chafing conditions exist on 14401 wire assembly at
the left hand shock tower. The accelerator pedal circuits at connector C2040 Accelerator pedal position sensor are as follows: pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected) pin 7 circuit 1285 (RD/LG). Idle validation switch, signal. Pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground. Pin 10 circuit 351 (BN/RD) Ref voltage. All circuits except 640 route near the shock tower and should be inspected. If damage or wiring circuits touch or route near the left hand shock tower, repair the shorted/damaged wire, add convolute to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

Repair Action TSB:

Service Procedure TSB:

WERS Notice Number, Date Released in WERS

QSF single agenda date/program FRC date: 12:00:00 AM
Parts:
Special instructions/remarks:

Repairs Per 1000 Vehicles: 0
Year(s) of Vehicles:
Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 0
Is geographic location significant? No
If Yes, Vehicle Populations:
United States: 0
Ford of Canada: 0

Association: 0
Ford of Mexico: 0
Europe: 0
Direct: 0
Asia/Pacific: 0
South America: 0
WDMO: 0
Aston Martin: 0
Mazda: 0
Ford: 0
Mercury: 0
Jaguar: 0
Th!nk: 0
Land Rover: 0
Volvo: 0
Lincoln: 0
Nissan: 0
VW: 0

SSM Number:
BCM Number:
Last act taken (as of 10-Jun-2003, 10:50:04 AM): Send for engineering input

(End automated email)"

Hirtzel, Rich (R.J.)

From:	Logel, Jay (J.D.)
Sent:	Wednesday, February 05, 2003 2:04 PM
To:	Hirtzel, Rich (R.J.)
Cc:	Balint, Gary (G.S.)
Subject:	

-----Original Message-----
From: Hirtzel, Rich (R.J.)
Sent: Wednesday, February 05, 2003 11:00 AM
To: Logel, Jay (J.D.)
Cc: Balint, Gary (G.S.)
Subject: FW:
Importance: High

-----Original Message-----
From: Tonya.Policelli@jwt.com [mailto:Tonya.Policelli@jwt.com]
Sent: Wednesday, February 05, 2003 10:48 AM
To: RHirtzel@ford.com
Cc: Jennifer.Fox@jwt.com
Subject: Adjustable Pedal Sensor
Importance: High

Hi Rich,
Here is the requested file for the above program, I have included the PDF and word document:

(See attached file: FCRM_00058.pdf) (See attached file: Adj Pedal.doc)

Please let me know if you have any questions.
Thanks,
Tonya

REDACTED

Hirtzel, Rich (R.J.)

From: West, Gregory (G.S.)
Sent: Wednesday, February 05, 2003 9:15 AM
To: Hirtzel, Rich (R.J.)
Subject: RE: 03B03 Adjustable Accelerator Pedal Collab.

Everything looks good to us in engineering.

-----Original Message-----
From: Hirtzel, Rich (R.J.)
Sent: Friday, January 31, 2003 2:44 PM
To: Logel, Jay (J.D.); Tokarsky, Michael (M.); Echhot, T. (T.); Rivera, Santos (S.); Jaeger, Sharon (S.A.); Shore, John (J.); Horca, Brian (B.F.); Stewart, Greg (J.); West, Gregory (G.S.)
Cc: Ballat, Gary (G.S.); Gerstenberger, Mark (M.)
Subject:

Richard J. Hirtzel
rhirtzel@ford.com
313-317-4897
Knowledge is Power!

REDACTED

PE03-044 28137 M

Hirtzel, Rich (R.J.)

From:	Stewart, Greg (J.)
Sent:	Monday, February 03, 2003 10:11 AM
To:	Hirtzel, Rich (R.J.)
Subject:	RE: 03B03 Adjustable Accelerator Pedal Collab.

I have made suggestions in the dealer bulletin in red. I would suggest that we stress that this is the accelerator pedal and state "adjustable accelerator pedal" rather than adjustable pedal. Also the picture or the owner letter seems to zero in on the brake pedal more than the accelerator pedal. Hope this helps

[redacted]
03B03AdjPedalLetters.doc

Greg Stewart
FSA Coordinator
Ford of Canada FSA Department
Ph 905-845-2511 Ext 1091
gstewar7@ford.com

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

From:	Hirtzel, Rich (R.J.)
Sent:	Friday, January 31, 2003 2:44 PM
To:	Logel, Jay (J.D.); Tokarsky, Michael (M.); Echhol, T. (T.); Rivera, Santos (S.); Jaeger, Sharon (S.A.); Shore, John (J.); Moroz, Brian (B.T.); Stewart, Greg (J.); West, Gregory (G.S.)
Cc:	Balint, Gary (G.S.); Gerstenberger, Mark (M.)
Subject:	

Richard J. Hirtzel
rhirtzel@ford.com
313-317-4997
Knowledge is Power!

Hirtzel, Rich (R.J.)

From: Rivera, Santos (S.)
Sent: Monday, February 03, 2003 9:56 AM
To: Hirtzel, Rich (R.J.)
Subject: RE: 03B03 Adjustable Accelerator Pedal Collab.

Approved with these recommended changes

Labor time for 03B03 has gone up to 0.5hrs due to the retrieval and clearing of the codes.

The tech instructions need to be updated advising the techs to retrieve and clears codes received. Also should include what DTC's should be retrieved. Instructions should direct them to only to replace the accel pedal per WSM instructions only if these codes are present.

Any Questions please let me know

SANTOS RIVERA
Service Labor Time Standards Analyst
Ford Consumer Services Group
Tel 313-84-55122 Fax 313-390-8727
srivera5@ford.com

—Original Message—
From: Hirtzel, Rich (R.J.)
Sent: Friday, January 31, 2003 2:44 PM
To: Logel, Jay (J.D.); Tokarsky, Michael (M.); Echhot, T. (T.); Rivera, Santos (S.); Jaeger, Sharon (S.A.); Shore, John (J.); Hosor, Brian (B.T.); Stewart, Greg (J.); West, Gregory (G.S.)
Cc: Balint, Gary (G.S.); Geestenberger, Mark (M.)
Subject:

Richard J. Hirtzel
rhirtzel@ford.com
313-317-4997
Knowledge is Power!

REDACTED PE03-044 28148

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

This came in under C11243339.

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

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

Greg,

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

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

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

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

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

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

All,
Updated TSB for your review.

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

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

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

Curt,
Updated draft to start thru the TSB process.

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

I have updated electrical statements.

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7285

Email: bwillia8@ford.com

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

Rough draft of TSB content is attached below.

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

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

Curt,
What else will the team need to supply?

Robert B. Abar
Manager, Powertrain

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

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

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

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

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

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX(313) 24-88973 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

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

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

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

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

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

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

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar

Manager, Powertrain

(313) 84-54247 FAX(313) 24-88073 rober@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

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

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

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

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

Brent / Curt,

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

Highest frequency of repeat repairs are in the early builds when the wire chafing issue was a potential as indicated by the following data on repeat repairs. (this data includes repeats for earlier level -DA and fix level -DE pedal assys)
Jul 01 - 6
Aug 01 -6
Sep 01 - 12
Oct 01 -38
Nov 01 - 30
Dec 01 - 41
Jan 02 - 51
Feb 02 - 6
Mar 02 - 7
Apr 02 - 2

May 02 - 4
Jun 02 - 3
Jul 02 - 0
Au 02 - 4
Sept 02 -4

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

Robert B. Abar
Manager, Powertrain

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

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

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

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)
Cc: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

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

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

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:34 PM
To: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

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

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

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

FYI...

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

Thank you, best regards and have a great TODAY!

Michael V. Leese
P131/0137 Plant Vehicle Team- Electrical EESE/RR&T
Kentucky Truck Plant
ph: (502) 429-2598, pager: (313) 796-7776
email: mleese1@ford.com

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

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

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

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

Phil Evenhouse, 79334

Tech Hotline Diesel Group Leader

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

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QESTIONS....623-842-6891

Wnuk, John (J.G.)

From: Wnuk, John (J.G.)
Sent: Tuesday, May 13, 2003 7:13 AM
To: Uposky, Lawrence (L.J.)
Cc: Patel, Moos (M.S.); Hawkins, Fred (F.W.); Sheffield, Drew (D.L.)
Subject: P137 Adj Pedal Campaign

Larry: I received a letter late yesterday from Teleflex requesting additional data from us regarding the above. I will deliver it to your desk after my 8:00 meeting this morning.

Thank you.

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

REDACTED

PE03-044 28854

From: West, Gregory (G.S.)
Sent: Friday, July 11, 2003 2:18 PM
To: Liposky, Lawrence (L.J.); Wolfe, Brian (B.C.); Figurski, Patrick (P.M.); Auler, Jim (J.E.); Logel, Jay (J.D.)
Cc: West, Gregory (G.S.)
Subject: FW: P code information

P code information

The attached note just came from Teleflex requesting the following info. Should I pursue?
I have the pinpoint test as a word file.
I can easily get them the DTC code list/definitions
They can purchase the wiring schematics from the dealerships I believe.

Hardware side, we would like to have,

1. Vehicle wiring diagram.
2. Harness drawings, which should cover from ETC pedal to PCM
3. PCM circuit schematics related to ETC pedal, which should cover power feeds to the pedal and input circuit for the pedal signals.
4. Hardware change logs, which should include wiring change, harness change and PCM circuit change, etc.

Software side,

1. Code definitions of P0123, P0122, P0220, P0221, CC42, CC28, P1000, P1111 and P1211.
2. Detail processing flowcharts of ETC pedal signals.
3. Detail logics (flowcharts and software coding) of the pedal related P-codes.
4. Firmware/Software change logs.

We would also like to have information of Pinpoint testing hardware and procedure.

-----Original Message-----
From: Bill Teller [mailto:bteller@tfxauto.com]
Sent: Friday, July 11, 2003 12:34 PM
To: Greg West
Cc: Charlie Meier; Bob Belanger
Subject: Fwd: P code information

Greg - See below for our requested information on the P-Codes. Thanks in advance.

From: MacLeod, Randy [Randy.MacLeod@alcoa.com]
Sent: Tuesday, June 10, 2003 11:34 AM
To: 'West, Gregory (G.S.)'
Cc: Aber, Robert (R.B.); McConnell, Roger A.; Danuloff, Andrew; Williams, Rayford O; Overmire, Jeffrey B.; Weling, James E.
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pe dal Failures

Greg,

The 42-way takeout to the Diesel engine in the 2C3T-12A581-MN (rel. July 2001) was relocated from near the shock tower area to the cowl (the piece that holds up windshield) area. Circuit 640 does not pass through the firewall so is not affected. 351, 356, 357,1285 (the ETC circuits) were the affected circuits.

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

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

-----Original Message-----
From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Friday, June 06, 2003 8:13 AM
To: 'Randy.Macleod@alcoa.com'
Cc: Aber, Robert (R.B.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pe dal Failures
Importance: High

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

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

All,
Updated TSB for your review.

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

Phil,
How do we get the wiring inspection and corrective action added to Customer Satisfaction Program 03B03

for those vehicles built before Dec 2001?

Robert B. Abar
Manager, Powertrain

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

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

Curt,
Updated draft to start thru the TSB process.

Robert B. Abar
Manager, Powertrain

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

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

I have updated electrical statements.

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

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

Rough draft of TSB content is attached below.

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

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

Curt,
What else will the team need to supply?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX (313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda CI #4 Mail Drop: LM410

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

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

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

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

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX (313) 24-69073 rabar@ford.com
Room: 1CP20/Rotunda CI #4 Mail Drop: LM410

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Thursday, May 08, 2003 7:38 AM
To: Abar, Robert (R.B.); West, Gregory (G.S.)
Cc: Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.);

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

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

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7285
Email: bwilli8@ford.com

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

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

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

pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1285 (RD/LG) Idle validation switch, signal
pin 8 circuit 356 (GY/WH) Accelerator pedal position sensor, signal
pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

Into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module.

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

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX(313) 24-56073 rabar@ford.com
Room: 1CP20/Rotunda Ct #4 Mail Drop: LM410

----Original Message----
From: Williams, Brent (B.A.)
Sent: Wednesday, May 07, 2003 9:54 AM
To: Abar, Robert (R.B.); Hale, Curt (B.C.)

Cc: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Armbruster, Phil (P.J.); Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Figurski, Patrick (P.M.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

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

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

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

Brent / Curt,

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

Highest frequency of repeat repairs are in the early builds when the wire chafing issue was a potential as indicated by the following data on repeat repairs. (this data includes repeats for earlier level -DA and fix level -DE pedal assys)
Jul 01 - 6
Aug 01 -6
Sep 01 - 12
Oct 01 -38
Nov 01 - 30
Dec 01 - 41
Jan 02 - 51
Feb 02 - 6
Mar 02 - 7
Apr 02 - 2
May 02 - 4
Jun 02 - 3
Jul 02 - 0
Au 02 - 4
Sept 02 -4

In order to reduce repeat repairs and reduce the mechanics diagnostic time associated with the repeat

repairs please issue a TSB to the field instructing them where to look for the potential chafing issue, especially for the builds prior to Feb 02. Can an Oasis or SSM go out ahead of the TSB?

Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rabar@ford.com
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Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #1ILCX010

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

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Brent Williams
Electrical PVT - Super Duty/Excursion - KTP
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Email: bwillia8@ford.com

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

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

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

FYI...

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

Thank you, best regards and have a great TODAY!

Michael V. Leese
F150/F650 Plant Vehicle Team- Electrical LEESE/EVAT
Kentucky Truck Plant
ph: (502) 426-2588, tpager: (310) 706-7706
email: mleese1@ford.com

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

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

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

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

Phil Evenhouse, 79334

Tech Hotline Diesel Group Leader

----Original Message----
From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]
Sent: Wednesday, October 03, 2001 1:30 PM
To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO.....LET ME KNOW IF YOU HAVE ANY QESTIONS...,623-842-6691

10/2/2003

From:	Patel, Mona (M.S.)
Sent:	Friday, May 09, 2003 8:38 AM
To:	Drever II, Donald (D.C.)
Cc:	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 Veliky 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..

IFyou have any questions, please call me. Thanks

Mona Patel

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