

PE03-044

FORD

5/13/2005

APPENDIX I

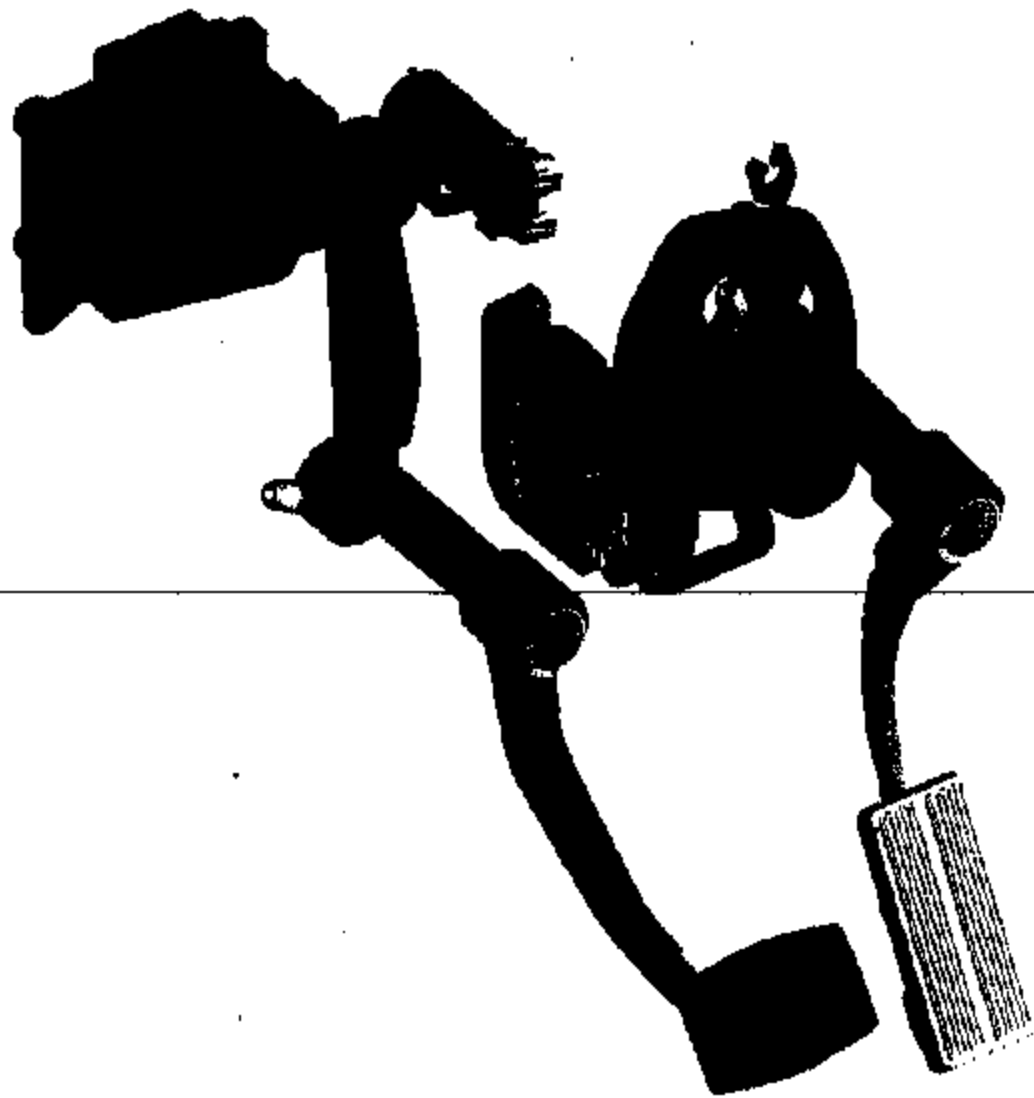
BOOK 22 OF 28

PART 4 OF 4



PE83-844-R 1387

4-137
Adjustable



PERS-844-A 2442

From: Gertley Sr., Jeffrey (J.B.)
Sent: Wednesday, October 09, 2002 10:34 AM
To: Liposky, Lawrence (L.J.); West, Gregory (G.S.); Reini, Roger (R.W.)
Cc: Conrad, James (J.A.); Gilkey, James (J.K.); Gaw, Ron (R.M.); Sheth, Rakesh (B.); Fiorini, John (J.J.); Selamet, Erol (E.R.); Keith Perrine (E-mail)
Subject: RE: APPS Diesel P131/u137

We need a CR. We'll ask AFL to provide cost and timing and proceed from there. We should be able to meet 1PP.

Roger - Is there an EDS SDS requirement that mandates gold pins on the in-line connector for the ETC pedal position sensor? Gold pins are called out at the PCM and at the pedal position sensor, but there was never a requirement for the inline connector terminals.

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

From: Liposky, Lawrence (L.J.)
Sent: Wednesday, October 09, 2002 9:39 AM
To: West, Gregory (G.S.); Gertley Sr., Jeffrey (J.B.)
Cc: Conrad, James (J.A.); Gilkey, James (J.K.); Gaw, Ron (R.M.); Sheth, Rakesh (B.); Fiorini, John (J.J.)
Subject: RE: APPS Diesel P131/u137

We will see high mileage returns for warranty. What is the process to get this in for 04 ??

Larry Liposky
Supervisor - Tough Truck
Accelerator/VWV Components phone 24-81726
Pager 796-0949

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

From: West, Gregory (G.S.)
Sent: Wednesday, October 09, 2002 8:41 AM
To: Conrad, James (J.A.); Gilkey, James (J.K.); Liposky, Lawrence (L.J.); Gaw, Ron (R.M.); Sheth, Rakesh (B.); Fiorini, John (J.J.)
Subject: FW: APPS Diesel P131/u137

FYI

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

From: Gertley Sr., Jeffrey (J.B.)
Sent: Tuesday, October 08, 2002 7:32 AM
To: West, Gregory (G.S.)
Cc: Rayford Williams (E-mail); Randy MacLeod (E-mail); McDaniel, Jerry (J.); Weinart, Bart (N.L.); Burzycki, Rob (R.M.); Kevin Sherrill (E-mail); Rio, John (J.C.); Frenette, Gordon (G.R.); Dunaway, Scott (S.S.); Wagner, John (J.D.)
Subject: RE: APPS Diesel P131/u137

Greg,

Its too late in the program to be coming up with NEW requirements. If gold pins were required at the inlines, it should have been specifically called out on the transmittal. The schematic compatibility reviews provided another opportunity to review the design and provide comment.

If this change is required, then it will have to wait til 2004 Job1. Its too late for 2003-25 Job1, and its impossible to make this a running/coordinated change.

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

From: West, Gregory (G.S.)
Sent: Friday, October 04, 2002 7:33 AM
To: Gertley Sr., Jeffrey (J.B.); Rio, John (J.C.); Weinert, Bert (N.L.)
Cc: McDaniel, Jerry (J.); Conrad, James (J.A.)
Subject: FW: APPS Diesel P131/u137

Someone from AFL was recently asking about the use of gold pin for the entire APS circuit. The note below is from our RVT sensor guy and he is indicating the circuit must use gold pins. Could you pass along to the correct people to see if the issue is resolved please. I also sent a note a while back to Gordon but never got a response. Apparently our SDS does not call out the requirement for the gold pin.

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

From: Conrad, James (J.A.)
Sent: Friday, October 04, 2002 6:49 AM
To: West, Gregory (G.S.)
Subject: FW: APPS Diesel P131/u137

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

From: Gilkey, James (J.K.)
Sent: Wednesday, October 02, 2002 7:37 AM
To: Conrad, James (J.A.)
Subject: RE: APPS Diesel P131/u137

Jim: The criteria for gold pins changed sometime last year. There is a check list that ends with a gold pin or another type of pin selection. Unfortunately, it is not available electronically. I am trying to find a copy to verify my recollection thereof. I think we are stuck with gold since we produce a signal of less than 5 volts.

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

From: Conrad, James (J.A.)
Sent: Tuesday, October 01, 2002 7:33 AM
To: Gilkey, James (J.K.)
Cc: West, Gregory (G.S.)
Subject: FW: APPS Diesel P131/u137

Jim,

What is the latest direction on gold plated pins. In 2000, Ray Amato and Carlos Barrera stated gold pins were required for the DEM98. Has the direction changed?

Jim

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

From: West, Gregory (G.S.)
Sent: Friday, September 27, 2002 7:07 AM
To: Conrad, James (J.A.)
Cc: Weinert, Bert (N.L.); Gertley Sr., Jeffrey (J.B.); McDaniel, Jerry (J.); MacLeod, Randy; Rio, John (J.C.)
Subject: RE: APPS Diesel P131/u137

Jim, per the notes below are gold plated connectors required for ETC pedal? Is it an SDS requirement?

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

From: McDaniel, Jerry (J.)
Sent: Friday, September 27, 2002 6:21 AM
To: MacLeod, Randy; West, Gregory (G.S.); Rio, John (J.C.)
Cc: Weinert, Bert (N.L.); Gertley Sr., Jeffrey (J.B.)

Subject: RE: APPS Diesel P131/u137

Randy, SDS requirement EL-0167 and associated detail 23015 states that if the operating current is $<-5V$ and the operating current is less than 100mA then you have to use the flow chart in detail 23015 to determine if gold is required. Per the flow chart gold would be required through the whole circuit IF the subsystem SDS requires gold plating for this circuit. Powertrain should provide the SDS requirement that states that gold (or precious metal) plating is required.

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

From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]
Sent: Tuesday, September 24, 2002 8:31 AM
To: Jerry W. McDaniel (E-mail)
Cc: Bert Weinart (E-mail)
Subject: FW: APPS Diesel P131/u137

1. I need to know what the proper terminal is in the 14401 to 12A581 inline (an underhood connection) for the APPS from an electrical standpoint. The transmittal calls out gold at the sensor. Does this automatically mean that all inlines must have gold also? We currently do not have gold pins--we have a greased connection with regular terminals.
2. SDS 9 detail 11869 says there is not to be any splices in signal returns for the APPS. Our design has splices in signal returns.

Randy MacLeod, AFL Systems, www.aflauto.com
(313)436-8708 Fax: (313)436-8780 Pager: (313)796-9029

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

From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Tuesday, September 24, 2002 7:41 AM
To: 'MacLeod, Randy'
Cc: Selamet, Erol (E.R.); McDaniel, Jerry (J.); Rio, John (J.C.)
Subject: RE: APPS Diesel P131/u137

I think all the info your looking for is in the attached file.

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

From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]
Sent: Monday, September 23, 2002 5:10 PM
To: Gregory West (G.S.) (E-mail)
Cc: Erol Selamet (E.R.) (E-mail); Jerry W. McDaniel (E-mail); 'Rio, John (J.C.)'
Subject: RE: APPS Diesel P131/u137

What is the resistance range of the APPS? How much current is being drawn?
What is the operating voltage? Please send the mechanization of the APPS,
and state on the transmittal if gold pins are required.

Randy MacLeod, AFL Systems, www.aflauto.com
(313)436-8708 Fax: (313)436-8780 Pager: (313)796-9029

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

From: Rio, John (J.C.) [mailto:jrio@ford.com]
Sent: Monday, September 23, 2002 3:09 PM
To: 'Randy.MacLeod@alcoa.com'
Subject: FW: APPS Diesel P131/u137

Randy,
The message below provides the answer to your question. Precious metal plating must be used throughout the circuit.

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

From: Pascany, Ken (K.M.)
Sent: Monday, September 23, 2002 2:39 PM
To: Rio, John (J.C.)
Cc: Mondro, Jim (J.J.)
Subject: RE: APPS Diesel P131/u137

John,

According to the details of Connector SDS requirement, EL-0167, "Plating on both halves of connector system MUST be the same. All exceptions must be approved by RVP Connectors."

The terminal plating selection flowchart that is part of the requirement detail for EL-0167 indicates that precious metal plating must be used throughout the circuit if the subsystem SDS requires precious metal plating for the circuit in question.

The connector SDS is the responsibility of ESESE. Gary Metz (x39959) is the supervisor.

Ken

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

From: Rio, John (J.C.)
Sent: Monday, September 23, 2002 11:00 AM
To: Pascany, Ken (K.M.); Mondro, Jim (J.J.)
Cc: Randy MacLeod (E-mail)
Subject: FW: APPS Diesel P131/u137

Ken/Jim,

Per the message below we have inline interconnects with non-gold pins between the PCM and the APPS sensor. The question being asked is: must inline interconnect have Gold pins also when Gold pins are called for at the APPS connector.
Could please let me know what is the requirement.
Thanks,

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

From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]
Sent: Tuesday, September 17, 2002 6:27 AM
To: 'Weinert, Bert (N.L.)'; John C Rio (E-mail)
Cc: Waling, James E.
Subject: RE: APPS

Blaine's answer is, "What does the transmittal say." The transmittal calls out gold pins at the APPS connector. I checked SDS 9 and 16 and I found in 9 where APPS needs to be gold, but it doesn't mention inlines. Please state this on the transmittal if you want it.

Randy MacLeod, AFL Systems, www.aflauto.com
(313)436-8700 Fax: (313)436-8780 Pager: (313)796-9029

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

From: Weinert, Bert (N.L.) [mailto:nweinert@ford.com]
Sent: Monday, September 16, 2002 9:09 AM
To: 'MacLeod, Randy'
Subject: RE: APPS

Did Blaine answer your question?

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

From: MacLeod, Randy [mailto:Randy.MacLeod@alcoa.com]

Sent: Thursday, September 05, 2002 5:12 PM
To: Bingham, Blaine C.; Bert Weinert (E-mail)
Subject: APPS

What was the decision regarding gold pins at the 14401 - 12A581 I/C to the Accelerator Pedal Position Sensor?

Randy MacLeod, AFL Systems, www.aflauto.com
(313)436-8708 Fax: (313)436-8780 Pager: (313)796-9029

From: Kronenberg, Audrey (A.R.)
Sent: Tuesday, June 11, 2002 11:28 AM
To: Lipoosky, Lawrence (L.J.); Compton, James (J.D.); Scheffler, Daniel (D.A.)
Cc: Christensen, Jeff (J.S.); Sherard, Gail (G.); Johnson, David (D.M.); West, Gregory (G.S.); Guys, Philip (P.R.); Polman, James (J.J.); Vojtisek, Beth; Looney (E.L.); Wood, Mary (M.A.); Ramfios, Gregory (G.W.); Burrows, Jim (J.A.); Slachta, Joseph (J.F.)
Subject: RE: 03.25 P131/U137 Fixed/Adjustable pedal information

FYI.....

1. Williams made 300 sensors on Saturday 6/8 from the 1100 elements that were produced. The elements had the same configuration (i.e. artwork) that the 1PP pedals have. (There was not a design change of the element from the end of May).
2. Williams Controls has 2 EOL testers:
 - a. Sensor EOL
 - b. Complete Pedal Assembly EOLTheir sensor EOL tester was not able to test the 3 track sensors for either the 1PP build or for the sensors built on 6/8. All of the sensors that were tested (300 that were built on 6/8) showed as failures on the sensor EOL. From the 300 sensors that they built on Saturday, 30 pedal assemblies were built and from those assemblies, they had a 50% fallout rate (15 of the assemblies passed the pedal EOL tester). This is approx. the same fallout rate they had for the 1PP build (17 good pedals out of 30).
3. Williams Controls is now tweaking the artwork on the element and produce a new batch by the end of this week. They have also stated that they have fixed the sensor EOL tester so it can differentiate between a good and bad 3 track sensor. From the elements/sensors that this is based on the assumption that the sensor failure is caused by the element that they will produce, they estimate that they will have a fallout of approx. 25% from their sensor EOL tester. The pedal EOL tester also may capture the sensors that are on the borderline of specification which would make the assembly have a higher fallout rate.

Audrey Kronenberg

Chassis Site STA
313 39 05788

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

From: Lipoosky, Lawrence (L.J.)
Sent: Monday, June 10, 2002 5:55 PM
To: Compton, James (J.D.); Scheffler, Daniel (D.A.)
Cc: Christensen, Jeff (J.S.); Sherard, Gail (G.); Burrows, Jim (J.A.); Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); Johnson, David (D.M.); West, Gregory (G.S.); Guys, Philip (P.R.); Polman, James (J.J.); Vojtisek, Beth; Looney (E.L.); Wood, Mary (M.A.); Ramfios, Gregory (G.W.)
Subject: RE: 03.25 P131/U137 Fixed/Adjustable pedal information

Agree we all need to be on one page. Let me re-emphasize we are not jeopardizing Job#1 as discussed Friday night. We have a back up plan to bring in a de-contented adjustable pedal from Teleflex if necessary. Williams did make 300 sensors Saturday out of the 1100 elements produced Friday with a 50% fall out. Yield is less than desirable and this is the reason they do not wish to PPAP with this run. 50% yield would support our production needs but would be very costly to Williams. They will continue to tweak until they get it correct. We have high confidence when the pedal passes EOL testing we are receiving good parts. Williams will be ready to PPAP on the 18th as planned with a projected fallout no worse than 25%. Current yield on the 2 track sensor is 99.4%. We will be using the same line to produce both 2 and 3 track pedal assemblies.

Audrey Kronenberg and Greg Ramfios to be present at Williams for PPAP. I have a call in scheduled with Williams tomorrow am. Will update you with info when available.

Larry Liposky
Supervisor - Tough Truck
Accelerator/VMV Components
Phone 24-81728
Pager 796-0949

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

From: Compton, James (J.D.)
Sent: Monday, June 10, 2002 2:25 PM
To: Liposky, Lawrence (L.J.); Scheffler, Daniel (D.A.)
Cc: Christensen, Jeff (J.S.); Sherard, Gail (G.); Burrows, Jim (J.A.); Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); Johnson, David (D.M.); West, Gregory (G.S.); Guys, Philip (P.R.); Polman, James (J.J.); Vojtisek, Beth Looney (E.L.); Wood, Mary (M.A.)
Subject: RE: 03.25 P131/AU137 Fixed/Adjustable pedal information

We all need to get on the same page. I just spoke with the Quality Mgr at Williams and these 1100 elements will not be used for the PPAP run. They are trying to make additional improvements to the elements prior to the PPAP run (now sched for 6/18, as I understand it). They feel these 1100 elements would have approx 40% fallout. They think the next iteration (this week) will have approx 25% fallout. Do we really want to stick with a design for production with either 40% or 25% fallout?

By the end of this week, they claim they will know how good (or bad) the next design iteration of elements will be. Based on that level, we (FORD) need to make some hard decisions...any further delays will certainly jeopardize the program for JOB1!

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

From: Liposky, Lawrence (L.J.)
Sent: Friday, June 07, 2002 9:48 AM
To: Scheffler, Daniel (D.A.)
Cc: Christensen, Jeff (J.S.); Sherard, Gail (G.); Burrows, Jim (J.A.); Compton, James (J.D.); Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); Johnson, David (D.M.); West, Gregory (G.S.); Guys, Philip (P.R.)
Subject: RE: 03.25 P131/AU137 Fixed/Adjustable pedal information

Den, Williams delivered for 1PP. Williams is currently working to support full PSW @ FEJ. Timing is tight. They ran 1100 elements yesterday in preparation of PPAP next week. Williams will need to successfully run at rate (build the elements into sensors, and then build into pedals) no later than 6-24-02 to support PV testing. Based on what I see I believe they are going to make it. Williams is still the preferred fixed pedal supplier at this time. We are working closely with Purchasing and STA to make them successful. Also, we have verbal commitment from Teleflex to support capacity with an adjustable pedal as a back-up. Talked to Jim Burrows this am, he will follow up on written agreement. This plan however will need help from the Vehicle Operations side to manually adjust the pedal from the full rearward position (fastener assembly clearance) to the full forward position. Den I will need your help on this one, but lets discuss after we have results from PPAP next week.

The back-up plan is costly and would be intended as short term until we develop another supplier which we are actively pursuing. Greg West is leading the charge on this and we can share status of this late next week.

Hope this helps.

Larry Liposky
Supervisor - Tough Truck
Accelerator/VMV Components
Phone 24-81726
Pager 796-0949

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

From: Johnson, David (D.M.)
Sent: Friday, June 07, 2002 7:28 AM
To: Liposky, Lawrence (L.J.); West, Gregory (G.S.)
Cc: Scheffler, Daniel (D.A.); Christensen, Jeff (J.S.); Sherard, Gail (G.)
Subject: Fw: 03.25 P131/AU137 Fixed/Adjustable pedal information

Greg/Larry - please provide an update? Is our supplier delivering or do we have an issue?

Regards,
David M. Johnson
Vehicle Engineering Manager - Super Duty & Excursion
Pfr: 313-24-89767; Fax: 313-33-72974; Pgr: 313-795-3568;
Text Page DJOHNS15 @ <http://vm7.dearborn.ford.com/cgi/textpage>

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

From: Scheffler, David (D.A.)
Sent: Tuesday, June 04, 2002 10:56 AM
To: Johnson, David (D.M.)
Subject: 03.25 P131/U137 Fixed/Adjustable pedal information

Dave,
On the 03.25 P131/U137 Fixed/Adjustable pedal situation what is the latest updates? Please let me know.
Thanks.

Sincerely,
Dan Scheffler
VO NMP P131/U137
e-mail dscheff1@ford.com
Currently at KTP Louisville
KTP Phone: 502-339-3604 or WATTS 429-3604
Page dscheff1, or 313 796-9376

From: West, Gregory (G.S.)
Sent: Tuesday, June 11, 2002 10:43 AM
To: Liposky, Lawrence (L.L.); Guys, Philip (P.R.); Ramfos, Gregory (G.W.); Sherard, Gail (G.)
Subject: RE: 03.25 P131/U137 Fixed/Adjustable pedal information

As you can see from the note below the number of people involved is getting out of control. Please let me elaborate, many people are trying to intimately learn the process at Williams and in my opinion only Gail, Larry and I need to know the details of the process and we can feed the level of concern to the rest of the team. The parts that are being questioned below are tier 3!! I am respectfully requesting your support that engineering take the lead to manage this issue. We can then keep the remainder of the team (Purchasing, STA, VO and KTP) informed of the level on concern. Examples of issues are:

Jim Polman is requesting Williams fly up and present status.

Purchasing is asking Williams to make an unmanageable stockpile.

Purchasing and STA want to change suppliers immediately.

How can Williams and I focus on the task at hand with these type of distractions!

I am very confident at this point that we will PSW for FEU and have little or no risk at Job #1 but I need your help and support.

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

From: Liposky, Lawrence (L.L.)
Sent: Monday, June 10, 2002 5:55 PM
To: Compton, James (J.D.); Scheffler, David (D.A.)
Cc: Christensen, Jeff (J.S.); Sherard, Gail (G.); Burrows, Jim (J.A.); Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); Johnson, David (D.M.); West, Gregory (G.S.); Guys, Philip (P.R.); Polman, James (J.I.); Vogtsel, Beth Looney (E.L.); Wood, Mary (M.A.); Ramfos, Gregory (G.W.)
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Larry Liposky
Supervisor - Tough Truck
Accelerator/VMV Components
Phone 24-81726
Pager 796-0949

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Sent: Friday, June 07, 2002 9:48 AM
To: Scheffler, Daniel (D.A.)
Cc: Christensen, Jeff (J.S.); Shepard, Gail (G.); Barrows, Jim (J.A.); Compton, James (J.D.); Kronenberg, Audrey (A.R.); Ryan, Emmett (E.C.); Johnson, David (D.M.); West, Gregory (G.S.); Guys, Philip (P.R.)
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Hope this helps.

Larry Liposky
Supervisor - Tough Truck
Accelerator/VMV Components
Phone 24-81726
Pager 796-0949

—Original Message—

From: Johnson, David (D.M.)
Sent: Friday, June 07, 2002 7:28 AM
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Subject: FW: 03.25 P131/U137 Fixed/Adjustable pedal information

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Regards,
David M. Johnson
Vehicle Engineering Manager - Super Duty & Excursion
Ph: 313-24-89787; Fax: 313-33-72974; Pgr: 313-795-3588;
Text Page DJOHNS16 @ <http://vm7.dearborn.ford.com/cevt/textpage>

—Original Message—

From: Scheffler, Daniel (D.A.)
Sent: Tuesday, June 04, 2002 10:56 AM
To: Johnson, David (D.M.)
Subject: 03.25 P131/U137 Fixed/Adjustable pedal information

Dave,
On the 03.25 P131/U137 Fixed/Adjustable pedal situation what is the latest updates? Please let me know.
Thanks.

Sincerely,
Dan Scheffler
VO NMP P131/U137
e-mail dscheff1@ford.com
Currently at KTP Louisville
KTP Phone: 502-339-3604 or WATTS 428-3604
Page dscheff1, or 313 796-9376

From: Kramer, Michael (M.T.)
Sent: Wednesday, April 17, 2002 10:39 AM
To: Miller, Cary (C.D.); Liposky, Lawrence (L.J.)
Cc: Williams, Brent (B.A.); Reddy, B.J (B.J.); Young, Susan (S.M.); McDonagh, Scot (S.M.); Williams Jr., James (J.P.)
Subject: RE: Warranty Issues for 2002

For 2002 MY to date, there are approximately 350 P131 claims (12th ranked PT item) for -9F836- (pedal and sensor assembly).

For 2002 MY to date, -9F836- is not showing in the top 20 PT items for Excursion.

In the data that I presently have, I do not have the build date breakdown.

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT

Six Sigma Black Belt

Phone/fax: (313) 594-2003

Page: (313) 201-9852 (beep); <<http://vmd.dearborn.ford.com/cql/textpage?>> (internal text);

<http://myairmail.com/> (external text)

Email: mkramer1 (internal); mkramer1@ford.com (external)

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

From: Miller, Cary (C.D.)

Sent: Wednesday, April 17, 2002 9:05 AM

To: Liposky, Lawrence (L.J.)

Cc: Williams, Brent (B.A.); Reddy, B.J (B.J.); Kramer, Michael (M.T.);

Young, Susan (S.M.)

Subject: RE: Warranty issues for 2002

Larry, Brent Williams is going to take the lead on this. Would you please contact him to answer his questions regarding what you have found, and work with him towards resolution. Some of the electrical group's questions are in the notes that follow.

Thank you,

Cary Miller

Quality & Reliability Supervisor, Tough Truck Powertrain

Phone: 313-621-4757

E-mail: cmille11@ford.com

Fax: 313-322-1947, Location: PDC 2G-G4]

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

From: Williams, Brent (B.A.)

Sent: Wednesday, April 17, 2002 8:53 AM

To: Young, Susan (S.M.); Reddy, B.J (B.J.)

Cc: Miller, Cary (C.D.); McNorton, Michael (M.C.)

Subject: RE: Warranty issues for 2002

Yes, I will take the lead and first thing is I have a few questions to Cary...

What is the build dates of the failures?

Note: we definitely had an issue through early Dec with wire shorted at shock tower which indeed lead to some of the pedal shorts.

Need to know what data you have after Dec on this issue.

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

From: Young, Susan (S.M.)

Sent: Wednesday, April 17, 2002 8:30 AM
To: Reddy, B.J (B.J.); Williams, Brent (B.A.)
Cc: Miller, Cary (C.D.); McNorton, Michael (M.C.)
Subject: RE: Warranty issues for 2002

Cary: Are the shorts on the component pigtail or wire harness assy?

Brent: Can you take the lead on this and keep me in the loop? Thanks.

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

From: Reddy, B.J (B.J.)
Sent: Wednesday, April 17, 2002 8:18 AM
To: Young, Susan (S.M.)
Cc: Miller, Cary (C.D.); Reddy, B.J (B.J.)
Subject: FW: Warranty issues for 2002

Susan,

Who in your group can look into wiring issues. Could you please let me know who can take the lead to resolve this issue.

Thanks

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

From: Miller, Cary (C.D.)
Sent: Wednesday, April 17, 2002 8:13 AM
To: Reddy, B.J (B.J.)
Cc: Kramer, Michael (M.T.); Liposky, Lawrence (L.J.)
Subject: FW: Warranty issues for 2002

BJ, Our accelerator pedal team is finding that wiring issues are a significant driver to burnt sensors in the ETC Diesel pedal. Would you please identify who in the electrical team can take the lead on figuring out why we are getting these shorts and whether a

design change or process improvement is needed? I'd appreciate your help.

Mike, Thought you would want to be aware of this. Should we share this with the PT resident at KFP and see what he knows, or can learn, about the wiring issues?

Regards,

Cary Miller

Quality & Reliability Supervisor, Tough Truck Powertrain

Phone: 313-621-4757

E-mail: cmills11@ford.com

Fax: 313-322-1947, Location: PDC 2G-G41

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

From: Liposky, Lawrence (L.J.)

Sent: Tuesday, April 16, 2002 4:03 PM

To: Miller, Cary (C.D.)

Subject: FW: Warranty issues for 2002

Cary, How do we follow up on electrical issues. We have looked at ETC Diesel pedal failures through Teleflex and Williams and verified many burnt sensors due to electrical shorts. How do we make sure this is captured and corrected ?? This is one of my high hitters Gail requested to discuss this Thursday morning.

Larry Liposky

Supervisor - Tough Truck

Accelerator/VMV Components

Phone 24-81726

Pager 796-0949

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

From: West, Gregory (G.S.)

Sent: Tuesday, April 16, 2002 9:56 AM
To: Liposky, Lawrence (L.J.); Miller, Cary (C.D.)
Subject: FW: Warranty issues for 2002

Larry, here is the info from Williams Controls indicating the majority of R/1000 of 9F836 for G/85004 truck is due to wiring issues. Can we get these bined to wiring?

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

From: Sillanpaa, Don [mailto:dsillanpaa@wmc.com]
Sent: Tuesday, April 16, 2002 9:31 AM
To: Greg West [E-mail]
Subject: Warranty issues for 2002

Greg, attached is a file last updated 3-14-02 re. warranty returns for Williams pedals. We are still receiving the "short-out" pedals on occasion, some NTFs and some 2001s with the loose pedal pads.

Regards,
Don Sillanpaa
Product Engineer, Williams Controls Technology Center
phone: (941) 351-9118, extension 31
fax: (941) 351-3829
e-mail: dsillanpaa@wmc.com
<<pedalswctelfix post-analysis 3-14-02.xls>>

From: Alsbury, Linda (L.J.)
Sent: Tuesday, January 14, 2003 10:13 AM
To: West, Gregory (G.S.)
Cc: Ayotte, Daniel (D.F.)
Subject: RE: 1c34-9F836 original Don Sillnpaa ETC pedal

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

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

From: West, Gregory (G.S.)
Sent: Tuesday, January 14, 2003 8:06 AM
To: Alsbury, Linda (L.J.)
Subject: RE: 1c34-9F836 original Don Sillnpaa ETC pedal

Thanks Linda.

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

From: Alsbury, Linda (L.J.)
Sent: Tuesday, January 14, 2003 6:54 AM
To: West, Gregory (G.S.)
Subject: RE: 1c34-9F836 original Don Sillnpaa ETC pedal

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

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

From: West, Gregory (G.S.)
Sent: Monday, January 13, 2003 2:20 PM
To: Alsbury, Linda (L.J.)
Cc: West, Gregory (G.S.)
Subject: 1c34-9F836 original Don Sillnpaa ETC pedal

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

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

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

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

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

Expected PSW is 11/22.

7

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

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

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

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

Thx,
Jim Compton
STA Chassis Manager
313-337-5157
586-817-1964 (cell)
888-890-5358 (pager)

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From: Thompson, Greg (G.J.)
Sent: Wednesday, October 18, 2002 11:21 AM
To: Ickes, Bill (B.K.); Liposky, Lawrence (L.J.); Christensen, Jeff (J.S.); West, Gregory (G.S.); Brennan, Patrick (P.M.)
Cc: Guys, Philip (P.R.); Dehne, Susan (S.M.); Stoltz, Jeffery (J.A.); Wagner, John (J.D.); Horne, Heather (H.); Major Jr., John (JSM.)
Subject: Williams Pedal Declaton

Bill, Larry and I sat today to finalize our plan for the Williams Fixed Pedal. Below is our plan:

Build IB units using the Williams Fixed Pedal, Hold units.

Vehicle Release Criteria:

85% + yield from Williams

1 million cycles on Oct 16th built parts - Estimate complete Nov 4th

2 milion cycles on IB built parts (currently at 500K cycles) - Estimate complete Nov 4th

Decision Date for System Fill: Oct 28th

Review status of KLT - make decision to proceed with Williams pedal for Job #1.

(should have 800k cycles on Oct 16th built parts)

Back Up plan: bump Teleflex Releases to support production in case of KLT failure.

(use Teleflex adjustable pedals)

OK to Ship Meeting: Nov 11th

Gregory J. Thompson

Program Manager, Commercial Truck Powertrain
Phone 59-41104 Fax 59-44251 E-mail gthomp1

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

Greg , vehicles out here are:
567w583 F-350
568w640 Excursion power pedal
568w765 F-450
568w571 F-250

We seem to be having problems with one of the new pedals , I will fill you in later. Also do we need this level in our 2004 vehicles.

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

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

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

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

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

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

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

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

Cam, I will send out 4 fixed pedals tomorrow and try to get you an adj as quick as possible.

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

Voltages you should be reading on the fixed pedal idle to WOT are:

track 1	4.04 - .65
track 2	1.49 - 4.05
track 3	.94 - 3.5

All of those values have a +/- .125V tolerance.

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

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

PE23-844 2772

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

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

From: West, Gregory (G.S.)
Sent: Thursday, June 08, 2002 2:50 PM
To: Perkins, Cameron (C.C.); Solterman, Brooks (B.M.); Fincham, Jonathan (J.R.); Sovel, Ken (K.E.)
Cc: West, Gregory (G.S.)
Subject: RE: pedals

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

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

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

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

Voltages you should be reading on the fixed pedal idle to WOT are:

track 1	4.04 - .65
track 2	1.49 - 4.05
track 3	.94 - 3.5

All of those values have a +/- .125V tolerance.

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

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

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

From: Sillanpaa, Don [dsillanpaa@wmco.com]
Sent: Thursday, April 18, 2002 8:18 AM
To: Greg West (E-mail)
Subject: SREAs for 2001 Pedals



SREA Master file
update 4-17-02...

Greg, here's a listing of SREAs for 2001 production. Several are awaiting Emmett Ryan's signature. Most are really more "courtesy" filings than super-critical, in my opinion.

I didn't know if I had sent this to you yesterday, and when I checked I had not. I apologize if it's late. Jerry and I had to coordinate to get all the hard copies and status together.

Regards,

Don Sillanpaa

Product Engineer, Williams Controls Technology Center

phone: (941) 351-9118, extension 31

fax: (941) 351-3829

e-mail: dsillanpaa@wmco.com

<<SREA Master file update 4-17-02.doc>>

UPDATE ON FORD SREA

Date: 4/17/02

By Date

- a. 7/17/00 - Full ES testing on parts produced at non-production facility. Signed by Ford Design Engineer (D. Sillanpaa.)
Status: mini PV needs to be scheduled and conducted.
- b. 7/26/00 - Mini PV specifics to cancel alert. Signed by Ford Design Engineer (D. Sillanpaa.)
Status: mini PV needs to be scheduled and conducted.
- c. 7/26/00 - Dust test differences-no cycling, and Thermal shock resistance test and thermal shock endurance test variances. Signed by Ford Design Engineer (D. Sillanpaa.)
Status: Dust to readdress or redo.
- d. 7/28/00 - ES typos for thermal shock endurance test (500 cycles). Signed by Ford Design Engineer (D. Sillanpaa.)
Status: Not returned from Ford SQA.
- e. 8/25/00 - Allow shipment with moisture for light splash/rain ES test. Signed by Ford Design Engineer, Jerry Miers & Walt Bronson.
Status: Not returned from Ford SQA.
- f. 9/5/00 - Switch point idle voltage spec change. Signed by Ford Design Engineer (D. Sillanpaa,) Jerry Miers & Walt Bronson.
Status: Not returned from Ford SQA.
- g. 9/22/00 - Idle voltage guard-band revision. Signed by Ford Design Engineer (D. Sillanpaa) & SQA.
Status: Hard copy not returned from Ford.
- h. 10/26/00 - Pedal force change spec (idle force tolerance increase.) Signed by Ford Design Engineer (D. Sillanpaa) & SQA.
Status: Hard copy not returned from Ford.
- i. 3/01/01 - Pedal pad pin case hardening and reduction in pin hole diameter in lever arm. Signed by Ford Design Engineer (G. West) and Supervisor (J. Williams.)
Status: Not returned from Ford SQA.
- j. 3/01/01 - Add rotor-milling process to improve EOL yield. Signed by Ford Design Engineer (G. West)
Status: Not returned from Ford SQA.
- k. 7/23/01 - Rework process to reduce idle voltage out-of-range high, improve EOL yield. Signed by Ford Design Engineer (G. West) & SQA. (E. Ryan)
Status: No issues.
- l. 10/25/02 - Sensor line consolidation. Signed by Ford Design Engineer (G. West), PSW signed by KTP P/T PVT engineer (G. Thomas)
Status: No signatures from Ford SQA.

From: Ryan, Emmett (E.C.)
Sent: Thursday, March 21, 2002 2:56 PM
To: Burrows, Jim (J.A.); West, Gregory (G.S.)
Cc: Liposky, Lawrence (L.J.); Slachta, Joseph (J.F.); Compton, James (J.D.); Ryan, Emmett (E.C.); Wood, Mary (M.A.); 'jmiers@wnc.com'; 'dsilarpaa@wnc.com'
Subject: RE: Follow-up to last week's meetings

Williams Control, Deerfield, FL was building A) Sensor Elements, and B) Sensors prior to 1/15/02.

The Sensor (Williams Control Part # 1000034) Production was moved to Sarasota, FL and Greg West and I watched the Sensor Production for about 2 hours (Using the Elements that were made in Deerfield) on 2/21/02 (morning). There are a couple of minor changes needed in the Process-FMEA and Control Plan. Then Greg and I watched the Electronic Throttle Control Assembly (1C34-9F836-BA) Production for about 2 hours on 2/21/02 (afternoon). Six parts from this run need to complete 1 Million cycles per ES-1C34-9F836-AA, Section III.3.14.

A check of the Clean Room for the production of the Element was made. The room was not enclosed and there was no equipment installed. The Walls and Equipment completion was scheduled for the first week in March, 2002. Need to do a PPAP/PSW run of A) Elements, B) Sensors, and C) Electronic Throttle Control Parts for Final PSW Approval by STA at Sarasota, FL.

Per telephone conversation with Jerry Miers, Sarasota QA Mgr, the Oven for the Element Production still needs Ventilation Work which will not be completed until 4/15/02. Then need time to run and fine tune the Element Process. Could not schedule for week of 4/15/02, and I business trip planned for week of 4/22/02 so, we have scheduled my visit to Sarasota for May 7-10, 2002, which is when Jerry returns from Vacation. I also return from vacation then. There is enough inventory of Elements from Deerfield, FL site to cover shipments until May 13, 2002.

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

From: Burrows, Jim (J.A.)
Sent: Sunday, March 03, 2002 7:17 PM
To: West, Gregory (G.S.)
Cc: Liposky, Lawrence (L.J.); Slachta, Joseph (J.F.); Ryan, Emmett (E.C.)
Subject: RE: Follow-up to last week's meetings

I'm not following this well. I must have missed something.

I understand that we closed the sensor plant and moved it to Sarasota. So, we would need to PSW that line after the move. But wouldn't that be all that's happening? The element is part of the sensor I understand, but wouldn't this be part of the line that we moved? Is there something more happening other than moving the sensor line?

The 3-track would be for the gas engine, correct? We aren't using that in production yet correct? You are only looking for prototype parts for '05, correct?

Jim Burrows
James A. Burrows, Buyer
Pedals, Cables, and Parking Brakes
Chassis & Electrical Commodity Management
MD665/Rm. 262/QMP
Phone: (313) 33-72505
Fax: (313) 31-74260
E-mail: jburrow3@ford.com

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

From: West, Gregory (G.S.)
Sent: Wednesday, February 27, 2002 9:56 AM

PEES-044 2843

To: Liposky, Lawrence (L.J.); Burrows, Jim (J.A.)
Subject: FW: Follow-up to last week's meetings

FYI, looks like Williams have 7 weeks of production parts. I think this is very tight with the work they have left to get back to normal production.

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

From: Sillanpaa, Don [mailto:dsillanpaa@waco.com]
Sent: Tuesday, February 26, 2002 4:46 PM
To: 'West, Gregory (G.S.)'
Subject: RE: Follow-up to last week's meetings

A brief summary for you, Greg:

We have 15000 sensors in stock (about 3-1/2 weeks production.)
We have 15000 elements in stock (can't use those to make elements until KTP tries out the pedals you saw produced last Thursday and we complete the 1 million full cycles (between 12 & 15 calendar days.) So, no we're not still making sensors.
We have one week's inventory in reserve at all times.

I'll find out more about the clean room status, but elements produced in Sarasota must be re-PPAP'd. I think the learning curve is quite flat for sensor production.

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

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

From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Tuesday, February 26, 2002 3:06 PM
To: Sillanpaa, Don
Cc: Miers, Jerry; Torres, Franco; Poirier, A.J.
Subject: RE: Follow-up to last week's meetings

Thanks for the note, I will have to get back to you on much of that but I would like an update as soon as possible about production parts:
How many finished pedals assemblies to you have left?
How many finished pedals can you still make with the sensors/elements you have left?
I had gotten these numbers late January and according to what I wrote down we are about 4-5 weeks from running out of parts (assuming your still not making elements).
What is a realistic date to start making elements?
Do you have any of the employees that made the sensors in Deerfield now in Sarasota? Just wondering what you think the learning curve will be like.

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

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

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

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

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

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

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

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

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

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

> Don,

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

> What we would propose to do:

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

> ...and what the entire spec requires:

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

FE03-044 2853

Ken Bitner
Eng. Services Supervisor
Williams Controls Technology Center
1701 DeSoto Rd.
Sarasota, FL 34234
(941) 351-9118 x37 fx (941) 351-3829
kbitner@waco.com

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From: Sillanpaa, Don [dsillanpaa@wmco.com]
Sent: Wednesday, February 07, 2001 11:12 AM
To: West, Gregory (G.S.)
Cc: Pino, Tomas
Subject: RE: Accelerator controls

Hey Greg! How's it going? I'll give you some answers to your questions, and some unsolicited comments, too, I suppose.

For Item #1: Warranty parts have been returned to the Pedal plant, I think 4 total, and they are in the midst of determining the best corrective action to eliminate the loose and/or falling-off pads. We had a meeting yesterday morning to review the components and discuss design revisions. Testing of hardened pad pins showed that when side loaded, the pins did not show a great improvement over the non-hardened pins. A test of a smaller pin hole diameter in the lever shaft was also made with the hardened pins and that did show improvement in retention. What may be of greater benefit is to reduce the spline count from 18 to 12 (just like the Teleflex pin has.) Dan Johnston is leading the investigation and evaluating all options with our pin supplier. We should know more later today.

For Item #4: I KNEW your request was driven from the last JK design review. For your info, misbuilds have occurred in the past at CUAP, where they've installed a Powerstroke pedal in a Cummins truck, left the connectors unconnected and then wondered why the engine light is on and the engine won't accelerate! (At launch there was an AIMS issue for that.) Anyway, unique sensor housings would be required, which means a tooling hit of an as-yet-unknown quantity. The tooling was already paid for in the 2001-1/4 design. (That was the whole point in selecting a connector design in November of 1999 that would support 2003 and beyond pedal applications.) I think the tooling quote is in the FSS Statement of Work for 2003. (I think Jim Antal wrote that and may have given it to Rob.)

In the past I have spoken with Tomas Pino about the impact of a misinstallation of a pedal, i.e. what effect to the sensor could occur if, for example, an 8 volt supply (like the Caterpillar) were connected to the output of a Powerstroke or Cummins pedal. He purposely configured each with unique voltage supply pins. Check the design and device transmittals for each of the pedal assemblies for the pinouts. (I don't think that damage to the pedal or the vehicle wiring would be incurred if the wrong pedal were installed in a truck, but I could be wrong.)

I believe Tomas now has the pedal package tools to determine foot rotation vs. sensor or pedal rotation.

I'll get back to you soon (I will be meeting with Tomas this Friday to discuss the Ford programs.) Today, our phone lines are messed up, so I can't call anyone.

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

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

From: West, Gregory (G.S.) [mailto:gwest2@ford.com]
Sent: Wednesday, February 07, 2001 10:27 AM
To: Sillanpaa, Don; Williams Jr., James (J.P.); West, Gregory (G.S.); Iorio I, Rob (R.R.)
Cc: Bronson, Walt; 'dhomevec@aol.com'
Subject: RE: Accelerator controls

Hello Don, has an 8D been started for issues #1? How many failures have been found?

On item #4 the D&R will now go back to Eric Britton in Chassis, this means TRW will lead the effort.

The issue with the sensor connection is that Jerry Klarr did not want to risk misbuilds at Cuatitlan since a Cat, Cummins or Navistar pedal can be interchanged. The cost for unique connectors has already been identified, we need the cost for uniqueness on the pedal/sensor side.

Recent data show we don't have any interference with the steering column for 05 but the floor padding has changed and we need to check for clearance.

As far as pedal travel I'm still trying to understand the difference between pedal and foot travel. The SDS states foot travel should be 12-15 degrees, our pedal travel is 18 degrees but what is our foot travel???

Tomas was working on the foot travel issue. As soon as that is complete I would like to see you come up and discuss with all the appropriate people (03/04/05 vehicle people, calibration, plant) the implications of modifying the pedal travel since you are most familiar with it.

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

From: Sillanpaa, Don [mailto:dsillanpaa@wmc.com]
Sent: Monday, February 05, 2001 3:16 PM
To: 'jwillia5@ford.com'; 'gwest2@ford.com'; 'ricorio@ford.com'
Cc: Bronson, Walt; 'dhamovec@aol.com'
Subject: Accelerator controls

Gentlemen, I am now back to work and tracking issues and progress for Ford ETC programs. You have my e-mail and phone number below. Please feel free to contact me w.r.t. any issues with the Williams pedal assemblies.

I have a few items here to mention and/or on which to open discussion (not in any particular order):

- 1) Current production pedal assemblies (1C34-9F836-BA) having loose pedal pads after few miles - the pedal pivot pin is being investigated for possible hardening prior to pressing into lever arm. Currently, the pin is not hardened. Samples will arrive at the pedal plant for insertion, and a pad side loading fixture which has been made will measure forces required to loosen the pedal pivot pin currently in use, and compare to the forces required to loosen the hardened pin. Dan Johnston is leading this effort at this time. If the pin requires hardening, an SREA will be generated.
- 2) A minor product change is being investigated to reduce the reject rate of completed assemblies. Pedals are missing idle and/or "transition point" tolerances due to angular tolerance between the machined flat on the rotor pin and the opening in the rotor upon which the rotor is pressed. This operation is done at the Aptek plant in Deerfield Beach. (The tolerance between the two components will be reduced and monitored for CPK improvement.) An SREA would also be written for this change, if effective.
- 3) Pullahead of the 2003 Cummins pedal - I spoke with Drew Homovec and Walt Bronson about this proposal. The team here needs to have a meeting to prepare a formal quote with timing. (Cummins do Brasil is also asking for this pedal for some investigation of a possible application in Ford trucks with Cummins ISBe engines there.)
- 4) 2005 P/U/H254 program D&R responsibilities for fixed and adjustable pedal programs. Who will be the lead Ford engineer? Also, desire to have unique connector configurations for the three different diesel engines for H215, and impact of steering column relocation. Pedal travel changes could be accomplished (such as reducing travel to target of 13.5 deg) Investigation of driveability effects is suggested since 2003 will have similar ETCs for

three different diesel engines, 2004 adds gasoline, and the myriad of possible transmissions, RARs and GVWs/GCWs could result in undesirable vehicular responses in some combinations.

5) Jumper harness for P131 (and possible earlier) Powerstroke pedal applications. I've been told that the jumper designs have been completed and are being quoted and an assembly site is being pursued.

Regards,
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