

PE03-044
FORD
5/13/2005
APPENDIX I
BOOK 27 OF 28
PART 1 OF 4

From: Zulqarnain Khan [zkhan1@fx.auto.com]
Sent: Friday, October 04, 2002 4:14 PM
To: gbrank@fx.auto.com; kczelen@fx.auto.com; gweat2@ford.com; liposky@ford.com;
bpletzka@wabashtech.com
Subject: Fwd: U137 -Moet Design post 905K cycles



U137 -Moet Design
post 905K cy...

Attached ,are the digital pictures for Moet Design post 905K cycles.

Khan

From: Ziaqamari Khan [zkhan1@tfsauto.com]
Sent: Friday, October 04, 2002 4:00 PM
To: zkhan1@tfsauto.com
Subject: U137 -Moat Design post 905K cycles



MOAT-1A.jpg



MOAT-1B.jpg



MOAT-2A.jpg



MOAT-3A.jpg



MOAT-2B.jpg



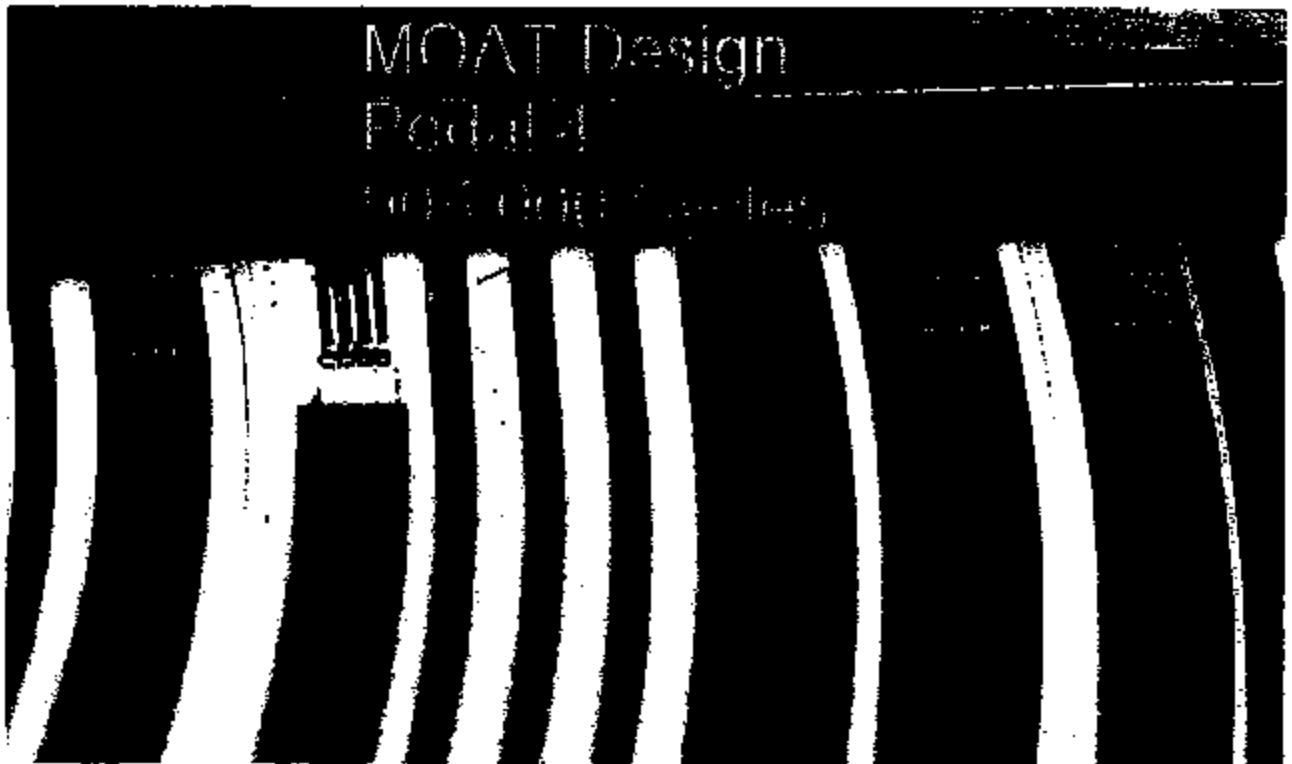
MOAT-3B.jpg

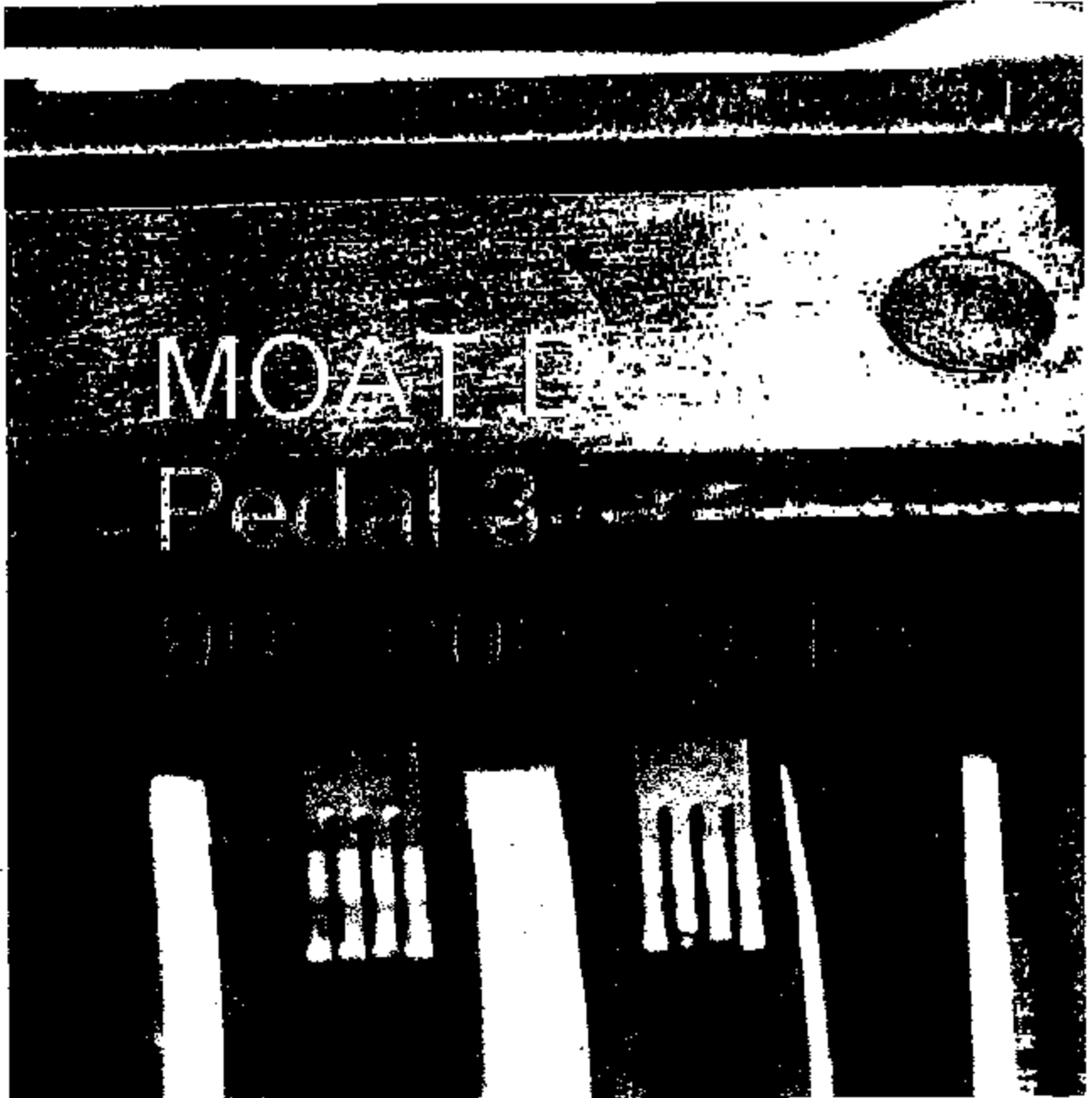


MOAT-4A.jpg

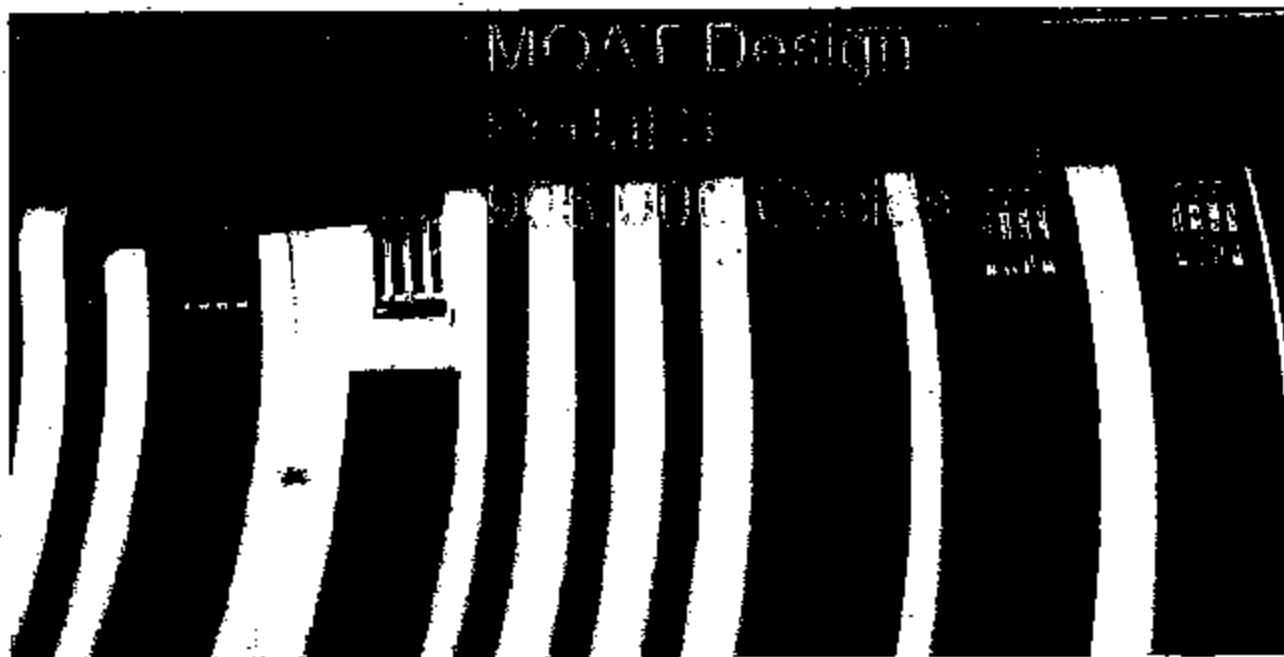


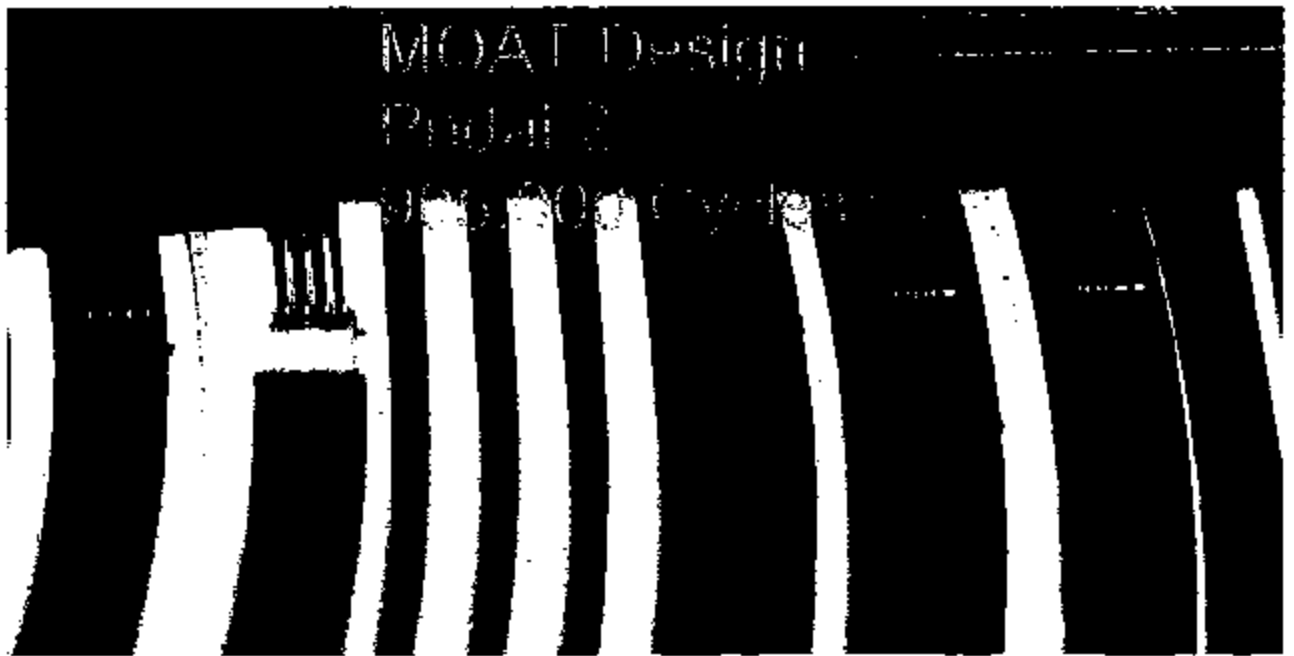
MOAT-4B.jpg







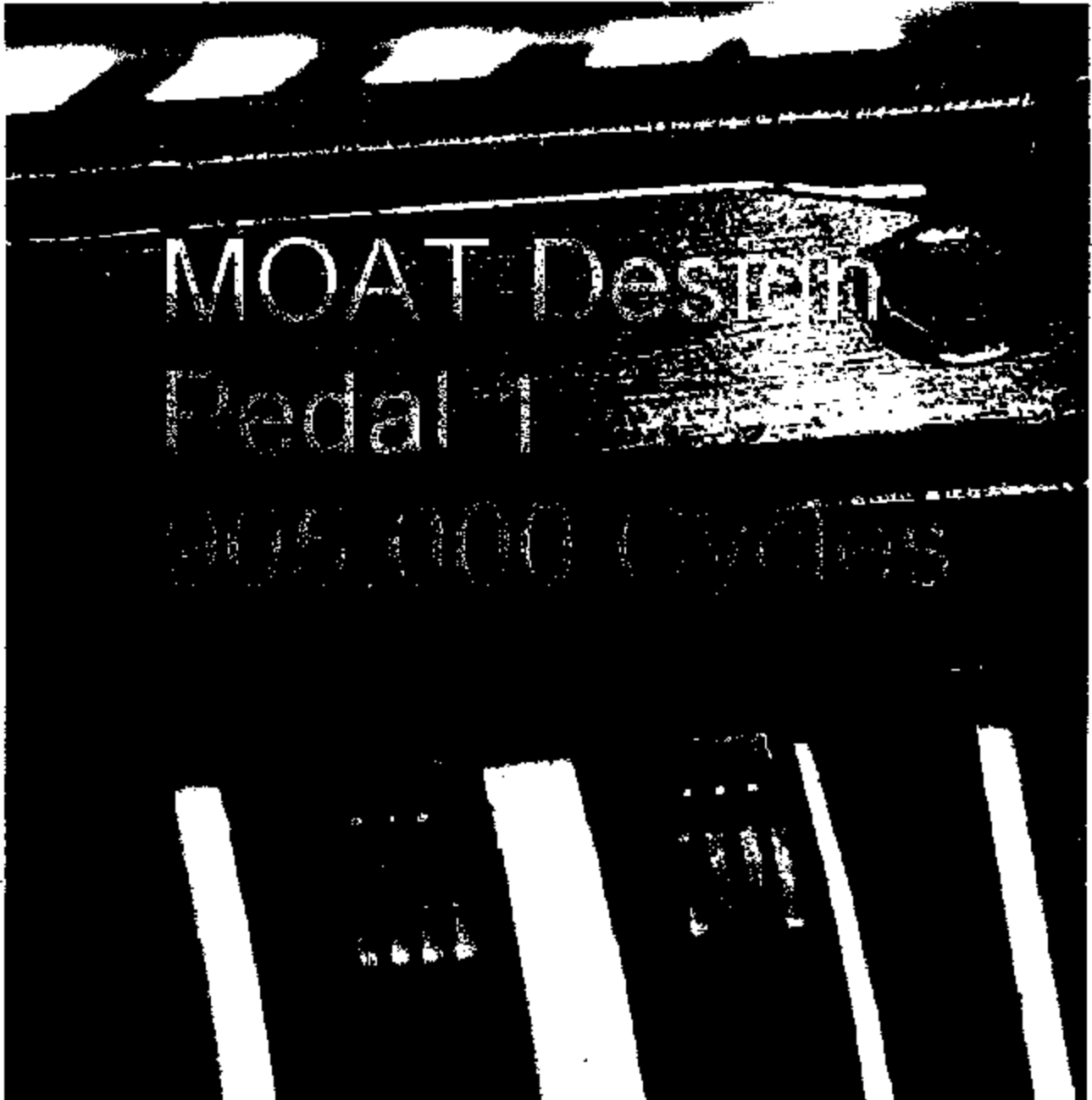


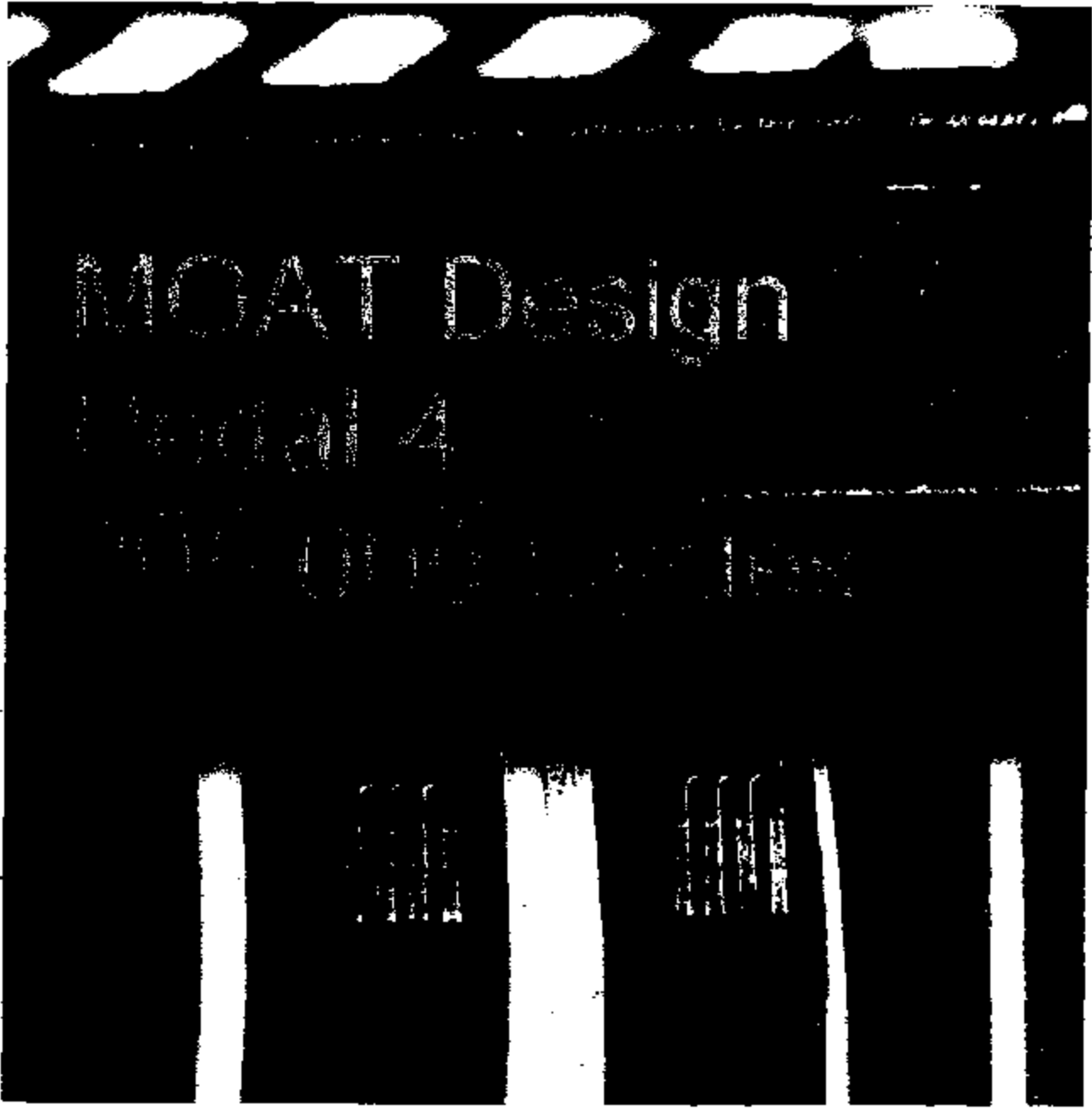


MOAT Design

Project

00000000000000000000





From: Zulqarnain Khan [zkhan1@tboauto.com]
Sent: Friday, October 04, 2002 10:32 AM
To: gweel2@ford.com; liposky@ford.com
Subject: Fwd: U137 - Lube 8511 post 1.15M cycles



U137 - Lube 8511
post 1.15M cy-

Attached, are the digital pictures, post 1.15M cycles with Lube 8511.

Khan

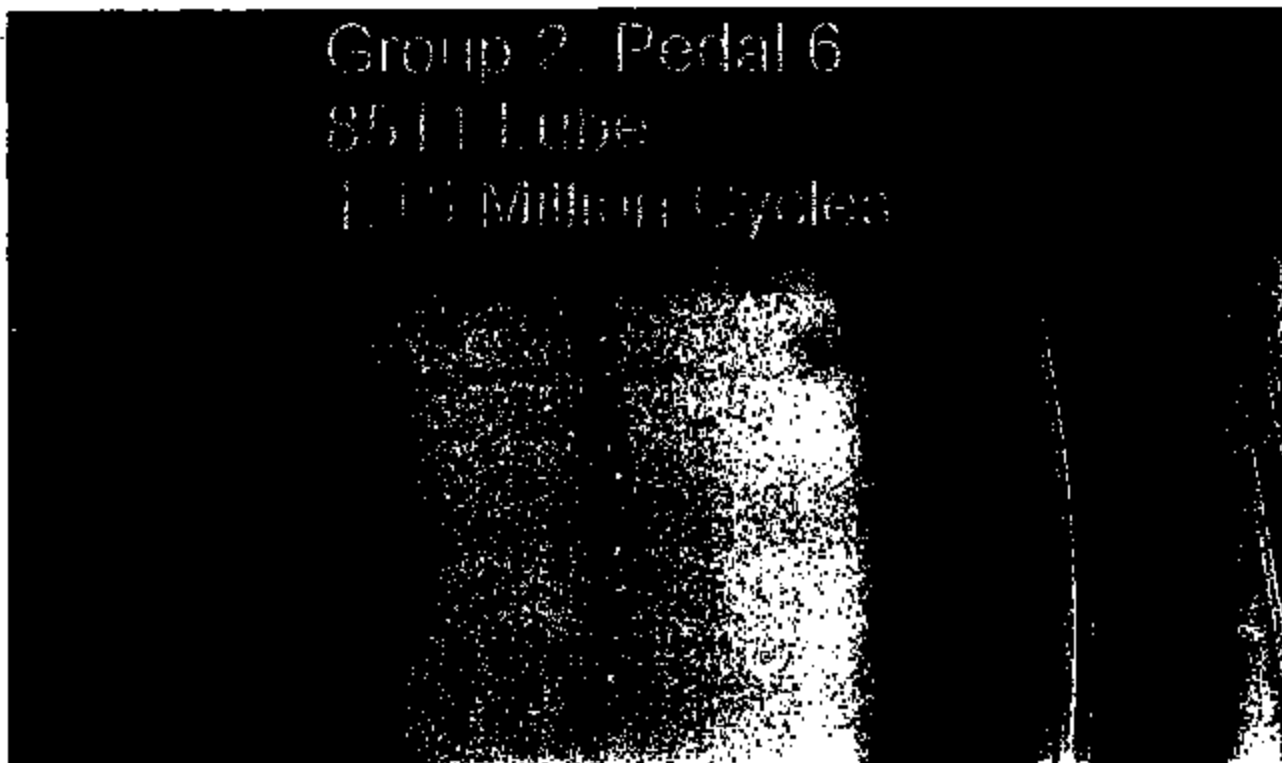
Group 2, Pedal 6

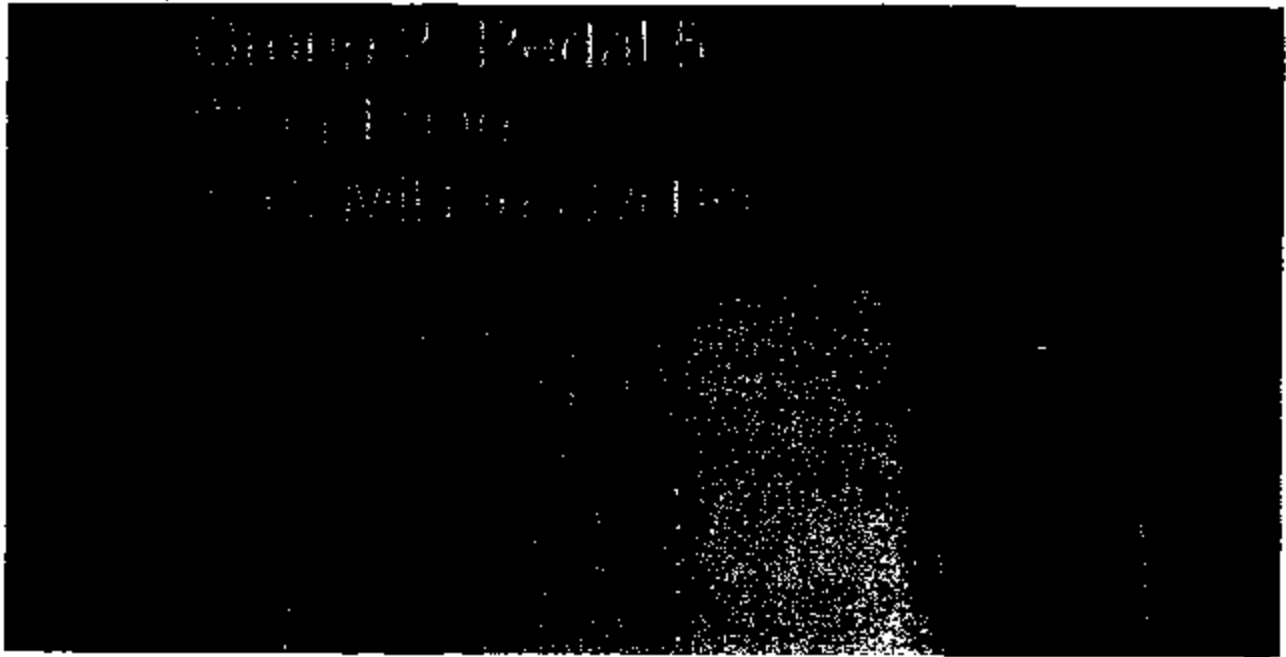
8511 Lube

1.5 Million Cycles



Group 2, Pedal 6
85 L1 Lube
1.15 Million Cycles





Group 2, Pedal 4

8511 Lube

1.15 Million Cycles

Group 2, Pedal 4

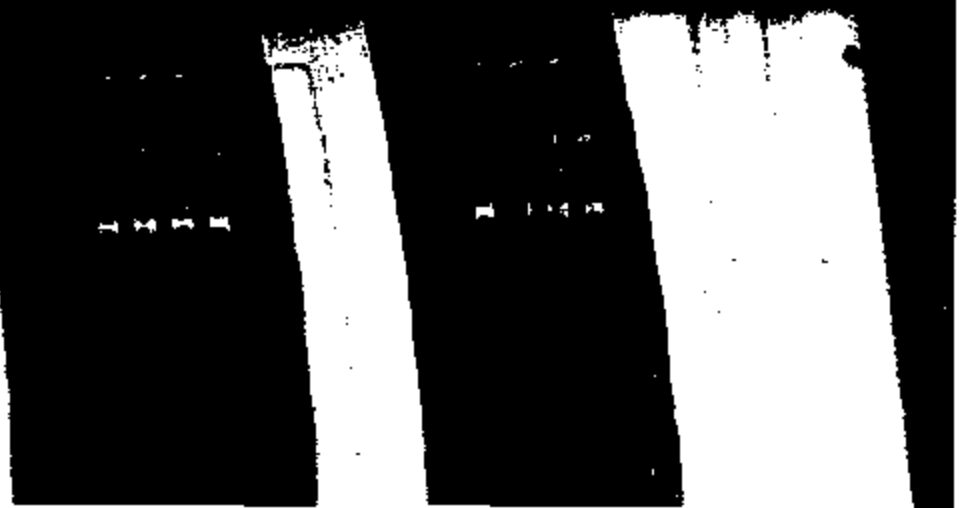
4. 1. 1. 1. 1.

15 Million cycles.

Group 2, Pedal 3-

8511 Lube

1.15 Million Cycles



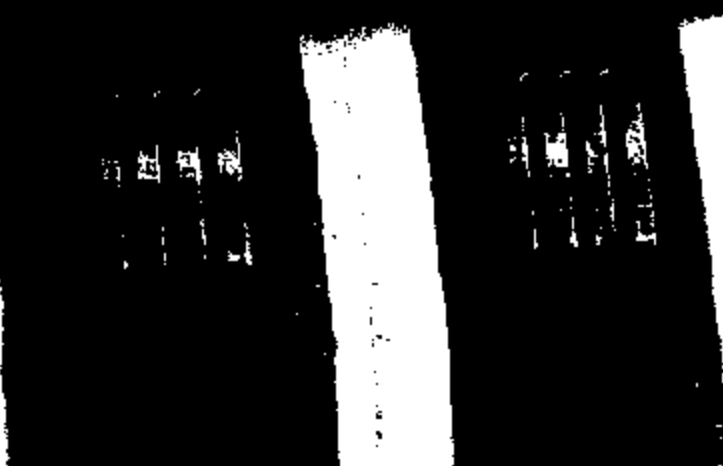
Group 2 Dental
Asst. 1
1. 15 Addition cycles

12/18

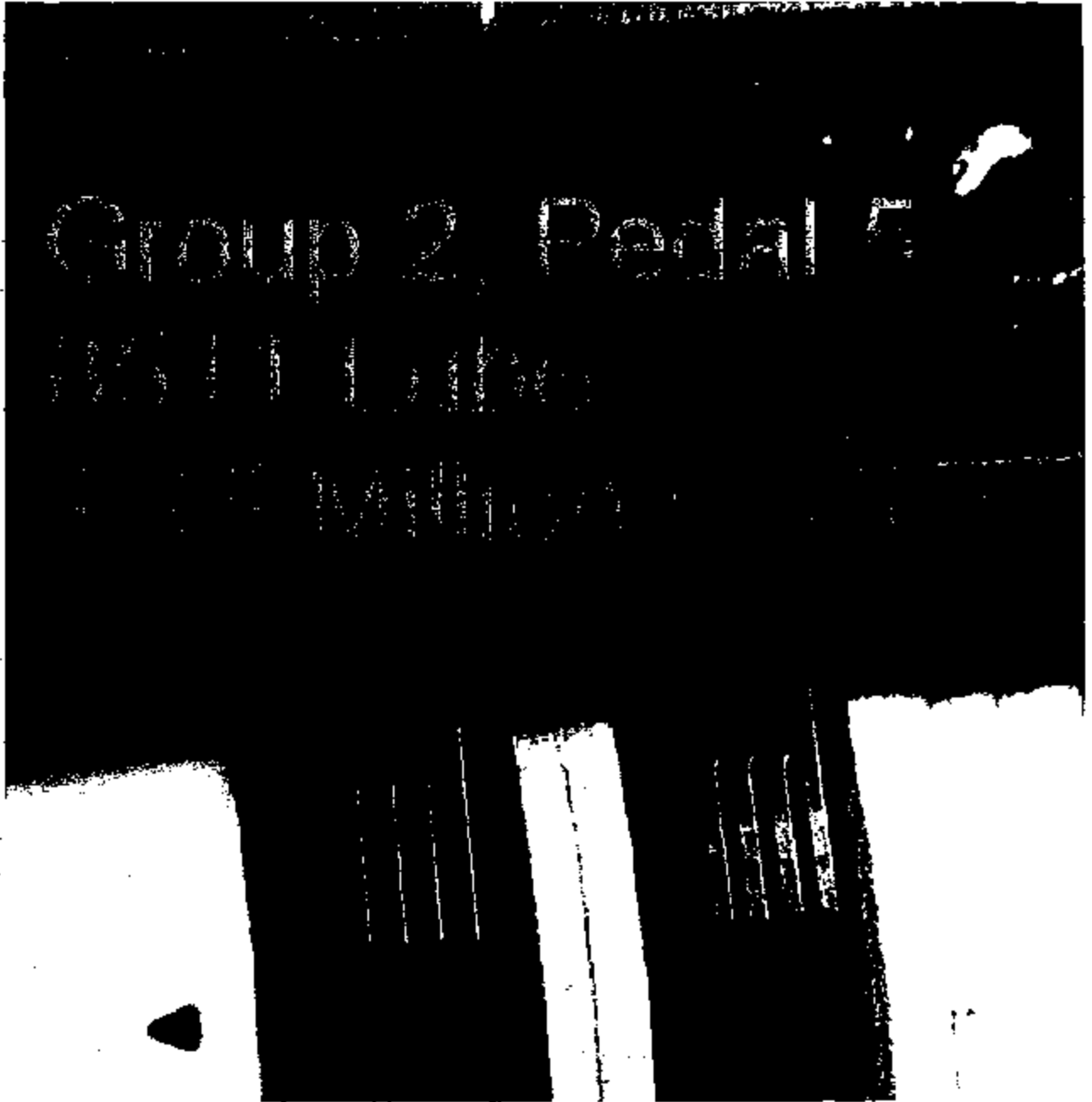
Group 2, Pedal

Wet Lube

Wet Lube



Group 2 Pedal
Lube
15 Million Cycles



From: Zulkarnain Khan [zkhan1@fxauto.com]
Sent: Friday, October 04, 2002 10:04 AM
To: kznlan@fxauto.com; zkhan1@fxauto.com; bpietrzak@wabashitech.com
Subject: U137 - Lube 8511 post 1.15M cycles

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1.15M cycles with lube 8511
Khan

0137 - digital photos post

From: Rosman, Barbara (B.M.)
Sent: Friday, January 19, 2001 7:35 PM
To: 'Foster, Rachelle'; 'Waling, Jim'; 'Sablitzky, Neil'; 'Piontek, Ronald'; Frenette, Gordon (G.R.);
Rio, John (J.C.); West, Gregory (G.S.); Petrauskas, Lisa (L.E.); 'Kalsl, Avtar'; 'Braniff, Greg'
Cc: 'Bingham, Blaine'; 'Khodor, Abdul'; 'Sherrill, Kevin'; Bauckelaere, Phillip (P.R.); Gentley Sr.,
Jeffrey (J.B.); Weinert, Bert (N.L.); Cinzori, Douglas (D.); Bzymek, Raymond (R.)
Subject: CP Electrical Review - ETC (Fixed & Adjustable Pedal)



Minutes_Jan_19_01
.doc

Meeting Minutes
Electrical Review - P131 / U137 / H215 ETC (Fixed & Adjustable)
January 19, 2001 PDC 2J-L59

ETC - Fixed Pedal

Greg West is replacing Don Sillanpaa as fixed accelerator pedal engineer. The most recent ETC design transmittal, applicable to fixed and adjustable pedal, specifically states AP3 build only.

An AP2 P131 at ATO experienced rapid engine RPM without any accelerator pedal input. Cam Perkins, of Livonia Transmission, reported the symptom. Representatives from Power train, AFL, Chassis (ETC), and calibration reviewed the vehicle. J. Rio collected 3-track ETC data from the vehicle as received by the PCM. The Track 2 pedal data (APP2) was a mirror image of design intent. Wiring circuit APP2 was disconnected from the PCM and symptom disappeared. There has been no update or report out on cause of symptom. (B. Rossman)

- Follow-up:
- G. West - Update ETC design transmittal:
 - Signal Names column with applicable SAE acronyms per 6.0L power train wiring transmittal provided by J. Rio.
 - To reflect appropriate build...CP or CP-Job 1
 - G. West - Provide electronic file of fixed pedal internal electrical schematic
 - J. Rio - Provide 3-track data from AP2 vehicle UPDATE: PROVIDED 1/19/00.
 - G. West - Is there an issue with the accelerator pedal?

ETC - Adjustable Pedal

Avtar Kalsi and Greg Brantiff represented Teleflex for adjustable pedal.

Teleflex has the understanding 3-track pedal will be used for all '03 P131/U137 gas and diesel programs. The electrical team's understanding is 3-track pedal will be introduced for diesel in '03 and gas in '04.

- Follow-up:
- L. Petruskas - Advise which model year 3-track pedal will be incorporated for P131/U137 gas and diesel engines.
 - A. Kalsi - Provide electronic file of adjustable pedal internal electrical schematic
 - A. Kalsi - Review ETC design transmittal provided by G. West and confirm whether adjustable pedal ETC is common with fixed.

Electrical Distribution Subsystem SDS, Version 8:

Neil Sablatzky (AFL) stated the '02 P131/U137 program is designed to comply with EDS SDS version 7. The '02 adjustable pedal, which is available on P131/U137 with automatic transmission only and can be adjusted at any time, independent of ignition key presence or vehicle speed.

EDS SDS version 8, has been amended to require adjustable pedal to be disabled when vehicle speed exceeds 5 KM/H.

Below is an extraction from EDS SDS version 8.

ADJUSTABLE PEDAL ASSEMBLY - OPERATION RESTRICTION

Requirement Description: Adjustable pedal assemblies (clutch/brake/accelerator) shall not be capable of powered movement at vehicle speeds exceeding 5 km/h.

Requirement Type: FEATU, FUNC, SAFE
Requirement Number: BR-0934
Required By: BRAKE
Required of: CLCNL CORP EDS THRCOM
Owner: BRAKE
Requirement Version: 17-Nov-99 - Ver. 1 Copy # 0
Requirement Priority: SPECIFICATION
Verification Method(s): DVM-0803-BR v3
Requirement Source(s): BRAKE-SDS
(UNRECONCILED)

The group discussed design opportunities for both gas and diesel. R. Piotec drafted a preliminary design with two relays and a dedicated *PARK* output from the PCM when the transmission is in *Park*.

A. Kahi informed the group, when the adjustable pedal is replaced, the pedal must be positioned fully rearward before removal.

Follow-up: A. Kahi - Provide electronic copy of adjustable pedal motor design transmittal

G. Frenette - Investigate cost and timing to add dedicated low-side driver output pin when *SR110W* transmission is in *PARK*.

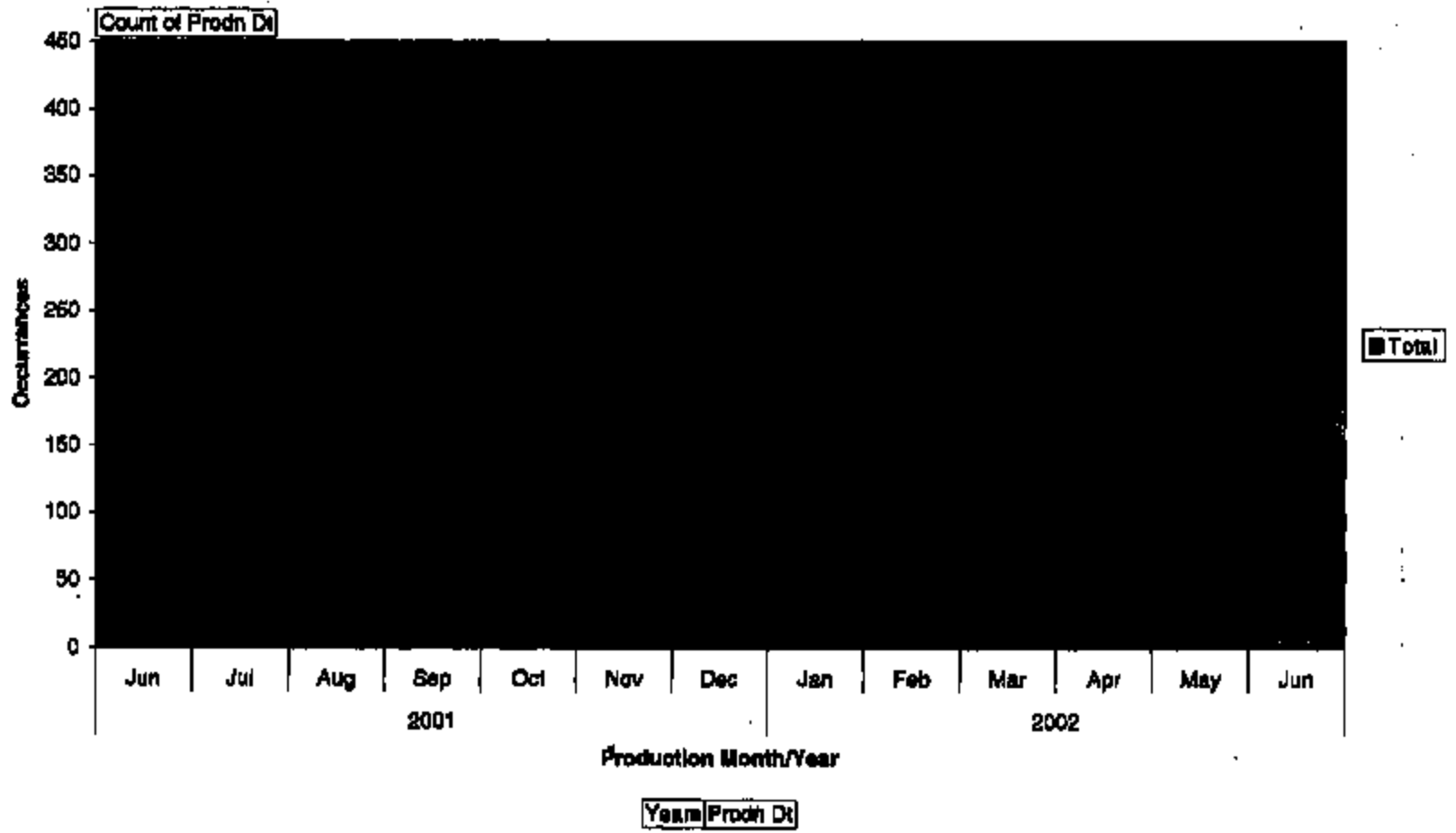
N. Szblatzy - Investigate cost and timing to support adjustable pedal operation, assuming PCM can support

B. Rosman - Review the following questions with Brake SDS author:

- What does power movement imply?
- Is transmission gear positions *Park* or *Park/Neutral* acceptable for disabling adjustable pedal motor?

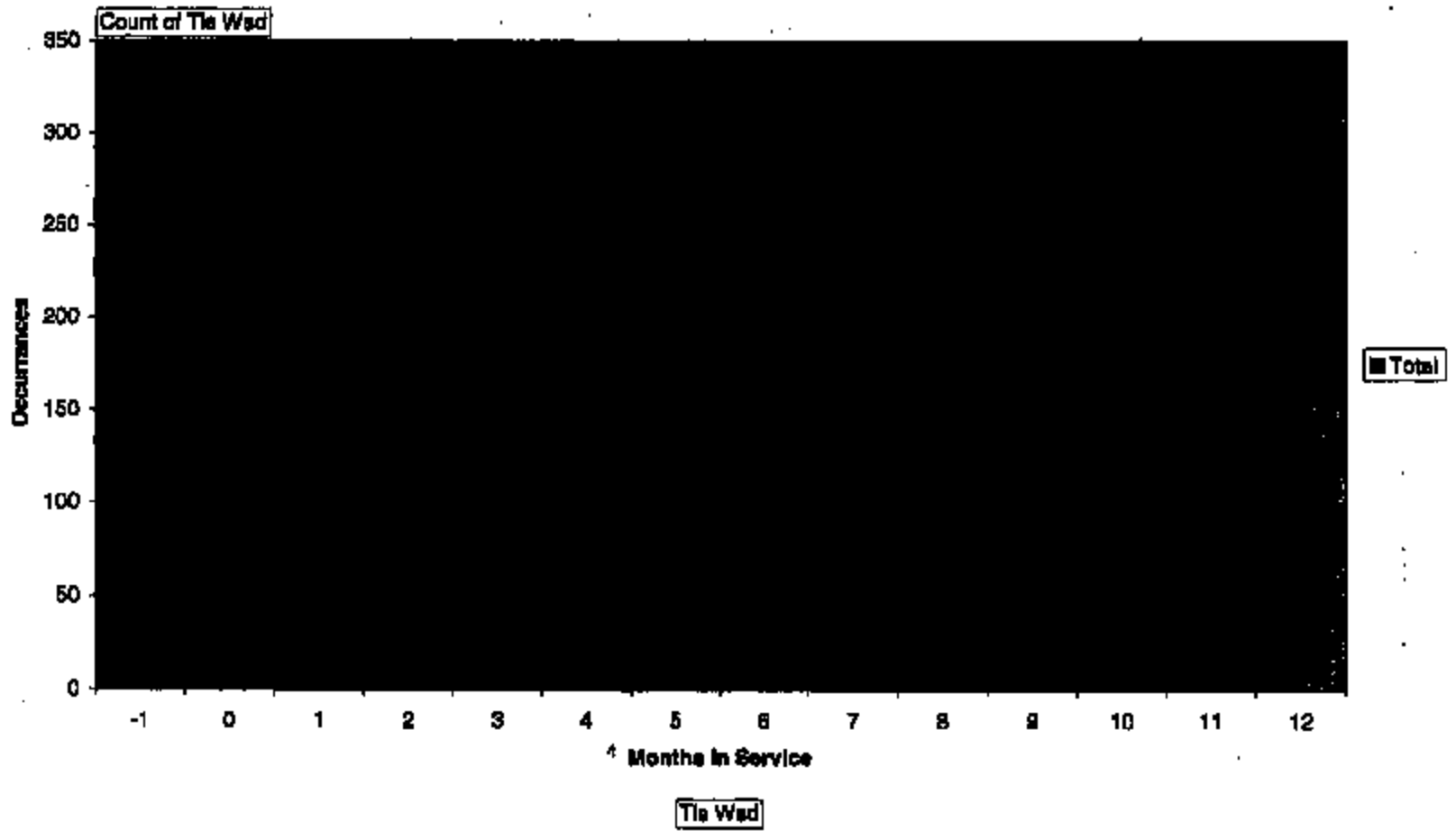
D. Cimzri - Investigate cost and timing to add dedicated low-side driver output pin when vehicle speed is less than 5 KM/h

Production Date Pareto



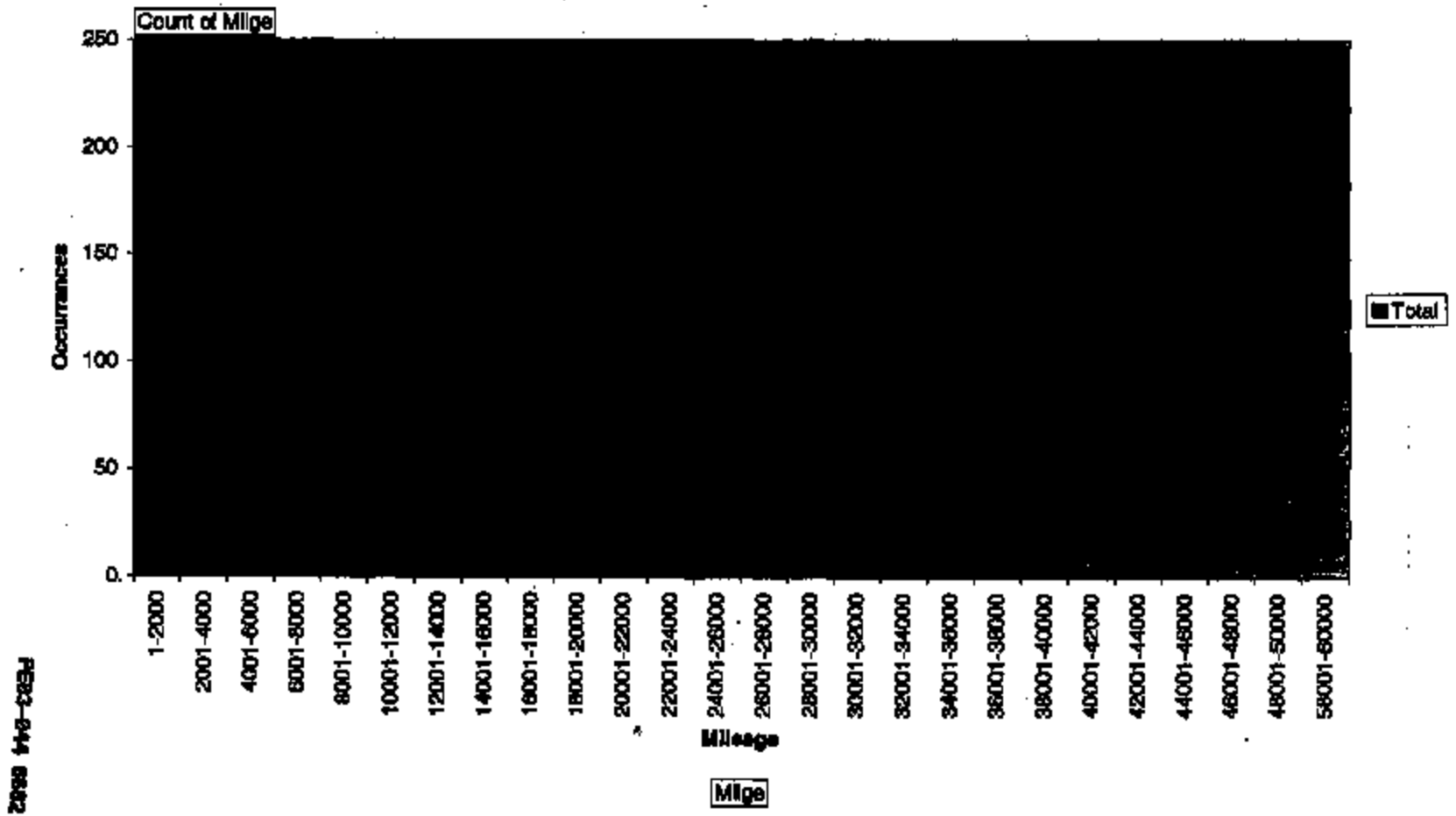
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Pareto of TIS

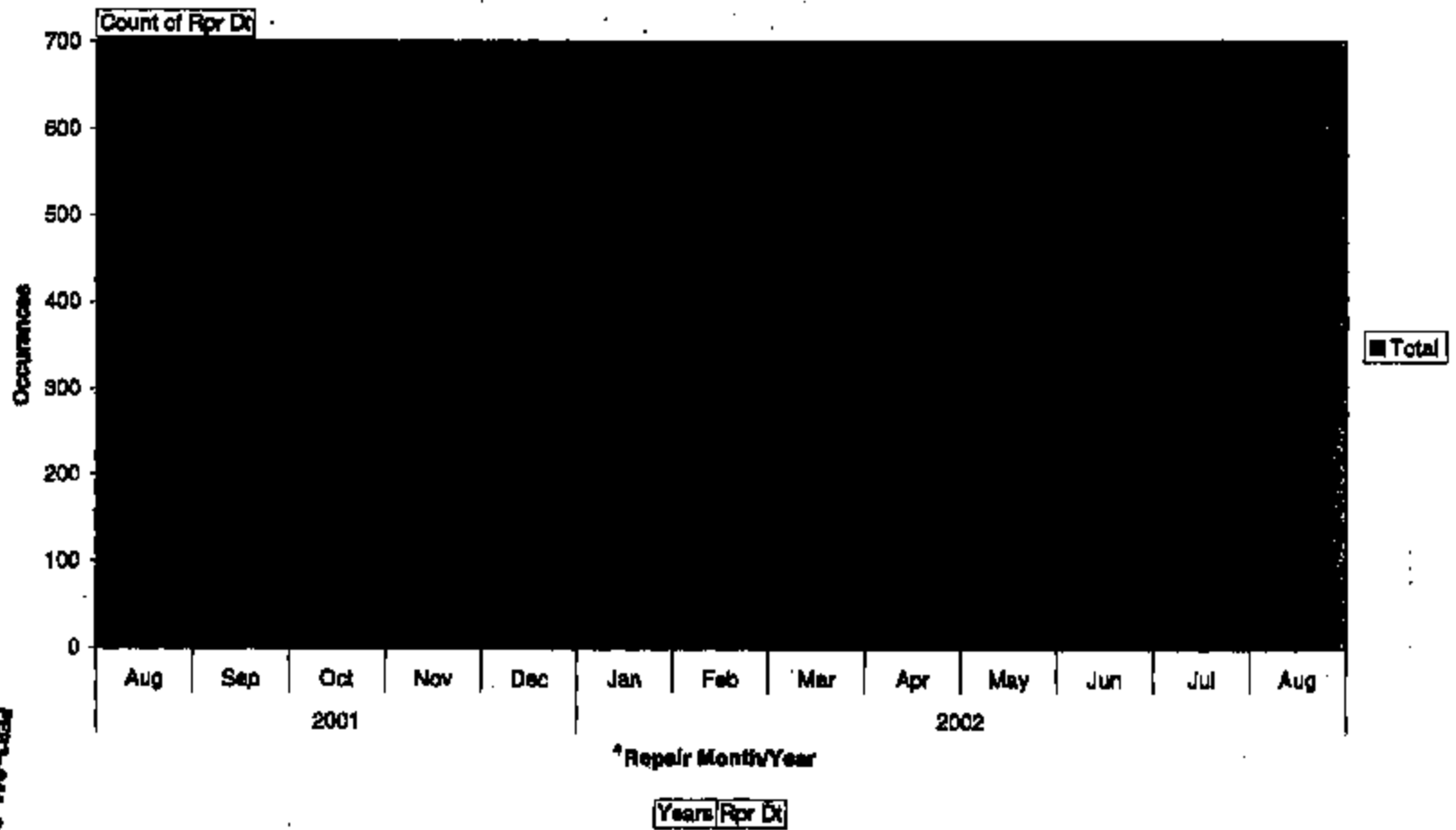


1000 440 0001

Mileage Pareto



Repair Month Pareto



8888 440-0324

2002 MY Teleflex Claims to Date Summary

Claims pull date: 8/21/2002
Vehicle Line: Super Duty
Plant: KTP
Model Year: 2002
Part Number Base: 9F836
Part Description: Adjustable Accelerator Pedal (ETC)
Vendor: Teleflex

Total number of claims: 1,766

Total number of repeat VINs: 33

- 5 time repeat VINs: 0
- 4 time repeat VINs: 1
- 3 time repeat VINs: 4
- 2 time repeat VINs: 28

Total number of unique VINs: 1,727

Mileage at Repair

Mean 14,367
Median 13,345

Average repair cost: \$200
Median repair cost: \$164

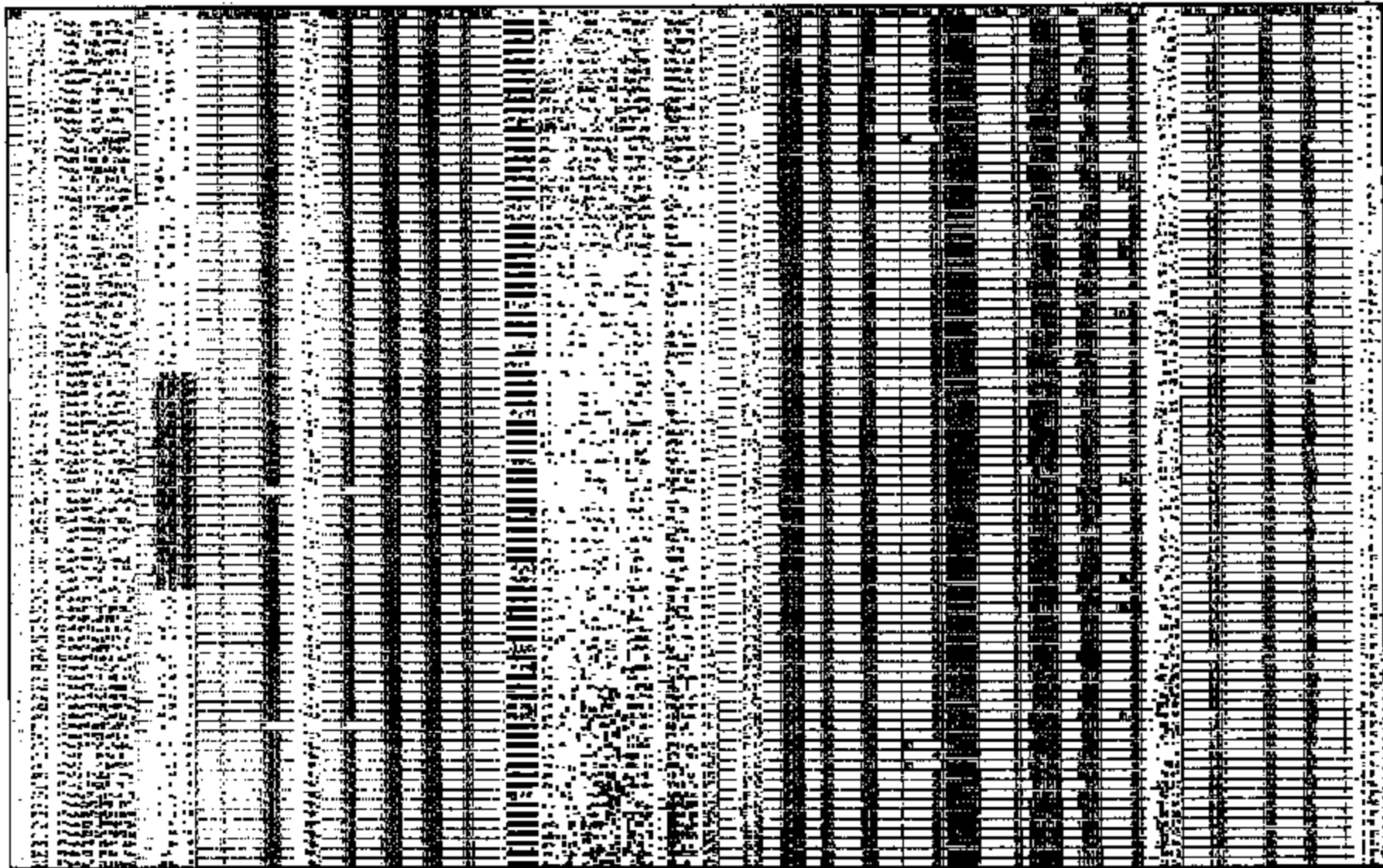
Memo: average mile accumulation per month: 2500

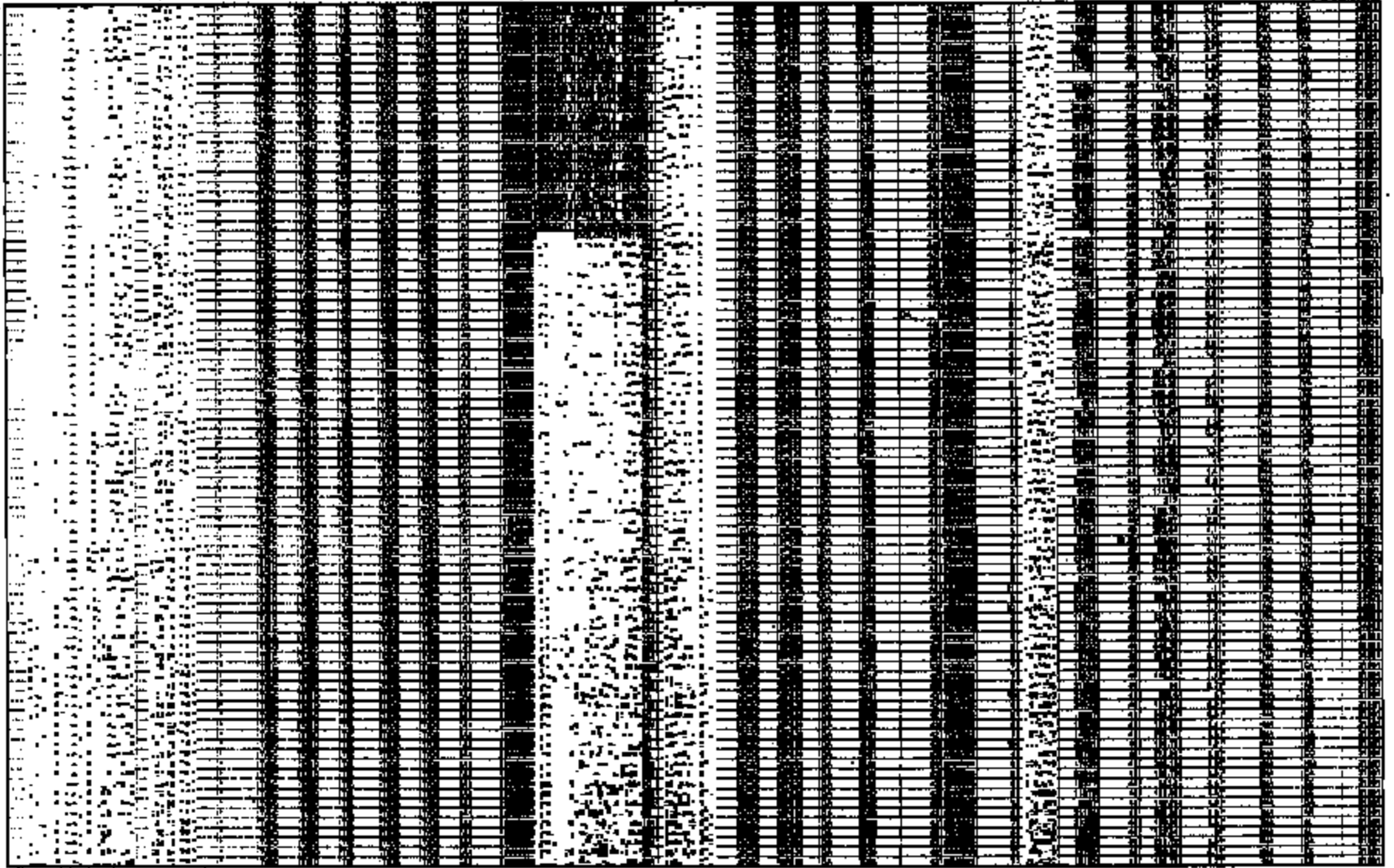
Count of Rpr Dt		
Years	Rpr Dt	Total
2001	Aug	1
	Sep	4
	Oct	6
	Nov	12
	Dec	20
2002	Jan	24
	Feb	28
	Mar	73
	Apr	134
	May	236
	Jun	383
	Jul	575
	Aug	251
Grand Total		1727

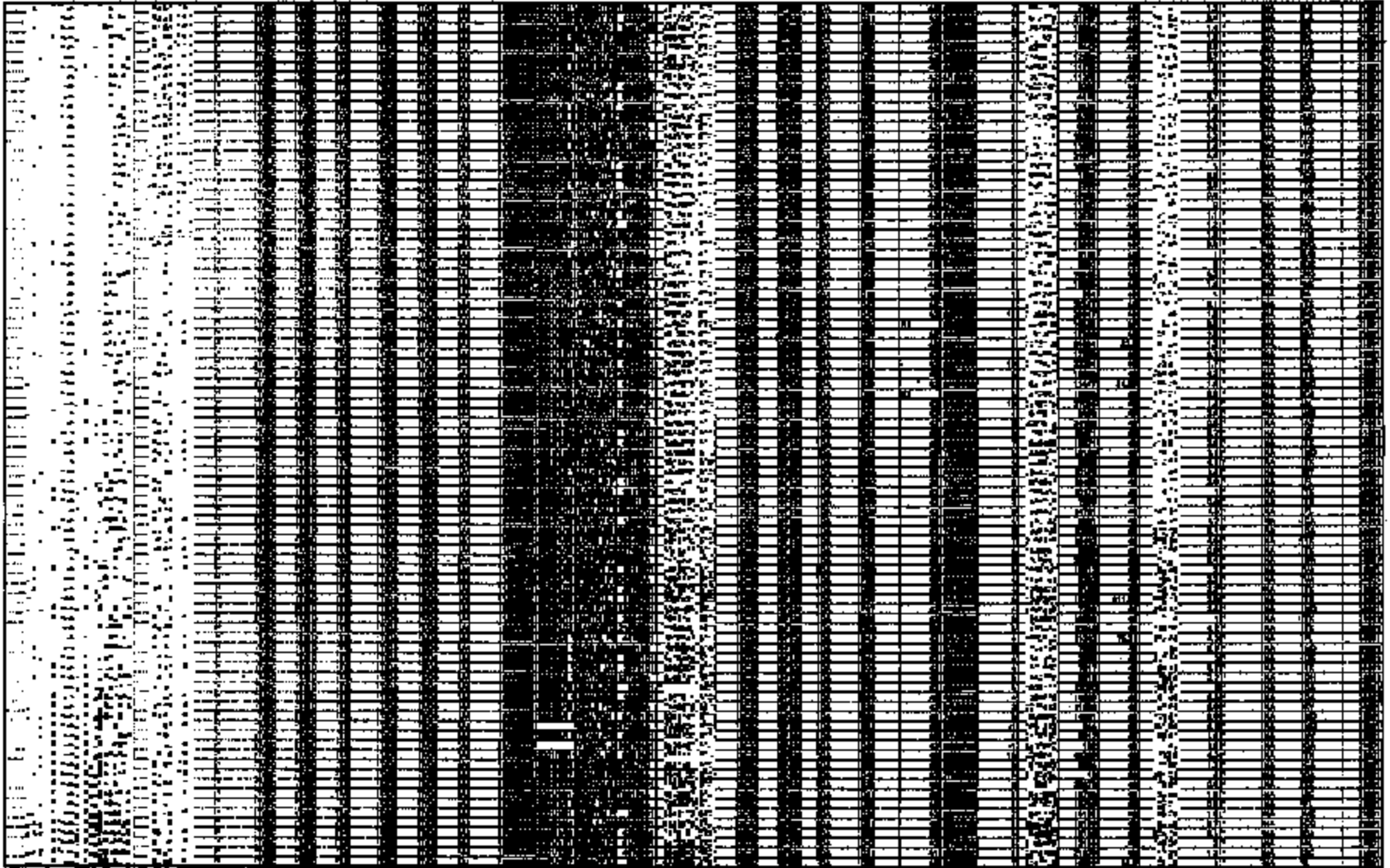
Count of Tis Wsd	
Tis Wsd	Total
-1	18
0	14
1	41
2	58
3	134
4	244
5	280
6	304
7	287
8	172
9	122
10	53
11	13
12	2
Grand Total	1727

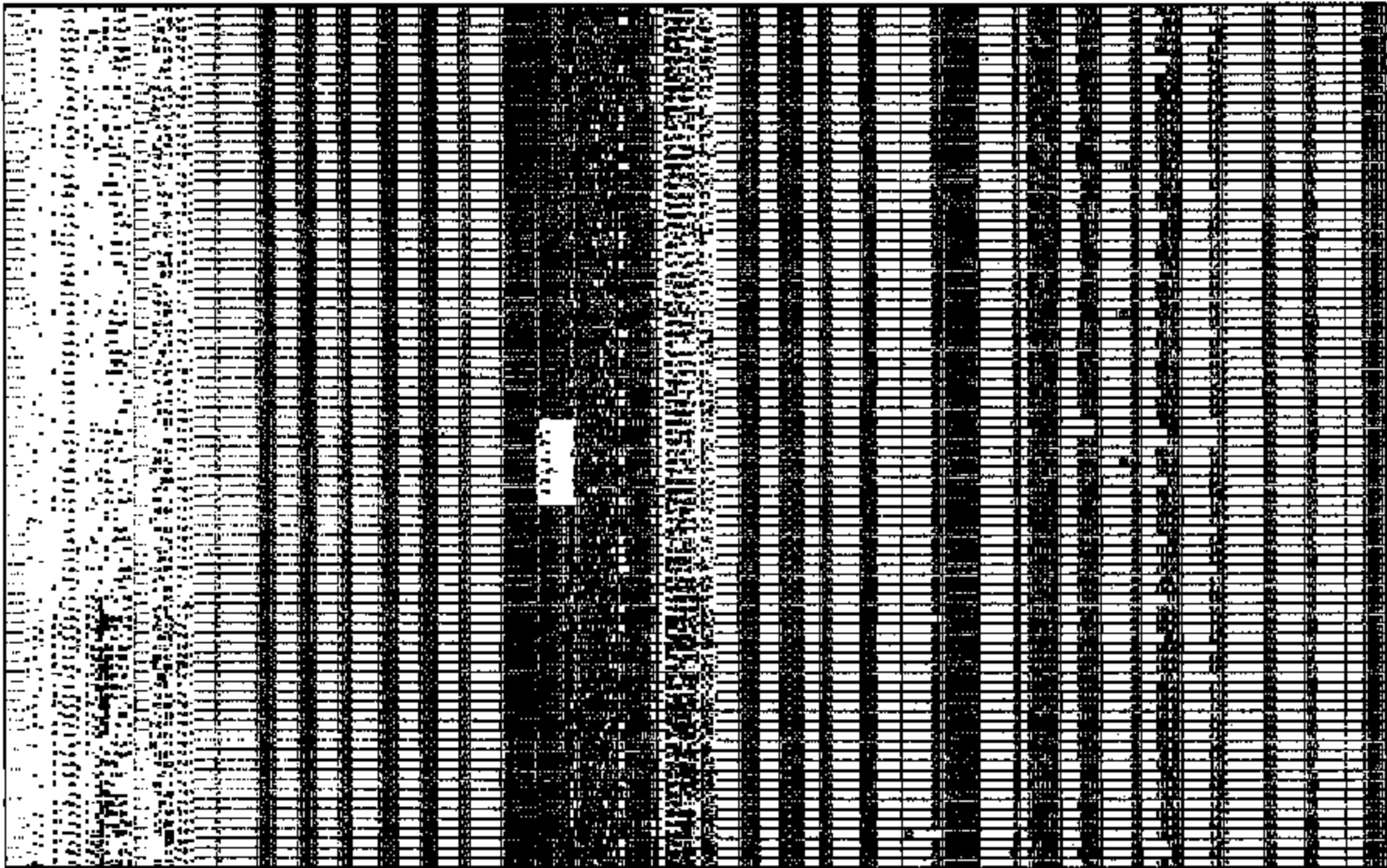
Count of Prodn Dt		
Years	Prodn Dt	Total
2001	Jun	1
	Jul	22
	Aug	65
	Sep	157
	Oct	387
	Nov	236
	Dec	354
2002	Jan	406
	Feb	56
	Mar	16
	Apr	14
	May	10
	Jun	3
Grand Total		1727

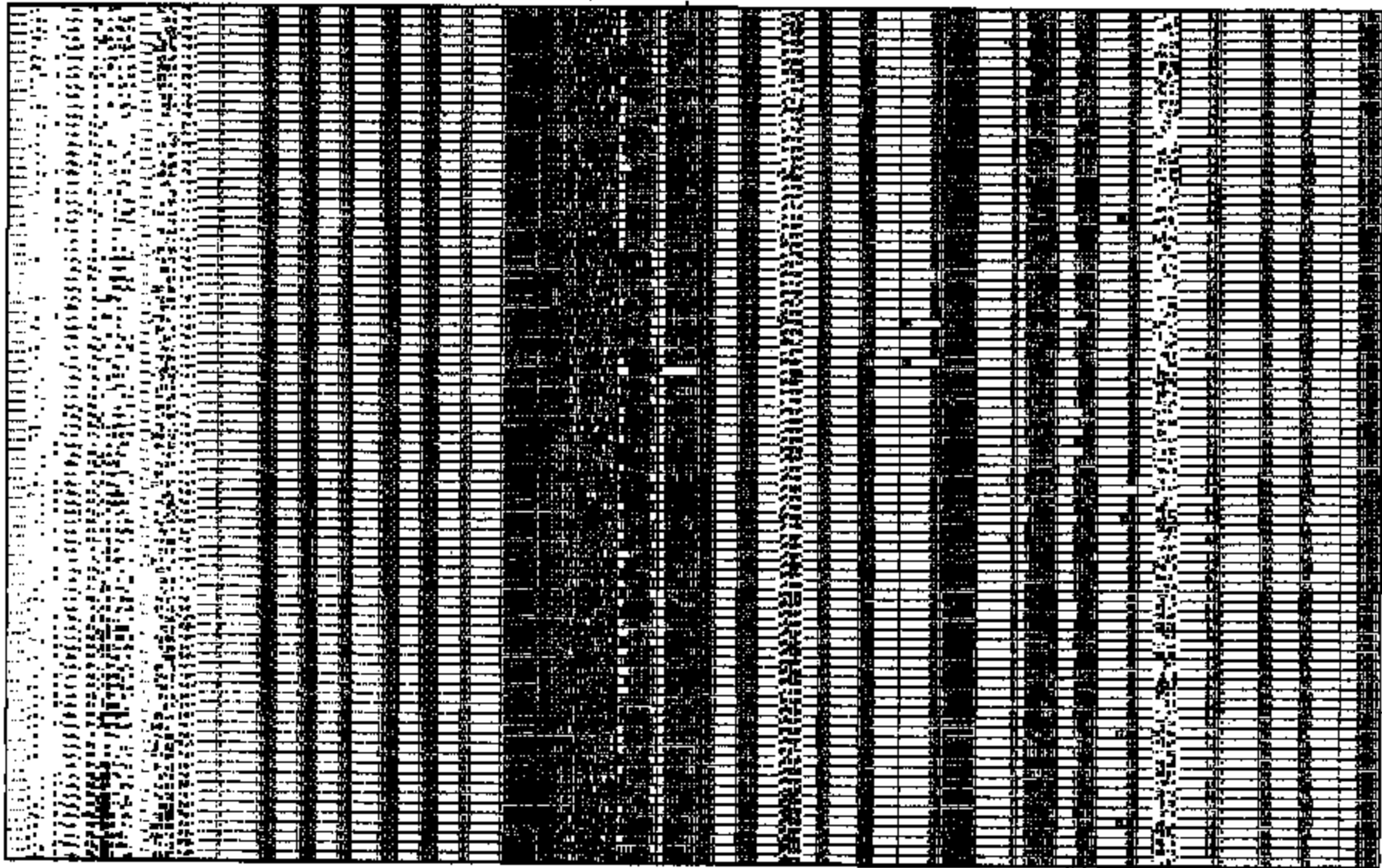
Count of Milge	
Milge	Total
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2001-4000	49
4001-6000	81
6001-8000	143
8001-10000	174
10001-12000	206
12001-14000	191
14001-16000	170
16001-18000	136
18001-20000	109
20001-22000	100
22001-24000	82
24001-26000	64
26001-28000	38
28001-30000	24
30001-32000	26
32001-34000	12
34001-36000	12
36001-38000	2
38001-40000	7
40001-42000	5
42001-44000	3
44001-46000	2
46001-48000	2
48001-50000	4
58001-60000	1
Grand Total	1727

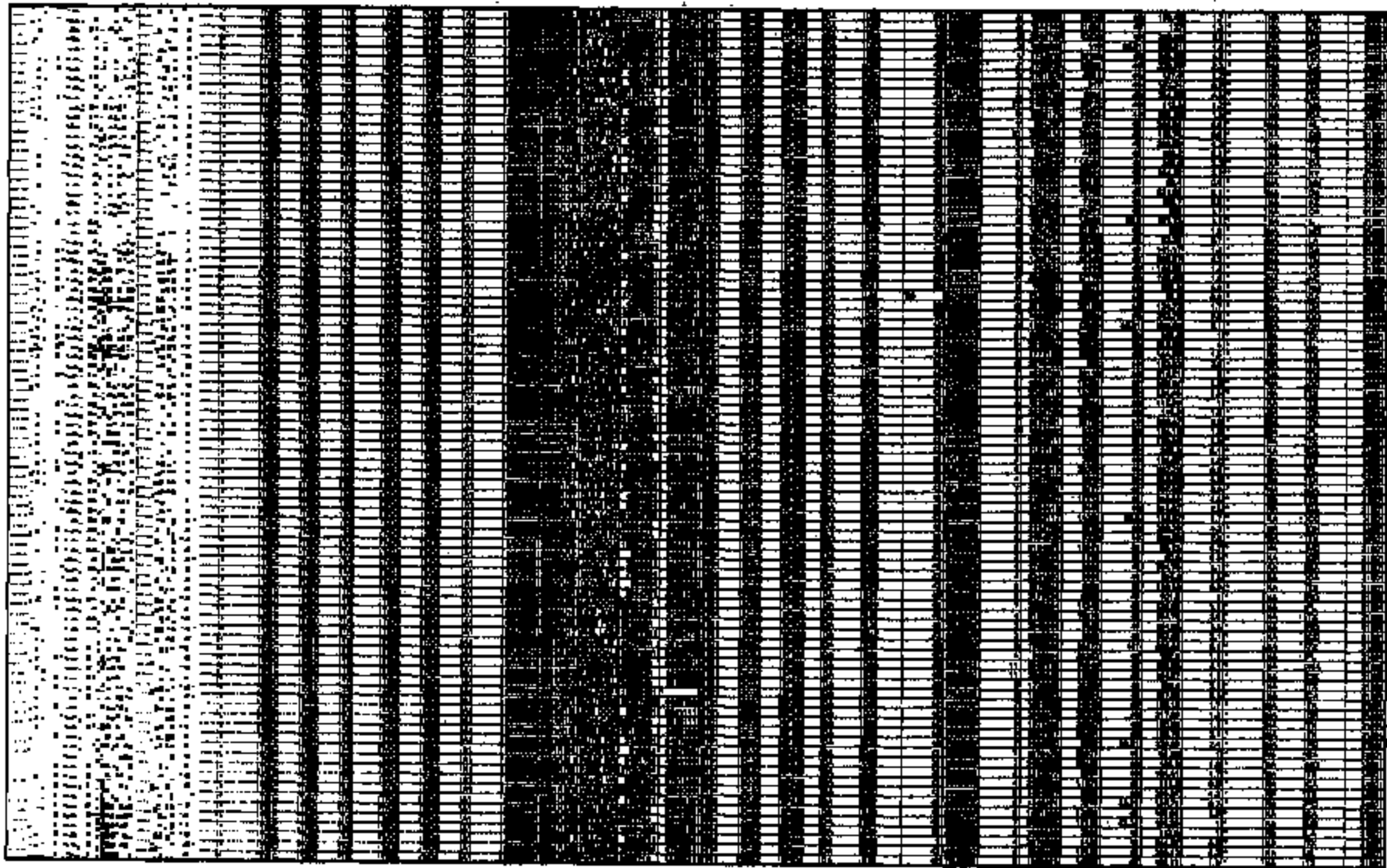


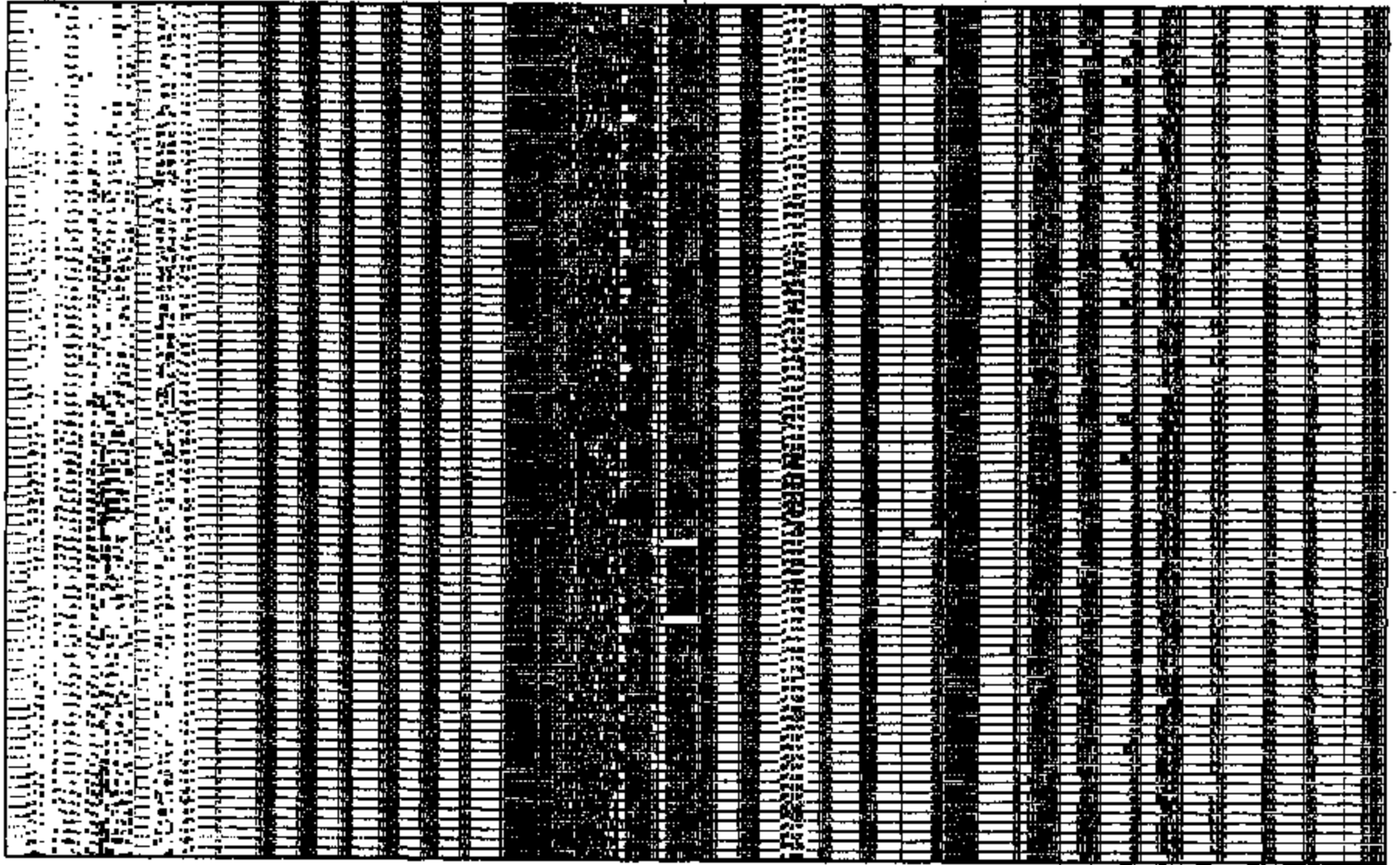


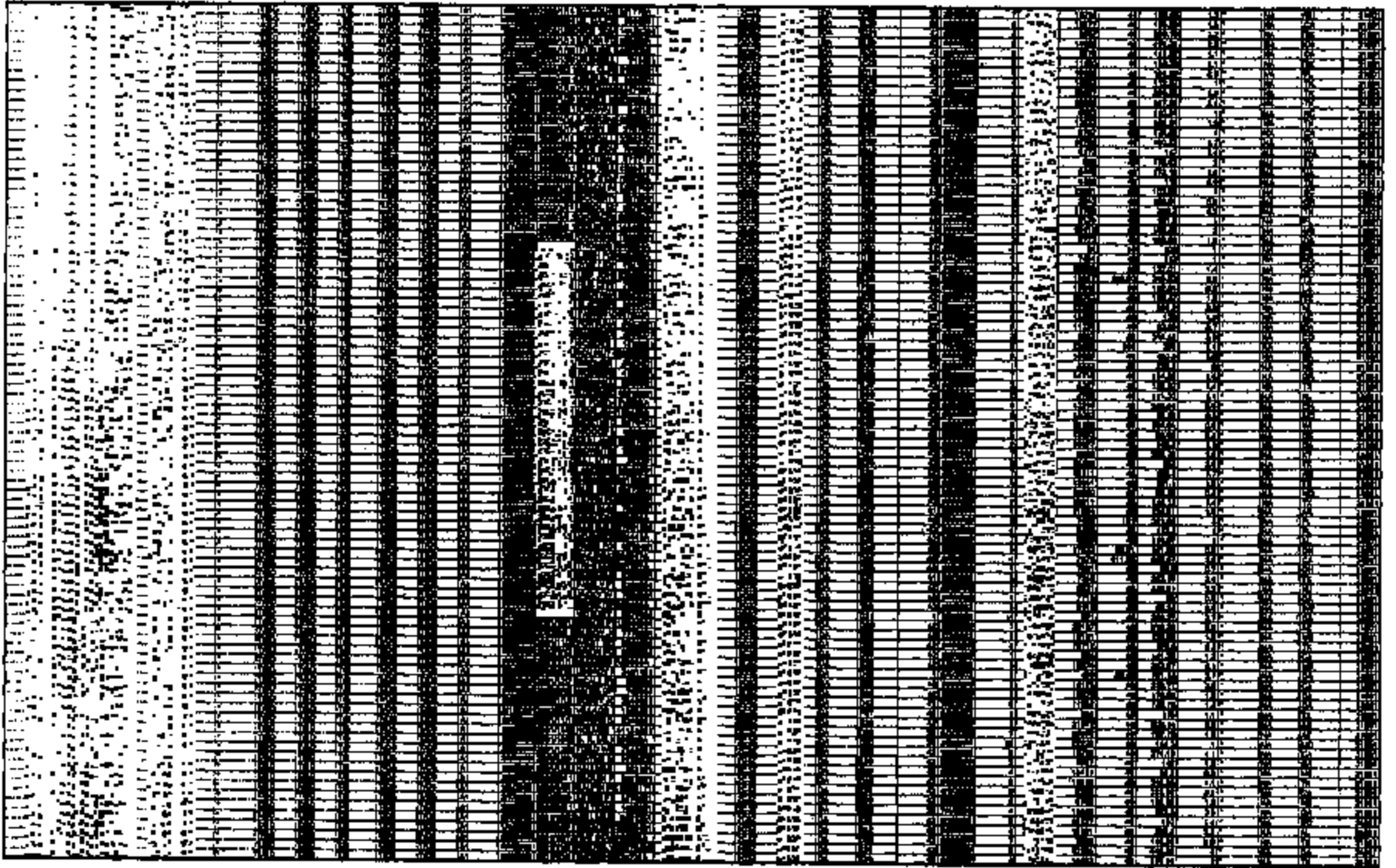


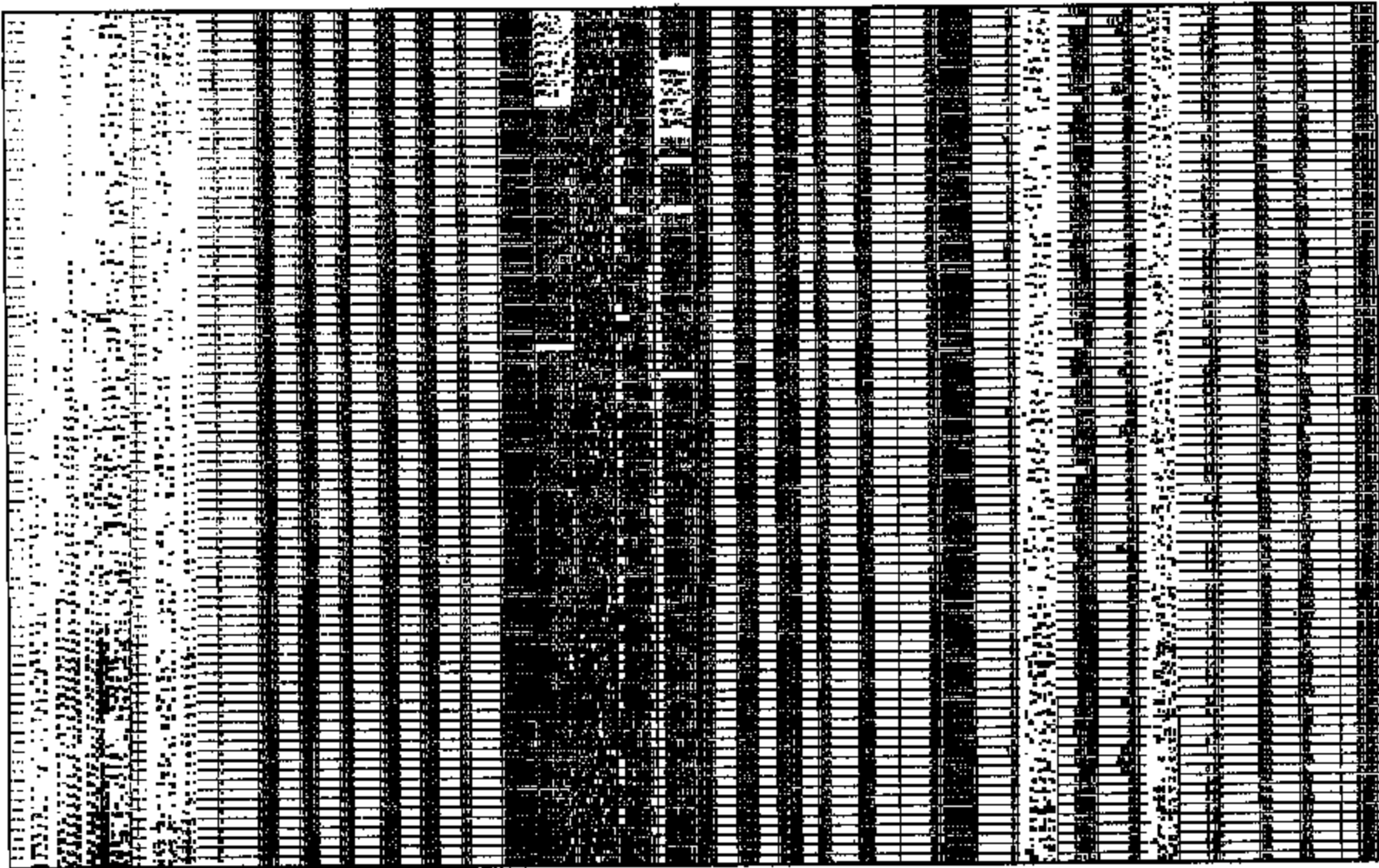


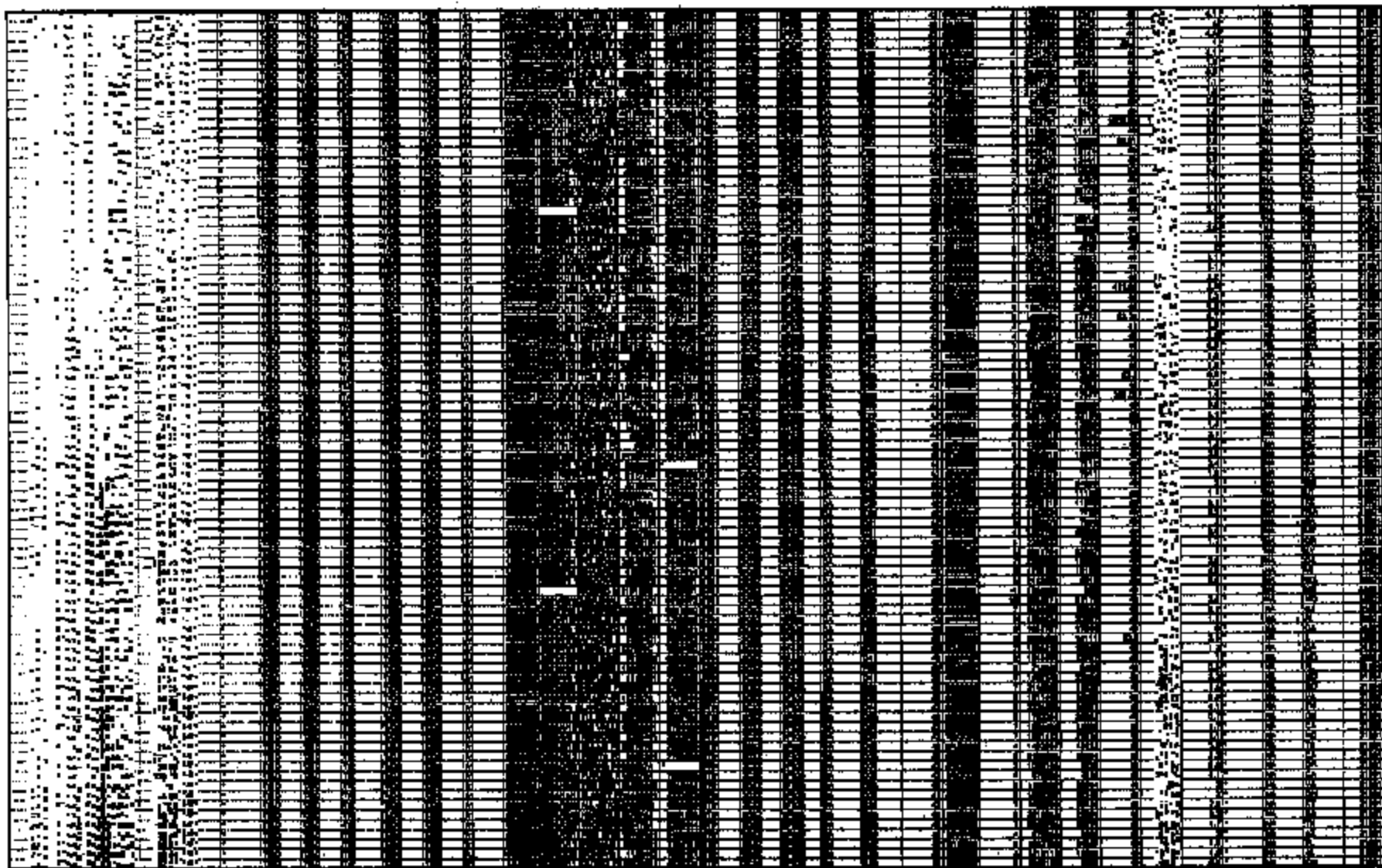


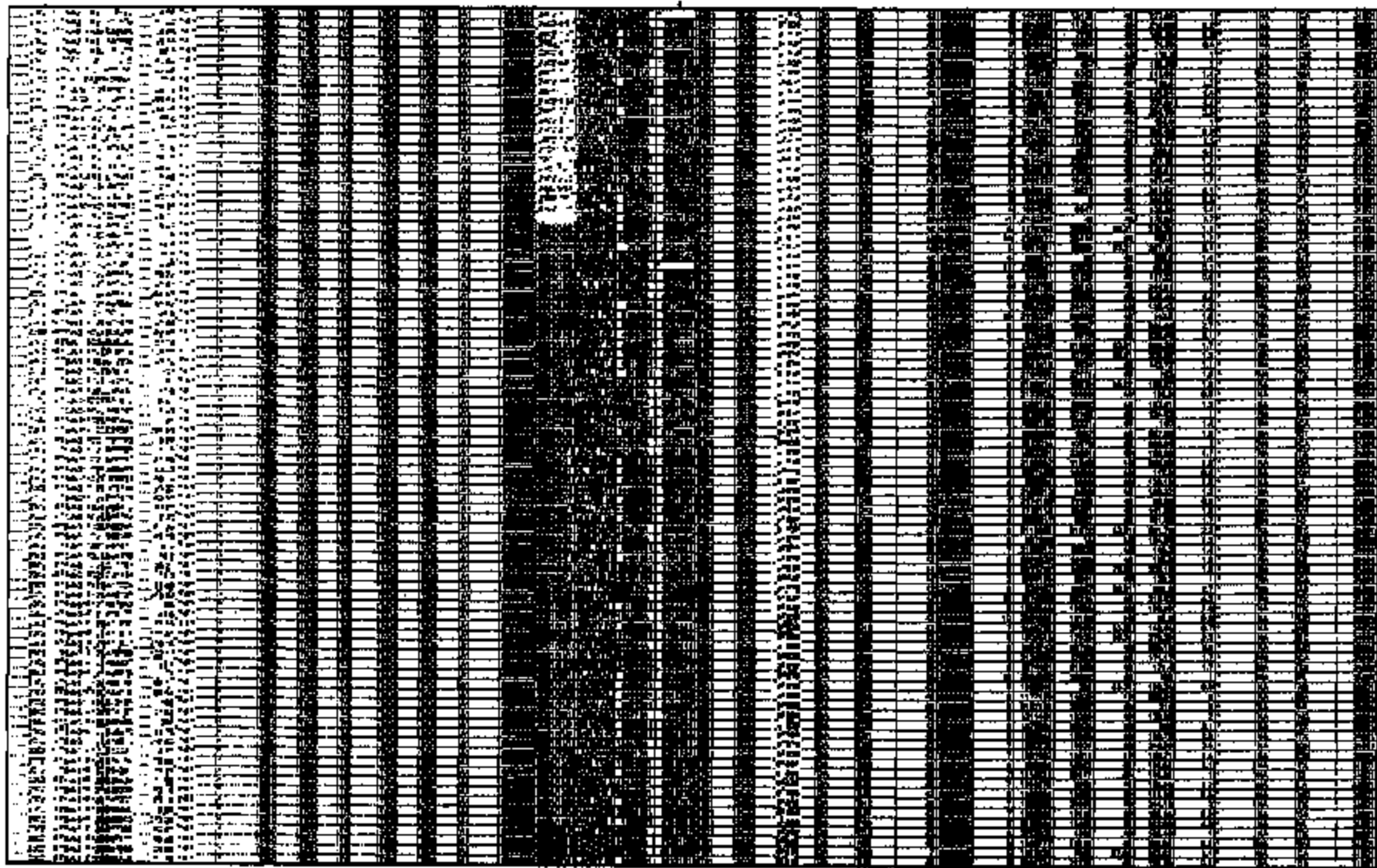


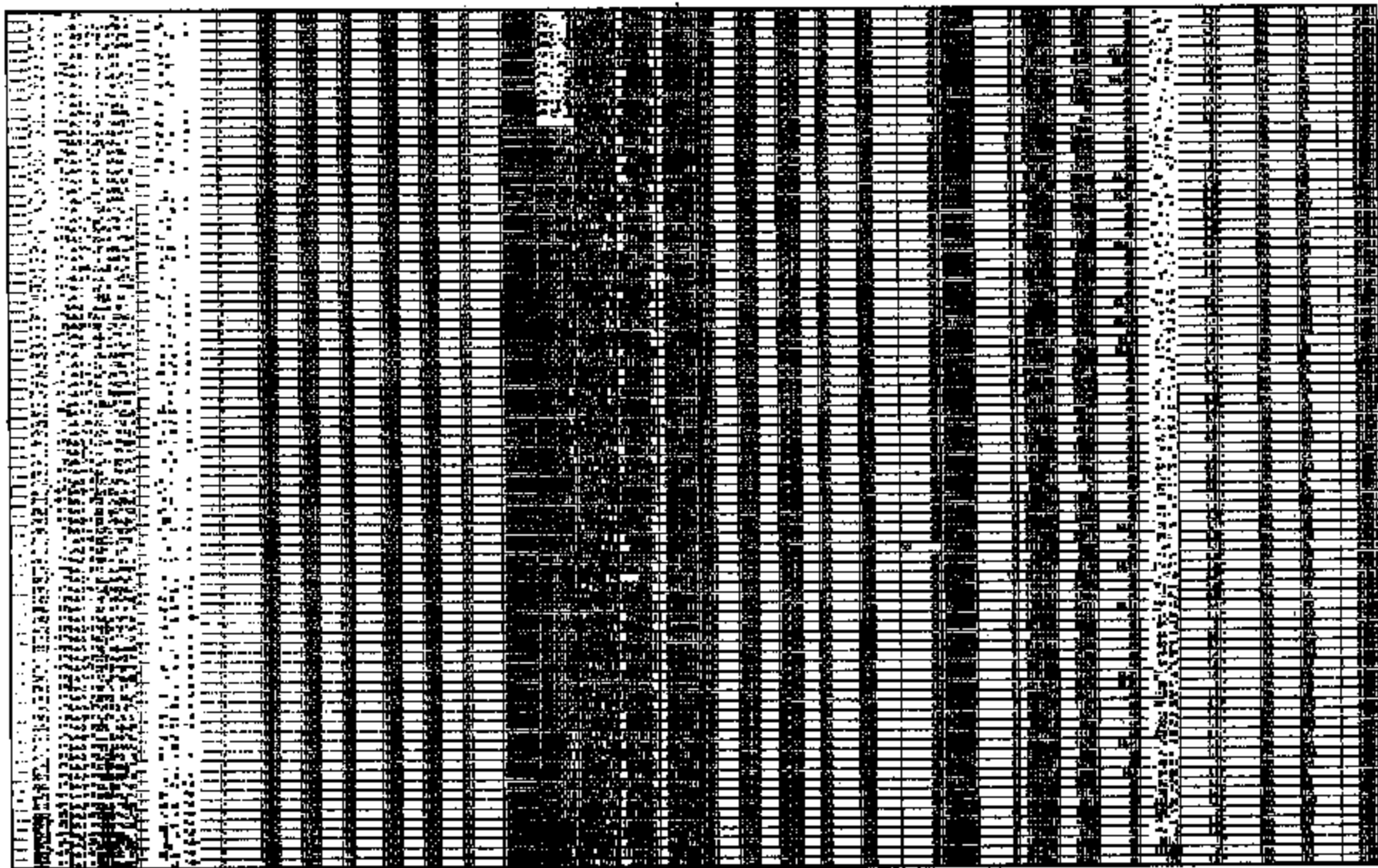


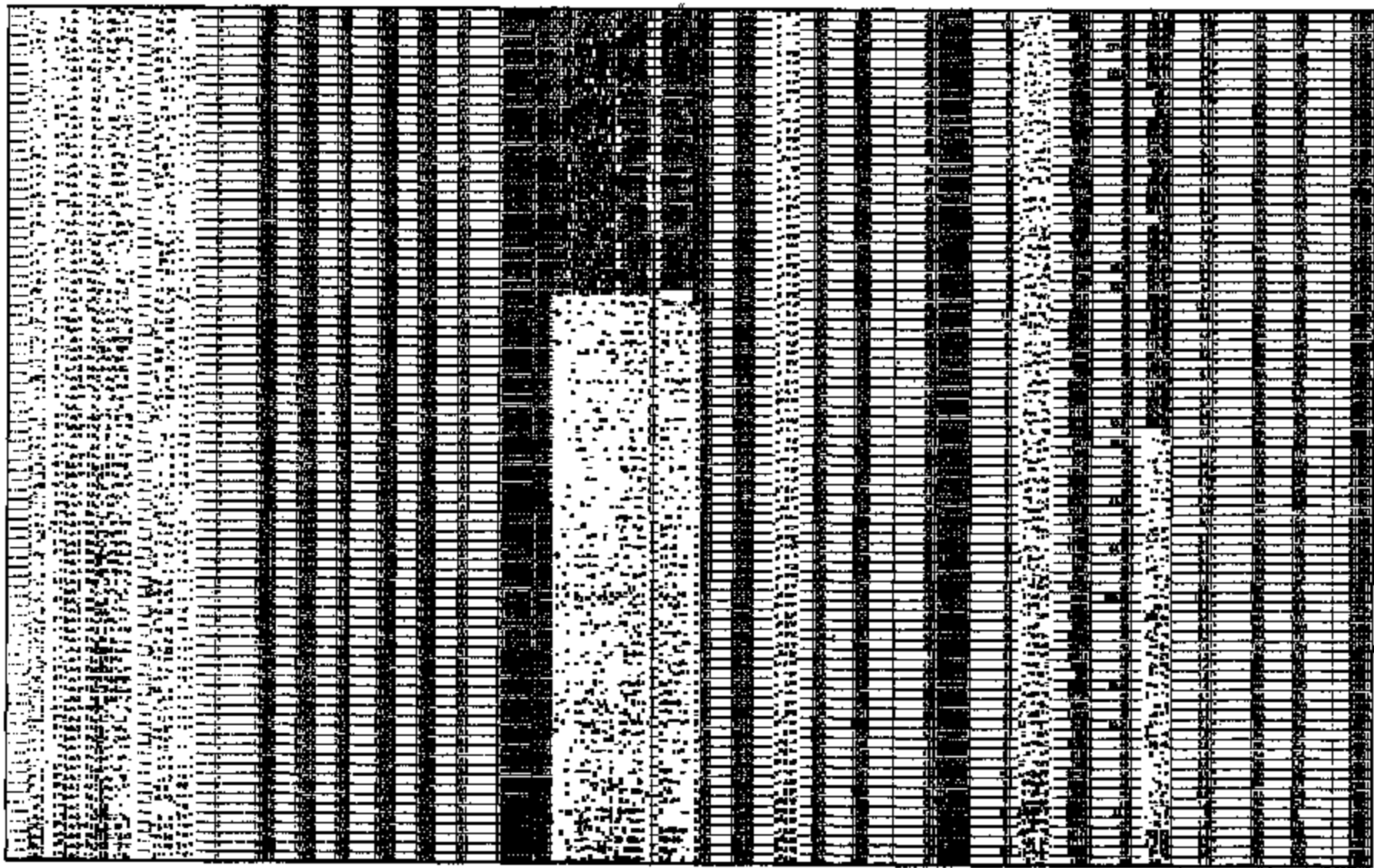




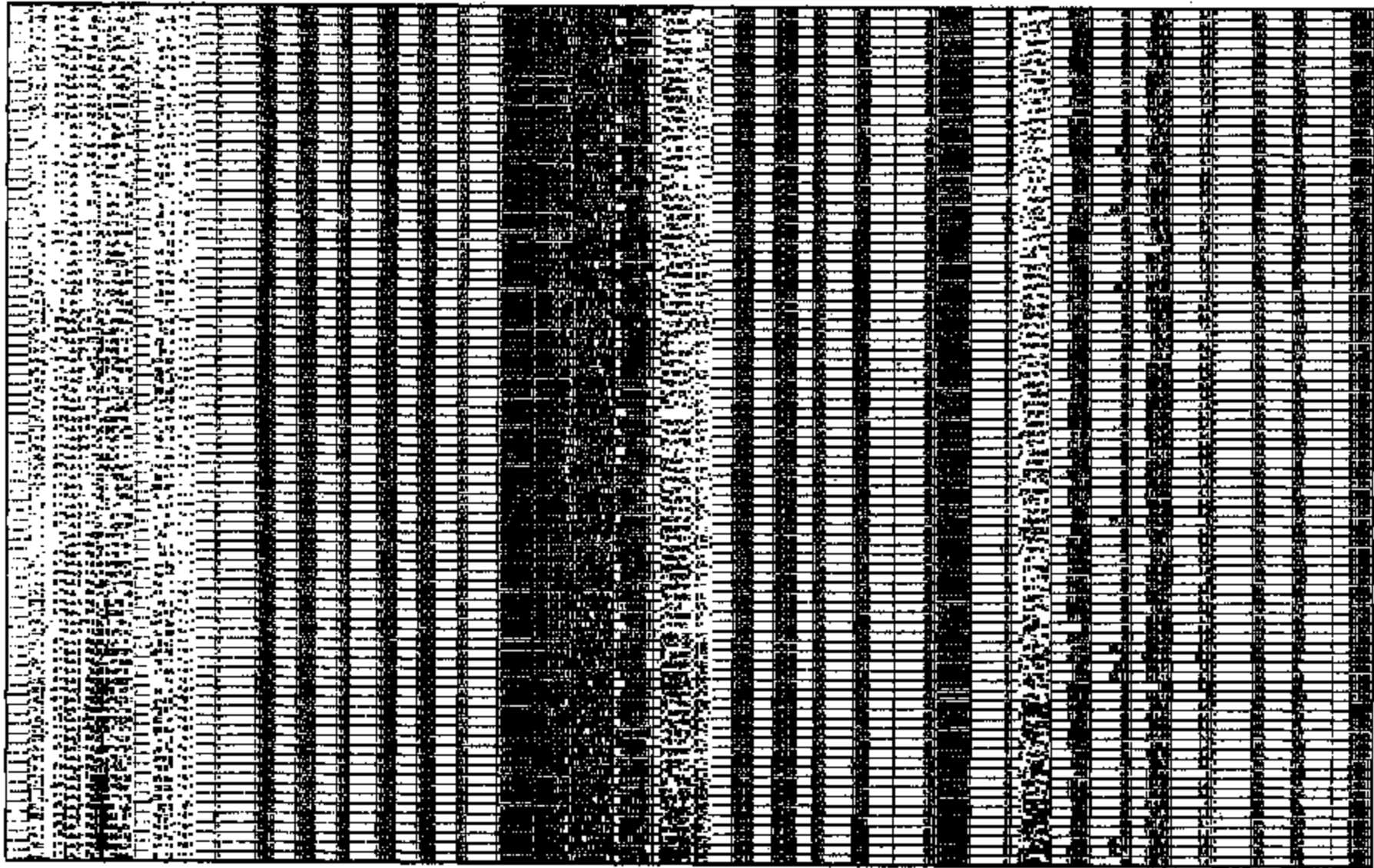


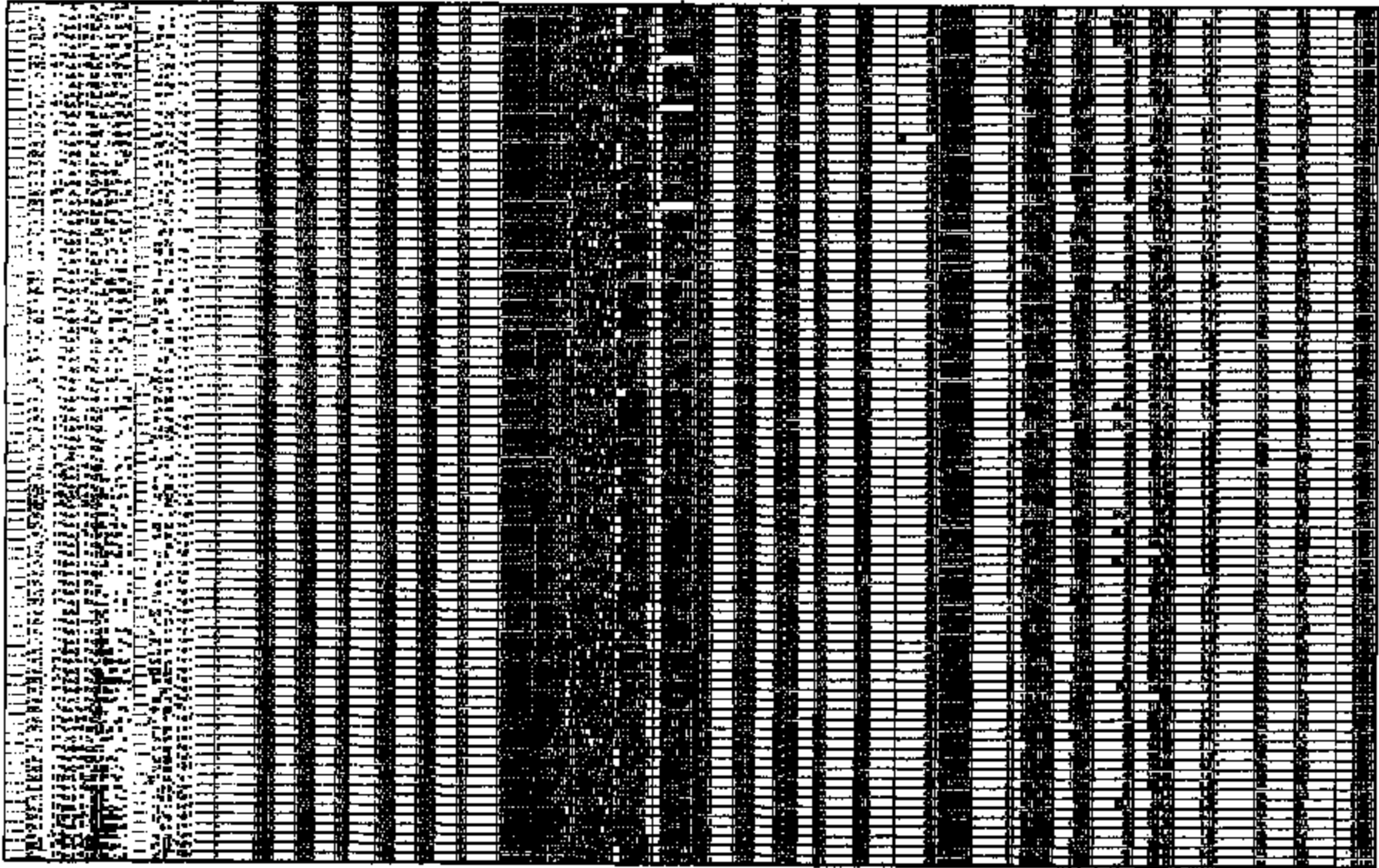


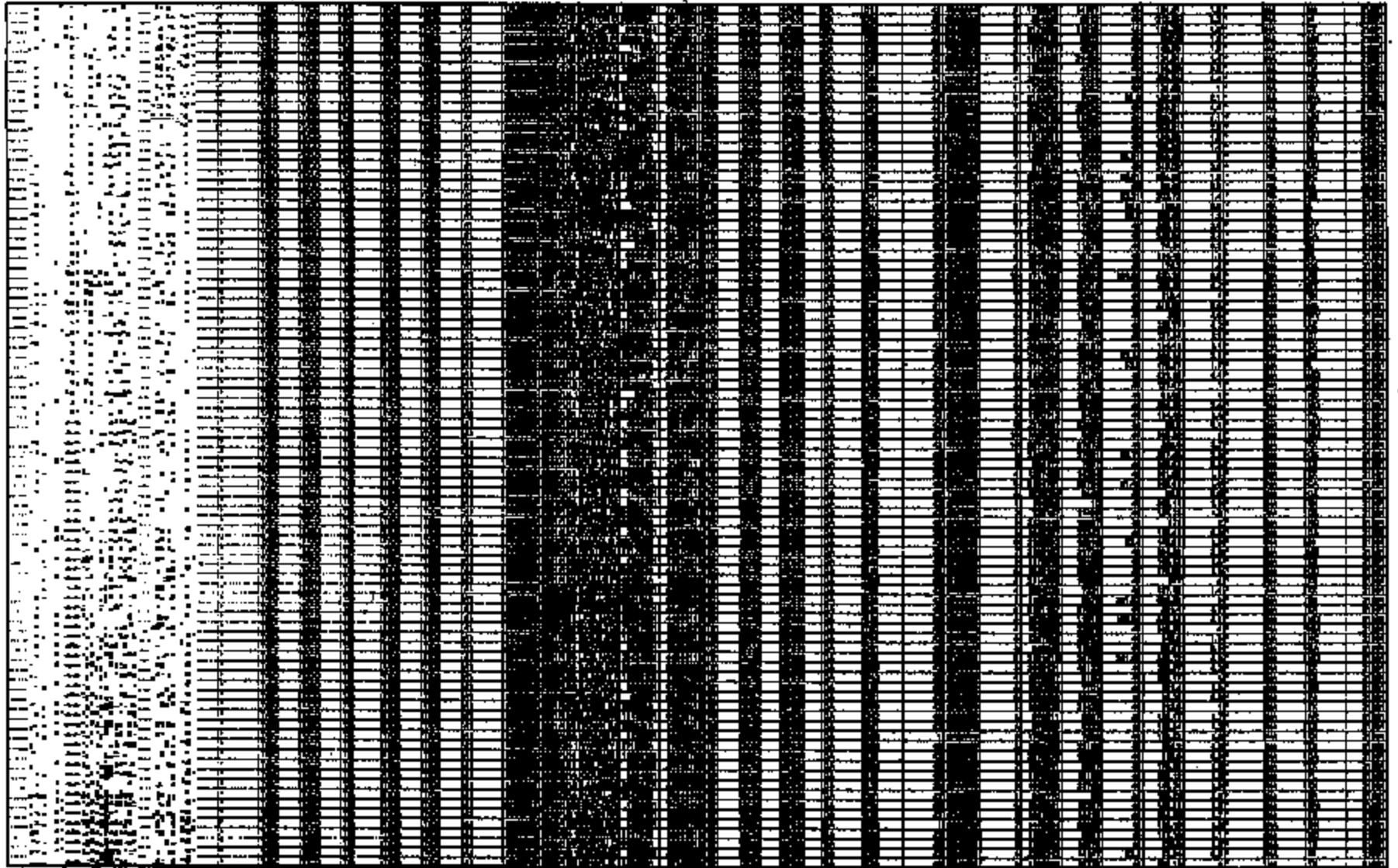


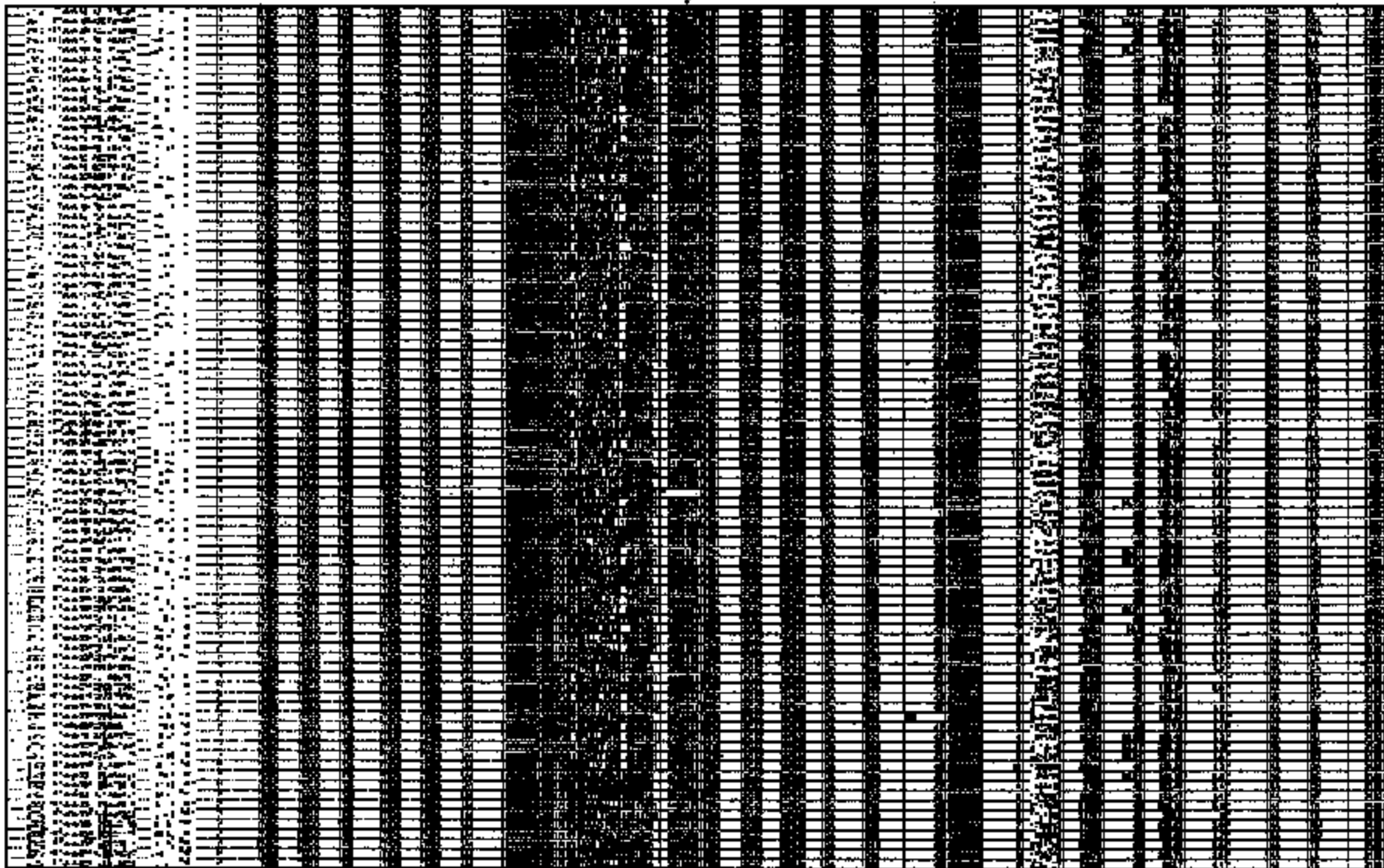


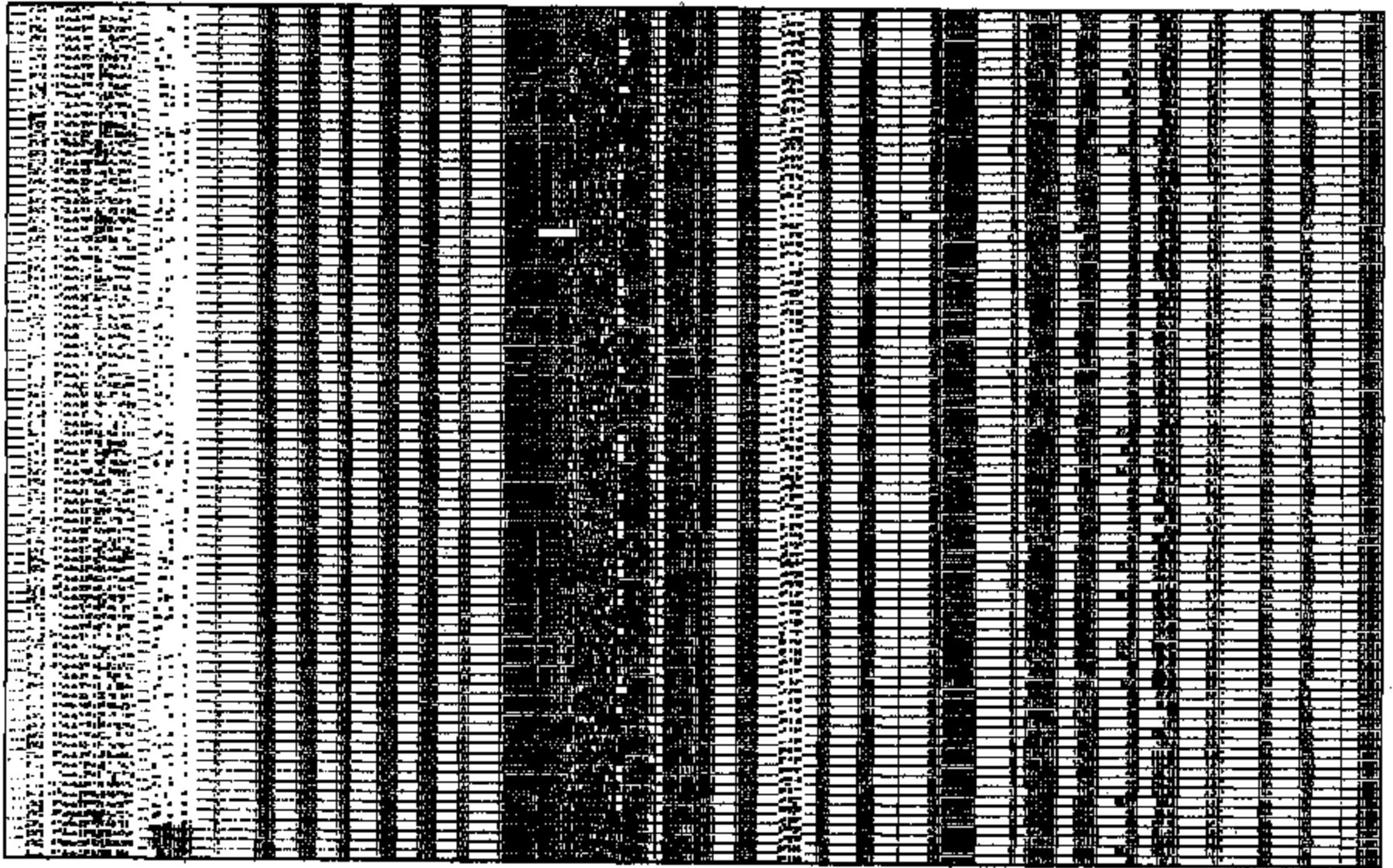
PE83-244 8781

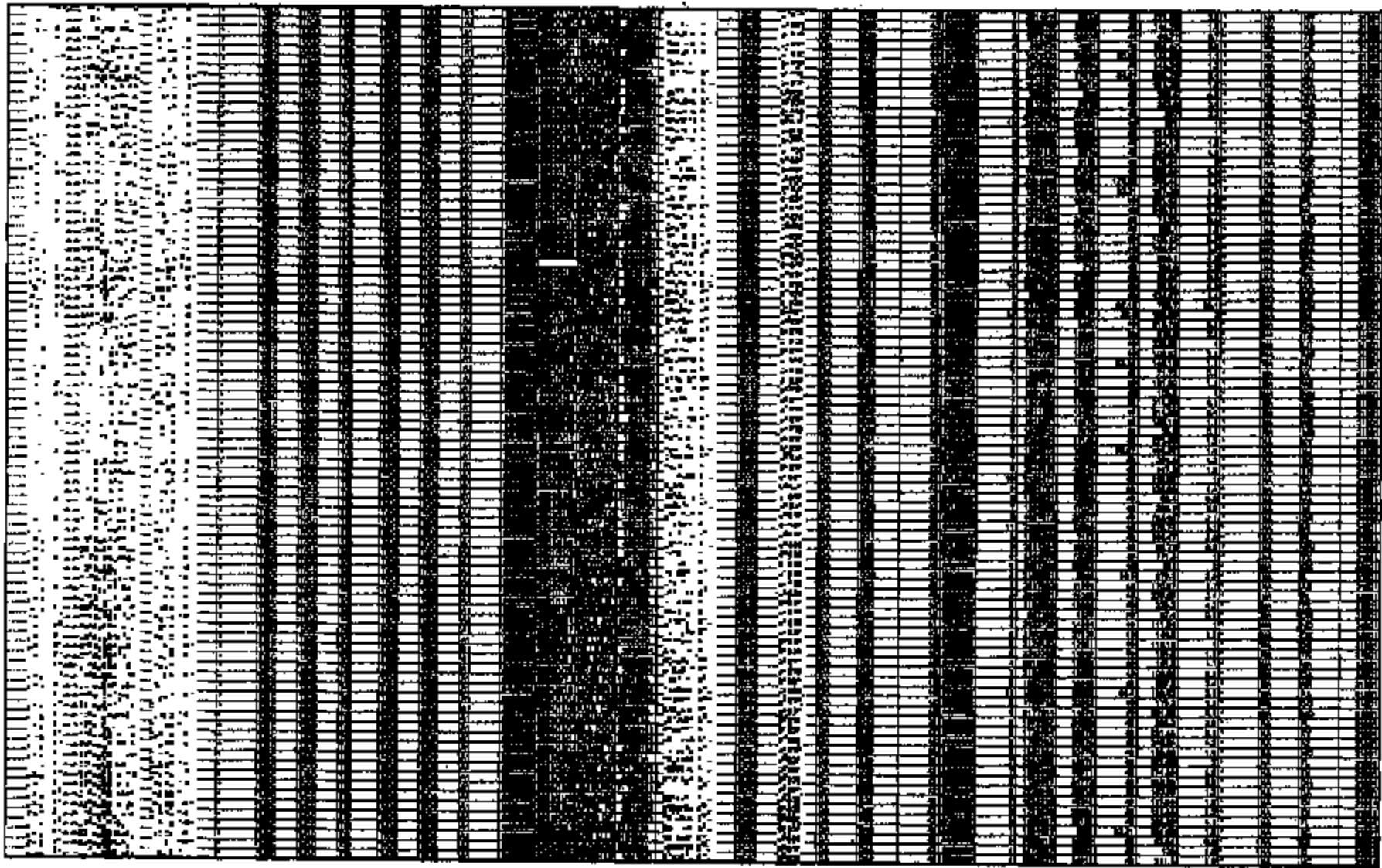


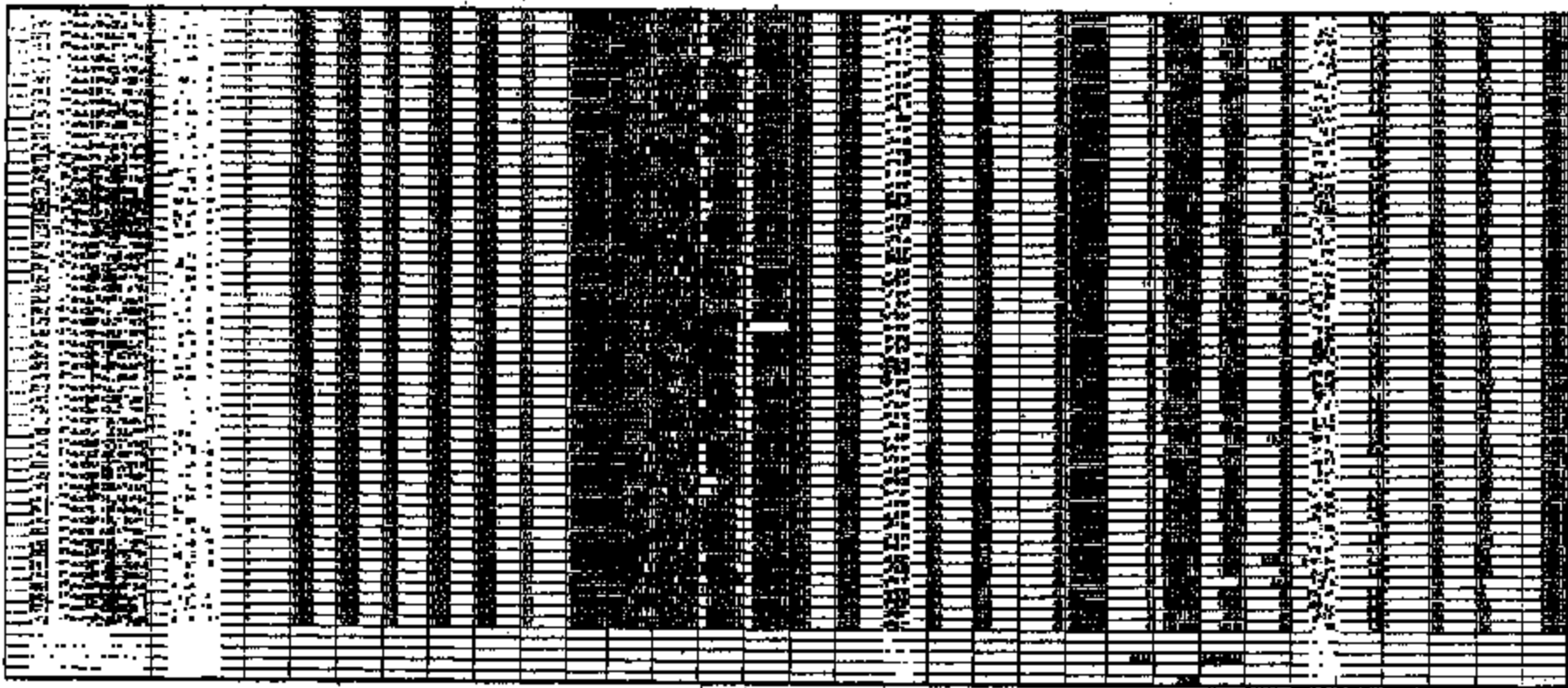




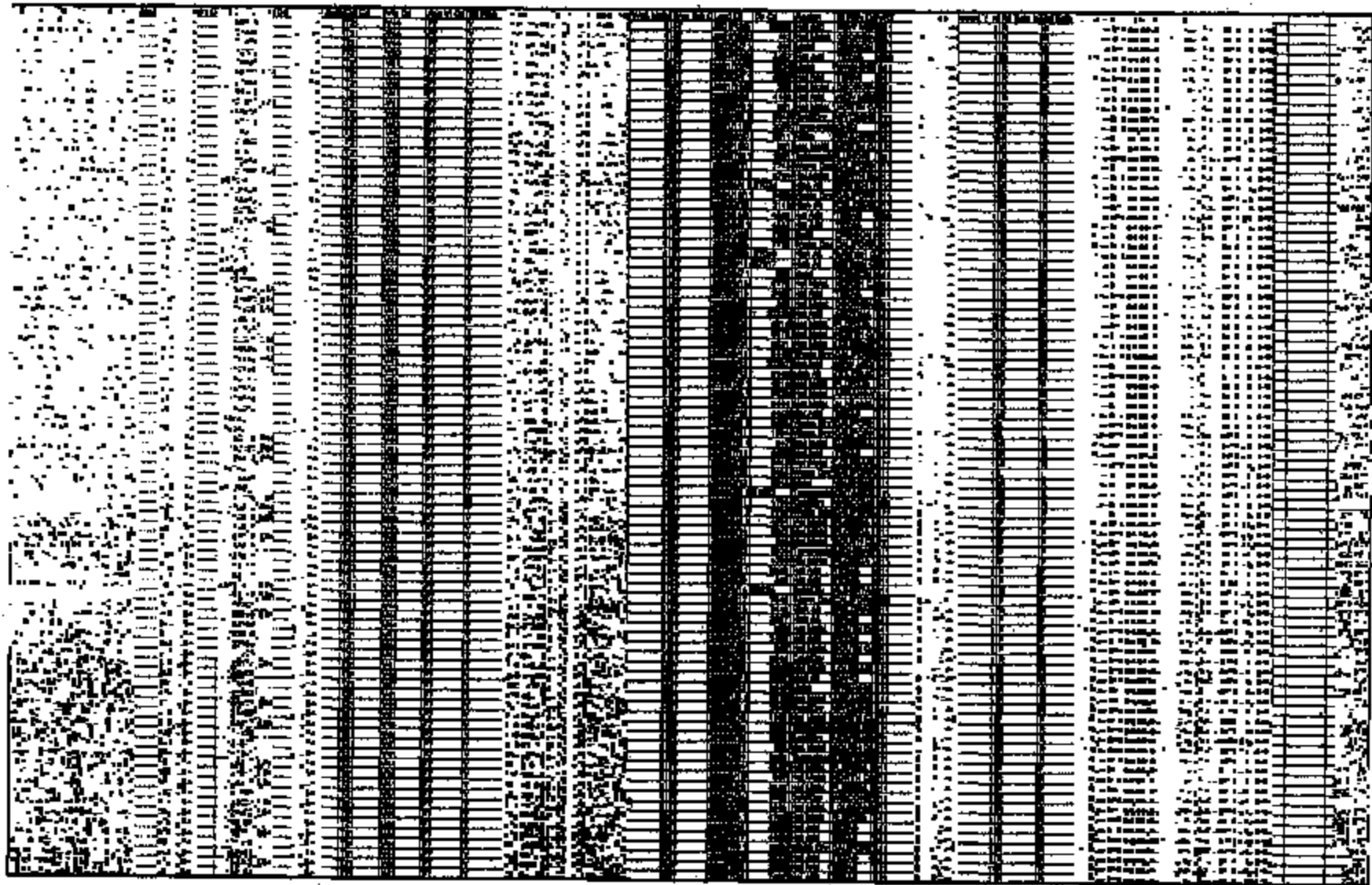


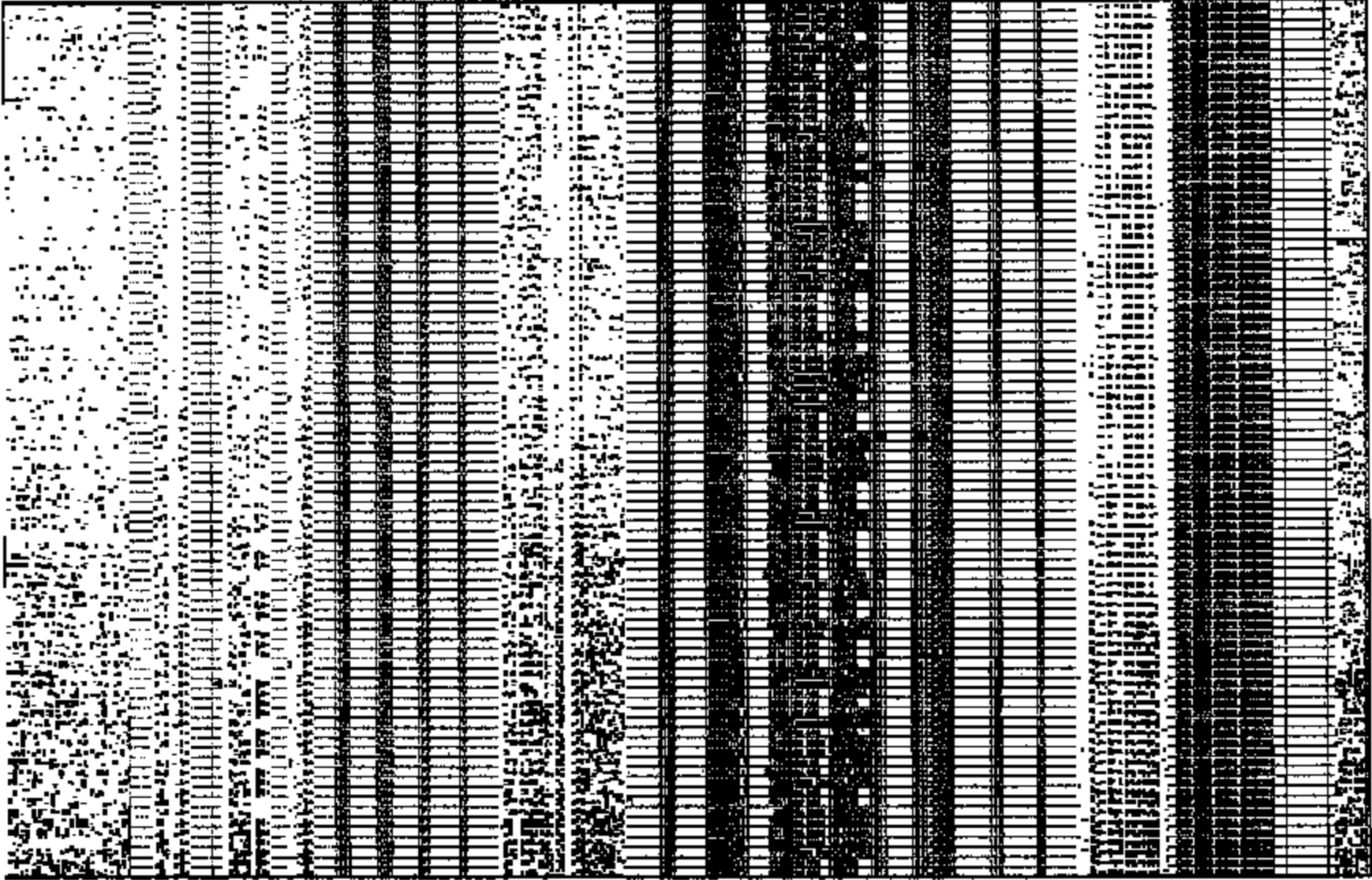


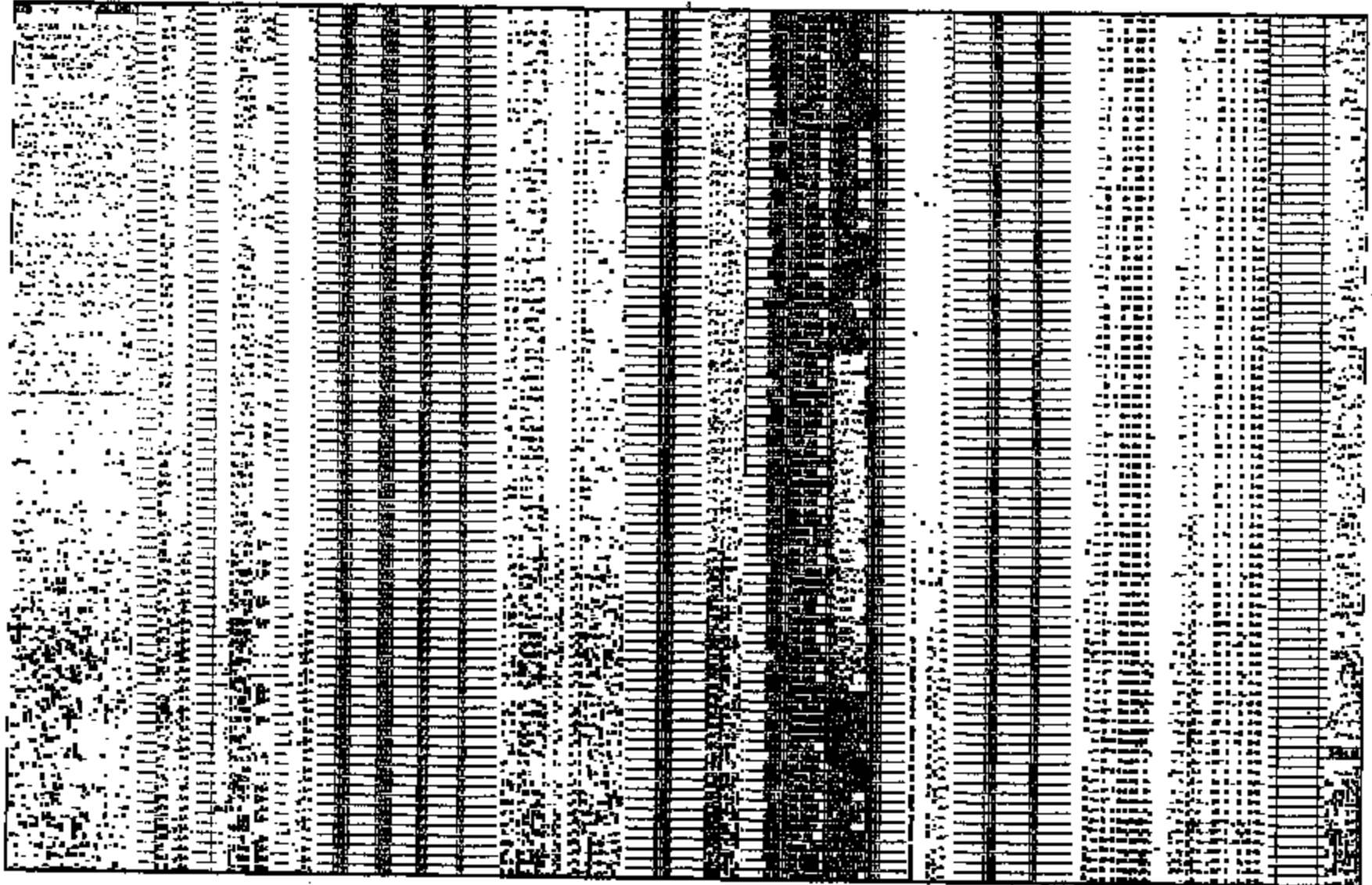


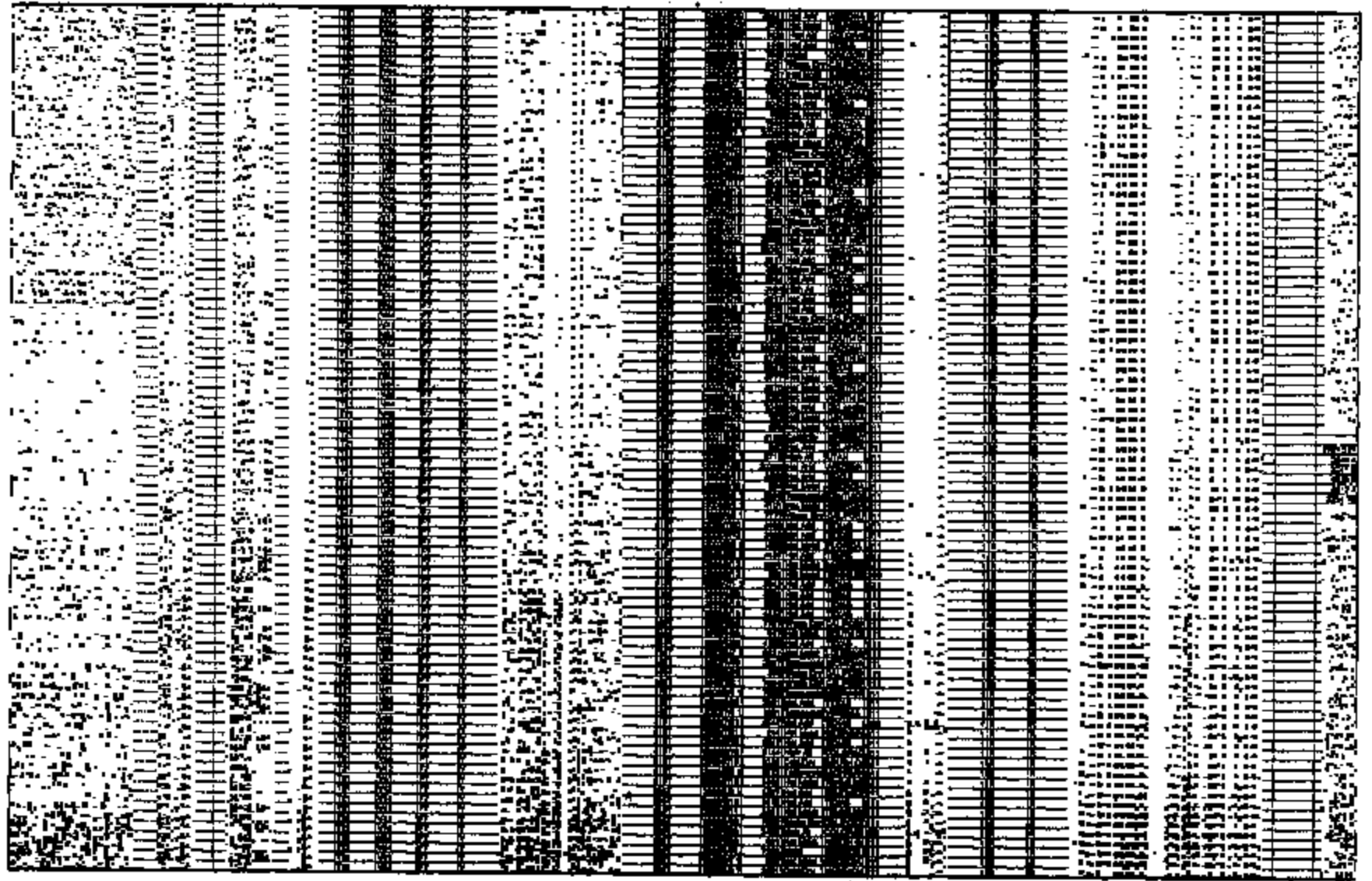


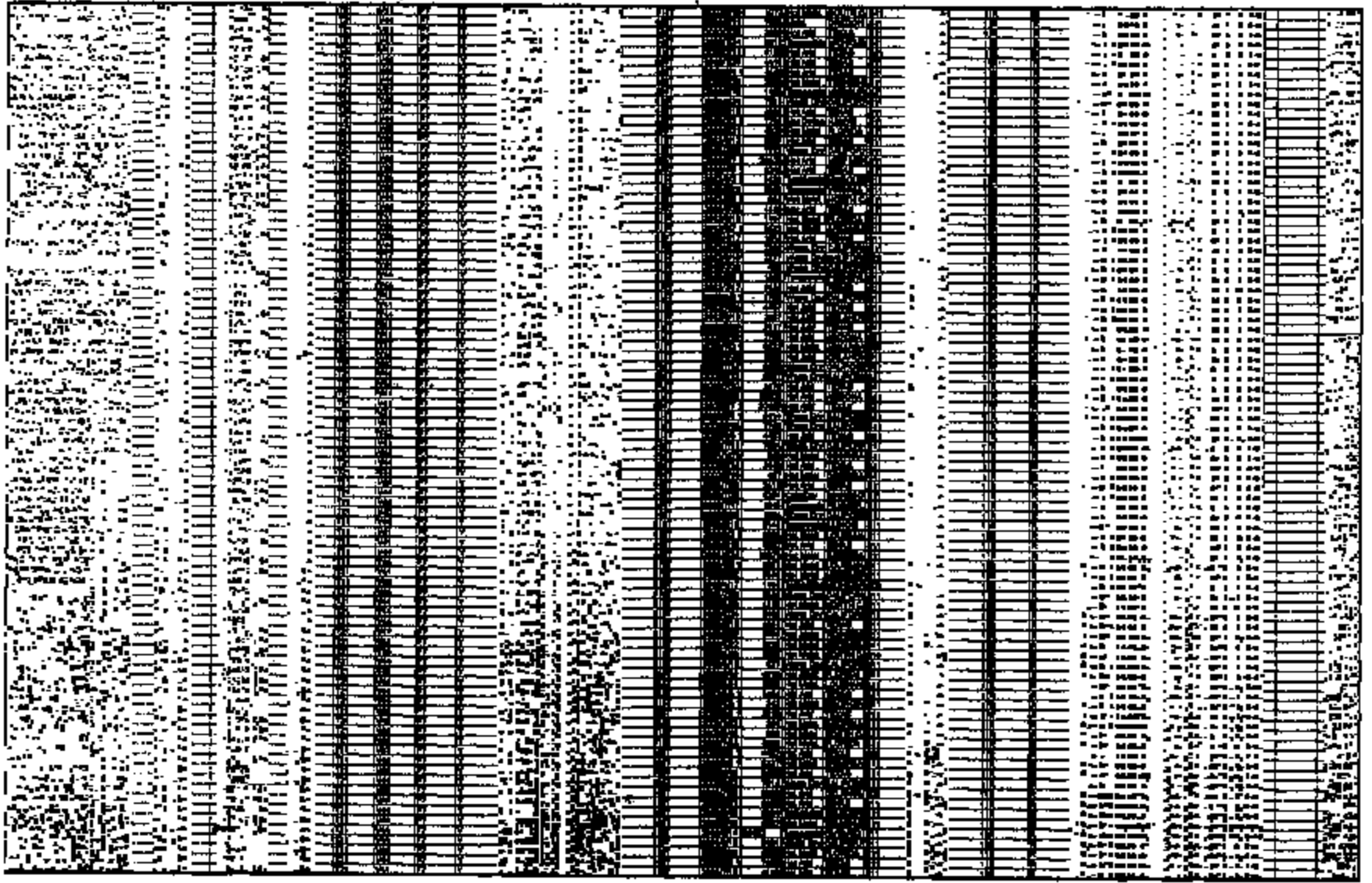
REC-044 8708

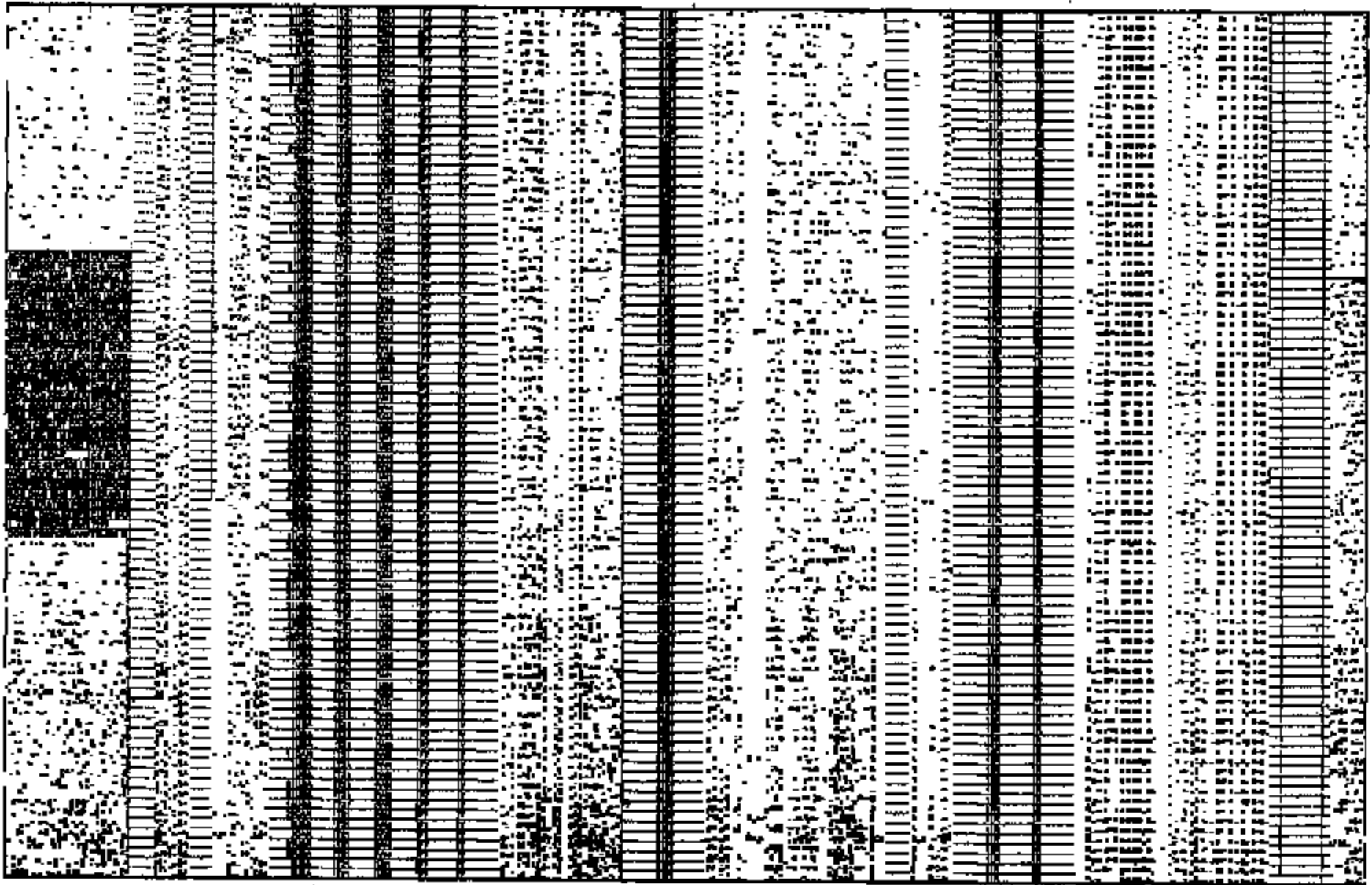


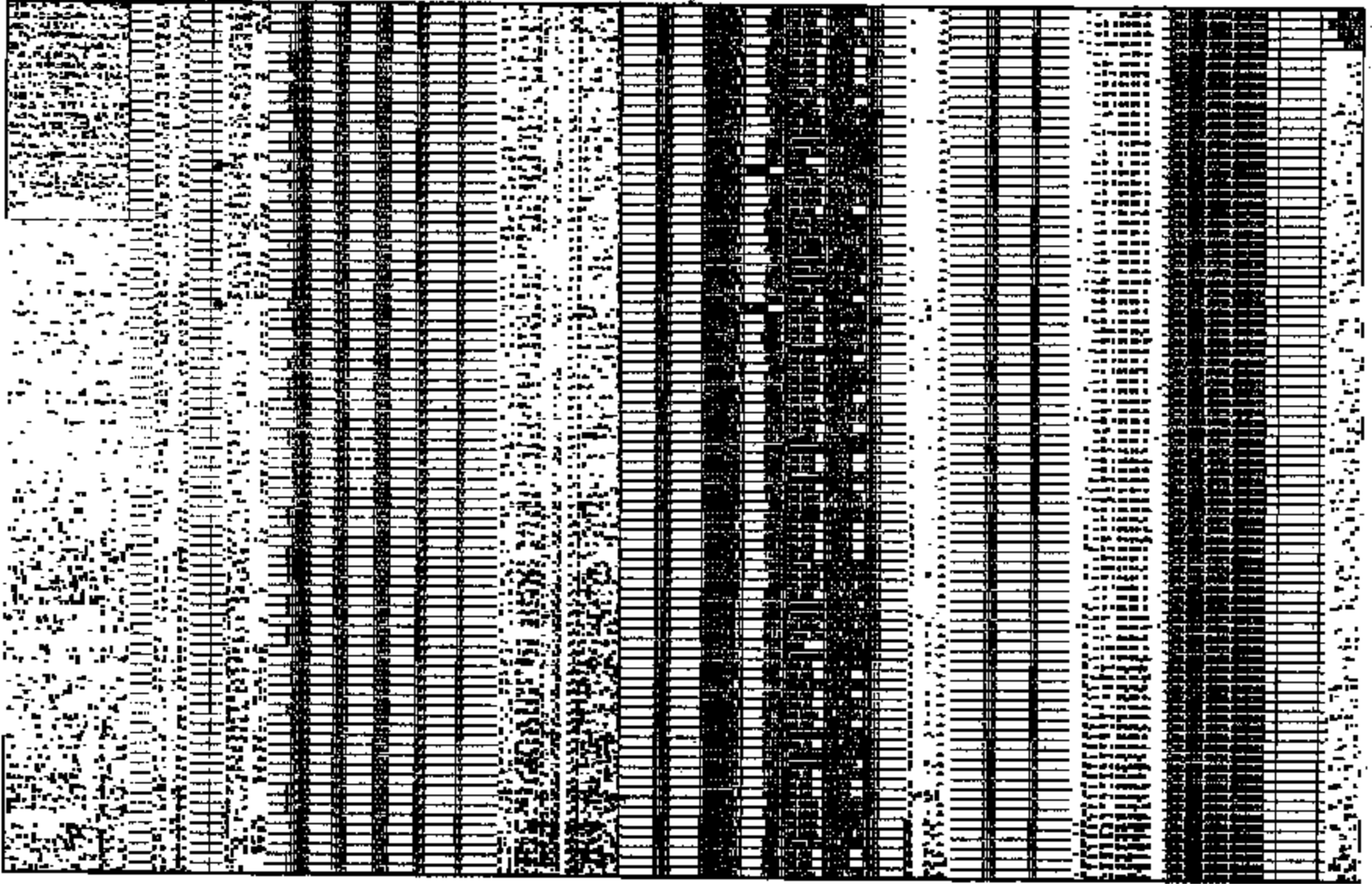


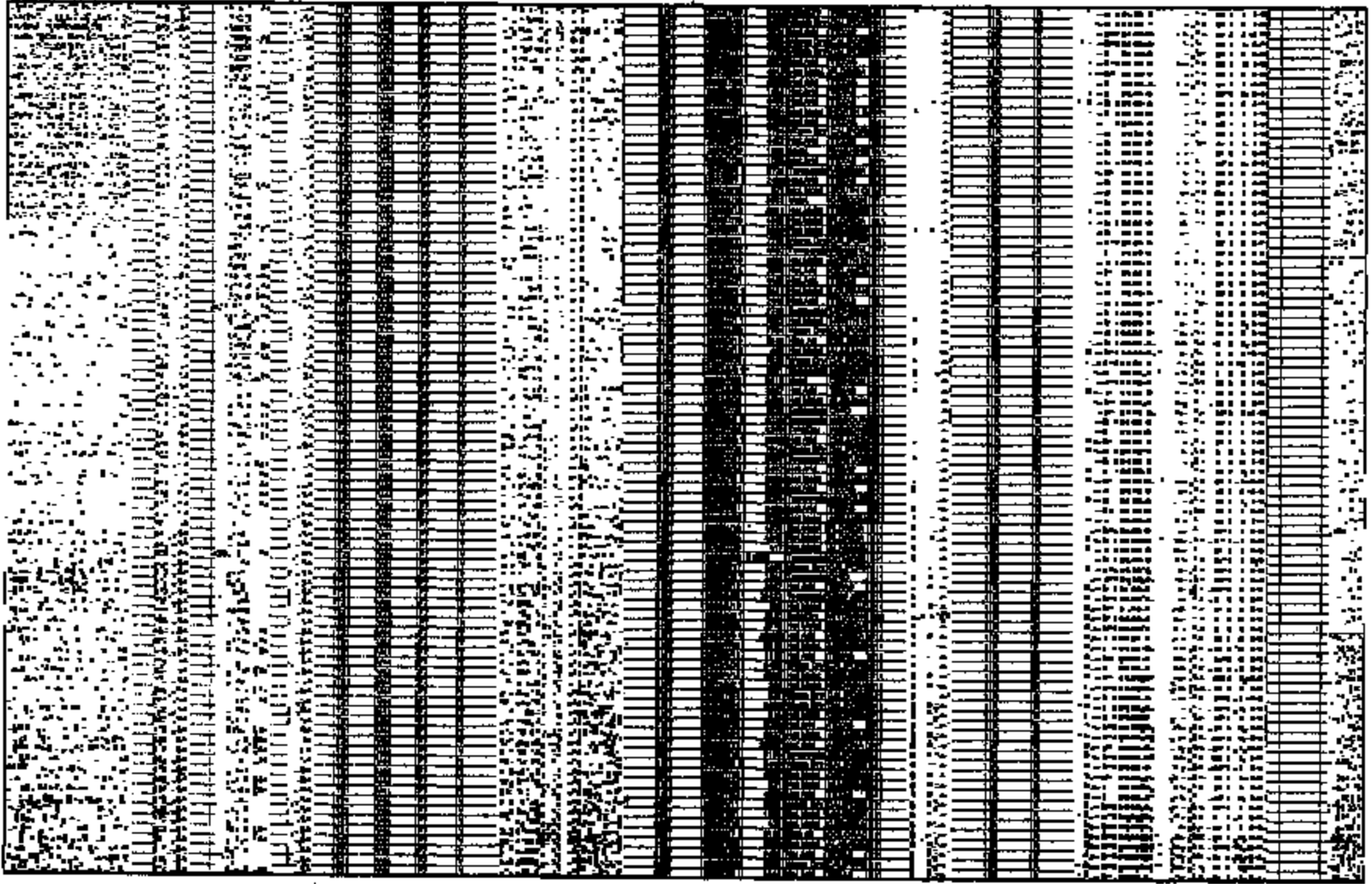


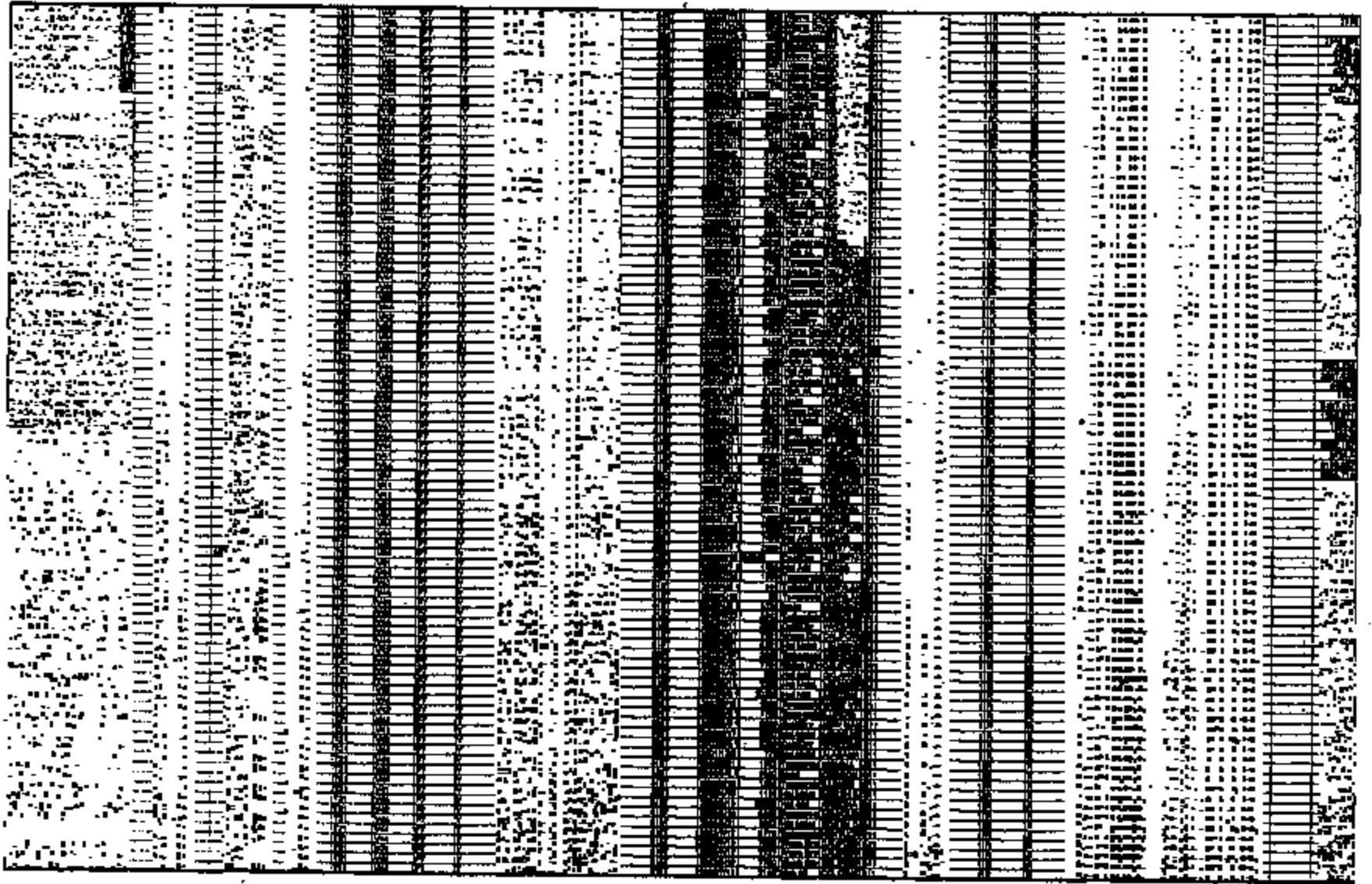


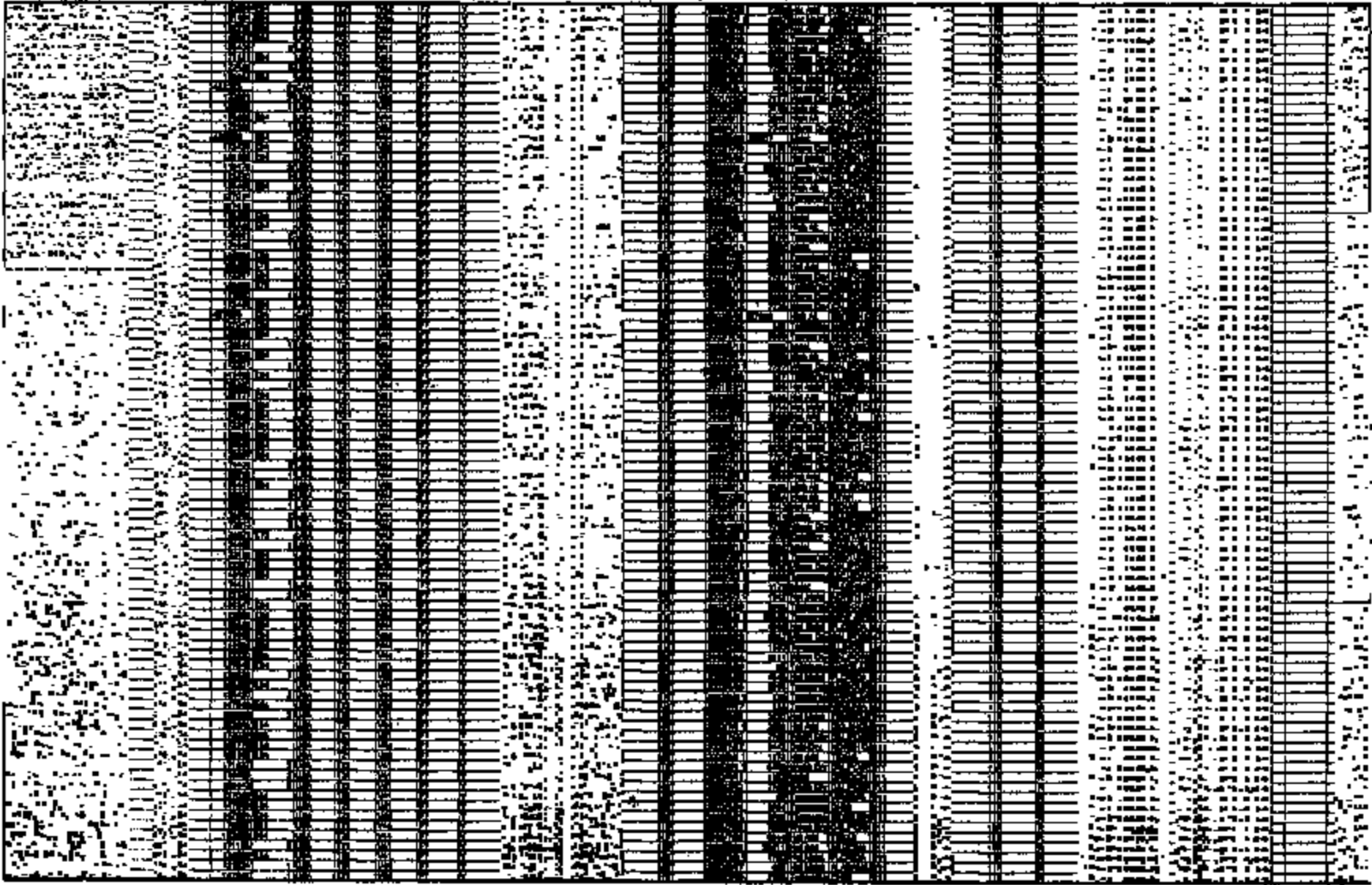


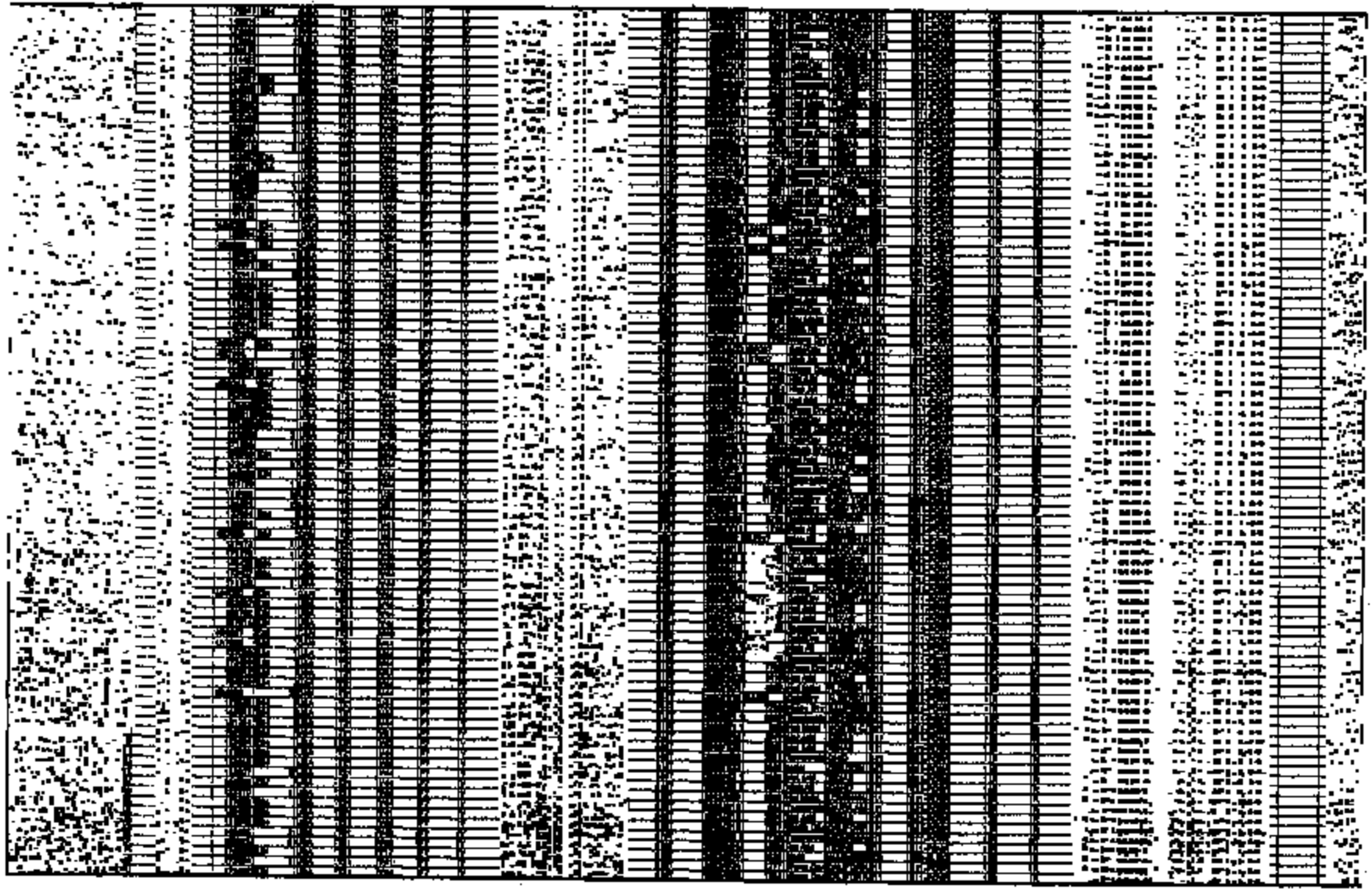


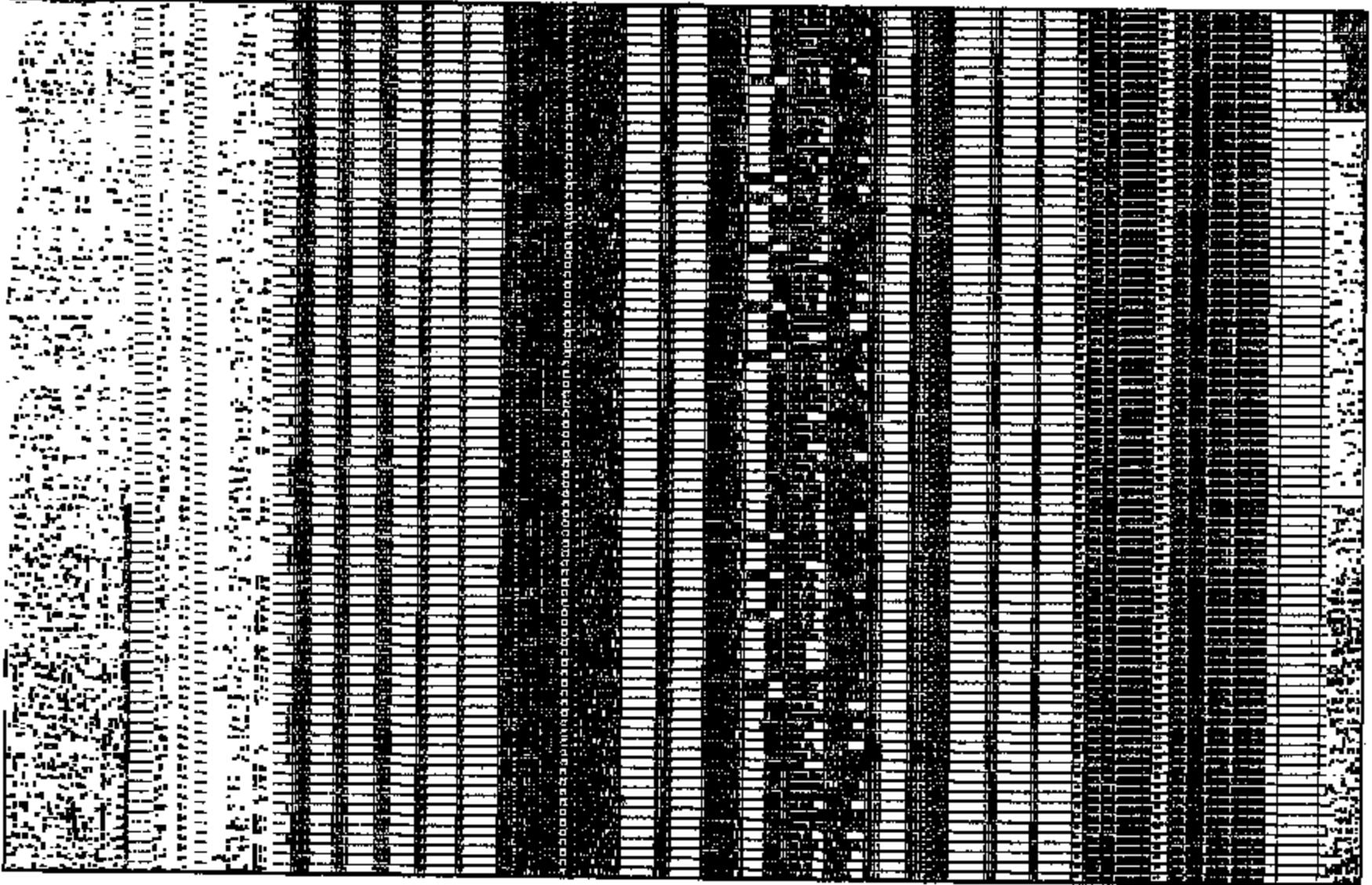


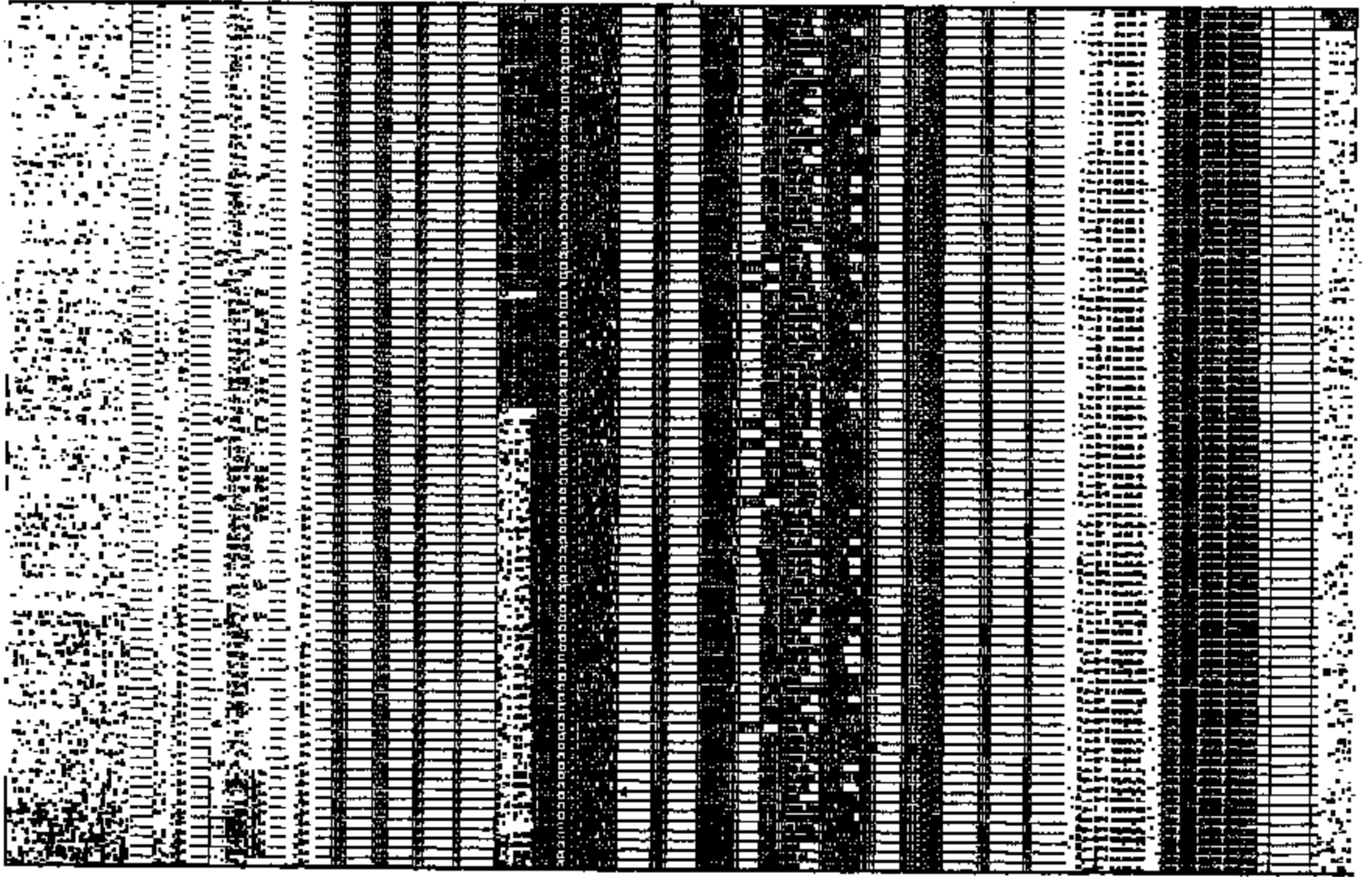


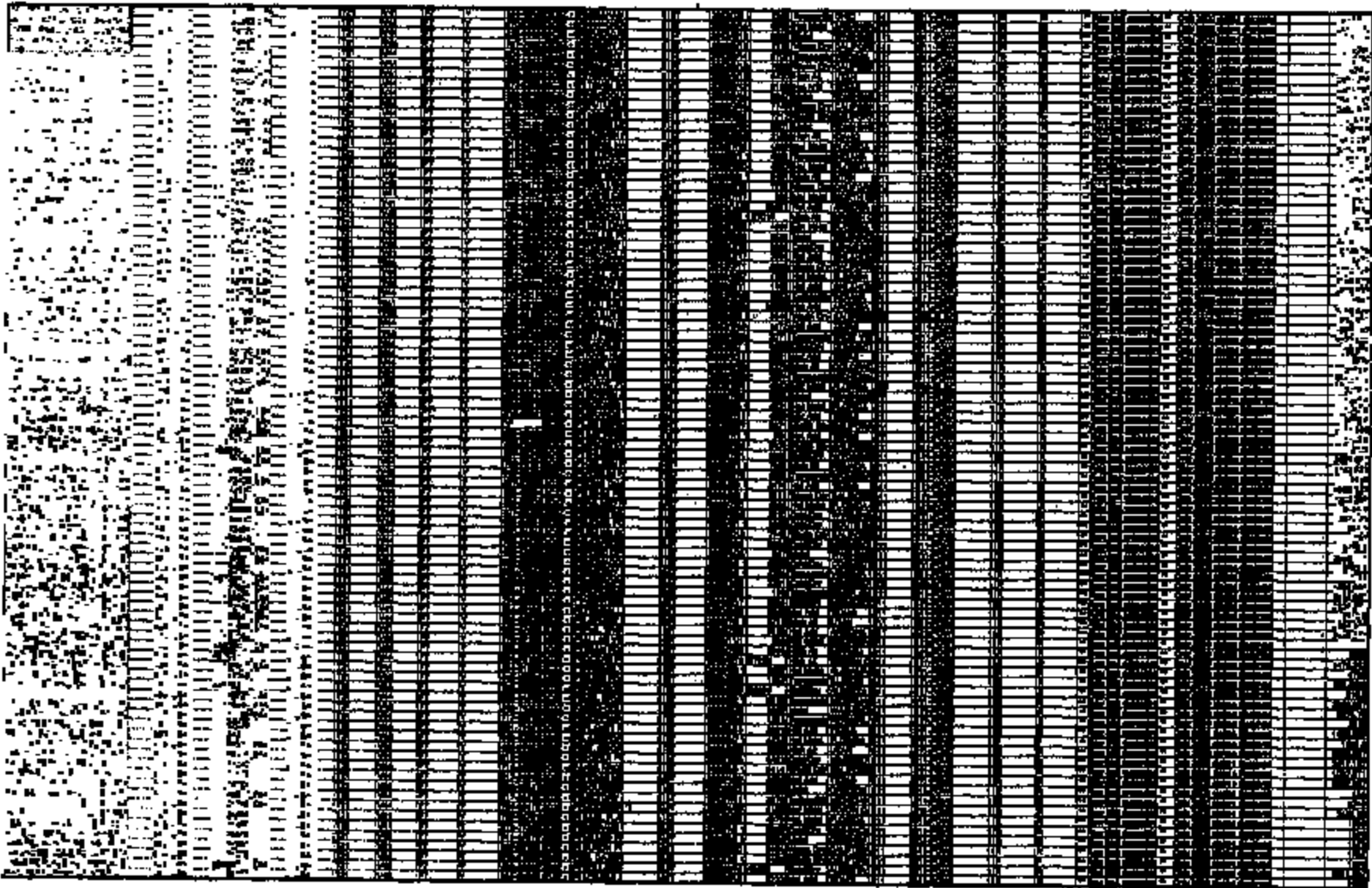


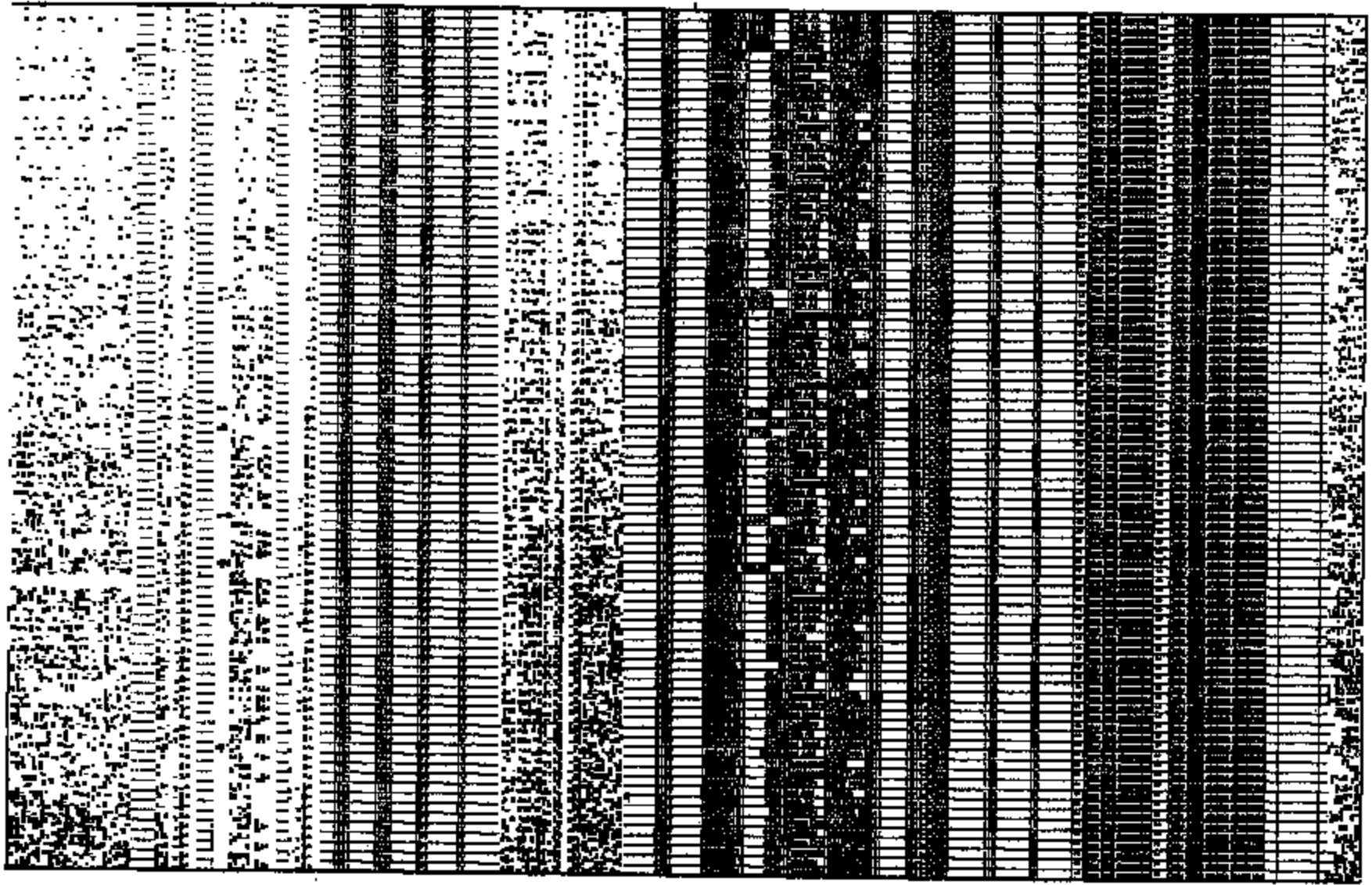


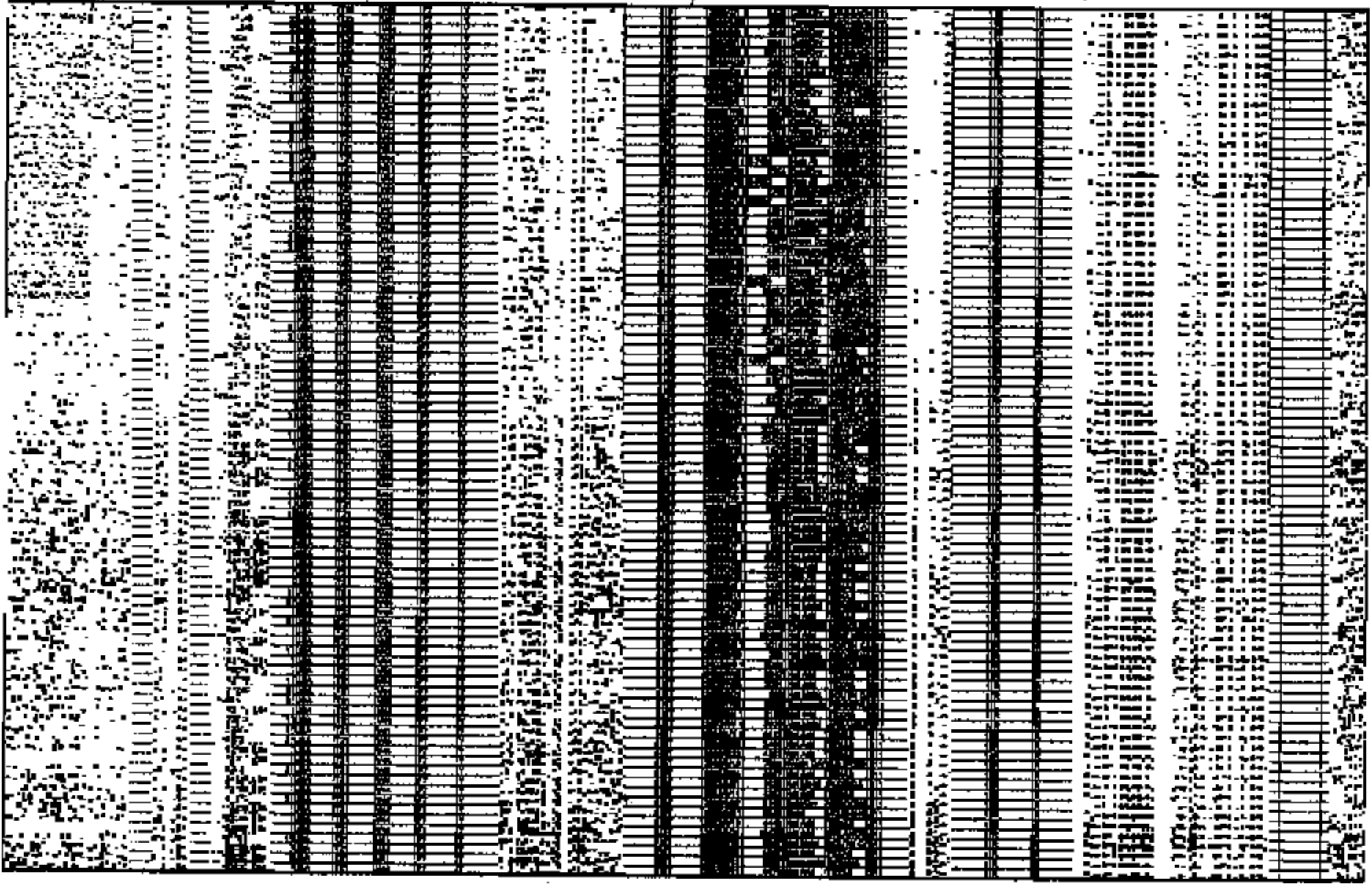


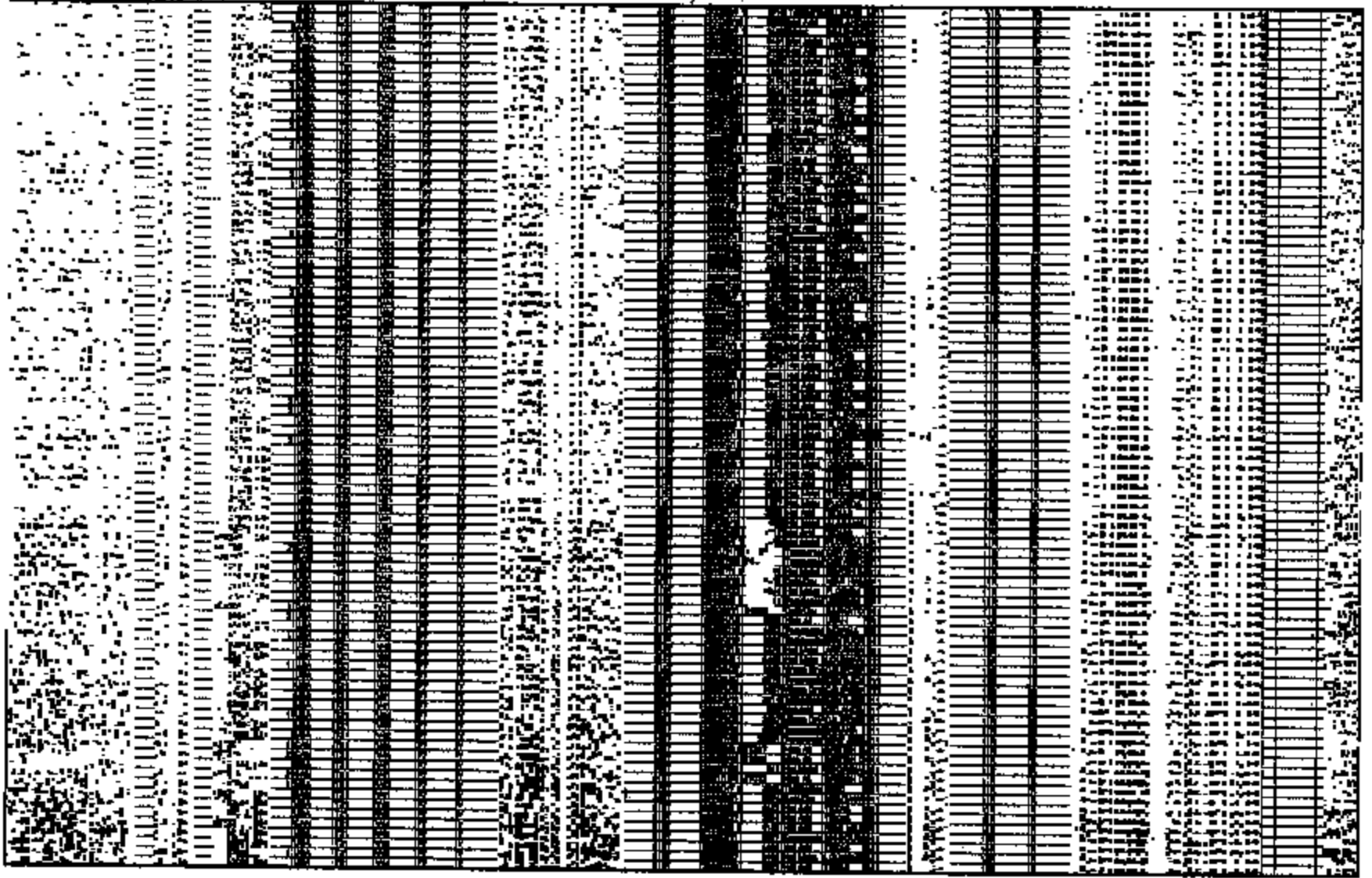


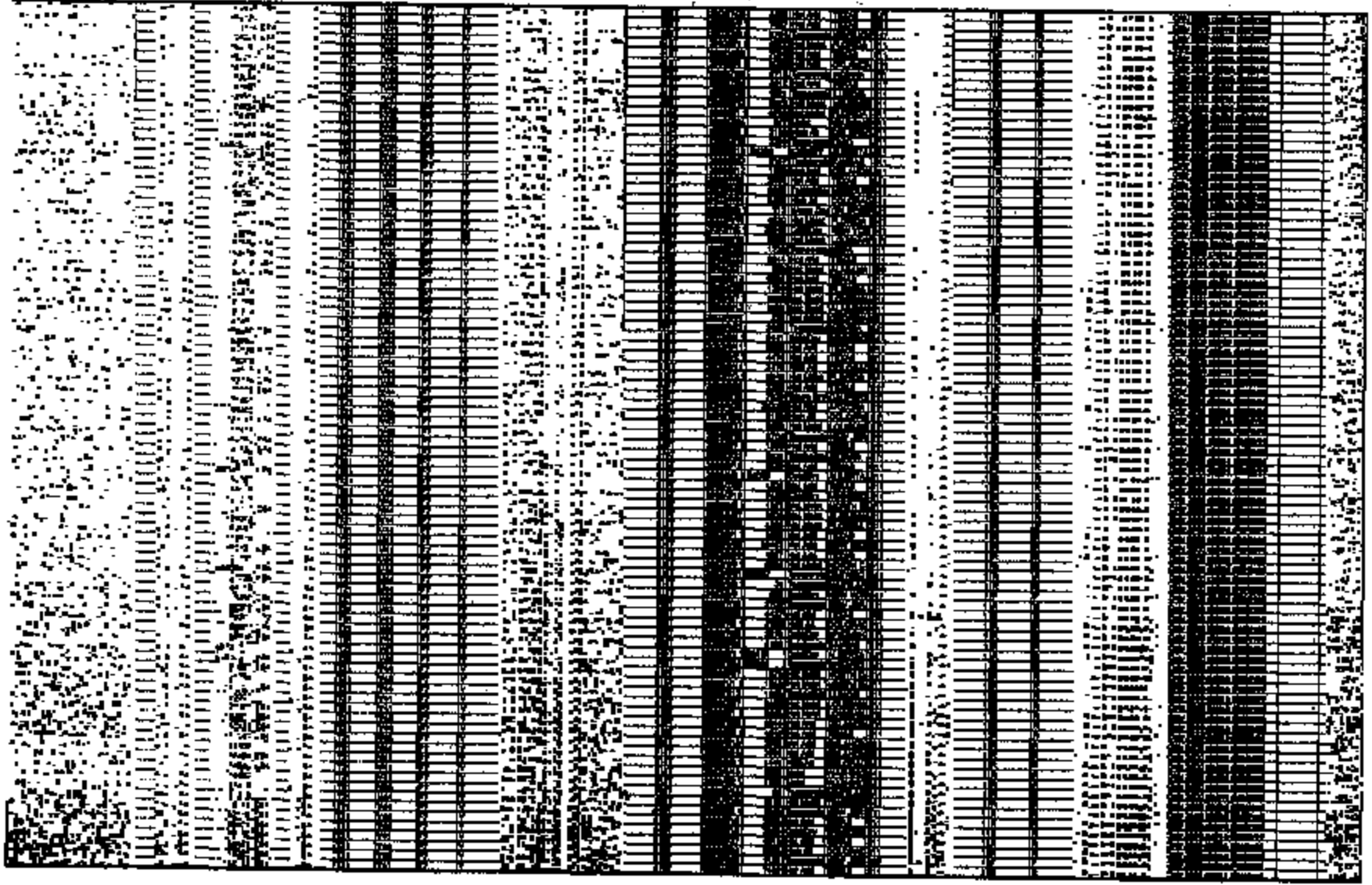


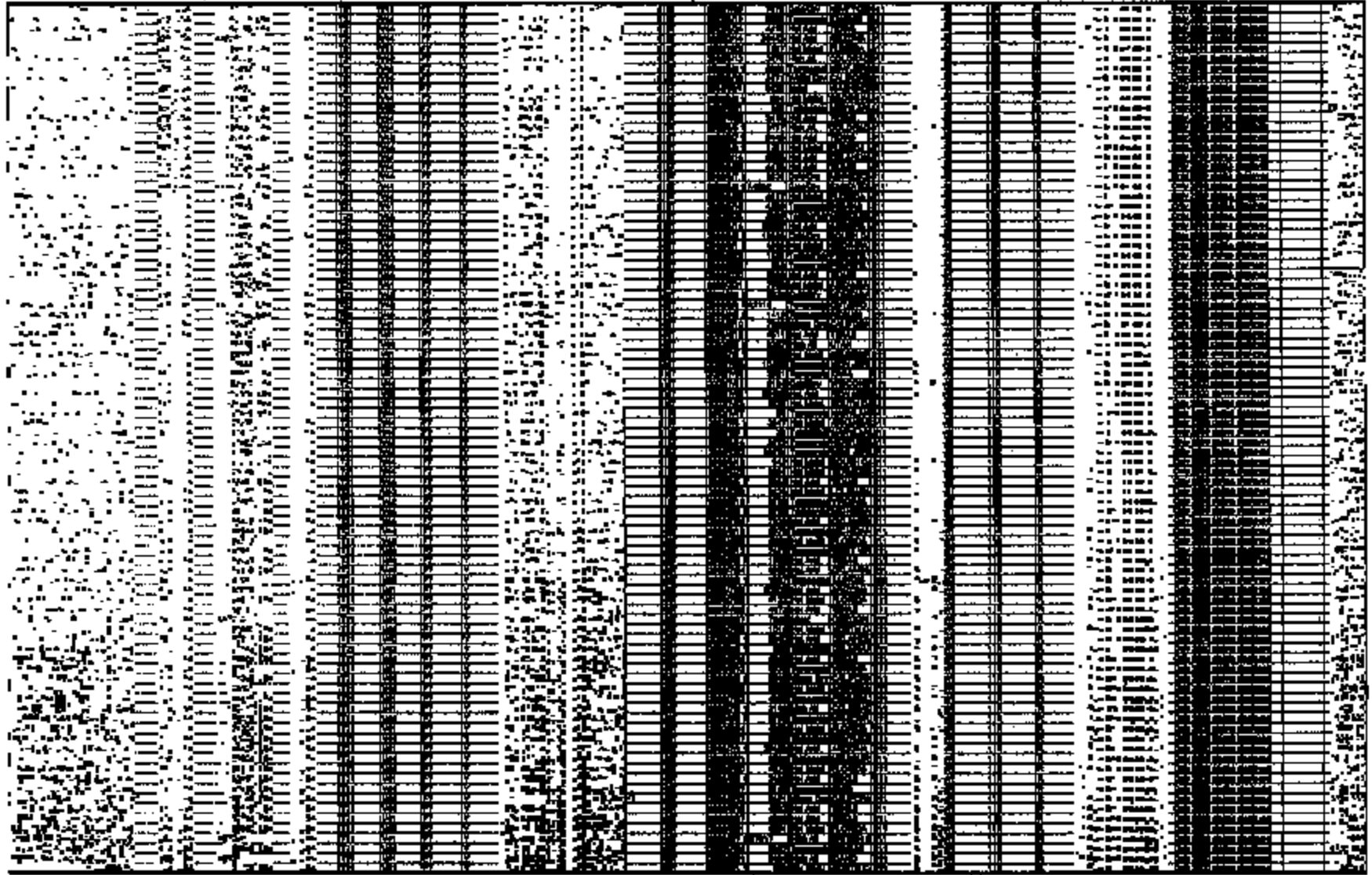




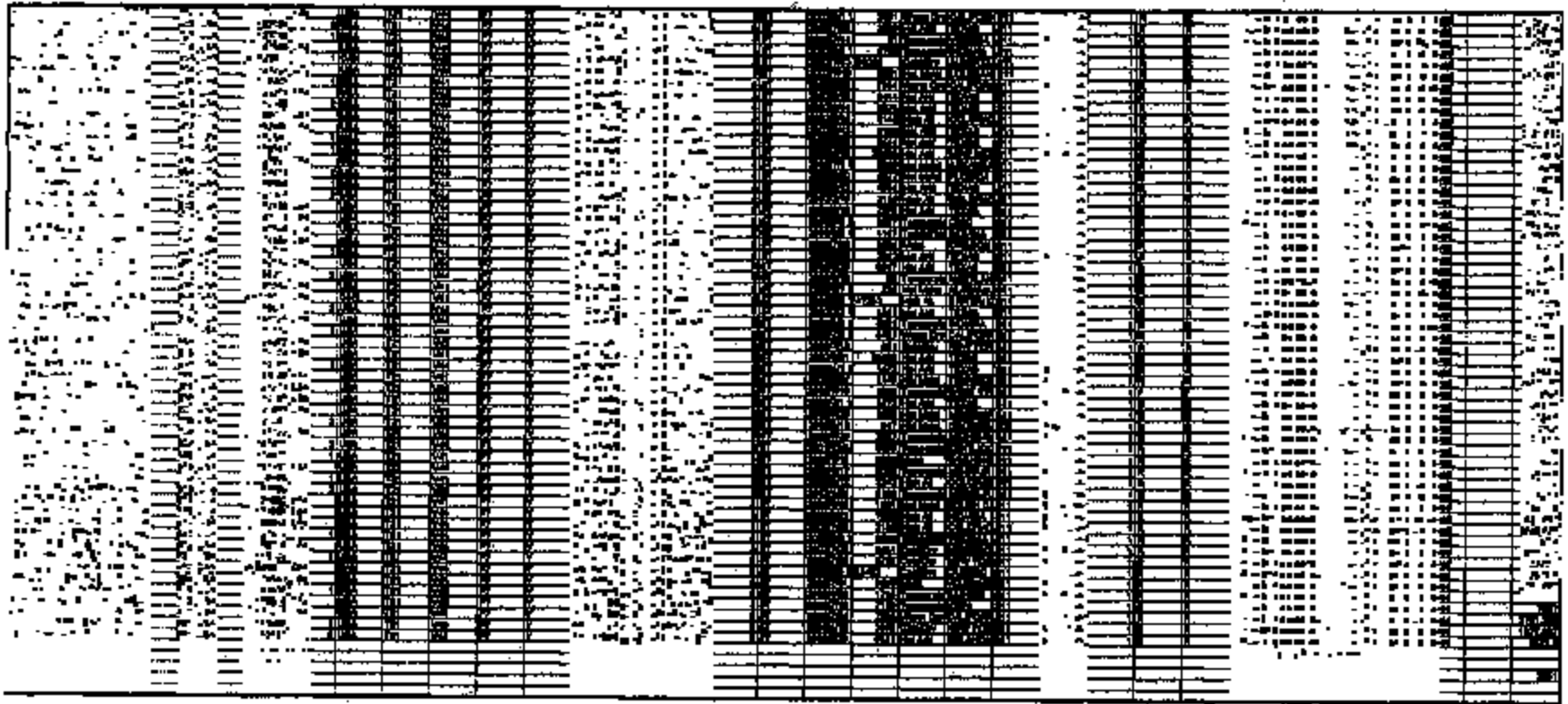








PER3-844 6727



FORM-014 6726

Form No. 10-67	Ac. No.	Plan No.	Contract No.	Policy No.	Term	Rate	Class	Code	Company	Policy No.	Policy No.	Policy No.	Policy No.	Policy No.	Policy No.	Policy No.	Policy No.	Policy No.	Policy No.	
1	2021	177	780	780	78	780	780	A1	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001
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1	2021	177	780	780	78	780	780	A1	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001
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1	2021	177	780	780	78	780	780	A1	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001	2021001
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PERO-04 8738

Case No.	Case Name	Case Type	Case Status	Case Date	Case Time	Case Location	Case Description	Case Details	Case Notes	Case Actions	Case Status	Case Date	Case Time	Case Location	Case Description	Case Details	Case Notes	Case Actions	Case Status	Case Date	Case Time	Case Location	Case Description	Case Details	Case Notes	Case Actions
1
2
3
4
5

Company Name	City	State	Zip	Phone	Year	Month	Day	Hour	Minute	Second	Milli	Micro	Nano	Pico	Femto	Atto	Zepto	Yocto	Other	Notes	
1. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
2. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
3. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
4. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
5. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
6. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
7. THE UNIVERSITY	100	NY	10027	212	870	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000

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Row No.	Col No.	Col Name	Col Type	Col Length	Col Precision	Col Scale	Col Null	Col Default	Col Check	Col Comment	Col Index	Col Unique	Col Primary	Col Foreign	Col Refer	Col Action	Col Priv	Col Grant	Col Deny
1	001	001	NUM	10			N												
2	002	002	NUM	10			N												
3	003	003	NUM	10			N												
4	004	004	NUM	10			N												
5	005	005	NUM	10			N												
6	006	006	NUM	10			N												
7	007	007	NUM	10			N												
8	008	008	NUM	10			N												
9	009	009	NUM	10			N												
10	010	010	NUM	10			N												

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Plant	Year	Model	Lot	Color	Body	Style	Trim	Options	Price	Make	Model	Year	Color	Body	Style	Trim	Options	Price	Make	Model	Year	Color	Body	Style	Trim	Options	Price
1	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
2	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
3	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
4	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
5	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
6	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
7	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
8	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
9	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
10	1981	FORD	7142	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740

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Serial No.	Lot No.	Part No.	Part Name	QTY	UNIT	PRICE	TOTAL	DATE	BY	REMARKS	DATE	BY	REMARKS	DATE	BY	REMARKS	DATE	BY	REMARKS
1	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
2	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
3	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
4	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
5	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

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Company Name	City	State	Year	Month	Day	Time	Area	Product	Quantity	Unit	Value	Code	Notes	Other
1. [REDACTED]	2550	TX	1982	12	15	10:00	AI	RESEARCH PROGRAM	10000	EA	10000	1000	RESEARCH PROGRAM	
1. [REDACTED]	4400	TX	1982	12	15	10:00	AI	RESEARCH PROGRAM	10000	EA	10000	1000	RESEARCH PROGRAM	
1. [REDACTED]	4400	TX	1982	12	15	10:00	AI	RESEARCH PROGRAM	10000	EA	10000	1000	RESEARCH PROGRAM	
1. [REDACTED]	4400	TX	1982	12	15	10:00	AI	RESEARCH PROGRAM	10000	EA	10000	1000	RESEARCH PROGRAM	
1. [REDACTED]	4400	TX	1982	12	15	10:00	AI	RESEARCH PROGRAM	10000	EA	10000	1000	RESEARCH PROGRAM	
1. [REDACTED]	4400	TX	1982	12	15	10:00	AI	RESEARCH PROGRAM	10000	EA	10000	1000	RESEARCH PROGRAM	

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