

RQ03-008

FORD

**FORD 12/12/03 LETTER
TO ODI 4 BOOKS**

**ATTACHMENT
I, J, K, & L**

**PART 1 OF 3
BOOK 1 OF 4**

Author	Symptom Code	Article Type	Message Number	Date of Activation	Date of Deactivation	Geo Sales Area	Title	Text
AKOANYIA	201200	T	02-06-01	3/4/2002	3/12/2012	NA	BRAKES - ELECTRICAL - BRAKE LAMPS REMAIN ILLUMINATED: INSTALL A NEW STOPLAMP SWITCH JUMPER HARNESS. REFER TO THE TSB FOR DETAILS.	ON SOME VEHICLES, THERE MAY BE AN INADVERTENT STOP LAMP SWITCH ACTIVATION WITH THE BRAKE PEDAL NOT DEPRESSED. THIS MAY BE CAUSED BY THE STOPLAMP SWITCH WIRE HARNESS. INSTALL A NEW STOPLAMP SWITCH JUMPER HARNESS. REFER TO THE TSB FOR DETAILS.
GHUMPHRI	203000	T	01-15-12	5/28/2001	5/21/2011	NA	WIRING - WIRE HARNESS TERMINAL REPAIR KIT AND WIRE SPICE PROCEDURE: IF WIRING REPAIRS ARE REQUIRED, DEALERS CAN OBTAIN A KIT BY USING THE TSB ORDER FORM. PRICING INFORMATION IS INCLUDED FOR THE COMPLETE BOXES AND RESTOCKING MERCHANDISE FOR THE INDIVIDUAL DRAWERS.	A WIRE HARNESS TERMINAL REPAIR KIT IS AVAILABLE FOR REPAIRING ELECTRICAL WIRING HARNESSES. THIS KIT ALLOWS THE DEALER TO REPAIR BROKEN OR CORRODED TERMINALS INSTEAD OF REPLACING AN ENTIRE WIRING HARNESS. IF WIRING REPAIRS ARE REQUIRED, DEALERS CAN OBTAIN A KIT BY USING THE TSB ORDER FORM. PRICING INFORMATION IS INCLUDED FOR THE COMPLETE BOXES AND RESTOCKING MERCHANDISE FOR THE INDIVIDUAL DRAWERS. - U.S.A. - FORD COMPONENT SALES, LLC: ORDERS MAY BE CALLED IN (877)882-4278. - OR FAX COMPLETED ORDER SHEET TO (734)523-5820. - CANADA - JOEBOBK MANUFACTURING LIMITED: ORDERS MAY BE CALLED INTO 800-337-0823 OR 905-338-6900. - MEXICO - FAX COMPLETED ORDER SHEET TO (734)523-6200.
ISEQUIN	203000	T	02-17-04	8/25/2002	8/22/2012	NA	1982-2003 VARIOUS VEHICLES - LAMP - BRAKE - INADVERTENT DISABLING OF BRAKE SHIFT INTERLOCK	CORPORATE, MUNICIPAL, OR POLICE FLEETS MAY HAVE HAD THEIR FORD MOTOR COMPANY VEHICLE MODIFIED TO FLASH THE BRAKE LAMPS WHENEVER THE 'POLICE LIGHTS' OR OTHER AFTERMARKET LIGHTS ARE TURNED ON. THESE ADDED 'POLICE LIGHTS' HAVE THE POTENTIAL TO DISABLE THE BRAKE SHIFT INTERLOCK SYSTEM. THE BRAKE SHIFT INTERLOCK FEATURE PREVENTS THE VEHICLE FROM BEING SHIFTED FROM PARK UNLESS THE BRAKE PEDAL IS DEPRESSED. DISABLING OF THE BRAKE SHIFT INTERLOCK FEATURE MAY ENABLE THE OPERATOR TO INADVERTENTLY APPLY THE ACCELERATOR INSTEAD OF THE BRAKE PEDAL WHEN SHIFTING FROM PARK TO DRIVE OR REVERSE GEARS. INSTALLATION OF WARNING LIGHTS SHOULD ONLY BE PERFORMED WITH A COMPLETELY SEPARATE ELECTRICAL SYSTEM, WITHOUT CONNECTION TO ANY EXISTING VEHICLE WIRING.

Author	Symptom Code	Article Type	Message Num	Date of Activation	Date of Deactivation	See Sales Act	Title	Text
GHLMFPH	203000	S	14419	10/18/2000	12/13/2000	NA	WIRE HARNESS TERMINAL REPAIR KIT AVAILABILITY	DEALERS ARE ENCOURAGED TO ORDER A 4-6 MONTH SUPPLY OF WIRE TERMINAL REPAIR KITS AND/OR INDIVIDUAL REPAIR KIT MERCHANDISE (TERMINALS & SHRINK TUBE) BY NOVEMBER 1, 2000. FORD MOTOR COMPANY IS CHANGING SUPPLIERS AND IS ANTICIPATING A 3-6 MONTH PERIOD WHEN WIRE TERMINAL REPAIR KIT AND REPAIR KIT MERCHANDISE MAY NOT BE AVAILABLE. FOR DEALERS THAT HAVE ORDERED KITS & MERCHANDISE IN THE PAST, REFER TO TSB 99-22-02 FOR ADDITIONAL INFORMATION ON THE KITS AND HOW TO OBTAIN THEM. DEALERS THAT HAVE NOT ORDERED KITS OR MERCHANDISE AT ANY TIME SHOULD REFER TO TSB 99-22-02, BUT CONTACT CURTIS INDUSTRIES AT 1-800-665-8978 EXT. 296.
GHLMFPH	203000	S	14725	9/22/2001	5/24/2001	NA	WIRE HARNESS TERMINAL REPAIR KITS - UPDATED INFORMATION	FORD COMPONENTS SALES IS ANNOUNCING THE RE-LAUNCH OF THE WIRE TERMINAL REPAIR KIT PROGRAM FOR DEALERS. A NEW SUPPLIER HAS BEEN ESTABLISHED AND WE FEEL CONFIDENT THE FUTURE SERVICE OFFERED WILL BE SUPERIOR TO THE PAST. UNTIL NEW CATALOGS AND PRICE SHEETS ARE DISTRIBUTED, DEALERS SHOULD USE THE EXISTING CATALOG AND ORDER SHEETS. NEW CATALOGS WILL BE AVAILABLE IN THE NEAR FUTURE IN AN ELECTRONIC FORMAT OVER THE WEB. TSB 99-22-02 (WIRE HARNESS TERMINAL REPAIR KIT AND WIRE SPLICE PROCEDURE) WILL BE REPUBLISHED DURING THE THIRD QUARTER 2001 INCLUDING A NEW ORDER FORM AND PRICE LIST. PRODUCT MAY BE ORDERED IMMEDIATELY BY FAX-ING EXISTING ORDER SHEETS TO (734)683-5829, OR BY CALLING (877)882-4278. BILLINGS FOR PRODUCT WILL APPEAR ON THE MONTHLY DEALER PARTS STATEMENT.
JDEQUIN	203000	T	01-18-01	3/12/2001	8/28/2002	NA	LAMP - BRAKE - INADVERTENT DISABLING OF BRAKE SHIFT INTERLOCK: INSTALLATION OF WARNING LIGHTS SHOULD ONLY BE PERFORMED WITH A COMPLETELY SEPARATE ELECTRICAL SYSTEM, WITHOUT CONNECTION TO ANY EXISTING VEHICLE WIRING. REFER TO THE TSB FOR DETAILS.	CORPORATE, MUNICIPAL, OR POLICE FLEETS MAY HAVE HAD THEIR 1992-2002 FORD MOTOR COMPANY VEHICLE MODIFIED TO FLASH THE BRAKE LAMPS WHENEVER THE POLICE LIGHTS OR OTHER AFTERMARKET LIGHTS ARE TURNED ON, WHICH MAY DISABLE THE BRAKE SHIFT INTERLOCK. THE BRAKE SHIFT INTERLOCK IS A FEATURE THAT PREVENTS THE VEHICLE FROM BEING SHIFTED FROM PARK UNLESS THE BRAKE PEDAL IS DEPRESSSED. DISABLING OF THE BRAKE SHIFT INTERLOCK FEATURE MAY ENABLE THE OPERATOR TO INADVERTENTLY APPLY THE ACCELERATOR INSTEAD OF THE BRAKE PEDAL AND SIMULTANEOUSLY SHIFT FROM PARK TO A DRIVE GEAR. INSTALLATION OF WARNING LIGHTS SHOULD ONLY BE PERFORMED WITH A COMPLETELY SEPARATE ELECTRICAL SYSTEM, WITHOUT CONNECTION TO ANY EXISTING VEHICLE WIRING. REFER TO THE TSB FOR DETAILS.

GHUMPHR	203000 T	98-22-02	10/16/1999	5/23/2001	NA	<p>WIRING HARNESS TERMINAL REPAIR KIT AND WIRE SPLICE PROCEDURE. A WIRE HARNESS TERMINAL REPAIR KIT IS AVAILABLE FOR REPAIRING ELECTRICAL WIRING HARNESS. THIS KIT ALLOWS THE DEALER TO REPAIR BROKEN OR CORRODED TERMINALS INSTEAD OF REPLACING AN ENTIRE HARNESS.</p>	<p>A WIRE HARNESS TERMINAL REPAIR KIT IS AVAILABLE FOR REPAIRING ELECTRICAL WIRING HARNESS. THIS KIT ALLOWS THE DEALER TO REPAIR BROKEN OR CORRODED TERMINALS INSTEAD OF REPLACING AN ENTIRE HARNESS. IF WIRING REPAIRS ARE REQUIRED AND YOU DESIRE TO PURCHASE A KIT, IT CAN BE OBTAINED FROM THE FOLLOWING SOURCE: U.S.A. - THOMAS AND BETTS WIRING SYSTEMS AND COMPONENTS (800) 468-1985 OR (510) 493-1238, CANADA - JOBSORN MANUFACTURING LIMITED (800) 337-0623. SEE TSB FOR KIT INFORMATION.</p>
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Next/Previous Article (N/P): _ Article #: ISM 01-10-004 Date: 10/01/2001

Symptom: 2 01 ELECT. LIGHTING SYS

Year Vt Fm Vl Mdl Trans Engine Calif Axle

Criteria: 2002 C TS

BRAKE POSITION SWITCH CONNECTOR PIGTAIL AVAILABLE

BRAKE POSITION SWITCH CONNECTOR PIGTAIL AVAILABLE

2000-2002 TAURUS/SABLE THAT REQUIRE REPLACEMENT OF THE BRAKE POSITION SWITCH

CONNECTOR C278 AT THE BRAKE POSITION SWITCH, CONNECTOR AND PIGTAIL ARE AVAILABLE THROUGH PARTS. THE PART NUMBERS ARE AS FOLLOWS:

2000-2002 TAURUS/SABLE SEDANS: 1F1Z-14A411-CA.

2000-2002 TAURUS/SABLE WAGONS: 1F1Z-14A411-BA.



Appendix K: FRC/FSA Communications (Confidential)

Provided separately under request for confidentiality.

From: Nadeau, Brian (B.W.)
Sent: Tuesday, January 07, 2003 4:29 PM
To: McCann, Mike (M.J.); Savage, Megan (M.M.); Stoketelmer, Dale (D.O.)
Cc: Strong, Sheryl (S.A.); Beard, Dave (D.F.)
Subject: Taurus & Explorer (U152) BOO Switch P/N History

Mike:

Per our conversation, below is the chronology of the Pollak BOO switch p/n history for Taurus & Explorer, production & service.

Vehicle	BOO Sw. P/N Production	BOO Sw. P/N Service	MY
Taurus Wagon	YF1T-13480-BA	YF1Z-13480-BA	2000-Current
Taurus Sedan	YF1T-13480-AA	YF1Z-13480-AA	2000&2001
Taurus Sedan	2F1T-13480-AA	2F1Z-13480-AA	2002-Present
Explorer (U152)	YF1T-13480-AA	YF1Z-13480-AA	2002-Present

Regards,
Brian Nadeau

From: Livernois, Stephen (S.M.)
Sent: Thursday, March 20, 2003 1:12 PM
To: McCann, Mike (M.J.); brian.nadeau@det.stoneridge.com; Nadeau, Brian (B.W.)
Cc: Strong, Sheryl (S.A.); Beard, Dave (D.F.); Livernois, Stephen (S.M.); Strong, Sheryl (S.A.)
Subject: D186 and U152 BOO Switches

Mike/Megan, there is some confusion on the part of Pollak as to how we are to proceed with the BOO switch change. Here is the background:

- A concern already exists to change the BOO switch for the D186 and U152 (C11470565)
- I wrote a concern to change the D186 BOO switch (C11483014) which can be rejected and everything handled on the above concern.
- The plunger is a common part between the D186, U152, and V229 which needs to be changed in order to change the make point for the D186 and U152 parts. V229 has already approved the reduced range on C11448428 so I told Brian Nadeau the we need to deliver the V229 parts when Pollak receives the Tooling Order.
- In order to make parts for the D186 and U152, the plunger will need to be modified. Pollak will be looking at re-tooling the plunger, or inserting the tooling in the area of question so as not to impact the V229 parts.

What is needed from core:

- What is the new make range for the D186 (I am assuming 0.713 to 0.720), Please confirm this new range for D186
- What is the new make range for the U152 (I am assuming 0.713 to 0.720), Please confirm this new range for U152

I will process the concern for the D186 program along with Sheryl for the U152 program. I need to get confirmation of the numbers for the concern.

What is needed from Pollak:

- The cost to supply the U152 and D186 parts without impacting the V229 part or part number. This may be tooling a new plunger or inserting the current tooling.
- Piece price impact assuming roughly 9% scrap for the D186 program
- Piece price impact assuming roughly 9% scrap for the U152 program

Thank You,

Stephen M. Livernois

Supervisor - North American Car

NAE - EESE - Switch Applications

Building 5, MD5014, Cube 1E002, Dearborn, MI 48121

Phone: (313) 24.82160, Fax: (313) 32.32923, Pager: (313) 708.5306

Text Pager Site: <mailto:3137985306@alphaspace.airtouch.com>

From: Livernois, Stephen (S.M.)
Sent: Thursday, April 03, 2003 8:55 AM
To: Beard, Dave (D.F.)
Subject: Concern C11470585

Dave, I want to get you into the loop on concern C11470585. I have been working it with Mike in regards to the BOO switch. The need for a trial may arise (PJ1 of course). For now, just keep it on your radar screen.

Thank You,
Stephen M. Livernois
Supervisor - North American Car
NAE - EESE - Switch Applications
Building 5, MD5014, Cube 1E002, Dearborn, MI 48121
Phone: (313) 24.82100, Fax: (313) 32.32923, Pager: (313) 796.5306
Text Pager Site: <mailto:3137965306@alphapage.aitouch.com>

From: Newell, Sean (S.M.)
Sent: Monday, April 14, 2003 2:28 PM
To: Beard, Dave (D.F.)
cc: Faucher, Guy (G.G.)
Subject: RE: Containment plan for running change to 2004 D186 BOO switch.

Dave,

What change for and what's the concern #? Please cc: Guy with response, I will be out of the office after today.

Sean Newell
D186 Electrical PMT Leader

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

From: Beard, Dave (D.F.)
Sent: Monday, April 14, 2003 12:32 PM
To: Newell, Sean (S.M.)
Subject: Containment plan for running change to 2004 D186 BOO switch.

Sean, I have the containment plan for the BOO switch change. Can you give me the Fax number down there?

From: Heath, David (D.E.)
Sent: Tuesday, April 15, 2003 10:15 AM
To: Beard, Dave (D.F.)
Cc: Faucher, Guy (G.G.); Newell, Sean (S.M.)
Subject: RE: Containment plan for running change to 2004 D186 BOO switch.

Dave,

This is an '04 R/C officially because the '03 deck is closed out, unless this is a job stopper. Can you explain the variable cost hit because we are already getting screened parts for make zone. We also need any r/1000 improvements added to offset costs. If you can get me (and David Winkel) the revised containment plan via email we will add to next running change deck, I think, as an agenda item, Thursday.

*David Heath
Taurus/Sable NAC/
EESE PVT Electrical
404-669-1382
Pager 888-517-9535*

—Original Message—

From: Beard, Dave (D.F.)
Sent: Monday, April 14, 2003 3:31 PM
To: Newell, Sean (S.M.); Heath, David (D.E.)
Cc: Faucher, Guy (G.G.)
Subject: RE: Containment plan for running change to 2004 D186 BOO switch.

Sean, Dave, I faxed this to Dave Heath's listed Fax number 1-404-669-1873

—Original Message—

From: Beard, Dave (D.F.)
Sent: Monday, April 14, 2003 2:43 PM
To: Newell, Sean (S.M.)
Cc: Faucher, Guy (G.G.)
Subject: RE: Containment plan for running change to 2004 D186 BOO switch.

Concern no. C11470565. Robustness improvement for the BOO switch: revision of radius and tightening the lower position spec. Dave Heath has the details. Core switches has been running this one, I just found out about it last week, and my supervisor informed me that Dave Heath asked for an 8D. I have one signed by me and the supplier. Got a fax no.?

—Original Message—

From: Newell, Sean (S.M.)
Sent: Monday, April 14, 2003 2:26 PM
To: Beard, Dave (D.F.)
Cc: Faucher, Guy (G.G.)
Subject: RE: Containment plan for running change to 2004 D186 BOO switch.

Dave,

What change for and what's the concern #? Please cc: Guy with response, I will be out of the office after today.

Sean Newell
D186 Electrical PMT Leader

—Original Message—

From: Beard, Dave (D.F.)
Sent: Monday, April 14, 2003 12:32 PM
To: Newell, Sean (S.M.)
Subject: Containment plan for running change to 2004 D186 BOO switch.

Sean, I have the containment plan for the BOO switch change. Can you give me the Fax number down there?

From: Heath, David (D.E.)
Sent: Monday, April 28, 2003 1:35 PM
To: Beard, Dave (D.F.)
Subject: C11470686 Refax

Dave,
If you have refaxed this, we have not received it. We, again, need the fax and trial parts before we can approve it.

*David Heath
Taurus/ Sable NAC/
EESE PVT Electrical
404-669-1382
Pager 888-517-9535*

From: Heath, David (D.E.)
Sent: Tuesday, April 29, 2003 12:09 PM
To: Beard, Dave (D.F.)
Cc: Livernois, Stephen (S.M.); McCann, Mike (M.J.); Chadha, Davinder (D.)
Subject: RE: C11470565 Refax

Dave,
We have trouble with the fax machine on x1873, so please try x1874. To answer you questions we need 20 parts per plant, sent to myself at AAP,PVT Office,340 Henry Ford II Ave, Hapeville GA, 30354 and CAP, Davinder Chadha, PVT Office, 12800 Torrence Ave, Chicago IL, 60633. You'd think Pollak would know were they ship parts!

*David Heath
Taurus/ Sable NAC/
EESE PVT Electrical
404-669-1382
Pager 888-517-9535*

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

From: Beard, Dave (D.F.)
Sent: Tuesday, April 29, 2003 11:00 AM
To: Heath, David (D.E.)
Cc: Livernois, Stephen (S.M.); McCann, Mike (M.J.)
Subject: RE: C11470565 Refax
Importance: High

Dave, I have faxed this twice so far to 1-404-889-1873, the fax number listed in your profile. Please advise if this is correct or not before I make another attempt.

Mike, how soon can parts be made available to Atlanta for trial.

Dave, how many parts are required? Do we need to send to Chicago? To who? What is Atlanta and Chicago Shipping address?

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

From: Heath, David (D.E.)
Sent: Monday, April 28, 2003 1:35 PM
To: Beard, Dave (D.F.)
Subject: C11470565 Refax

Dave,
If you have refaxed this, we have not received it. We, again, need the fax and trial parts before we can approve it.

*David Heath
Taurus/ Sable NAC/
EESE PVT Electrical
404-669-1382
Pager 888-517-9535*

From: Savage, Megan (M.M.)
Sent: Friday, September 19, 2003 11:49 AM
To: Heath, David (D.E.); Beard, Dave (D.F.)
Subject: D186 Field & production

Guys,
Forgot to email you Thursday but production was still up in the air. I've asked for mgmt assistance on this one.
Finally, they just scheduled this morning, a mtg for next week; a Burt McNell mtg to strategize Boo on D186.
Thanks for the pix Dave H.- It helped my case.

PS Lysik informed that sheetmetal issues existed in ODMY for the cowl...is that true?

Thanks & have a good day,

Megan Savage

Electrical Design Engineer- Hidden Switches

Product Development Bldg 5 (Cub 1F001)

20000 Plymouth Dr - MailDrop3003, Dearborn, MI 48120

M.S.V./AG10@Ford.com, T 313-322-4249, F 313-796-4123

"Insanity is trying the same thing over and over again and expecting different results."

From: Heath, David (D.E.)
Sent: Friday, September 19, 2003 12:24 PM
To: Savage, Megan (M.M.)
Cc: Beard, Dave (D.F.)
Subject: RE: D188 Field & production

Megan,

I unfortunately cannot send you the switch in the photos, as someone stole it from my desk. Cowl sheet metal pedal sky bolt locations have been in and out of control for years, so I am sure that is true.

David Heath
Taurus/ Sable NAC/
EESE PVT Electrical
404-669-1382
Pager 888-517-9535

—Original Message—

From: Savage, Megan (M.M.)
Sent: Friday, September 19, 2003 11:49 AM
To: Heath, David (D.E.); Beard, Dave (D.F.)
Subject: D188 Field & production

Guys,

Forgot to email you Thursday but production was still up in the air. I've asked for mgmt assistance on this one.

Finally, they just scheduled this morning, a mtg for next week; a Burt McNell mtg to strategize Boo on D188.

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PS Lyalk informed that sheetmetal issues existed in OOMY for the cowl...is that true?

Thanks & have a good day,

Megan Savage

Electrical Design Engineer- Hidden Switches

Product Development Bldg 5 (Cub 1F001)

20000 Plymouth Dr - MailDrop5008, Dearborn, MI 48120

MSA1121G10@Ford.com, T: 313-322-4249, F: 313-796-4123

"Tenacity is trying the same thing over & over again and expecting different results."

From: Lysik, Kevin (K.M.)
Sent: Wednesday, October 01, 2003 1:16 PM
To: Skinner, Sandra (S.A.); Dockstader, Bob (Robert G.); Bucczkowski, Jim (J.A.)
Cc: Patel, Bharat (B.J.); Summers, Priscilla (P.L.); Newell, Sean (S.M.); Beard, Dave (D.F.);
Savage, Megan (M.M.); Livernois, Stephen (S.M.); McCann, Mike (M.J.)
Subject: Taurus/Sable Switch Service Kit Part Status
Importance: High

The status of the availability for the Taurus/Sable Stop Lamp Switch Kit (3F1T-13480-AB) per FCSD, Amy Cheff:

C5DA-2B129-A (Washer- 2 per kit) - we have already received 40,000 with additional parts coming in weekly. Leadtime is only 15 days

3F1T-13480-BA (Switch, Stop Lamp- 1 per kit) - Supplier will ship 9,000 pcs week of 10/13 and will ship 20K per week beginning week of 10/27.

3F1T-14408-AA (Jumper Harness- 1 per kit) - Supplier quoted 4 - 5 week leadtime after being kicked off for tooling. They have promised to start shipping 20K per week beginning week of 10/20.

95874-S (Tie Strap- 2 per kit) - we have 178,000 in stock and are in the process of procuring additional material

C90A-2A309-A (Bushing- 1 per kit) - supplier can support 20K per week immediately

E6EB-14488-AA (Connector- 2 per kit) - supplier can support 20K per week immediately

SK3F1T-13480-AB - (Instruction Sheet) - Once signed off, we can received these in a few days

At this time, we will not be able to start building kits until the end of October. We have ordered 120,000 kits, so far, and should received enough components to build these by mid-December.

Amy Cheff
QSF/Recall Specialist, FCSD Parts Supply and Logistics
Phone: (734) 266-9911 FAX: (734) 266-1166
E-Mail acheff@ford.com

"Everyone is looking for miracles.....Stop looking and be the miracle."

Kevin Lysik

**Electrical Campaign Prevent Specialist
Small FWD & RWD Vehicles
313-24-86017**

From: McCann, Mike (M.J.)
Sent: Wednesday, September 17, 2003 9:04 AM
To: Livernois, Stephen (S.M.); Kenward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Cc: Savage, Megan (M.M.)
Subject: Brake Switch

Gentlemen, your friends in the core area are continuing the efforts to improve brake switch warranty on the Taurus/Sable, Explorer/Mountaineer/Aviator and Windstar.

The primary issue for these programs is "brake lights staying on". We would like to test a Pollak switch with a stronger spring force to improve this situation. We require help from you to locate some test vehicles of each type so that we can do some rough road testing and pedal feel testing for the modified parts. Megan may also require assistance from the application engineers to run the test.

We would like at least 5 of each type of vehicle if possible (preferably MY03-MY04). Let us know what vehicles are available and when so we can get started.

Thanks.

Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-322-7167

From: Savage, Megan (M.M.)
Sent: Wednesday, September 17, 2003 9:28 AM
To: McCann, Mike (M.J.); Livernois, Stephen (S.M.); Kenward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Subject: RE: Brake Switch

Need the following mix:

D186- adj and fix, sedan & wagon

W126- adj & fix (02MY builds needed also)

U162- fix pedal. Also if possible get an FVD vehicles (02MY builds needed also)

U231- adj pedal (only offering)

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

From: McCann, Mike (M.J.)
Sent: Wednesday, September 17, 2003 9:04 AM
To: Livernois, Stephen (S.M.); Kenward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Cc: Savage, Megan (M.M.)
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The primary issue for these programs is "brake lights staying on". We would like to test a Pollak switch with a stronger spring force to improve this situation. We require help from you to locate some test vehicles of each type so that we can do some rough road testing and pedal feel testing for the modified parts. Megan may also require assistance from the application engineers to run the test.

We would like at least 5 of each type of vehicle if possible (preferably MY03-MY04). Let us know what vehicles are available and when so we can get started.

Thanks.

Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-322-7167

From: Livernois, Stephen (S.M.)
Sent: Wednesday, September 17, 2003 10:10 AM
To: Newell, Sean (S.M.); Chronowski, David (D.G.)
Cc: McCann, Mike (M.J.); McCann, Mike (M.J.); Beard, Dave (D.F.); Beauregard, Danny (D.J.)
Subject: FW: Brake Switch

Sean / Dave

In an effort to improve brake switch warranty, we would like to evaluate some proposals from our supplier. In order to do this we need access to vehicles as noted below. Are there any EESE, fleet, durability, etc... vehicles around for the V229 and 2004 D186 that we could evaluate the switches on? If you have contact names, we can work through them to work out the logistics. Ideally, we would like to get our hands on some EESE vehicles that we could evaluate here in Dearborn. We need to look at things like pedal feel, rough road robustness, booster rod alignment, etc...

Let me know, thanks...

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

From: Savage, Megan (M.M.)
Sent: Wednesday, September 17, 2003 9:28 AM
To: McCann, Mike (M.J.); Livernois, Stephen (S.M.); Kenward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Subject: RE: Brake Switch

Need the following mix:
D186- adj and fix, sedan & wagon
W126- adj & fix (02MY builds needed also)
U152- fix pedal. Also if possible get an IVD vehicles (02MY builds needed also)
U231- adj pedal (only offering)

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

From: McCann, Mike (M.J.)
Sent: Wednesday, September 17, 2003 9:04 AM
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Cc: Savage, Megan (M.M.)
Subject: Brake Switch

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Thanks.

Mike McCann
X-Vehicle Switch Applications
mccann2@ford.com, 313-322-7167

From: Newell, Sean (S.M.)
Sent: Wednesday, September 17, 2003 4:54 PM
To: Livemols, Stephen (S.M.); Chronowski, David (D.G.)
Cc: McCann, Mike (M.J.); McCann, Mike (M.J.); Beard, Dave (D.F.); Beauregard, Danny (D.J.); Berghaus, Martin (M.C.)
Subject: RE: Brake Switch

Steve,

We have 05 durability cars getting ready to run and also have 4 electrical test cars in Dearborn for TPMS testing. Marty Berghaus is the contact.

Sean Newell
Electrical PMT Leader (313) 337-9676
Taurus/Sable
EESE - North American Car Bldg. 2, 24K35
snewell1@ford.com

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

From: Livemols, Stephen (S.M.)
Sent: Wednesday, September 17, 2003 10:10 AM
To: Newell, Sean (S.M.); Chronowski, David (D.G.)
Cc: McCann, Mike (M.J.); McCann, Mike (M.J.); Beard, Dave (D.F.); Beauregard, Danny (D.J.)
Subject: FW: Brake Switch

Sean / Dave

In an effort to improve brake switch warranty, we would like to evaluate some proposals from our supplier. In order to do this we need access to vehicles as noted below. Are there any EESE, fleet, durability, etc... vehicles around for the V229 and 2004 D186 that we could evaluate the switches on? If you have contact names, we can work through them to work out the logistics. Ideally, we would like to get our hands on some EESE vehicles that we could evaluate here in Dearborn. We need to look at things like pedal feel, rough road robustness, booster rod alignment, etc...

Let me know, thanks...

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

From: Savage, Megan (M.M.)
Sent: Wednesday, September 17, 2003 9:28 AM
To: McCann, Mike (M.J.); Livemols, Stephen (S.M.); Konward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Subject: RE: Brake Switch

Need the following mix:

D186- adj and fix, sedan & wagon

W126- adj & fix (02MY builds needed also)

U152- fix pedal. Also if possible get an IVD vehicles (02MY builds needed also)

U231- adj pedal (only offering)

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

From: McCann, Mike (M.J.)
Sent: Wednesday, September 17, 2003 9:04 AM
To: Livemols, Stephen (S.M.); Konward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Cc: Savage, Megan (M.M.)
Subject: Brake Switch

Gentlemen, your friends in the core area are continuing the efforts to improve brake switch warranty on the Taurus/Sable, Explorer/Mountaineer/Aviator and Windstar.

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We would like at least 5 of each type of vehicle if possible (preferably MY03-MY04). Let us know what vehicles are available and when so we can get started.

Thanks.

Mike McEann

X-Vehicle Switch Applications
mceann2@ford.com, 313-322-7167

From: Gramza, Marie (M.E.)
Sent: Monday, September 22, 2003 10:05 AM
To: Beard, Dave (D.F.)
Cc: Savage, Megan (M.M.); Davison, Lynn (L.E.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Dave, I did see the request. We are approaching month end and as vehicles return from final testing, we may be able to fit in one or two this week only if they are for 2-3 day max. I'll let you know when any units return. We have nothing available this morning.

*Marie Gramza, Taurus/Sable Veh. Engineering
Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78959, FAX: 62-18971*

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

From: Beard, Dave (D.F.)
Sent: Monday, September 22, 2003 9:27 AM
To: Gramza, Marie (M.E.)
Cc: Savage, Megan (M.M.)
Subject: Loan of D186 2003 or 2004 sedans.
Importance: High

Hello Marie.

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From: Gramza, Marie (M.E.)
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Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Dave, FYL.....Marty picked up a vehicle yesterday.

*Marie Gramza, Taurus/Sable Veh. Engineering
Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78969, FAX: 62-16971*

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

From: Beard, Dave (D.F.)
Sent: Monday, September 22, 2003 12:51 PM
To: Gramza, Marie (M.E.)
Cc: Savage, Megan (M.M.); Davison, Lynn (L.E.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

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From: Berghaus, Martin (M.C.)
Sent: Tuesday, September 23, 2003 10:58 AM
To: Beard, Dave (D.F.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

I've got two cars that Megan Savage is picking up today.

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From: Beard, Dave (D.F.)
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To: Berghaus, Martin (M.C.)
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Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78353, FAX: 62-16971*

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From: Berghaus, Martin (M.C.)
Sent: Tuesday, September 23, 2003 11:50 AM
To: Beard, Dave (D.F.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Yes, basically I am letting her know when I get cars. But that's not to say I have 10 cars lined up per the original request so if you have other sources please let Megan know. I'll try to keep you in the loop, to be honest I can't remember what notes you were copied on (sorry).

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

From: Beard, Dave (D.F.)
Sent: Tuesday, September 23, 2003 11:01 AM
To: Berghaus, Martin (M.C.)
Cc: Savage, Megan (M.M.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Are you working directly with Megan then? Good! I will be standing by in case any help is needed.

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Sent: Tuesday, September 23, 2003 10:58 AM
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Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

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Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78353, FAX: 62-16971*

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To: Gramza, Marie (M.E.)
Cc: Savage, Megan (M.M.); Davison, Lynn (L.E.)
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Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78363, FAX: 62-16971

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To: Gramza, Marie (M.E.)
Cc: Savage, Megan (M.M.)
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Thanks in advance for your help.

From: McCann, Mike (M.J.)
Sent: Wednesday, September 17, 2003 9:04 AM
To: Livemore, Stephen (S.M.); Kanward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
CC: Savage, Megan (M.M.)
Subject: Brake Switch

Gentlemen, your friends in the core area are continuing the efforts to improve brake switch warranty on the Taurus/Sable, Explorer/Mountaineer/Aviator and Windstar.

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We would like at least 5 of each type of vehicle if possible (preferably MY03-MY04). Let us know what vehicles are available and when so we can get started.

Thanks.

Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-322-7167

From: Savage, Megan (M.M.)
Sent: Wednesday, September 17, 2003 9:28 AM
To: McCann, Mike (M.J.); Livemols, Stephen (S.M.); Kenward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
Subject: RE: Brake Switch

Need the following mix:

D186- adj and fix, sedan & wagon

W128- adj & fix (02MY builds needed also)

U152- fix pedal. Also if possible get an IVD vehicles (02MY builds needed also)

U231- adj pedal (only offering)

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Cc: Savage, Megan (M.M.)
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Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-322-7187

From: Livernois, Stephen (S.M.)
Sent: Wednesday, September 17, 2003 10:10 AM
To: Newell, Sean (S.M.); Chronowski, David (D.G.)
Cc: McCann, Mike (M.J.); McCann, Mike (M.J.); Beard, Dave (D.F.); Beauregard, Danny (D.J.)
Subject: FW: Brake Switch

Sean / Dave

In an effort to improve brake switch warranty, we would like to evaluate some proposals from our supplier. In order to do this we need access to vehicles as noted below. Are there any EESE, fleet, durability, etc... vehicles around for the V229 and 2004 D186 that we could evaluate the switches on? If you have contact names, we can work through them to work out the logistics. Ideally, we would like to get our hands on some EESE vehicles that we could evaluate here in Dearborn. We need to look at things like pedal feel, rough road robustness, booster rod alignment, etc...

Let me know, thanks...

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From: Savage, Megan (M.M.)
Sent: Wednesday, September 17, 2003 9:28 AM
To: McCann, Mike (M.J.); Livernois, Stephen (S.M.); Kenward, Jerry (J.D.); Schrekler, Mark (M.A.); Beard, Dave (D.F.)
Subject: RE: Brake Switch

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X-Vehicle Switch Applications
mmccann2@ford.com, 313-322-7187

From: Newell, Sean (S.M.)
Sent: Wednesday, September 17, 2003 4:54 PM
To: Livernois, Stephen (S.M.); Chronowski, David (D.G.)
Cc: McCann, Mike (M.J.); McCann, Mike (M.J.); Beard, Dave (D.F.); Beauguard, Danny (D.J.); Berghaus, Martin (M.C.)
Subject: RE: Brake Switch

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Electrical PMT Leader (313) 337-9678
Taurus/Sable
EESE - North American Car Bldg. 2, 24K35
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Cc: McCann, Mike (M.J.); McCann, Mike (M.J.); Beard, Dave (D.F.); Beauguard, Danny (D.J.)
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To: McCann, Mike (M.J.); Livernois, Stephen (S.M.); Kerward, Jerry (J.D.); Schneider, Mark (M.A.); Beard, Dave (D.F.)
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To: Beard, Dave (D.F.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Yea, basically I am letting her know when I get cars. But that's not to say I have 10 cars lined up per the original request so if you have other sources please let Megan know. I'll try to keep you in the loop, to be honest I can't remember what notes you were copied on (sorry).

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

From: Beard, Dave (D.F.)
Sent: Tuesday, September 23, 2003 11:01 AM
To: Berghaus, Martin (M.C.)
Cc: Savage, Megan (M.M.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Are you working directly with Megan then? Good! I will be standing by in case any help is needed.

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

From: Berghaus, Martin (M.C.)
Sent: Tuesday, September 23, 2003 10:58 AM
To: Beard, Dave (D.F.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

I've got two cars that Megan Savage is picking up today.

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

From: Beard, Dave (D.F.)
Sent: Tuesday, September 23, 2003 10:53 AM
To: Berghaus, Martin (M.C.)
Subject: FW: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Marty, why would Marie tell me you picked up a vehicle yesterday?

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

From: Gramza, Marie (M.E.)
Sent: Tuesday, September 23, 2003 8:57 AM
To: Beard, Dave (D.F.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Dave, FYI.....Marty picked up a vehicle yesterday.

*Marie Gramza, Teurus/Sable Veh. Engineering
Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78383, FAX: 62-16971*

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

From: Beard, Dave (D.F.)
Sent: Monday, September 22, 2003 12:51 PM
To: Gramza, Marie (M.E.)
Cc: Savage, Megan (M.M.); Davison, Lynn (L.E.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Thank you Marie.

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

From: Gramza, Marie (M.E.)
Sent: Monday, September 22, 2003 10:05 AM
To: Beard, Dave (D.F.)
Cc: Savage, Megan (M.M.); Davison, Lynn (L.E.)
Subject: RE: Loan of D186 2003 or 2004 sedans - Brake Switch 2-3 days

Dave, I did see the request. We are approaching month end and as vehicles return from final testing, we may be able to fit in one or two this week only if they are for 2-3 day max. I'll let you know when any units return. We have nothing available this morning.

*Marie Gramza, Taurus/Sable Veh. Engineering
Bldg2, MD1229, 22G09, mgramza1@ford.com
PH: 33-78953, FAX: 62-16971*

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

From: Beard, Dave (D.F.)
Sent: Monday, September 22, 2003 9:27 AM
To: Gramza, Marie (M.E.)
Cc: Savage, Megan (M.M.)
Subject: Loan of D186 2003 or 2004 sedans.
Importance: High

Hello Marie,

Marty Berghaus may or may not have warned you, or you may have been on the other message threads, but I am looking for a few Taurus and Sables for testing of a new Brake switch.

I will need sedans and wagons, but for right now, we have switches for sedans. Ultimately, 5 or more may be tested, but I will start with a request for what ever I can get from you. Can be MY 2003 or 2004.

We will need both adjustable and non adjustable pedal, but again, I will take what I can for now, even a single sedan. I will need the vehicles for 2 to 3 days apiece.

Thanks in advance for your help.

From: Lovelace, Maria (M.E.)
Sent: Friday, June 21, 2002 8:33 AM
To: Hecker, Thomas (T.P.); Myers, Dan (D.P.); Hayduk, Mark (M.S.); Dionisi, Anthony (A.J.); Colarossi, Anthony (A.); Domka, John (J.J.)
Subject: assignment 61

I am resending assignment 61 because I have updated the form and have added Dan Myers to the list. Also, the closure date has changed.



req02-61.xls

Maria E. Lovelace - FQE Liaison

Enhanced Concern Identification - FCSD
500 Town Center, Suite 300 Cube 25
500 Town Center Drive
Dearborn, Michigan 48126
313-329-6581/800-521-4450

FQE Assignment Form

DATE ISSUED: 6/10/2002

Model Year: 2000

Vehicle line: **Taurus Sable**

Mileage range: **all**

Part number:

of units to be checked: **20 per FQE**

Torque specs:

Tolerances:

Engineer's name: **Nemo Villarruel**

Phone number: **313-322-7986**

Email address: **nvillarr**

DUE DATE: **27-Jun-02**

Don Christoff	_____	Florida
Tony Colarossi	X	Co. Garages
Dave Cox	_____	Texas
Tony Dionisi	X	Colorado
John Donka	X	Michigan
Dan Hammack	_____	Texas
Mark Hayduk	X	Penna.
Tom Hecker	X	Minnesota
Brian Howe	_____	Nevada
Harry Ireland	_____	California
Gordie Kaltz	_____	California
Dan Myers	X	Iowa
Tom Peeler	_____	Georgia
Lynn Sorensen	_____	Texas
Ron Trower	_____	Florida
ALL	_____	

Problem description

Adjustable pedal mechanism greases entering brake switch connector and causing failure.
 This is only required for the 2nd. Repair attempt after the recall, if you find a vehicle with this condition, have it held and do not repair until you contact Kevin Lysak (klylak) and Nemo Villarruel

What specific information are you requesting

Any other information that will insure your assignment is a success

UNIVERSAL TECHNOLOGICAL CORPORATION
World's Largest Car Care Division

Assignment No. #02-61

From: Lovelace, Maria (M.E.)
Sent: Friday, June 21, 2002 12:53 PM
To: Colarossi, Anthony (A.); Dionisi, Anthony (A.J.); Domka, John (J.J.); Hayduk, Mark (M.S.); Hecker, Thomas (T.P.); Myers, Dan (D.P.)
Subject: assignment 61

After reading this assignment over a few times and speaking with Tony Dionisi, I believe where it says number of units to be checked should be empty. The old one says 10. Why I don't know. So please just forget about number of units and do it the way you know you should. Thanks

Maria E. Lovelace - FQE Liaison

Enhanced Concern Identification - FCSD

500 Town Center, Suite 300 Cube 25

500 Town Center Drive

Dearborn, Michigan 48126

313-323-6561/800-521-4450

From: Hayduk, Mark (M.S.)
Sent: Thursday, June 27, 2002 9:56 AM
To: Lovelace, Maria (M.E.)
Cc: Hayduk, Mark (M.S.)
Subject: Assign. 02-61 - T/S Brake Switches - Repeat Repair after Recall

Maria, I previously wrote CQIS # 2E4MV001 and sent you the switch (which was previously replaced under the recall) for this assign.

I wrote 3 more CQIS reports for this assign. today: 2F1BX001, 2F1BX002 and 2F1BX003. I will ship you these parts.

The assign. asks us to identify a vehicle for engineering review prior to replacing the switch. All four of these switches were replaced by the tech. prior to my involvement with the vehicle so I grabbed the switches and wrote them up.

The techs. tell me that they know they are supposed to wipe off the excessive grease prior to putting on the new switch, but they tell me that they know that they can't get all the grease off because they can't wipe/reach it all with a rag.

Thanks.

Mark Hayduk

Field Quality Engineer
Global Concern Definition
Ph: 724-941-6670
Cell: 724-822-4342
Fax: 724-941-5154

From: Lovelace, Maria (M.E.)
Sent: Wednesday, July 03, 2002 12:20 PM
To: Christoff II, Donald (D.A.); Colarossi, Anthony (A.); Cox, David (D.M.); Dionisi, Anthony (A.J.); Domka, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Hecker, Thomas (T.P.); Howe, Brian (B.T.); Ireland, Harry K.; Kaltz, Gordie (G.); Myers, Dan (D.P.); Peeler, Tom (T.H.); Sorensen, Lynn (R.L.); Trower, Ron (R.D.)
Cc: Lovelace, Maria (M.E.)
Subject: assignment #61

Assignment #61 has been re-opened!



req02-61.xls

Maria E. Lovelace - FQE Liaison

Enhanced Concern Identification - FCSD
500 Town Center, Suite 300 Cube 25
500 Town Center Drive
Dearborn, Michigan 48126
313-323-6581/800-521-4450

FQE Assignment Form

DATE ISSUED: 8/10/2002

Model Year: 2000
 Vehicle line: Taurus Sable
 Mileage range: all
 Part number:
 # of units to be checked: 20 per FQE
 Torque specs:
 Tolerances:

Engineer's name: Nemo Villarruel
 Phone number: 318-322-7986
 Email address: nvillarr
 DUE DATE: 1-Aug-02

Don Christoff	_____	Florida
Tony Colarossi	X _____	Co. Garages
Dave Cox	_____	Texas
Tony Dionisi	X _____	Colorado
John Domka	X _____	Michigan
Dan Hammack	_____	Texas
Mark Hayduk	X _____	Penna.
Tom Hecker	X _____	Minnesota
Brian Howe	_____	Nevada
Harry Ireland	_____	California
Gordie Kaltz	_____	California
Dan Myers	X _____	Iowa
Tom Peeler	_____	Georgia
Lynn Sorenson	_____	Texas
Ron Trower	_____	Florida
ALL	_____	

Problem description

Adjustable pedal mechanism grease entering brake switch connector and causing failure.

This is only required for the 2nd. Repair attempt after the recall, if you find a vehicle with this condition, have it held and do not repair until you contact Kevin Lyak (klyak) and Nemo Villarruel

What specific information are you requesting

Any other information that will insure your assignment is a success



Assignment No. #02-61

From: Hayduk, Mark (M.S.)
Sent: Wednesday, July 03, 2002 7:34 PM
To: Lovelace, Maria (M.E.); Bersuder, Lee (L.C.)
Cc: Hayduk, Mark (M.S.)
Subject: RE: assignment #61

A suggestion to consider, especially for us FQE's that are not local to Dearborn, might be that we replace the adjustable brake pedal with the brake switch undisturbed and return the assembly for review. Just a thought that might get them what they need without having to travel to come and see one.

My techs. tell me that they can not get all the grease wiped off because of the places it can hide. Also, several techs. told me that they thought that the switch was the problem and has been redesigned and don't really worry about wiping off the grease. We could guess that all the techs. will not wipe off the grease or do a good job doing it.

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

From: Lovelace, Maria (M.E.)
Sent: Wednesday, July 03, 2002 12:20 PM
To: Christoff II, Donald (D.A.); Colarossi, Anthony (A.); Cox, David (D.M.); Dionisi, Anthony (A.J.); Domka, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Heckler, Thomas (T.P.); Howe, Brian (B.T.); Ireland, Harry K.; Kalkz, Gordie (G.); Myers, Dan (D.P.); Peeler, Tom (T.H.); Sorensen, Lynn (R.L.); Trower, Ron (R.D.)
Cc: Lovelace, Maria (M.E.)
Subject: assignment #61

Assignment #61 has been re-opened!

<< File: req02-61.xls >>

Maria E. Lovelace - FQE Liaison

Enhanced Concern Identification - FCSD
500 Town Center, Suite 300 Cube 25
500 Town Center Drive
Dearborn, Michigan 48126
313-323-6561/800-521-4450

From: Vieger, Patrick (P.)
Sent: Friday, July 05, 2002 8:53 AM
To: Cox, David (D.M.); Hayduk, Mark (M.S.)
Subject: FW: 2000 Taurus/Sable Brake switch reports

Dave, Mark-Please send me or Frank the switches from these reports.

Patrick A. Vieger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvieger@ford.com

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

From: Lysik, Kevin (K.M.)
Sent: Friday, July 05, 2002 8:44 AM
To: Vieger, Patrick (P.)
Cc: Patel, Bharat (B.J.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

Please have all the switches returned to me , if possible. Frank already sent out a general request, but I would like to see these. - Kevin Lysik.

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

From: Vieger, Patrick (P.)
Sent: Friday, July 05, 2002 8:42 AM
To: Settl, Frank (F.E.); Patel, Bharat (B.); Lysik, Kevin (K.M.)
Subject: 2000 Taurus/Sable Brake switch reports

Frank, Bharat, Kevin;
Some additional reports of the Brake light switch concern.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:18

====> _____ 1 of 1

Rpt#: 2F1BX001 CQD Rpt: 08/27/2002 Odom: 38,709 M
Rrwd: File: _ Folder: _____ Images: 1 Print Smy/Dlep Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFMS3S7YA631342 Bld: 04/13/2000
Engine: 3.0L EFI M Calb: 0DD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 10890 South Hills Lincoln-Mercury, I Ph#: (412) 563-2200
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: 8 Rrwd: A Dt: 08/27/2002
Fbx: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: CAR WILL NOT COME OUT OF PARK.
REPAIR * TECH. CONFIRMED CONCERN AND FOUND THAT THE BRAKE LIGHT SWITCH WAS
OPEN ALL THE TIME.
* TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.
* THERE IS A BROWN DISCOLORED MARK ON THE OUTSIDE OF THE SWITCH COVER
NEAR THE CONTACTS WHERE THE SWITCH OVERHEATED. REMOVED SWITCH
HAS DATE CODE OF 0L14.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:59

====> _____ 1 of 1

Rpt#: 2F1BX002 CQD Rpt: 08/27/2002 Odom: 33,044 M

Rvw: File: Folder: Images: 0 Print Smy/Disp Detail(P/D):
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM53S3YG631187 Bld: 04/18/2000
Engine: 3.0L EFI M Calb: ODD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fbc Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS ON ALL THE TIME
REPAIR * TECH. CONFIRMED THE CONCERN. BRAKE LIGHT SWITCH HAS SMALL BROWN
MARK ON PLASTIC COVER FROM HEAT.

* TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.

ADD-ON 06/27/2002 08:20AM MARK HAYDUK CQ - CD&A - CQD - FQE

* BRAKE LIGHT SWITCH REMOVED HAS A DATE CODE 0L12.

* VEHICLE HAD BRAKE LIGHT SWITCH REPLACED PER RECALL 01S08 ON 3-30-01

CSQI002 CQIS Indicator Summary 07/05/02 08:38:34

1 of 1

Rpt#: 2F1BX003 CQD Rpt: 06/27/2002 Odom: 32,271 M
Rvw: File: Folder: Images: 0 Print Smy/Disp Detail(P/D):
Vehicle: 2000 TAURUS,SE ,WAGON 1FAPP58U7YG217998 Bld: 04/20/2000
Engine: 3.0L EFI Calb: ODD13N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fbc Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WERE STUCK ON AND DRAINED THE BATTERY
REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THE BRAKE LIGHT SWITCH STUCK ON.

* TECH. REPLACED THE BRAKE LIGHT SWITCH TO RESOLVE THE CONCERN.

* REMOVED SWITCH HAS DATE CODE OF 1D18.

* BRAKE LIGHT SWITCH WAS PREVIOUSLY REPLACED ON 6-8-01 @ 19,850 MI.

* REPAIR WAS PERFORMED AT THE DEALER PRIOR TO FQE INVOLVEMENT IN THE
REPAIR.

CSQI002 CQIS Indicator Summary 07/05/02 08:39:12

1 of 1

Rpt#: 2FYAA048 EDSR -or- Q 504508 Rpt: 06/26/2002 Odom: 33,187 M
Rvw: File: Folder: Images: 0 Print Smy/Disp Detail(P/D):
Vehicle: 2000 TAURUS,SE SVG ,SEDAN 1FAPP55U1YG234090 Bld: 05/15/2000
Engine: 3.0L EFI Calb: ODD13N0A Trans: Axle: FWD 3.77 A/C:
Dealer Id: 07705 Honolulu Ford, Inc. Ph#: (808) 532-1777
State: Hawaii City: Honolulu Orig/Caller: GARY GIBO
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fbc Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code:

Region Code: 72 Region Name: San Francisco - 72

CONCER THE CUSTOMER STATES THE BRAKE LIGHTS ARE INOPERATIVE AT TIMES.

TECH/C CHECKED AND VERIFIED CONCERN. RAN CIRCUIT TEST, PINPOINT TEST.
REPLACED BRAKE LIGHT SWITCH AND CONNECTOR, (SWITCH ERRATIC OPERATION
AND CONNECTOR BURNT). RECHECKED OPERATION, OK.
AUDIT SYMPTOM_CODE 201200 CHANGED TO 201228 BY SDAVIS20

CSQI002

CQIS Indicator Summary

07/05/02 08:39:51

1 of 1

Rpt#: 2FZBS002 CQD Rpt: 06/26/2002 Odom: 26,082 M
Rvw: File: Folder: Images: 2 Print Smy/Diag Detail(P/D):
Vehicle: 2000 SABLE,GS ,WAGON 1MEFM58U8YG013889 Bld: 01/24/2000
Engine: 3.0L EFI Calb: 0DD12N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 02478 Middlekauff Ford, Inc. Ph#: (972) 758-8035
State: Texas City: Plano Orig/Caller: DAVID COX
Symptom: 5 09 1 54 DRVLN,AT ENGAGEMENT,NO ENGAGEMENT,PARK FUNCTION
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 52 Region Name: Southwest - 52

CONCER GEAR SHIFT LEVER WILL NOT COME OUT OF PARK
REPAIR TECHNICIAN VERIFIED CONCERN. RAN PINPOINT TEST AND FOUND INTERMITTENT
INOP CONDITION IN BRAKE SWITCH (13480). REPLACED BRAKE SWITCH AND
RETESTED WITH NO ADDITIONAL CONCERNS. PICTURE OF PART IS IN CQIS
IMAGING FOR REFERENCE. PART WILL BE HELD BY DALLAS FQE(DCOX14) FOR 30
DAYS AND IS AVAILABLE UPON REQUEST.
DAVE COX-DALLAS FQE-9726718407

Patrick A. Viegler
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pviegler@ford.com

From: Lovelace, Maria (M.E.)
Sent: Friday, July 05, 2002 10:58 AM
To: Hayduk, Mark (M.S.); Cox, David (D.M.)
Subject: FW: 2000 Taurus/Sable Brake switch reports

Please scrap unless you already sent in.

Thanks!!!!

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

From: Visger, Patrick (P.)
Sent: Friday, July 05, 2002 9:55 AM
To: Lovelace, Maria (M.E.)
Subject: FW: 2000 Taurus/Sable Brake switch reports

Maria:

After I signaled in the ECI Tracker system that I did not need these parts, Kevin asked me to have them sent in. Sorry to screw up the works. I sent a request to Mark and Dave by E-mail.

Patrick A. Visger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvisger@ford.com

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

From: Lyeik, Kevin (K.M.)
Sent: Friday, July 05, 2002 8:44 AM
To: Visger, Patrick (P.)
Cc: Patel, Bharat (B.J.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

Please have all the switches returned to me , if possible. Frank already sent out a general request, but I would like to see these. - Kevin Lyeik.

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

From: Visger, Patrick (P.)
Sent: Friday, July 05, 2002 8:42 AM
To: Settl, Frank (F.E.); Patel, Bharat (B.); Lyeik, Kevin (K.M.)
Subject: 2000 Taurus/Sable Brake switch reports

Frank, Bharat, Kevin;

Some additional reports of the Brake light switch concern.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:18

1 of 1

Rpt#: 2F1BX001 CQD Rpt: 06/27/2002 Odom: 38,709 M
Rvwrd: File: _ Folder: _____ Images: 1 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM53S7YA631342 Bid: 04/13/2000
Engine: 3.0L EFI M Calb: ODD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 10890 South Hills Lincoln-Mercury, I Ph#: (412) 563-2200
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwrd: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: CAR WILL NOT COME OUT OF PARK.

REPAIR * TECH. CONFIRMED CONCERN AND FOUND THAT THE BRAKE LIGHT SWITCH WAS OPEN ALL THE TIME.

- * TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.
- * THERE IS A BROWN DISCOLORED MARK ON THE OUTSIDE OF THE SWITCH COVER NEAR THE CONTACTS WHERE THE SWITCH OVERHEATED. REMOVED SWITCH HAS DATE CODE OF 0L14.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:59 1 of 1

Rpt#: 2F1BX002 CQD Rpt: 06/27/2002 Odom: 33,044 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM53S3YG631187 Bld: 04/19/2000
Engine: 3.0L EFI M Calb: 0DD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRQ/EPRC: 8 Rvw: A Dt: 06/27/2002
Ftc Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS ON ALL THE TIME.

REPAIR * TECH. CONFIRMED THE CONCERN. BRAKE LIGHT SWITCH HAS SMALL BROWN MARK ON PLASTIC COVER FROM HEAT.

- * TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.

ADD-ON 06/27/2002 08:20AM MARK HAYDUK CQ - CD&A - CQD - FQE

- * BRAKE LIGHT SWITCH REMOVED HAS A DATE CODE 0L12.
- * VEHICLE HAD BRAKE LIGHT SWITCH REPLACED PER RECALL 01S08 ON 3-30-01

CSQI002 CQIS Indicator Summary 07/05/02 08:38:34 1 of 1

Rpt#: 2F1BX003 CQD Rpt: 06/27/2002 Odom: 32,271 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE ,WAGON 1FAPP58U7YG217998 Bld: 04/20/2000
Engine: 3.0L EFI Calb: 0DD13N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRQ/EPRC: 8 Rvw: A Dt: 06/27/2002
Ftc Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WERE STUCK ON AND DRAINED THE BATTERY

REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THE BRAKE LIGHT SWITCH STUCK ON.

- * TECH. REPLACED THE BRAKE LIGHT SWITCH TO RESOLVE THE CONCERN.
- * REMOVED SWITCH HAS DATE CODE OF 1D18.
- * BRAKE LIGHT SWITCH WAS PREVIOUSLY REPLACED ON 6-8-01 @ 19,650 MI.
- * REPAIR WAS PERFORMED AT THE DEALER PRIOR TO FQE INVOLVEMENT IN THE REPAIR.

CSQI002 CQIS Indicator Summary 07/05/02 08:39:12 1 of 1

Rpt#: 2FYAA048 EDSR --or-- Q 504508 Rpt: 06/26/2002 Odom: 33,187 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _

Vehicle: 2000 TAURUS,SE SVG ,SEDAN 1FAPP55U1YG234090 Bld: 05/15/2000
Engine: 3.0L EFI Calb: 0DD13N0A Trans: Axle: FWD 3.77 A/C:
Dealer Id: 07705 Honolulu Ford, Inc. Ph#: (808) 532-1777
State: Hawaii City: Honolulu Orig/Caller: GARY GIBO
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code:

Region Code: 72 Region Name: San Francisco - 72

CONCER THE CUSTOMER STATES THE BRAKE LIGHTS ARE INOPERATIVE AT TIMES.
TECH/C CHECKED AND VERIFIED CONCERN. RAN CIRCUIT TEST, PINPOINT TEST.
REPLACED BRAKE LIGHT SWITCH AND CONNECTOR, (SWITCH ERRATIC OPERATION
AND CONNECTOR BURNT). RECHECKED OPERATION, OK.
AUDIT SYMPTOM_CODE 201200 CHANGED TO 201228 BY SDAVIS20

CSQI002 CQIS Indicator Summary 07/05/02 08:39:51 1 of 1

Rpt#: 2FZBS002 CQD Rpt: 06/26/2002 Odom: 26,082 M
Rvw: File: Folder: Images: 2 Print Smy/Diag Detail(P/D):
Vehicle: 2000 SABLE,GS ,WAGON 1MEFM58U8YG613889 Bld: 01/24/2000
Engine: 3.0L EFI Calb: 0DD12N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 02478 Middlekauff Ford, Inc. Ph#: (972) 758-8035
State: Texas City: Plano Orig/Caller: DAVID COX
Symptom: 5 03 1 54 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,PARK FUNCTION
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 52 Region Name: Southwest - 52

CONCER GEAR SHIFT LEVER WILL NOT COME OUT OF PARK
REPAIR TECHNICIAN VERIFIED CONCERN. RAN PINPOINT TEST AND FOUND INTERMITTENT
INOP CONDITION IN BRAKE SWITCH (13480). REPLACED BRAKE SWITCH AND
RETESTED WITH NO ADDITIONAL CONCERNS. PICTURE OF PART IS IN CQIS
IMAGING FOR REFERENCE. PART WILL BE HELD BY DALLAS FQE(DCOX14) FOR 30
DAYS AND IS AVAILABLE UPON REQUEST.
DAVE COX-DALLAS FQE-9725718407

Patrick A. Visger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvisger@ford.com

From: Hayduk, Mark (M.S.)
Sent: Monday, July 08, 2002 8:22 AM
To: Visger, Patrick (P.)
Cc: Lovelace, Maria (M.E.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

My parts were sent to Maria last Tues. for assign. 02-61. They were delivered on Wed.

Thanks.

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

From: Visger, Patrick (P.)
Sent: Friday, July 05, 2002 9:53 AM
To: Cox, David (D.M.); Hayduk, Mark (M.S.)
Subject: FW: 2000 Taurus/Sable Brake switch reports

Dave, Mark-Please send me or Frank the switches from these reports.

Patrick A. Visger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvisger@ford.com

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

From: Lysik, Kevin (K.M.)
Sent: Friday, July 05, 2002 8:44 AM
To: Visger, Patrick (P.)
Cc: Patel, Bharat (B.J.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

Please have all the switches returned to me , if possible. Frank already sent out a general request, but I would like to see these. - Kevin Lysik.

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

From: Visger, Patrick (P.)
Sent: Friday, July 05, 2002 8:42 AM
To: Sedil, Frank (F.E.); Patel, Bharat (B.); Lysik, Kevin (K.M.)
Subject: 2000 Taurus/Sable Brake switch reports

Frank, Bharat, Kevin;
Some additional reports of the Brake light switch concern.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:18

1 of 1

⇒ _____
Rpt#: 2F1BX001 CQD Rpt: 06/27/2002 Odom: 38,709 M
Rvw: File: _ Folder: _____ Images: 1 Print Smy/Dlep Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM53S7YA631342 Bld: 04/13/2000
Engine: 3.0L EFI M Calb: 0DD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 10690 South Hills Lincoln-Mercury, I Ph#: (412) 563-2200
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: CAR WILL NOT COME OUT OF PARK.
REPAIR * TECH. CONFIRMED CONCERN AND FOUND THAT THE BRAKE LIGHT SWITCH WAS

OPEN ALL THE TIME.

- * TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.
- * THERE IS A BROWN DISCOLORED MARK ON THE OUTSIDE OF THE SWITCH COVER NEAR THE CONTACTS WHERE THE SWITCH OVERHEATED. REMOVED SWITCH HAS DATE CODE OF 0L14.

CSQI002

CQIS Indicator Summary

07/05/02 08:37:59

1 of 1

Rpt#: 2F1BX002 CQD Rpt: 08/27/2002 Odom: 39,044 M
Rvw: File: _ Folder: _ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM53S3YG631187 Bld: 04/19/2000
Engine: 3.0L EFI M Calb: 0DD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 08/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS ON ALL THE TIME.
REPAIR * TECH. CONFIRMED THE CONCERN. BRAKE LIGHT SWITCH HAS SMALL BROWN MARK ON PLASTIC COVER FROM HEAT.
* TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.
ADD-ON 08/27/2002 08:20AM MARK HAYDUK CQ - CD&A - CQD - FQE
* BRAKE LIGHT SWITCH REMOVED HAS A DATE CODE 0L12.
* VEHICLE HAD BRAKE LIGHT SWITCH REPLACED PER RECALL 01S08 ON 3-30-01

CSQI002

CQIS Indicator Summary

07/05/02 08:38:34

1 of 1

Rpt#: 2F1BX003 CQD Rpt: 08/27/2002 Odom: 32,271 M
Rvw: File: _ Folder: _ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE ,WAGON 1FAPP58U7YG217998 Bld: 04/20/2000
Engine: 3.0L EFI Calb: 0DD13N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 08/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WERE STUCK ON AND DRAINED THE BATTERY
REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THE BRAKE LIGHT SWITCH STUCK ON.
* TECH. REPLACED THE BRAKE LIGHT SWITCH TO RESOLVE THE CONCERN.
* REMOVED SWITCH HAS DATE CODE OF 1D18.
* BRAKE LIGHT SWITCH WAS PREVIOUSLY REPLACED ON 8-8-01 @ 19,850 MI.
* REPAIR WAS PERFORMED AT THE DEALER PRIOR TO FQE INVOLVEMENT IN THE REPAIR.

CSQI002

CQIS Indicator Summary

07/05/02 08:39:12

1 of 1

Rpt#: 2FYAA048 EDSR -or- Q 504506 Rpt: 06/26/2002 Odom: 33,187 M
Rvw: File: _ Folder: _ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE SVG ,SEDAN 1FAPP55U1YG234090 Bld: 05/15/2000

Engine: 3.0L EFI Calb: ODD13N0A Trans: Axle: FWD 3.77 A/C:
Dealer Id: 07705 Honolulu Ford, Inc. Ph#: (808) 532-1777
State: Hawaii City: Honolulu Orig/Caller: GARY GIBO
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code:

Region Code: 72 Region Name: San Francisco - 72

CONCER THE CUSTOMER STATES THE BRAKE LIGHTS ARE INOPERATIVE AT TIMES.
TECH/C CHECKED AND VERIFIED CONCERN. RAN CIRCUIT TEST, PINPOINT TEST,
REPLACED BRAKE LIGHT SWITCH AND CONNECTOR, (SWITCH ERRATIC OPERATION
AND CONNECTOR BURNT). RECHECKED OPERATION, OK.
AUDIT SYMPTOM_CODE 201200 CHANGED TO 201228 BY SDAVIS20

CSQI002 CQIS Indicator Summary 07/05/02 08:39:51

====> 1 of 1

Rpt#: 2FZBS002 CQD Rpt: 06/26/2002 Odom: 26,082 M
Rvw: File: _ Folder: _ Images: 2 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,GS WAGON 1MEFM58U8YG613889 Bld: 01/24/2000
Engine: 3.0L EFI Calb: ODD12N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 02478 Middlekauff Ford, Inc. Ph#: (972) 758-8035
State: Texas City: Plano Orig/Caller: DAVID COX
Symptom: 5 03 1 54 DRVLIN,AT ENGAGEMENT,NO ENGAGEMENT,PARK FUNCTION
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 08/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code: 42

Region Code: 52 Region Name: Southwest - 52

CONCER GEAR SHIFT LEVER WILL NOT COME OUT OF PARK
REPAIR TECHNICIAN VERIFIED CONCERN. RAN PINPOINT TEST AND FOUND INTERMITTENT
INOP CONDITION IN BRAKE SWITCH (13480). REPLACED BRAKE SWITCH AND
RETESTED WITH NO ADDITIONAL CONCERNS. PICTURE OF PART IS IN CQIS
IMAGING FOR REFERENCE. PART WILL BE HELD BY DALLAS FQE(DCOX14) FOR 30
DAYS AND IS AVAILABLE UPON REQUEST.
DAVE COX-DALLAS FQE-9725718407

Patrick A. Viager
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pviager@ford.com

From: Visger, Patrick (P.)
Sent: Monday, July 08, 2002 8:59 AM
To: Hayduk, Mark (M.S.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

Thanks Mark. They were probably sent in to Frank's attention. I'll check, and forward to the engineer as necessary.

Patrick A. Visger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvisger@ford.com

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

From: Hayduk, Mark (M.S.)
Sent: Monday, July 08, 2002 8:22 AM
To: Visger, Patrick (P.)
Cc: Lovelace, Maria (M.E.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

My parts were sent to Maria last Tues. for assign. 02-61. They were delivered on Wed.

Thanks.

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

From: Visger, Patrick (P.)
Sent: Friday, July 05, 2002 9:53 AM
To: Cox, David (D.M.); Hayduk, Mark (M.S.)
Subject: FW: 2000 Taurus/Sable Brake switch reports

Dave, Mark-Please send me or Frank the switches from these reports.

Patrick A. Visger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvisger@ford.com

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

From: Lysik, Kevin (K.M.)
Sent: Friday, July 05, 2002 8:44 AM
To: Visger, Patrick (P.)
Cc: Patel, Bharat (B.J.)
Subject: RE: 2000 Taurus/Sable Brake switch reports

Please have all the switches returned to me , if possible. Frank already sent out a general request, but i would like to see these. - Kevin Lysik.

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

From: Visger, Patrick (P.)
Sent: Friday, July 05, 2002 8:42 AM
To: Settl, Frank (F.E.); Patel, Bharat (B.); Lysik, Kevin (K.M.)
Subject: 2000 Taurus/Sable Brake switch reports

Frank, Bharat, Kevin;
Some additional reports of the Brake light switch concern.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:18

Rpt#: 2F1BX001 CQD

Rpt: 06/27/2002 Odom: 38,709 M

1 of 1

R083-008 1385

Rvwrd: File: _ Folder: _____ Images: 1 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM59S7YA631342 Bld: 04/13/2000
Engine: 3.0L EFI M Calb: ODD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 10690 South Hills Lincoln-Mercury, I Ph#: (412) 563-2200
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwrd: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: CAR WILL NOT COME OUT OF PARK.
REPAIR * TECH. CONFIRMED CONCERN AND FOUND THAT THE BRAKE LIGHT SWITCH WAS
OPEN ALL THE TIME.
* TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.
* THERE IS A BROWN DISCOLORED MARK ON THE OUTSIDE OF THE SWITCH COVER
NEAR THE CONTACTS WHERE THE SWITCH OVERHEATED. REMOVED SWITCH
HAS DATE CODE OF 0L14.

CSQI002 CQIS Indicator Summary 07/05/02 08:37:59

1 of 1

Rpt#: 2F1BX002 CQD Rpt: 06/27/2002 Odom: 33,044 M
Rvwrd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFM53S3YG631187 Bld: 04/19/2000
Engine: 3.0L EFI M Calb: ODD15N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwrd: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS ON ALL THE TIME.
REPAIR * TECH. CONFIRMED THE CONCERN. BRAKE LIGHT SWITCH HAS SMALL BROWN
MARK ON PLASTIC COVER FROM HEAT.
* TECH. REPLACED THE BRAKE LIGHT SWITCH TO CORRECT THE CONCERN.
ADD-ON 06/27/2002 08:20AM MARK HAYDUK CQ - CD&A - CQD - FQE
* BRAKE LIGHT SWITCH REMOVED HAS A DATE CODE 0L12.
* VEHICLE HAD BRAKE LIGHT SWITCH REPLACED PER RECALL 01S08 ON 3-30-01

CSQI002 CQIS Indicator Summary 07/05/02 08:38:34

1 of 1

Rpt#: 2F1BX003 CQD Rpt: 06/27/2002 Odom: 32,271 M
Rvwrd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE ,WAGON 1FAFP58U7YG217998 Bld: 04/20/2000
Engine: 3.0L EFI Calb: ODD13N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwrd: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WERE STUCK ON AND DRAINED THE BATTERY

REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THE BRAKE LIGHT SWITCH STUCK ON.
* TECH. REPLACED THE BRAKE LIGHT SWITCH TO RESOLVE THE CONCERN.
* REMOVED SWITCH HAS DATE CODE OF 1D18.
* BRAKE LIGHT SWITCH WAS PREVIOUSLY REPLACED ON 6-8-01 @ 19,850 MI.
* REPAIR WAS PERFORMED AT THE DEALER PRIOR TO FQE INVOLVEMENT IN THE REPAIR.

CSQI002 CQIS Indicator Summary 07/05/02 08:39:12 1 of 1
Rpt#: 2FYAA048 EDSR --or-- Q 504508 Rpt: 06/26/2002 Odom: 33,187 M
Rvw: File: _ Folder: _ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE SVG ,SEDAN 1FAP55U1YG234090 Bld: 05/15/2000
Engine: 3.0L EFI Calb: ODD13N0A Trans: Axle: FWD 3.77 A/C:
Dealer Id: 07705 Honolulu Ford, Inc. Ph#: (808) 532-1777
State: Hawaii City: Honolulu Orig/Caller: GARY GIBO
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code:

Region Code: 72 Region Name: San Francisco - 72

CONCER THE CUSTOMER STATES THE BRAKE LIGHTS ARE INOPERATIVE AT TIMES.
TECH/C CHECKED AND VERIFIED CONCERN. RAN CIRCUIT TEST, PINPOINT TEST.
REPLACED BRAKE LIGHT SWITCH AND CONNECTOR, (SWITCH ERRATIC OPERATION
AND CONNECTOR BURNT). RECHECKED OPERATION, OK.
AUDIT SYMPTOM_CODE 201200 CHANGED TO 201228 BY SDAVIS20

CSQI002 CQIS Indicator Summary 07/05/02 08:39:51 1 of 1
Rpt#: 2FZBS002 CQD Rpt: 06/26/2002 Odom: 25,082 M
Rvw: File: _ Folder: _ Images: 2 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 SABLE,GS ,WAGON 1MEFM58U8YG613889 Bld: 01/24/2000
Engine: 3.0L EFI Calb: ODD12N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 02478 Middlekauff Ford, Inc. Ph#: (972) 758-8035
State: Texas City: Plano Orig/Caller: DAVID COX
Symptom: 5 03 1 54 DRVLIN,AT ENGAGEMENT,NO ENGAGEMENT,PARK FUNCTION
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 06/27/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 52 Region Name: Southwest - 52

CONCER GEAR SHIFT LEVER WILL NOT COME OUT OF PARK
REPAIR TECHNICIAN VERIFIED CONCERN. RAN PINPOINT TEST AND FOUND INTERMITTENT
INOP CONDITION IN BRAKE SWITCH (13480). REPLACED BRAKE SWITCH AND
RETESTED WITH NO ADDITIONAL CONCERNS. PICTURE OF PART IS IN CQIS
IMAGING FOR REFERENCE. PART WILL BE HELD BY DALLAS FQE(DCOX14) FOR 30
DAYS AND IS AVAILABLE UPON REQUEST.
DAVE COX-DALLAS FQE-9725718407

Patrick A. Vieger
Product Concern Analyst
Enhanced Concern Identification
313-248-7278 pvieger@ford.com

From: Villarruel, Nemesio (N.)
Sent: Tuesday, July 09, 2002 7:35 AM
To: Bersuder, Lee (L.C.); Haychuk, Mark (M.S.)
Subject: FW: assignment #61

Lee/Mark:

Per the note below, an actual vehicle is still preferred. Thanks for the suggestion.

Nemesio Villarruel

NAC - Safety/Recall Tech Specialist
Tel: (313) 322-7988
Fax: (313) 390-6002
Pager: (313) 795-8081

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

From: Patel, Bharat (B.J.)
Sent: Monday, July 08, 2002 5:06 PM
To: Lysak, Kevin (K.M.); Villarruel, Nemesio (N.)
Subject: RE: assignment #61

Agree - need to see in the actual environment that the switch fails in.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager
bpate17@ford.com; Loc.: 1GB059, Bldg. #1; MD#1124
Phone: 313-248-6312; Fax: 313-390-6002; Text Pager: 1-313-795-3457

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

From: Lysak, Kevin (K.M.)
Sent: Monday, July 08, 2002 8:37 AM
To: Villarruel, Nemesio (N.)
Cc: Patel, Bharat (B.J.)
Subject: RE: assignment #61

Nemo: Ideally I would like to see a car, so I can see if the grease may be coming from another area such as the steering knuckle or other source. Really would like to see a car undisturbed, before Tech makes any repair. - Kevin

Bharat?

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

From: Villarruel, Nemesio (N.)
Sent: Monday, July 08, 2002 8:24 AM
To: Lysak, Kevin (K.M.)
Cc: Patel, Bharat (B.J.)
Subject: FW: assignment #61

Kevin, See FQE note below. Your comment!!

Nemesio Villarruel

NAC - Safety/Recall Tech Specialist
Tel: (313) 322-7988
Fax: (313) 390-6002
Pager: (313) 795-8081

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

From: Bersuder, Lee (L.C.)
Sent: Friday, July 05, 2002 9:15 AM
To: Villarruel, Nemesio (N.)
Subject: FW: assignment #61

Please see notes below. Would something like that work for you guys?

Lee Bersuder

Field Engineering Supervisor
Enhanced Concern Identification
500 Town Center, Suite 300 Office #26
500 Town Center Drive
Dearborn, Michigan 48126
Ph# 313-845-0881 Fax 313-337-6670
E-Mail: lbersude@ford.com

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

From: Hayduk, Mark (M.S.)
Sent: Wednesday, July 03, 2002 7:34 PM
To: Lovelace, Maria (M.E.); Bersuder, Lee (L.C.)
Cc: Hayduk, Mark (M.S.)
Subject: RE: assignment #61

A suggestion to consider, especially for us FQE's that are not local to Dearborn, might be that we replace the adjustable brake pedal with the brake switch undisturbed and return the assembly for review. Just a thought that might get them what they need without having to travel to come and see one.

My techs. tell me that they can not get all the grease wiped off because of the places it can hide. Also, several techs. told me that they thought that the switch was the problem and has been redesigned and don't really worry about wiping off the grease. We could guess that all the techs. will not wipe off the grease or do a good job doing it.

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

From: Lovelace, Maria (M.E.)
Sent: Wednesday, July 03, 2002 12:20 PM
To: Christoff II, Donald (D.A.); Cohorsal, Anthony (A.); Cox, David (D.M.); Dionisi, Anthony (A.J.); Domika, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Heckler, Thomas (T.P.); Howe, Brian (B.T.); Ireland, Harry K.; Kaltz, Gordie (G.); Myers, Dan (D.P.); Peeler, Tom (T.H.); Sorensen, Lynn (R.L.); Trower, Ron (R.D.)
Cc: Lovelace, Maria (M.E.)
Subject: assignment #61

Assignment #61 has been re-opened!

<< File: req02-61.xls >>

Maria E. Lovelace - FQE Liaison
Enhanced Concern Identification - FCSD
500 Town Center, Suite 300 Cube 25
500 Town Center Drive
Dearborn, Michigan 48126
313-323-6561/800-521-4450

From: Lovelace, Maria (M.E.)
Sent: Wednesday, July 10, 2002 3:58 PM
To: Christoff II, Donald (D.A.); Colarossi, Anthony (A.); Cox, David (D.M.); Dionisi, Anthony (A.J.); Domka, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Hecker, Thomas (T.P.); Howe, Brian (B.T.); Ireland, Harry K.; Kaltz, Gordie (G.); Myers, Dan (D.P.); Peeler, Tom (T.H.); Sorensen, Lynn (R.L.); Trower, Ron (R.D.)
Subject: assignment 61

I am resending this assignment out to all of you. Please see if you can find a vehicle that fits the needs described on the attached form. The part is being removed and replaced at record numbers. However, we have been unable to get a tech to call us before making the repair. Please remind your techs that this is very important. We need a vehicle before it is repaired. Thanks



req02-61.xls

This assignment has been extended to August 1

Maria E. Lovelace - FQE Liaison

Enhanced Concern Identification - FCSD

500 Town Center, Suite 300 Cube 25

500 Town Center Drive

Dearborn, Michigan 48126

313-323-6561/800-521-4450

FQE Assignment Form

DATE ISSUED: 6/10/2002

Model Year: 2000
 Vehicle line: Taurus Sable
 Mileage range: all
 Part number:
 # of units to be checked: 20 per FQE
 Torque specs:
 Tolerances:

Engineer's name: Nemo Villarruel
 Phone number: 313-322-7986
 Email address: nvillarr
 DUE DATE: 1-Aug-02

Don Christoff	_____	Florida
Tony Colarossi	X _____	Ca. Garages
Dave Cox	_____	Texas
Tony Dionisi	X _____	Colorado
John Domka	X _____	Michigan
Dan Hammack	_____	Texas
Mark Hayduk	X _____	Penna.
Tom Hecker	X _____	Minnesota
Brian Howe	_____	Nevada
Harry Ireland	_____	California
Gordie Kaltz	_____	California
Dan Myers	X _____	Iowa
Tom Paeler	_____	Georgia
Lynn Sorensen	_____	Texas
Ron Trower	_____	Florida
ALL	_____	

Problem description
 Adjustable pedal mechanism grease entering brake switch connector and causing failure.
 This is only required for the 2nd. Repair attempt after the recall, if you find a vehicle with this condition, have it held and do not repair until you contact Kevin Lysik (klysik) and Nemo Villarruel

What specific information are you requesting

Any other information that will insure your assignment is a success



Assignment No. #02-61

* PART BEING SHIPPED TO MLOVELA1 RELATED TO BCI ASSIGN. 02-61.
* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342

CSQE002

CQIS Indicator Summary

07/10/02 16:31:36

2 of 2

Rpt#: 2GJA3002 CQD Rpt: 07/10/2002 Odom: 39,039 M
Rvwd: File: _ Folder: _ Images: 2 Print Smry/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS SEDAN 1MBFM53U8YG625371 Bld: 04/04/2000
Engine: 3.0L EFI Calb: GDD13N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07467 WOLTZ & WIND FORD INC Ph#: (412) 279-4551
State: Pennsylvania City: Heidelberg Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: SWITCH ASSY-STOPLIGHT --RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCERN CUST. STATES: BRAKE LIGHTS WILL NOT GO OUT.

REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THAT THE BRAKE LIGHT SWITCH WAS STUCK ON. TECH. REPLACED THE SWITCH TO CORRECT THE CONCERN.

* FQE REVIEW REMOVED SWITCH. THE GRAY COVER HAS A 15MM LONG MELTED MARK ON THE INSIDE OF IT. PHOTO AVAIL VIA CQIS IMAGING.

* VEHICLE PREVIOUSLY HAD THE SWITCH REPLACED VIA 01S08 ON 4-24-01

@ 16,227 MI.

* FQE QUESTIONED THE TECH. THAT CHANGED THE SWITCH ON THE RECALL AND THE TECH. INDICATES THAT HE PROBABLY DID NOT WIPE OFF ANY GREASE FROM THE BRAKE ASSY. AND DEFINITELY DID NOT APPLY ANY ADDITION LUBRICATION TO THE BRAKE ASSY WHEN THE SWITCH WAS CHANGED ON 4-24-01.

* PART BEING SHIPPED TO MLOVELA1 RELATED TO BCI ASSIGN. 02-61.

* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342



2GJA3001a.jpg



2GJA3001b.jpg



2GJA3002a.jpg



2GJA3002b.jpg

Mark Hayduk

Field Quality Engineer
Global Concern Definition
Ph: 724-941-8670
Cell: 724-822-4342
Fax: 724-941-5154

COIS: 2GJA3001

Mark Hayduk - Pittsburgh FQE

7-10-02

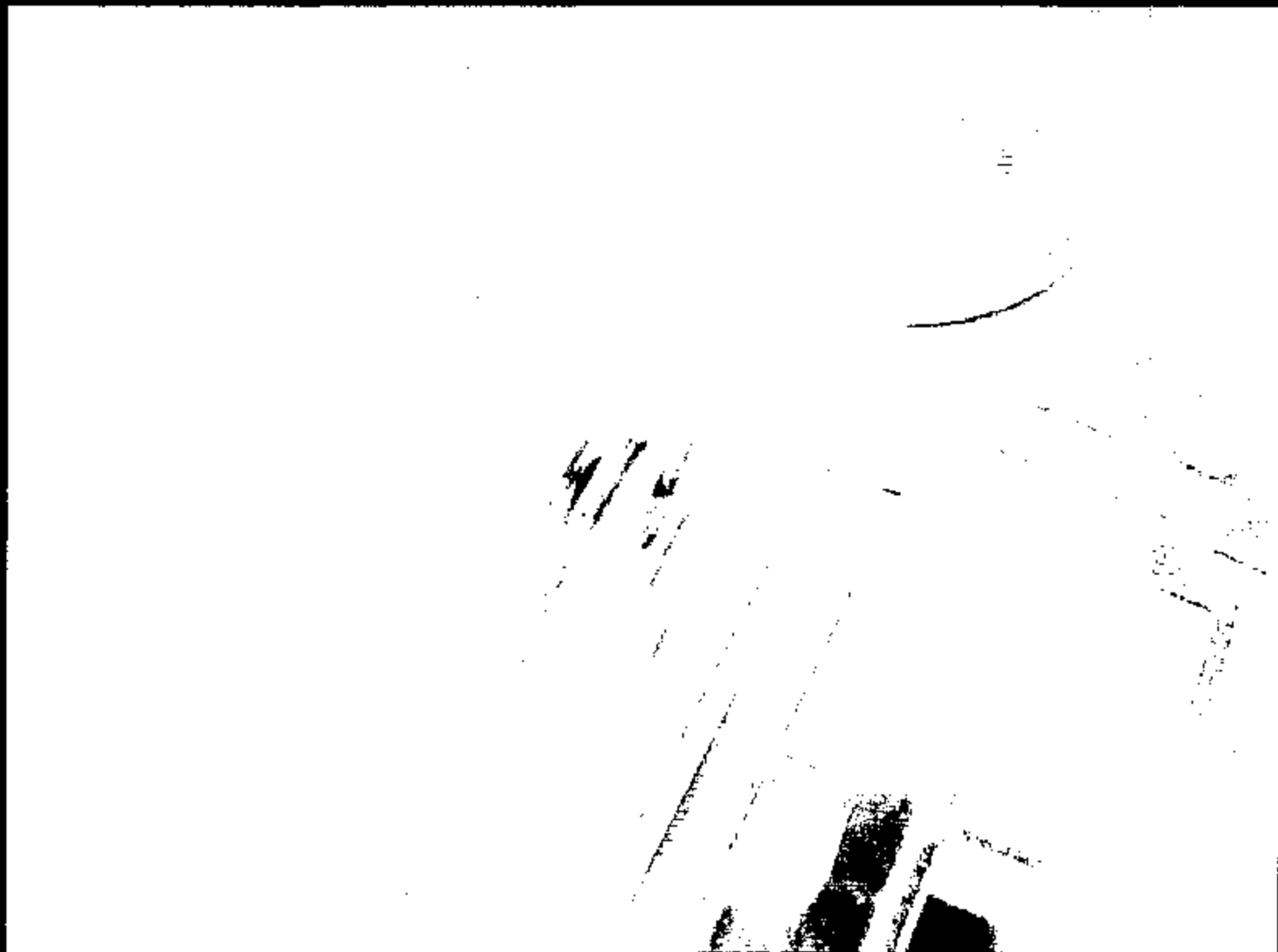
File: 2GJA3001a.jpg

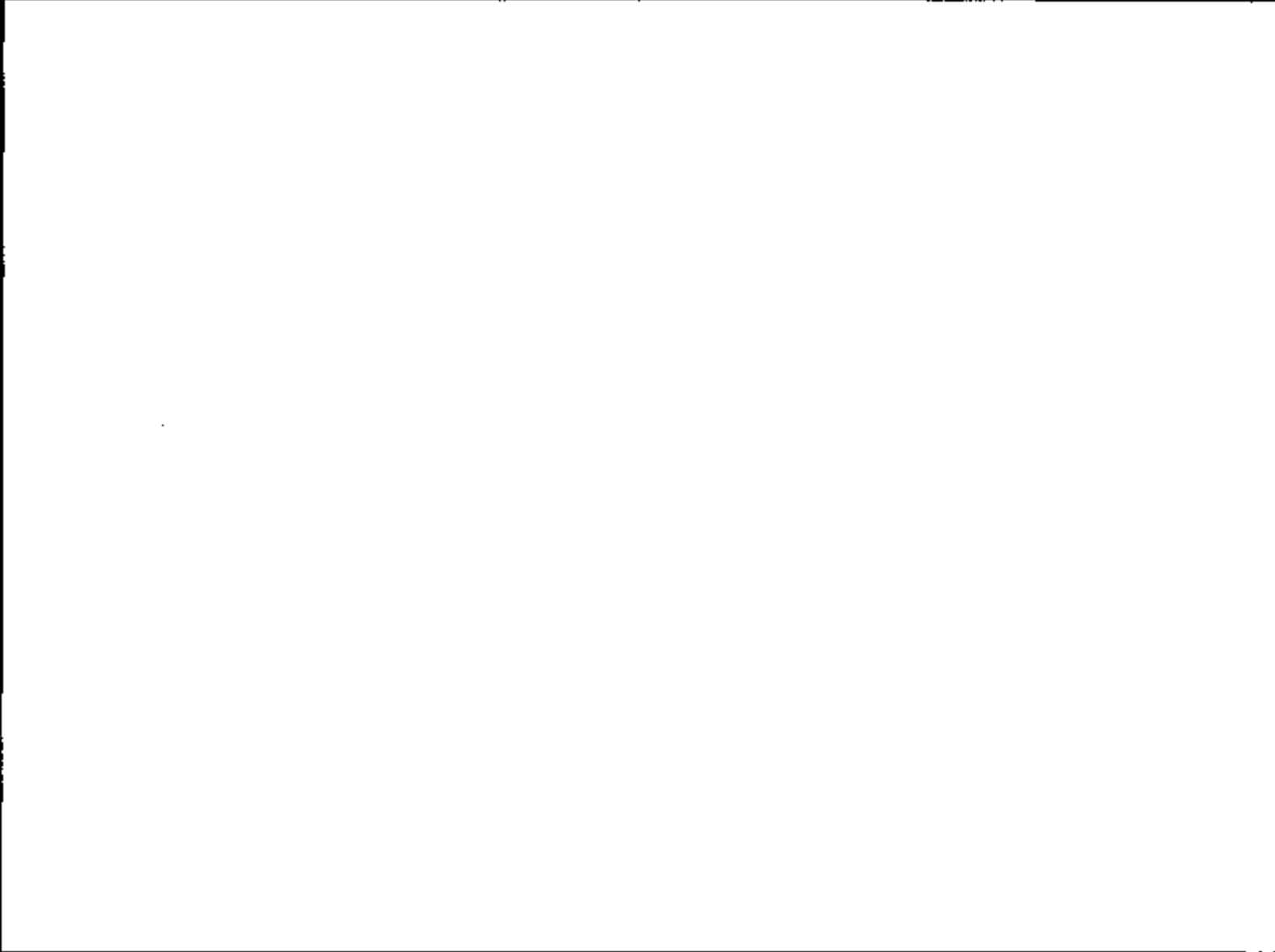
CQIS: 2GJA3001

Mark Hayduk - Pittsburgh FQE

7-10-02

File: 2GJA3001b.jpg





From: Hayduk, Mark (M.S.)
Sent: Wednesday, July 10, 2002 5:00 PM
To: Lysik, Kevin (K.M.)
Cc: Hayduk, Mark (M.S.)
Subject: FW: Assign. 02-61 T/S Brake Light Switches

Info.

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

From: Hayduk, Mark (M.S.)
Sent: Wednesday, July 10, 2002 4:58 PM
To: Lovelace, Maria (M.E.)
Cc: Hayduk, Mark (M.S.)
Subject: Assign. 02-61 T/S Brake Light Switches

I have not been able to capture a vehicle prior to the brake light switch being replaced after the recall has already been performed, but I picked up two more switches today. Both of these vehicles had the switches replaced on the recall over a year ago. I checked with the techs. that changed these switches when they performed the recall and both techs. tell me that they have not been wiping off the grease on the brake assy. prior to installing a new switch. They tell me that they have never seen excessive grease so they don't wipe the grease off. Both techs. also tell me that they have never added any grease to the brake assy. when changing the switches for the recall.

Approx. 80% of the techs. I have questioned (about 20 total) tell me that they do not wipe off the residual grease when changing the switch on the recall. Many of them didn't even know they were supposed to. I did find one tech. that said he added some grease to the brake assy. when he put the new switch on via the recall. He used a silicone lube that he brought with him from a Honda dealer. Lube is called: Shin Etsu Grease/Shin-Etsu Silicone. Another tech. told me that he tries wiping the grease off but can't really get at all the grease.

I checked a couple 2000 Taurus's that were at the dealer for other service and checked for other potential sources of grease on the brake switch. The only thing that is close is the U-joints on the steering shaft, but there was no grease on them.

I am shipping you these two parts for review.

Thanks.

CSQI002 CQIS Indicator Summary 07/10/02 16:29:49 1 of 2
----->-----
Rpt#: 2GJA3001 CQD Rpt: 07/10/2002 Odom: 17,107 M
Rvwd: File: _ Folder: _____ Images: 2 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE SVG ,SEDAN 1FAPP55U8YA228581 Bld: 04/27/2000
Engine: 3.0L EFI Calb: GDD13N0A Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07467 WOLTZ & WIND FORD INC Ph#: (412) 279-4551
State: Pennsylvania City: Heidelberg Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WILL NOT GO OFF, REMOVED FUSE #17 TO GET THEM OFF.
REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THAT THE BRAKE LIGHT SWITCH WAS

STUCK ON. TECH. REPLACED THE SWITCH TO CORRECT THE CONCERN.
* PQE REVIEW REMOVED SWITCH. THE GRAY COVER HAS A 15MM LONG MELTED MARK ON THE INSIDE OF IT. PHOTO AVAIL. VIA CQIS IMAGING.
* VEHICLE PREVIOUSLY HAD THE SWITCH REPLACED VIA 01S08 ON 5-16-01
@ 8,450 MI.
* PQE QUESTIONED THE TECH. THAT CHANGED THE SWITCH ON THE RECALL AND THE TECH. INDICATES THAT HE PROBABLY DID NOT WIPE OFF ANY GREASE FROM THE BRAKE ASSY. AND DEFINETLY DID NOT APPLY ANY ADDITION LUBRICATION TO THE BRAKE ASSY WHEN THE SWITCH WAS CHANGED ON 5-16-01.
* PART BEING SHIPPED TO MLOVELA1 RELATED TO ECI ASSIGN. 02-61.
* MARK HAYDUK - PITTSBURGH PQE - 724-822-4342

CSQI002 CQIS Indicator Summary 07/10/02 16:31:36
=> _____ 2 of 2
Rpt#: 2GJA3002 CQD Rpt: 07/10/2002 Odom: 39,039 M
Rvwrd: File: _ Folder: _____ Images: 2 Print Sny/Disp Detail(P/D): _
Vehicle: 2000 SABLE,LS ,SEDAN 1MEFPM53U8YG625371 Bld: 04/04/2000
Engine: 3.0L EFI Calb: GDD13NOA Trans: AX4N Axle: FWD 3.77 A/C: YES
Dealer Id: 07467 WOLTZ & WIND FORD INC Ph#: (412) 279-4551
State: Pennsylvania City: Heidelberg Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,BXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/BPRC: _ Rvwrd: Dt:
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WILL NOT GO OUT.
REPAIR * TECH. CONFIRMED THE CONCERN. FOUND THAT THE BRAKE LIGHT SWITCH WAS STUCK ON. TECH. REPLACED THE SWITCH TO CORRECT THE CONCERN.
* PQE REVIEW REMOVED SWITCH. THE GRAY COVER HAS A 15MM LONG MELTED MARK ON THE INSIDE OF IT. PHOTO AVAIL. VIA CQIS IMAGING.
* VEHICLE PREVIOUSLY HAD THE SWITCH REPLACED VIA 01S08 ON 4-24-01
@ 16,227 MI.
* PQE QUESTIONED THE TECH. THAT CHANGED THE SWITCH ON THE RECALL AND THE TECH. INDICATES THAT HE PROBABLY DID NOT WIPE OFF ANY GREASE FROM THE BRAKE ASSY. AND DEFINETLY DID NOT APPLY ANY ADDITION LUBRICATION TO THE BRAKE ASSY WHEN THE SWITCH WAS CHANGED ON 4-24-01.
* PART BEING SHIPPED TO MLOVELA1 RELATED TO ECI ASSIGN. 02-61.
* MARK HAYDUK - PITTSBURGH PQE - 724-822-4342



2GJA3001a.jpg



2GJA3001b.jpg



2GJA3002a.jpg



2GJA3002b.jpg

Mark Hayduk

Field Quality Engineer
Global Concern Definition
Ph: 724-941-6670
Cell: 724-822-4342
Fax: 724-941-5154

COIS: 2GJA3001

Mark Hayduk - Pittsburgh FQE

7-10-02

File: 2GJA3001a.jpg

CQIS: 2GJA3001
Mark Hayduk - Pittsburgh FQE
7-10-02
File: 2GJA3001b.jpg



From: Hayduk, Mark (M.S.)
Sent: Thursday, July 18, 2002 7:58 AM
To: Lovelace, Maria (M.E.)
Cc: Hayduk, Mark (M.S.)
Subject: Assign. 02-61 T/S Brake Light Switch

Maria, attached CQIS reports are for four vehicle concerns and some photo's for this assign. Pls. forward info to Nemo Villarmuel and Kevin Lysk. Parts and one tube of lube used by the tech. are being sent to you.

2GQJT008: 00 Sable. Switch replaced 3 times, last one has on oil film on it.

2GQJT008: 00 Taurus. Non-adjustable pedals. Wiring breaking to switch. Switch also changed which was dry but contacts look burnt.

2GQJT007: 01 Taurus. Switch stuck on. Switch is dry.

2GQJT005: 00 Taurus. Four switches replaced. A new switch out of the box stuck on.

Thanks.

CSQI002 CQIS Indicator Summary 07/18/02 07:31:33 1 of 1
Rpt#: 2GQJT008 CQD Rpt: 07/17/2002 Odom: 0 M
Rvw: File: Folder: Images: 0 Print Smy/Disp Detail(P/D):
Vehicle: 2000 SABLELS PREM,SEDAN 1MBPM5588YG615970 Bld: 01/25/2000
Engine: 3.0L EFI M Calb: 0DD14N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 07313 Washington Ford, Inc. Ph#: (724) 223-5100
State: Pennsylvania City: Washington Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 07/17/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS WILL NOT GO OFF.
REPAIR * TECH. CONFIRMED CONCERN. FOUND BRAKE LIGHT SWITCH STUCK ON. TECH.
REPLACED THE BRAKE LIGHT SWITCH WHICH CORRECTED THE CONCERN.
* AWS SHOWS 9-14-00 @ 6,442 MI. CUST. COMPLAINED THAT BRAKE
LIGHTS WERE STUCK ON, TECH REPLACED BRAKE LIGHT SWITCH. THERE ARE NO
OTHER BRAKE OR NOISE CONCERNS IN AWS PRIOR TO THIS REPAIR. ON 3-28-01
@ 11,700 MI, BRAKE LIGHT SWITCH WAS REPLACED PER 01908. ON 4-29-02
@ 23,906 MI (THIS CONCERN) BRAKE LIGHT SWITCH WAS REPLACED FOR THE
BRAKE LIGHTS STAYING ON.
* SWITCH REPLACED ON 4-29-02 HAS A LIGHT FILM OF OIL ON IT AND ALSO
A HEAVIER LUBRICANT WHERE THE PLUNGER GOES THRU THE SWITCH BODY.
* PART BEING RETURNED TO MLOVELACE RELATED TO ECI ASSIGN. 02-61.
* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342

CSQI002 CQIS Indicator Summary 07/18/02 07:32:50 1 of 1
Rpt#: 2GQJT006 CQD Rpt: 07/17/2002 Odom: 0 M
Rvw: File: Folder: Images: 1 Print Smy/Disp Detail(P/D):
Vehicle: 2000 TAURUS,SE SVG,SEDAN 1FAFP55UXYA120849 Bld: 11/04/1999
Engine: 3.0L EFI Calb: 0DD12N0A Trans: AX4N Axle: FWD 3.77 A/C: YES

Dealer Id: 07319 Charapp Ford South Ph#: (724) 941-5040
State: Pennsylvania City: Pittsburgh Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwd: A Dt: 07/17/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: CAN NOT GET OUT OF PARK AT TIMES.

REPAIR * TECH. FOUND WIRE TO BRAKE LIGHT SWITCH WAS BREAKING. TECH REPLACED THE WIRE AND THE SWITCH TO CORRECT THE CONCERN.

* SWITCH IS COMPLETELY DRY, HAS NO SIGNS OF OIL ON IT. FQE OBSERVED THAT THE SWITCH CONTACTS HAVE SOME SIGNS OF STARTING TO BURN/MELT.

* SWITCH IS BEING RETURNED TO MLOVELA1 FOR REVIEW RELATED TO BCI ASSIGN. 02-61

* PHOTO. IS AVAIL. VIA CQIS IMAGING.

* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342

* NOTE: THIS VEHICLE HAS FIXED PEDALS.

CSQI002 CQIS Indicator Summary 07/18/02 07:34:16

1 of 1

Rpt#: 2GQJT007 CQD Rpt: 07/17/2002 Odom: 0 M
Rvwd: File: _ Folder: _ Images: 2 Print Smy/Disp Detail(P/D): _
Vehicle: 2001 TAURUS,SE SVG,SEDAN 1FAPP5SUX1G169861 Bld: 12/06/2000
Engine: 3.0L EFI Calb: 1DD12SDA Trans: AX4S Axle: FWD 3.77 A/C: YES
Dealer Id: 07313 Washington Ford, Inc. Ph#: (724) 223-5100
State: Pennsylvania City: Washington Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwd: A Dt: 07/17/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCER CUST. STATES: BRAKE LIGHTS STAY ON ALL THE TIME.

REPAIR * TECH. CONFIRMED CONCERN. FOUND BRAKE LIGHT SWITCH STUCK ON. TECH REPLACED THE BRAKE LIGHT SWITCH TO RESOLVE THE CONCERN.

* FQE REVIEWED SWITCH AND FOUND THAT THE CONTACT BLADES MELTED IN TO THE SWITCH COVER APPROX. 21 MM LONG. OUTSIDE OF COVER IS MELTED WHERE BLADE WAS IN CONTACT.

* SWITCH DOES NOT HAVE ANY OIL FILM ON IT. INSIDE OF PLUNGER AREA HAS A SLIGHT BIT OF HEAVY LUBRICANT LOOKING MATERIAL WHERE THE PLUNGER GOES THRU THE SWITCH BODY.

* VEHICLE HAS NO OTHER REPAIRS AND IS A 2001 WHICH WAS NOT RECALLED UNDER 01S08.

* SWITCH BEING RETURNED TO MLOVELA1 RELATED TO BCI ASSIGN. 02-61.

* PHOTO'S AVAIL. VIA CQIS IMAGING.

* VEHICLE HAS ADJUSTABLE PEDALS.

* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342

CSQI002 CQIS Indicator Summary 07/18/02 07:37:11

1 of 1

Rpt#: 2GQJT005 CQD Rpt: 07/17/2002 Odom: 14,925 M
Rvwd: File: _ Folder: _ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2000 TAURUS,SE COMP,SEDAN 1FAPP56SXYA176660 Bld: 02/08/2000
Engine: 3.0L EFI M Calb: 0DD14N0A Trans: AX4N Axle: FWD 3.98 A/C: YES
Dealer Id: 07313 Washington Ford, Inc. Ph#: (724) 223-5100
State: Pennsylvania City: Washington Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvwd: A Dt: 07/17/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT -- RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCERN CUST. STATES: CAN NOT GET VEHICLE OUT OF PARK.

REPAIR * TECH CONFIRMED THE CONCERN. FOUND THAT THE BRAKE SWITCH WAS STUCK OPEN AND WOULD NOT CLOSE.

* ON 11-03-00 @ 5,114 MI CUST. COMPLAINED THAT THE BRAKE LIGHTS WOULD STAY STUCK ON. DEALER CHANGED BRAKE LIGHT SWITCH. ON 6-15-01 @ 6,795 MI THE DEALER CHANGED THE BRAKE LIGHT SWITCH PER 01S08. TECH THAT CHANGED SWITCH ON 6-15-01 SAID HE NORMALLY APPLIES SOME FORD CALIPER AND DIELECTRIC GREASE ON BRAKE LIGHT SWITCH PIVOT. ON 7-12-02 @ 14,925 MI THE CUST. COMPLAINED SHE CAN NOT GET VEHICLE OUT OF PARK. TECH. FOUND BRAKE LIGHT SWITCH WONT CLOSE. FQE REVIEWED THIS SWITCH AND OBSERVED A LIGHT OIL ON THE OUTSIDE OF THE BRAKE LIGHT SWITCH AND UNDER THE COVER ON THE SWITCH. TECH. INSTALLED A NEW BRAKE LIGHT SWITCH WHICH IMMEDIATELY STUCK ON. TECH. DISCONNECTED AND RECONNECTED THE CONNECTOR. LIGHT WENT OUT, BUT WHEN TECH. APPLIED THE BRAKES, THE BRAKE LIGHTS STAYED STUCK ON. TECH. CHANGED THE BRAKE SWITCH AGAIN TO RESOLVE THE CONCERN.

* BOTH BRAKE SWITCHES CHANGED ON 7-12-02 AND A TUBE OF THE BRAKE CALIPER AND DIELECTRIC GREASE THAT THE TECH. PREVIOUSLY USED ARE BEING RETURNED TO MLOVELA1 FOR ECI ASSIGN. 02-61.

* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342



2GQJT006.jpg



2GQJT007a.jpg



2GQJT007b.jpg

Mark Hayduk

Field Quality Engineer
Global Concern Definition
Ph: 724-841-8870
Cell: 724-822-4342
Fax: 724-841-5154

CQIS: 2GQJT006

Mark Hayduk - Pittsburgh FQE

7-17-02

File: 2GQJT006.jpg



CQIS: 2GQJT007

Mark Hayduk - Pittsburgh FQE

7-17-02

File: 2GQJT007a.jpg





CQIS: 2GQJT007

Mark Hayduk - Pittsburgh FQE

7-17-02

File: 2GQJT007b.jpg

From: Konyha, Andrew (A.D.)
Sent: Thursday, July 18, 2002 3:58 PM
To: Paluzzi, Felicia (F.F.); Lysak, Kevin (K.M.); Heath, David (D.E.); Kornosky, Dale (.); Aghill, Max (M.)
Cc: Malmin, David (D.L.); Hayduk, Mark (M.S.); Lovelace, Maria (M.E.)
Subject: RE: Brake lights staying on 2001 unit

The switch was shipped to Marie Lovelace MLOVELA1.

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

From: Paluzzi, Felicia (F.F.)
Sent: Thursday, July 18, 2002 3:14 PM
To: Lysak, Kevin (K.M.); Heath, David (D.E.); Kornosky, Dale (.); Aghill, Max (M.)
Cc: Malmin, David (D.L.); Hayduk, Mark (M.S.); Konyha, Andrew (A.D.); Lovelace, Maria (M.E.)
Subject: RE: Brake lights staying on 2001 unit

FYI

Andy,
How do we go about getting this switch back for analysis?

Regards,

Felicia Paluzzi

Atlanta Assembly Plant - Taurus/Sable P.V.T.

Chassis Engineer

(404) 669-1720

Ford Net 769-1720

Pager (724) 296-1046

Fax (404) 669-1878

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

From: Konyha, Andrew (A.D.)
Sent: Thursday, July 18, 2002 2:55 PM
To: Paluzzi, Felicia (F.F.)
Cc: Konyha, Andrew (A.D.); Malmin, David (D.L.); Hayduk, Mark (M.S.)
Subject: Brake lights staying on 2001 unit

Felicia, can you review this?

CSQI600 CQIS Indicator Summary 07/18/02 14:47:29 5 of 56

==> _____
Rpt#: 2GQJT007 CQD Rpt: 07/17/2002 Odorn: 0 M
Rvw: _ File: _ Folder: _____ Images: 2 Print Smy/Diap Detail(P/D): _
Vehicle: 2001 TAURUS,SE SVG,SEDAN 1FAPP55UX1G169861 Bld: 12/06/2000
Engine: 3.0L EFI Calb: 1DD1260A Trans: AX4S Axle: FWD 3.77 A/C: YES
Dealer Id: 07313 Washington Ford, Inc. Ph#: (724) 223-6100
State: Pennsylvania City: Washington Orig/Caller: MARK HAYDUK
Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
Addl Sym: St: CCRG/EPRC: S Rvw: A Dt: 07/17/2002
Fix: Caus. Comp: SWITCH ASY-STOPLIGHT - RPL Condition Code: 42

Region Code: 44 Region Name: Pittsburgh - 44

CONCERN CUST. STATES: BRAKE LIGHTS STAY ON ALL THE TIME.
REPAIR * TECH. CONFIRMED CONCERN. FOUND BRAKE LIGHT SWITCH STUCK ON. TECH
REPLACED THE BRAKE LIGHT SWITCH TO RESOLVE THE CONCERN.
* FQE REVIEWED SWITCH AND FOUND THAT THE CONTACT BLADES MELTED IN TO
THE SWITCH COVER APPROX. 21 MM LONG. OUTSIDE OF COVER IS MELTED WHERE
BLADE WAS IN CONTACT.
* SWITCH DOES NOT HAVE ANY OIL FILM ON IT. INSIDE OF PLUNGER AREA HAS
A SLIGHT BIT OF HEAVY LUBRICANT LOOKING MATERIAL WHERE THE PLUNGER
GOES THRU THE SWITCH BODY.
* VEHICLE HAS NO OTHER REPAIRS AND IS A 2001 WHICH WAS NOT RECALLED
UNDER 01S08.
* SWITCH BEING RETURNED TO MLOVELA1 RELATED TO ECI ASSIGN. 02-61.
* PHOTO'S AVAIL. VIA CQIS IMAGING.

ADD-ON 07/17/2002 01:32PM MARK HAYDUK CQ - CD&A - CQD - FQE

* VEHICLE HAS ADJUSTABLE PEDALS.

* MARK HAYDUK - PITTSBURGH FQE - 724-822-4342

http://www.mso.ford.com/fcad/vsp/cgi-bin/cqis_fetch_image.cgi?image_cntrl_nbr=23130267

http://www.mso.ford.com/fcad/vsp/cgi-bin/cqis_fetch_image.cgi?image_cntrl_nbr=23130268

Andrew D. Konyha

Taurus/Sable Home Office Product Concern Engineer

PVT and Field Support, VS&P

Diagnostic Service Center Building 2 Cube 688

1800 Fairlane Drive Allen Park, MI 48101

Phone (313) 594-9941 Fax (313) 337-8337

akonyha@ford.com

From: Lovelace, Maria (M.E.)
Sent: Monday, July 22, 2002 2:41 PM
To: Christoff II, Donald (D.A.); Colarossi, Anthony (A.); Cox, David (D.M.); Dionisi, Anthony (A.J.); Domka, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Hecker, Thomas (T.P.); Howe, Brian (B.T.); Ireland, Harry K.; Kaitz, Gordie (G.); Myers, Dan (D.P.); Peeler, Tom (T.H.); Sorensen, Lynn (R.L.); Trower, Ron (R.D.)
Subject: FW: Assignment 61

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

From: Villarruel, Nemesio (N.)
Sent: Monday, July 22, 2002 2:35 PM
To: Lovelace, Maria (M.E.)
Subject: RE: Assignment 61

Maria,

I spoke with Kevin Lysik this morning after Tom Hecker called me. Kevin believes we have enough evidence to support our root cause analysis and therefore not necessary to travel. Please let the FQE's know. Thanks

Nemesio Villarruel

NAC - Safety/Recall Tech Specialist
Tel: (313) 322-7988
Fax: (313) 380-8002
Pager: (313) 795-8061

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

From: Lovelace, Maria (M.E.)
Sent: Monday, July 22, 2002 9:43 AM
To: Villarruel, Nemesio (N.)
Subject: FW: Assignment 61

Nemo

after you read this, can you let me know if you guys do have a plan? Thanks

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

From: Hecker, Thomas (T.P.)
Sent: Friday, July 19, 2002 9:46 AM
To: Bersuder, Lee (L.C.); Lovelace, Maria (M.E.)
Subject: Assignment 61

I have been going through the warranty parts looking for brake switches that have been replaced after the recall and have found several. According to this assignment we are supposed to hold a vehicle with this symptom and contact Kevin Lysik and Nemo Villarruel.

If I have a dealer hold a vehicle, do we have some commitment as far as someone coming up here to review the vehicle? Are going to give the customer a rental vehicle? This is a simple repair and most customers will wait for the repair to be done. Before I hold a vehicle and inconvenience a customer, I would like to know what transpire after I make the call.

Thanks.

Thomas P Hecker
Field Quality Engineer
Global Field Concern
Ford Customer Service Division
Tel: 952-908-2990

Fax 852-906-2991
E-Mail thecker@ford.com

From: Lovelace, Maria (M.E.)
Sent: Tuesday, July 23, 2002 11:07 AM
To: Christoff II, Donald (D.A.); Colarossi, Anthony (A.); Cox, David (D.M.); Dionisi, Anthony (A.J.); Domka, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Hecker, Thomas (T.P.); Howe, Brian (B.T.); Ireland, Harry K.; Kaltz, Gordie (G.); Myers, Dan (D.P.); Peeler, Tom (T.H.); Sorensen, Lynn (R.L.); Trower, Ron (R.D.)
Subject: assignment 61

Assignment 61 is closed. Do not send any more parts in. If you have some, throw them away.

Maria E. Lovelace - FQE Liaison

**Enhanced Concern Identification - FCSD
500 Town Center, Suite 300 Cube 25
500 Town Center Drive
Dearborn, Michigan 48126
313-323-8561/800-521-4450**

From: Patel, Bharat (B.J.)
Sent: Monday, October 27, 2003 3:38 PM
To: Dookstader, Bob (Robert G.); Skinner, Sandra (S.A.); Lysak, Kevin (K.M.); Schmidt, Norm (N.G.); Savage, Megan (M.M.); McCann, Mike (M.J.); Avey, Ray (R.S.); Khangura, Ken (K.); Haberstroh, Robert (R.W.); Fash, James Jay (J.W.); Gelven, Rob (R.W.); Cutler, Dan (D.B.)
Cc: Grandinett, Dave (D.H.)
Subject: FW: Opening Resume RQ03-008

As you know we have an upcoming Tech Review on the subject of 2000-01 Taurus/Sable Adjustable Brake Pedal Switch - Grease Contamination for 11/7/2003. The subject Resume was received from NHTSA last week. It is important that I provide a summary of what the next steps are with the receipt of this resume. For those that have not had the pleasure of engaging in a NHTSA inquiry efforts the steps are as follows:

- 1.) NHTSA will provide an official PE (Preliminary Evaluation) which will identify what specific information they require from us. This PE has not yet been received.
- 2.) Once the PE is received, ASO will schedule a Kick-Off meeting to go over the specifics of the PE and assign names to the individual items that will be asked for.
- 3.) The PE will state a date for when the Ford response is due. ASO will draft this response based on all the info that will be compiled.


In the meantime, if you have any questions, feel free to contact me to discuss.

—Original Message—

From: Fleud, Zaida (Z.)
Sent: Monday, October 27, 2003 9:25 AM
To: Anton, Paul (P.A.); Baker, Donna (D.J.); Bauer, Scott (S.C.); Black-Nixon, Dianne (C.D.); Boland, Jim (J.R.); Britton, Eric (E.J.); Brush, Tara (T.); Cassel, Ream (R.A.); Catlin, Bill (W.S.); Christensen, Kris (K.S.); Culkaen, Patrick (P.M.); DeGraw, Alan (A.L.); Douglass, Jim (J.B.); Eberth, Eric (E.E.); Fabian, Paul (P.L.); Felshee, Tom (T.M.); Frankstein, Michael (M.); Gaunt, Frank (F.); Garaghty, Brian (B.J.); Ghazali, Muhammad (M.); Ghool, Jennifer (J.); Griewek, Kenneth (K.J.); Henry, Scott (S.G.); Holmes, Keith (K.E.); Johnston, Dennis (D.T.); Khan, Mohammad (M.); Kirsh, Sarah (S.L.); Kirchka, Kevin (K.E.); Kiser, Kurt (K.W.); Kopelka, Charles (C.R.); Kuletkowski, Mike (M.P.); Lily, Ken (K.A.); Logal, Jay (J.D.); Lough, Don (D.J.); Love, Keith (K.A.); Masura, Gordon (G.P.); Miyajima, Satoshi (S.); Mordenko, Lisa (L.); Nutt, Marvin (M.E.); O'Donnell, Robert (R.); O'Reilly, John (J.A.); Oswald, Greg (G.G.); Ott, David (D.J.); Patel, Bharat (B.J.); Pfeiffer, Bob (R.J.); Fleud, Zaida (Z.); Ray, Glenn (G.E.); Renouf, Joe (J.H.); Rose, Beth (B.A.); Ross, Elizabeth (E.D.); Sabella, Christine (C.R.); Segleda, Walter (W.J.); Shepro, William (W.); Souchock, Peter (P.D.); Spencer, Beth (B.); Stando, Michael (M.L.); Sullivan, Kays (M.K.); Swaney, Stephanie (S.L.); Tanenko, Dmitry (D.); Tokarsky, Michael (M.); Trujillo, Thomas (T.G.); Tunell, Mark (M.S.); Vondra, James (J.P.); Walker, Deborah (M.); Wheelock, Bob (R.J.); Wickenheiser, Francis (F.J.); Wildns, Linda (L.A.); Williams, Trevor (T.G.); Witkowski, Paul (P.C.); Yu, Dave (D.)
Subject: Opening Resume RQ03-008

Opening Resume RQ03-008
Subject: Brake Lamp Switch/Circuit Failure
Vehicles: Taurus/Mercury Sable
MY: 2000 - 2001

2003-10-23_CLOSI
NG_RESUME.pdf

ODI RESUME			
 U.S. Department of Transportation National Highway Traffic Safety Administration	Investigation: RQ 03-008 Prompted By: IB-03-053 Date Opened: 10/23/2003 Principal Investigator: Cheryl Tuosto Subject: Brake lamp switch/circuit failure		
	Manufacturer: Ford Motor Company Products: MY 2000-2001 Ford Taurus and Mercury Sable Population: 444,000 (estimated)		
Problem Description: Alleged failure of the brake lamp switch or associated wiring, which may cause the brake lamps to stay on or a loss of brake lamp function, which can increase the risk of a crash.			
FAILURE REPORT SUMMARY			
	ODI	Manufacturers	Total
Complaints:	61	tbd	61
Crashes/Fires:	2	tbd	2
Injury Incidents:	1	tbd	1
# Injuries:	2	tbd	2
Fatality Incidents:	0	tbd	0
# Fatalities:	0	tbd	0
Other*:	0	tbd	0
*Description Of Other:			
Action: A Recall Query (RQ) has been opened.			
Engineer: <u>Cheryl Tuosto</u> Div. Chief: <u>Jeffrey L. Quandt</u> <i>Deputy for Quandt</i> Office Dir.: <u>Kathleen C. DeMeter</u>		Date: <u>10/23/2003</u> Date: <u>10/23/2003</u> Date: <u>10/23/2003</u>	
<p>Summary: On March 2, 2001, Ford recalled 157,000 units of subject vehicles with adjustable brake pedals to correct a defect in the stop lamp switch (NHTSA recall no. 01V-078). The recall stated that grease from the adjustable pedal assembly could enter the stop lamp switch and contaminate the contacts leading to carbon build up, and potentially, a short circuit. A short circuit could lead to either the brake lamps staying on, or to a loss of brake lamp function, increasing the risk of a vehicle crash.</p> <p>ODI has received 61 complaints alleging brake lamp switch/circuit failure on the subject vehicles, including 2 incidents that resulted in crashes and one that resulted in 2 injuries. At least 37 of these complaints were remedied as part of recall 01V-078 and at least 11 were not included in the recall.</p> <p>This investigation is being opened to evaluate the effectiveness and scope of recall 01V-078.</p>			

From: Aghili, Max (M.)
Sent: Tuesday, November 12, 2002 3:15 PM
To: Schmidt, Norm (N.G.); Kornosky, Dale (.); Galvan, Rob (R.W.); Lysk, Kevin (K.M.); Docketader, Bob (Robert G.)
Subject: FW: Adj Pedal & Brake Switch VSA


d186pedal_rev1_11
0902.pdf

Team,

Attached file is the updated Adj Pedal & Brake Switch VSA.

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

From: Sheth, Kekin [mailto:kekin.sheth@eds.com]
Sent: Monday, November 11, 2002 9:29 AM
To: 'Aghili, Max (M.)'
Subject: RE: Adj Pedal & Brake Switch VSA

Max,

Attached is the updated report. Sorry for the delay.
Please do call me if you have any questions.

Thanks
Kekin.

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

From: Aghili, Max (M.) [mailto:maghili@ford.com]
Sent: Thursday, October 31, 2002 10:19 AM
To: 'Sheth, Kekin'
Cc: Kornosky, Dale (.); Aghili, Max (M.)
Subject: Adj Pedal & Brake Switch VSA

Kekin, I wanted to confirm next steps for Adj Pedal/Brake Switch VSA:

- 1) Update the report with 18.05
- 2) Update the model with 4.5mm off-set
- 3) Run the model with the new booster pin (added shoulder and longer pin)

Numbers 2&3 could possibly be shown in a table with nominal shift. Let's discuss. Thanks.

Regards,
Max Aghili
D186 Front Brake System
(313) 390-6585

From: Docketader, Bob (Robert G.)
Sent: Wednesday, September 17, 2003 10:50 AM
To: Gelven, Rob (R.W.); Brown, Len (L.M.)
Subject: FW: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co (14D v1.2.5 WORK Notification)

Info.

Len, if Rob hasn't already done so, he will be filling you in on the details. I can help if needed.

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

From: Alvey, Ray (R.S.)
Sent: Tuesday, September 16, 2003 1:03 PM
To: Patel, Bharat (B.J.); Docketader, Bob (Robert G.); Skinner, Sandra (S.A.); Buczkowski, Jim (J.A.)
Cc: McCann, Mike (M.J.); Livernois, Stephen (S.M.); Khangura, Ken (K.)
Subject: RE: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co (14D v1.2.5 WORK Notification)

Why - the casual part is the adjustable pedal assembly grease! I do not agree with accepting ownership of this 14D.

Raymond S. Alvey
Manager, E/E Switches
Bldg #5, Room 1C041 (MD 5003)
Phone/Fax: 322-7484
email: ralvey@ford.com

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

From: Patel, Bharat (B.J.)
Sent: Tuesday, September 16, 2003 11:59 AM
To: Livernois, Stephen (S.M.)
Cc: Alvey, Ray (R.S.); McCann, Mike (M.J.); Skinner, Sandra (S.A.); Docketader, Bob (Robert G.)
Subject: RE: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co (14D v1.2.5 WORK Notification)

Steve, as agreed to with Sandy Skinner and Bob Docketader during conclusion of last week's meeting, the electrical team will be responsible for writing the 14D given that the part that fails is a switch. The prior author is NOT and appropriate person to write the 14D. He was incorrectly assigned in the first place. That person was the Vehicle Operations PVT Supervisor. He should not be the one writing the 14D. Unless I hear otherwise my expectation is that you will have to write it. My jurisdiction is to assign the 14D to a specific functional activity based on information that I am aware of. If you have an issue with my recommendation, it will have to be escalated to the Engineering Director (Dave Grandinett) for him to decide.

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

From: Livernois, Stephen (S.M.)
Sent: Tuesday, September 16, 2003 6:51 AM
To: Patel, Bharat (B.J.)

Cc: Alvey, Ray (R.S.); McCann, Mike (M.J.)
Subject: RE: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co
(14D v1.2.5 WORK Notification)

Bharat,

Please clarify the intent of this note. It is my understanding that the original 14D author would also be the author for this 14D. If there is some other understanding, please contact me so we can review with Ray Alvey and Mike McCann.

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

From: bpatel7@ford.com [mailto:bpatel7@ford.com]
Sent: Monday, September 15, 2003 5:08 PM
To: aliverno@ford.com
Subject: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co (14D v1.2.5 WORK Notification)

(This is an automated email message sent on behalf of bpatel7.)

Instructions:
(none)

Business Process: 14D v1.2.5
Title: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co
From: bpatel7
To: aliverno

Select this URL to access this instance of work:
<http://www.workflow.ford.com/14d/sm.asp?WPID=948247>

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

(End automated email)

From: Patel, Bharat (B.J.)
Sent: Wednesday, September 24, 2003 8:41 PM
To: Gelven, Rob (R.W.); Haberstroh, Robert (R.W.); Fash, James Jay (J.W.)
Co: Brown, Len (L.M.); Dockstader, Bob (Robert G.); McNeal, Burton (B.E.)
Subject: 2000-01 Taurus/Sable Brake Light Contamination w/ Brake Pedal Grease

Rob, I need immediate help on the following:

- 1.) assigning a key contact person (LL6 & LL5) to participate in future discussions of the subject issue and
- 2.) LL6 that will help in authoring the 14D that is required.

We had a review with Burt McNeal and Taurus Chassis/Electrical team earlier today and the team consensus was that we need to have a 14D drafted to support a Tech Review. My plan for this tech review is 2 weeks from today. Team consensus was that the 14D needs to be drafted jointly between the electrical and brake team. Norm Schmidt and Bob Dockstader represented the Brake/Chassis team respectively. They can provide some additional insight if needed, but in the meantime I simply need the key contact names and I will contact them directly. Your help would be greatly appreciated.

Zandra: pls schedule TR for 2 weeks from now. Thank you.

Bharat J. Patel

Critical Concerns Manager - NAC

Phone: 313-248-6312; Fax: 313-390-6002

Text Pager: 313-795-3457 or bpatel7@ford.com

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From: Lysik, Kevin (K.M.)
Sent: Tuesday, August 07, 2001 9:15 AM
To: Summers, Priscilla (P.L.)
Cc: Newell, Sean (S.M.); Heath, David (D.E.)
Subject: RE: Car CCRG Agenda Item

I spoke to Dave this morning. The wire length issue was fixed in Feb 2000 and a service kit was issued (P/N TBD). The brake light inop may be due to two issues - wire length and adj pedal grease. I will discuss with Robert Ross. - Kevin Lysik

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

From: Summers, Priscilla (P.L.)
Sent: Tuesday, August 07, 2001 9:06 AM
To: Heath, David (D.E.); Lysik, Kevin (K.M.)
Cc: Newell, Sean (S.M.)
Subject: FW: Car CCRG Agenda Item

Dave: do you have any information about this issue?? Anything seen in the plant during that time (quality issue, etc.) Is this still an issue in 2001??

Priscilla

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

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, August 07, 2001 9:01 AM
To: Newell, Sean (S.M.); Summers, Priscilla (P.L.)
Subject: FW: Car CCRG Agenda Item

Heads up....

Is this carried over to 2001 MY? Was the issue identified in 2000 and corrected?

Sandra Skinner

Chief Engineer
E/E Systems & EDS Applications
North American Car
Building 2, Room 22J31
313 322 1859
sskinne3

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

From: Patel, Bharat (B.J.)
Sent: Monday, August 06, 2001 8:40 AM
To: Skinner, Sandra (S.A.); Lysik, Kevin (K.M.)
Subject: FW: Car CCRG Agenda Item

Please note that the below item will be presented to CCRG tomorrow.

Kevin, please plan on attending CCRG at 8:00am. The meeting is in FPS in Rm. 500 East/Weest. Also, contact PVT to inquire what they know about this if anything and what they have done about it, if anything.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpate17@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Setili, Frank (F.E.)
Sent: Monday, August 06, 2001 8:05 AM
To: Edwards, Lynn (L.N.)
Cc: Patel, Bharat (B.J.); Parikh, Steve (S.J.); Sabalka, Christine (C.R.); Trzeciak, Robert (R.T.)
Subject: Car CCRG Agenda Item

Lynn, please add 2000 Taurus/Sable Brake Lights Inop to tomorrow's CCRG meeting. Attached is the ECI Report and a supporting photograph.

<< File: ECI Report 2000 TS Brake Lights Inop.doc >> << File: ts connector.jpg >>

Frank E. Setili
Enhanced Concern Identification
Phone 313-248-7439
Fax 313-248-6624
CDSID FSETILI

From: Lysik, Kevin (K.M.)
Sent: Thursday, September 13, 2001 11:20 AM
To: Summers, Priscilla (P.L.)
Subject: RE: CCRG Issue - Brake wire breakage

Are you available this afternoon? When?

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

From: Summers, Priscilla (P.L.)
Sent: Thursday, September 13, 2001 11:14 AM
To: Newell, Sean (S.M.); Heath, David (D.E.)
Cc: Lysik, Kevin (K.M.)
Subject: CCRG issue - Brake wire breakage

I need some specifics on status of this issue.

Also, pls request from Lear - test data for cycle testing for design and all changes made for the wiring in that area.

Priscilla L. Summers
Manager, NAC-Family Vehicles, Electrical/Electronics Systems
PH:32-29268; FAX: 32-32923, MAIL: AVT5, MD5014, Cube: 1G024
e-mail: psummers@ford.com

From: Newell, Sean (S.M.)
Sent: Monday, September 24, 2001 7:03 PM
To: Skinner, Sandra (S.A.); Summers, Priscilla (P.L.)
Cc: Lysik, Kevin (K.M.)
Subject: RE: Taurus /Sable Brake Light Activation

I have begun work on the 14D draft, will setup a review with you later this week. This is also the first item we'll be running through the reliability pilot process with Don Kowalski's team. Plans to get initial reliability work going by end of this week/early next week, before the tech review w/ Burt. Will work with Bharat and Kevin to schedule.

Initial analysis would indicate a recall/ONP is warranted. Previously taken corrective actions (i.e. PVT) and warranty data analysis supports limiting population to a portion of 2000MY production.

Sean Newell
E/E Engineering Supervisor (313) 337-9676
Taurus/Sable
NAC Family E/E Systems Bldg. 2, 23D37
snewell1@ford.com

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

From: Trainer, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Monday, September 24, 2001 4:41 PM
To: Summers, Priscilla (P.L.); Newell, Sean (S.M.)
Subject: Taurus /Sable Brake Light Activation

What is the status on the 14D? Need to schedule technical review and am waiting draft of the 14D. We also need the draft to get an estimate for FCSD service cost. Do we recommend action?

Sandra Skinner
Chief Engineer
E/E Systems & EDS Applications
North American Car
Building 2, Room 22J31
313 322 1959
sskinne3

From: Lysik, Kevin (K.M.)
Sent: Thursday, November 15, 2001 4:01 PM
To: Summers, Priscilla (P.L.)
Co: Lysik, Kevin (K.M.); Newell, Sean (S.M.)
Subject: Stop Lamp Cycle Test Funding

Priscilla:

Considering that the proposed SDS requirement revision and corresponding DVM will affect/benefit all car and truck lines how is funding supported for test development and prove out? We may use D186 during our test prove out because we know so much about it already, but the CCRG closed the issue. I don't think D186 should pay for the core test development. Does EESE core have any funds? How do I find out where funds are available? Can we use Bld#4 for the test? On November 30th, Don Kowalski's team will have a test description that I can use to request quotes from test houses.

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
24-85017

From: Lysik, Kevin (K.M.)
Sent: Thursday, January 10, 2002 12:31 PM
To: Skinner, Sandra (S.A.)
Cc: Donovan, Tim (T.F.); Kessel, Robert (R.A.); Goel, Deepak (D.K.); Scarcell, Jan (J.F.); Coenza, Pat (P.D.); Alvey, Ray (R.S.); Carroll, Gigi (G.D.); Wilson, Cary (C.A.); Summers, Priscilla (P.L.)
Subject: RE: Adjustable Pedals

I looked into this issue and it pertains to the U152 and U137 Adjustable Pedal packaging and issues associated with package interference with various components. According to Roger Reinl, no Electrical SDS were revised as the result of this issue. The EDS SDS requirements in place already address package clearances. The Brake CPS, Phillip Bauckelaere, is addressing any potential changes to Brake WCR/SDS. This adjustable pedal issue is different than the one Cary Wilson refers to in his original note below. The one Cary is referring to is the 2000 Taurus/Sable stop lamp switch wire issue that I am working on. The current status is quotes have gone out to (3) test facilities for performing a DOE and Cycle Testing that will help us decide the criteria to use for the updated SDS and DVM. - Kevin Lysik, Electrical Campaign Prevent Specialist, NA Car Family Vehicles.

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

From: Skinner, Sandra (S.A.)
Sent: Friday, January 04, 2002 6:03 PM
To: Lysik, Kevin (K.M.)
Cc: Donovan, Tim (T.F.); Kessel, Robert (R.A.); Goel, Deepak (D.K.); Scarcell, Jan (J.F.); Coenza, Pat (P.D.); Alvey, Ray (R.S.); Carroll, Gigi (G.D.); Wilson, Cary (C.A.)
Subject: RE: Adjustable Pedals

Please provide the names of the personnel and their department who are/have changed the WCR/SDS in Chassis and Electrical as result of the Taurus lessons learned to those copied.

Sandra Skinner

Chief Engineer
E/E Systems & EDS Applications
North American Car
Building 2, Room 22J31
313 322 1959
askinne3

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

From: Wilson, Cary (C.A.)
Sent: Friday, January 04, 2002 3:42 PM
To: Coenza, Pat (P.D.); Alvey, Ray (R.S.); Gigi Carroll (E-mail)
Cc: Donovan, Tim (T.F.); Skinner, Sandra (S.A.); Kessel, Robert (R.A.); Goel, Deepak (D.K.); Jan Scarcell (J.F.) (E-mail)
Subject: RE: Adjustable Pedals
Importance: High

Pat,

Thanks for this feedback. It covers all the right issues and resolution. What I'd like to know is who and when on these action. I think EESE-Central owns getting the WCR/SDS/etc. right, and I see a role for Chassis here. Who in Chassis (each CBG?)

In EESE-Central it's either with Gigi (EDS Standards) or Ray (Switches). The only other option is each EESE-CBG from a packaging standpoint. This doesn't make much sense though.

Pat, please get back to me on this with your recommendation.

Cary A. Wilson

Director, Electrical/Electronics Systems Engineering

Research & Vehicle Technology
20000 Rotunda Drive, MD #5002
Building #5, Room 1A007
Dearborn, MI 48121-2053, USA
Tel 313-3902852; Fax 313-323-1927
cwilso32@ford.com

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

From: Cosenza, Pat (P.D.)
Sent: Wednesday, November 28, 2001 6:05 PM
To: Wilson, Cary (C.A.); Ahey, Ray (R.S.); Donovan, Tim (T.F.); Skinner, Sandra (S.A.); Goel, Deepak (D.K.); Kleszel, Robert (R.A.)
Subject: FW: Adjustable Pedals

Here is the follow up info I promised back on 11/15.

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

From: Beuckelaere, Phillip (P.R.)
Sent: Wednesday, November 28, 2001 5:28 PM
To: Cosenza, Pat (P.D.)
Subject: FW: Adjustable Pedals

Here is the document. The excel file is a summary of issues encountered.

<< File: Adjustable Pedals Lessons Learned rev5.doc >> << File: Adjustable Pedals Prevent Detail Rev1.xls >>

Phillip R. Beuckelaere
Campaign Prevention Specialist
NAT Brake Systems
(313) 317-2345
pbeuckel@ford.com

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

From: Cosenza, Pat (P.D.)
Sent: Monday, November 26, 2001 6:39 PM
To: Beuckelaere, Phillip (P.R.)
Subject: FW: Adjustable Pedals

Phil,

Will the info Ali refers to be available soon?

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

From: Jammoul, Ali (A.)
Sent: Thursday, November 15, 2001 5:00 PM
To: Cosenza, Pat (P.D.)
Cc: Allen, Dave (D.R.); Beuckelaere, Phillip (P.R.)
Subject: RE: Adjustable Pedals

Yes, Mr Cosenza... We have reviewed a comprehensive lessons learned document with Bob... Phil: Please forward to Pat... Thanks.

Ali Jammoul,
Chief Engineer, Chassis
Ford Outfitters, North American Truck
(313) 845-0014

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

From: Cosenza, Pat (P.D.)

R083-008 1427

Sent: Thursday, November 15, 2001 9:28 AM
To: Jammoul, Ali (A.)
Subject: FW: Adjustable Pedals

Mr. Jammoul,

Was someone from your team pulling together an overall summary of lessons learned for the adj. pedals issues we had on Explorer? I recall Bob asking someone to do this. Cheers.

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

From: Cosenza, Pat (P.D.)
Sent: Thursday, November 15, 2001 9:27 AM
To: Wilson, Cary (C.A.); Skinner, Sandra (S.A.); Avey, Ray (R.S.); Donovan, Tim (T.F.)
Cc: Scarcell, Jan (J.F.); Goel, Deepak (D.K.); Khangura, Ken (K.); Cosenza, Pat (P.D.)
Subject: RE: Adjustable Pedals

We have had numerous electrical and mechanical problems with adj. pedals on Explorer. No recalls, but we had to stop adj. pedal production for quite a while. The existing CAE models and proto builds did not catch all the issues we've had (including hard interference with the cross-car beam). Not sure if the robust standard is in place, but I will follow-up with the Chaele activity on lessons learned, etc.

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

From: Wilson, Cary (C.A.)
Sent: Thursday, November 15, 2001 9:20 AM
To: Skinner, Sandra (S.A.); Avey, Ray (R.S.); Donovan, Tim (T.F.)
Cc: Scarcell, Jan (J.F.); Cosenza, Pat (P.D.); Goel, Deepak (D.K.); Khangura, Ken (K.)
Subject: Adjustable Pedals

Sandy and Ray,

I was talking to a person this morning with a 2000 Taurus wagon that has had two dealer visits due to the brake lights and shift lockout failing. Both were related to the brake switches and wiring. I also understand that there was a recall on this.

What is being done to address the fact that we have moving wires and switches with this system?

Do we now have a robust design standard for this situation. What about Trucks?

Cary A. Wilson

Director, Electrical/Electronics Systems Engineering
Research & Vehicle Technology
20000 Rotunda Drive, MD #5002
Building #5, Room 1A007
Dearborn, MI 48121-2053, USA
Tel 313-3802852; Fax 313-323-1927
cwileo32@ford.com

From: Smith, Kim (.)
Sent: Wednesday, April 24, 2002 11:39 AM
To: Patel, Bharat (B.J.); Tokarsky, Michael (M.)
Co: Theodore, Chris (C.P.); Zevakdnk, Mike (M.R.); O'Neill, Ann (A.R.); Bradley, Joe (J.C.); Sabatini, Christine (C.R.); McNeal, Burton (B.E.); Gilbert, Ben (B.A.); Beck, Mike (M.C.); Lysak, Kevin (K.M.); Conrad, Eric (E.E.); Maimin, David (D.L.); Summers, Priscilla (P.L.); Alvey, Ray (R.S.); Vought, Brian (B.K.); Calentino, Michael (M.F.); Skinner, Sandra (S.A.); Trzeolak, Robert (R.T.); Laffert, Kyle (K.R.); Setfil, Frank (F.E.)
Subject: 2000 Taurus/Sable Brake Light Switch Repeat Repairs

Bharat, the attached documents are being submitted into the CCRG process for review. The distribution for this document has been modified as a result March 6, 2002 Campaign Trends Task Force meeting (reference attached letter from Ann O'Neill). This is one of the first submissions under the new process. If you have questions or comments regarding the concern please contact the concern analyst identified in the document. Thanks

CC's on Note, you have received this note to help keep you informed of potential concerns on your vehicle or system.

Kim Smith

Enhanced Concern Identification
Process Problem Analyst
500 Town Center Drive, Suite 300, Cube 39
Phone (313) 248-7182 Fax (313) 248-6278

From: Lysik, Kevin (K.M.)
Sent: Wednesday, July 10, 2002 4:32 PM
To: Aghill, Max (M.); Beard, Dave (D.F.); Komosky, Dale (.); Patel, Bharat (B.J.); Schmidt, Norm (N.G.); Schramek, Joseph (J.E.); Setill, Frank (F.E.); Stolsteimer, Dale (D.O.); Villarruel, Nemesio (N.); Waxer, Donald (D.D.)
Cc: Summers, Priscilla (P.L.); Lysik, Kevin (K.M.)
Subject: Results of Audit at Manheim Auction Yard - Preliminary

Nemo and I reviewed (30) adjustable pedal vehicles 2000 and 2001 MY. All vehicles, except two, had oil present on the stop lamp switch, some a small amount, others quite a lot of oil. I will send (5) of the switches to the lab for analysis. The two switches that had no oil or grease present were dry and the corresponding metal areas were dry too. Additionally, we are asking for two vehicles to be held for further evaluation - the switches were very wet with oil and the corresponding pedal metal was also very wet. We will let the team know when the vehicles will be available for review.

Nemo is putting together the matrix of data and we will review and send to the team later this week.

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Lyelk, Kevin (K.M.)
Sent: Thursday, July 11, 2002 8:07 AM
To: Aghill, Max (M.); Beard, Dave (D.F.); Komosky, Dale (.); Patel, Bharat (B.J.); Schmidt, Norm (N.G.); Schramek, Joseph (J.E.); Setll, Frank (F.E.); Stoffelmer, Dale (D.O.); Villarruel, Nemesio (N.); Waxer, Donald (D.D.)
Cc: Summers, Priscilla (P.L.); Lyelk, Kevin (K.M.)
Subject: Oil in Stop Lamp Switch

I wanted to clarify something I stated earlier about the oil in the switches.

The (5) switches(from repeat repairs) I had Central Lab analyze last week contained the same oil (grease) as was found on the switches analyzed for the 14D last year. However, the oil did not match the sample of grease I had supplied to the lab from Teleflex current production. Teleflex made a change to the grease last year. I am waiting for a response from PVT with the grease p/n and trade name so I can verify that the old grease matches the oil on the switch samples.

Kevin Lyelk

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Lysik, Kevin (K.M.)
Sent: Friday, August 09, 2002 2:10 PM
To: Komoosky, Dale (.)
Co: Aghili, Max (M.); Stollsteimer, Dale (D.O.); McCann, Mike (M.J.); Summers, Priscilla (P.L.); Alvey, Ray (R.S.); Schmidt, Norm (N.G.); Lysik, Kevin (K.M.)
Subject: D188 Brake Pedal Assembly

Date:

Dale Stollsteimer had done some investigation into the Littelfuse (Littelfuse is the stop lamp switch that was used before the adjustable pedals were released) stop lamp switch design parameters. It appears that the adjustable and fixed pedal stop lamp switch mounting pin may not have the same diameter as is needed for correct operation of the stop lamp switch. The Pollak stop lamp switch was designed as a drop in replacement for the Littelfuse switch as far as the interfaces with the booster rod and bushing are concerned.

Sketches from the previous switch engineer from 1979 show the stop lamp switch operating dimensions and its relationship to the booster rod and bushing. We can share these sketches with you.

Additionally, go/no-go gages were located for the pin outside diameter and bushing inside diameter. We tried these gages on a current production fixed and adjustable pedal that I have on my desk. The go gage fit very tightly on the fixed pedal pin and would not rest in switch design position; the no-go gage worked properly. The go and no-go gage worked properly on the adjustable pedal.

The go gage would not fit onto the pin of the production pedal assy that Dale had at his desk. This simple exercise just demonstrates the variability of the parts as manufactured.

The Teleflex and KSR drawing in Docman does not show the detail for the stop lamp switch and booster rod mounting pin.

I think it would be very beneficial to meet with Teleflex and KSR asap to review the pedal drawings and the stop lamp switch operating dimensions. We need to understand if we have the incorrect dimensions on the drawings or if we have a manufacturing issue. Please schedule a meeting during the week of August 12 with each supplier separately so we can go through the analysis.

I will be on vacation on Monday and Tuesday. Please contact Dale Stollsteimer or Mike McCann if you have any questions.

Thank!

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Lysik, Kevin (K.M.)
Sent: Friday, September 13, 2002 9:03 AM
To: McCann, Mike (M.J.)
Co: Stolteimer, Dale (D.O.); Summers, Priscilla (P.L.); Avey, Ray (R.S.); Beard, Dave (D.F.); Heath, David (D.E.); Lysik, Kevin (K.M.)
Subject: Need DVP for Littelfuse Switch
Importance: High

Mike:

We need a plan from Littelfuse showing a DVP that will demonstrate the switch is resistant to contamination due to base oil from Dow MI-60 grease. The DVP must show that if oil is introduced to the contact points, no point degradation will occur. The service fix for 2000MY Taurus/Sable may be the replacement of the Pollak Switch with a kit that consists of Littelfuse switch, Wiring pigtail, bushing, and instruction sheet. At this time no other options exist because the Pollak switch is not resistant to contamination by oil.

I need the plan for the DVP by Wednesday September 18. The DVP plan must show timing required for testing the switch. Our Team needs to give the CCRG an update by Sept 26.

Once the switch is tested we will perform a wiring cycle test to ensure the wiring will not fatigue due to switch movement with pedal activation.

Please call me with any questions.

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Lyalk, Kevin (K.M.)
Sent: Tuesday, September 24, 2002 11:40 AM
To: Summers, Priscilla (P.L.)
Subject: Stop Lamp Test at Bld#4

Importance: High

Priscilla:

The testing to recreate the failure of the Pollak switch and validate the Littelfuse switch is on hold at Bld#4. I spoke with Larry Brown (Test Supervisor) and he has indicated that P221 and V229 has taken priority over our test due to manpower issues. Funding does not appear to be the issue.

It looks like only 1/2 to 1 day work is required to prep the test before cycling begins again. Once it is running the test personnel would need to monitor it for switch function during each shift.

Could you call Jim Boerger to see what can be done to get this test running before the end of the week? We really need this DV to help our team make a decision about what to do with the 2000MY cars in the field. The test will show the robustness of the Littelfuse switch vs. Pollak switch in the presence of oil.

Kevin Lyalk

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Lysk, Kevin (K.M.)
Sent: Thursday, September 26, 2002 8:16 AM
To: Summers, Pricilla (P.L.); Skinner, Sandra (S.A.)
Subject: FW: 2000 Taurus Sable Brake Light Switch Repeat Repairs

FYI: Three more VOQ reports on Taurus Stop lamps filed with NHTSA. - Kevin Lysk

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

From: Sethi, Frank (F.E.)
Sent: Thursday, September 26, 2002 7:47 AM
To: Patel, Bharat (B.J.); Lysk, Kevin (K.M.); Wittkowski, Paul (P.C.)
Subject: 2000 Taurus Sable Brake Light Switch Repeat Repairs

Attached are three new VOQs that may pertain to CCRG Agenda Item #02-0716-02, 2000 Taurus Sable Brake Lamp Switch Repeat Repairs. These are new VOQs and were not included in the original ECI report on this subject.



VOQ767341.htm



VOQ767134.htm



VOQ8018785.htm

Frank E. Sethi

Enhanced Concern Identification

Phone 313-248-7439

Fax 313-248-6278

CDSID FSETLI

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From
ODI No : 767341**

Record No#	1
ODI No	767341
Manufacturer	FORD MOTOR COMPANY
Model Yr	2000
Make	MERCURY
Model	SABLE
VIN#	1MEFM55S6YA627117
City	SYRACUSE
State	NY
Component	BRAKES:HYDRAULIC:SWITCH:BRAKE LIGHT
Causing Fault	ERRATIC OPERATION,POOR PERFORMANCE
Resulting Fault	INOPERATIVE
Summary	I HAVE NOW HAD TO HAVE THE BRAKE LIGHT SWITCH ON MY CAR REPLACED TWICE. ON JULY 23, 2002 WHILE ON VACATION IN THE ADIRONDACK MOUNTAINS THE BRAKE LIGHTS WERE STUCK ON. I HAD TO DRIVE OVER 100 MILES WITH THE BRAKE LIGHTS ON TO HAVE IT REPAIRED. THIS MORNING (9/18/02) ON MY WAY TO DROP OFF MY CHILDREN AT SCHOOL, A PASSENGER IN ANOTHER VEHICLE FLAGGED ME DOWN AND TOLD ME I HAD NO BRAKE LIGHTS. ANOTHER TRIP TO THE DEALER AND THE BRAKE LIGHT SWITCH WAS REPLACED AGAIN. THERE IS OBVIOUSLY SOMETHING WRONG WITH THIS PART. THANK YOU.*AK
Failure Date	
Miles	0
Accident	
Injured	0
Deaths	0
Fire	
Occur	0
Date of Letter/Received	18-SEP-02
Date added to file	20-SEP-02

[2]

R003-006 1445

Data Downloaded Date: March 19, 2002
This Report Generated :Thu Sep 26 07:38:30 2002

ROEG-028 1446

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From
ODI No : 767134**

Record No#	1
ODI No	767134
Manufacturer	FORD MOTOR COMPANY
Model Yr	2000
Make	MERCURY
Model	SABLE
Vin#	1MEFM55S5YA605867
City	ANN ARBOR
State	MI
Component	LIGHTING:SWITCH:BUTTON:RING:BRAKE LIGHTS
Causing Fault	ERRATIC OPERATION,POOR PERFORMANCE
Resulting Fault	INOPERATIVE
Summary	<p>I PURCHASED NEW, AND STILL OWN THIS VEHICLE. AT 27083 MILES, THE REAR BRAKE LIGHTS STUCK IN THE ON POSITION. BILL DUBE FORD OF DOVER, NH REPLACED THE BRAKE LIGHT SWITCH FREE OF ALL COSTS TO ME UNDER RECALL NOTICE # 01808. AT 45395 MILES THE REAR BRAKE LIGHTS AGAIN STUCK IN THE ON POSITION. HOWEVER, BRIGHTON FORD-MERCURY OF BRIGHTON, MI REFUSED TO REPLACE THE DEFECTIVE SWITCH UNDER THE RECALL NOTICE CLAIMING THAT, SINCE THE SWITCH HAD ALREADY BEEN REPLACED UNDER THE RECALL NOTICE, FORDS ONLY RESPONSIBILITY WAS TO WARRANT THE REPLACED SWITCH FOR A PERIOD NOT TO EXCEED 12000 MILES OR 12 MONTHS. AS A CONSEQUENCE, I PAID \$63.33 TO HAVE THE SWITCH REPLACED. BASED ON THE FACT THAT ALL THREE SWITCHES, IE., THE ORIGINAL EQUIPMENT SWITCH, AND BOTH REPLACEMENT SWITCHES HAD IDENTICAL PART NUMBERS (YF1Z*13480*AA) HOW CAN I BE ASSURED THAT: 1) FORD MOTOR COMPANY AND/OR THE SUPPLIER OF THE SWITCH EVER MADE ANY ATTEMPT TO REDESIGN THE SWITCH. WITH THE SAME PART NUMBER, THERE COULD BE THOUSANDS OF DEFECTIVE SWITCHES STILL IN THE MARKETPLACE. 2) THE REPLACEMENT SWITCH, CURRENTLY INSTALLED, WILL NOT FAIL IN APPROX. 25000 MILES JUST AS THE FIRST TWO SWITCHES FAILED. 3) THE LIVES OF MY FAMILY MEMBERS, INCLUDING MYSELF, WILL NOT BE IN JEOPARDY EVERY 27000 MILES BECAUSE OF A REAR-END COLLISION RESULTING FROM SOMEONE'S MISTAKEN IDENTITY OF THE CONSTANTLY ON BRAKE LIGHTS FOR RUNNING LIGHTS, 4) WHY FORD MOTOR COMPANY, OR ANY AUTOMOBILE MANUFACTURER, IS NOT HELD RESPONSIBLE FOR THE COSTS OF REPLACING PARTS INVOLVED IN A RECALL UNTIL A PERMANENT FIX IS FOUND? NLM</p>
Failure Date	23-JUL-02
Miles	45395
Accident	
Injured	0

Deaths	0
Fire	N
Occur	2
Date of Letter/Received	13-SEP-02
Date added to file	17-SEP-02



Data Downloaded Date: November 28, 2001
This Report Generated :Thu Sep 26 07:40:02 2002

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From
ODI No : 8018785**

Record No#	1
ODI No	8018785
Manufacturer	FORD MOTOR COMPANY
Model Yr	2000
Make	FORD
Model	TAURUS
VIN#	
City	FERN PARK
State	FL
Component	POWER TRAIN:TRANSMISSION:AUTOMATIC:LEVER AND LINKAGE:COLUMN SHIFT
Causing Fault	ERRATIC OPERATION,POOR PERFORMANCE
Resulting Fault	INOPERATIVE
Summary	SHIFT LEVER WILL NOT COME OUT OF PARK AFTER VEHICLE HAS BEEN STARTED. OWNER WOULD NEED TO TURN VEHICLE OFF AND SHIFT INTO NEUTRAL TO START. APPARENTLY, THIS ALSO AFFECTS OPERATION OF REAR TAILLIGHTS. VEHICLE HAS BEEN TAKEN TO DEALERSHIP DUE TO CAUSE UNKNOWN. PLEASE DESCRIBE DETAILS. *AK
Failure Date	
Miles	35000
Accident	
Injured	0
Deaths	0
Fire	
Occur	0
Date of Letter/Received	17-SEP-02
Date added to file	17-SEP-02



Data Downloaded Date: March 19, 2002
This Report Generated :Thu Sep 26 07:41:39 2002

FOI-000 1449

0000-0000 1450

From: Lysik, Kevin (K.M.)
Sent: Monday, January 13, 2003 3:15 PM
To: Newell, Sean (S.M.)
Co: Savage, Megan (M.M.); Summers, Priscilla (P.L.); Lysik, Kevin (K.M.)
Subject: Stop Lamp Wiring

Importance: High

Sean:

In order to improve the robustness of the stop lamp circuits to the stop lamp switch I am making the following recommendations:

1) For Service Jumpers, 1FIT-14402-BA/CA, revise wire type to (18) ga hi-flex. Capability studies will need to be run on the terminations. Move the harness ID tape off the wire flex area onto another part of the jumper. This change needs to happen asap.

2) For production, the wiring for the stop lamp switch circuits needs to be revised to (18) ga hi-flex. Capability studies will need to be run on the terminations. This change needs to happen asap.

In our analysis of the stop lamp switch issue we are seeing a number of wiring issues with the (20) ga PVC wire presently used. And in Bld#4 switch cycle testing we are seeing a fatigue failure of the (20) ga circuits to the switch at less than 200,000 cycles.

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Lysak, Kevin (K.M.)
Sent: Thursday, March 06, 2003 11:05 AM
To: Skinner, Sandra (S.A.)
Cc: Lysak, Kevin (K.M.); Summers, Priscilla (P.L.)
Subject: Note to R.Alvey and K. Khangura : Workplan for Closure of Pollak Switch Issues

Sandy: Here is the note that we discussed on Tuesday to be sent to Ray Alvey and Ken Khangura. Please review and revise as required. - Kevin

A number of conclusions have been made as the result of experimentation and testing of the Pollak Stop Lamp Switch in Bid#4 and from the Black Belt Project #11551 - Decreasing Unwanted Brake Switch Logic States.

There are two facets of the Pollak switch issue -1) Production Fix and 2) 2000/2001 Taurus/Sable Switch Service Kit.

The Production Fix involves the switch, booster rod/switch interface, bushing, and body framing variation.

- a) The switch and bushing changes are such that they could be implemented in short order and with zero/minimal cost. Who is the lead switch engineer and what is the workplan to implement these changes?
- b) What is the workplan to address the other issues with Brakes and Body as identified in the Black Belt Project Summary?
- c) The Bid#4 experimentation and testing indicates that the present switch specification and DV method may not be robust. Switch failures were seen at Bid#4 that Pollak was unable to recreate. Who is the lead and what is the workplan to evaluate the present DVP and recommend revisions?

The 2000/2001 Taurus/Sable Switch Service Kit must be released by March 24 to fulfill a commitment made in Feb. 18 CCRG meeting.

- a) Who is the lead engineer and what is the workplan for selecting and verifying the proper Littelfuse switch (for correct spring force)?
- b) The Switch Team is also expected to lead the closure of the Service Kit Concern C-11446989 which includes a wiring jumper, switch, washers and instruction sheet - need to see the workplan.

(Sandy: I have already kicked off Lear on the wiring drawings through Sean Newell (Donna Perry) and have kicked off FCSD to create the Instruction Sheet. The WERS work is pretty simple for all the parts needed for this Fix, just need Switch Engineer to take the lead)

Kevin Lysak

Electrical Campaign Prevent Specialist- NA Car
Family/Youth Vehicles
313-24-85017

From: Patel, Bharat (B.J.)
Sent: Tuesday, July 17, 2001 6:34 PM
To: Vokal, Connie (C.E.); Trainor, Mary (M.M.); Dockstader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Rossel, Roberto (R.A.); Achenbach, Kurt (K.F.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.); O'Neill, Ann (A.R.); Craig, Dave (D.R.); Deering-Thornton, Zandr (Z.F.); Newell, Sean (S.M.); Jendruch, Tom (T.D.); Rodgers, Chuck (C.L.); McNeal, Burton (B.E.)
Cc: Patel, Bharat (B.J.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Importance: High

The subject meeting time/place has changed once again due to meeting conflicts between key management personnel. The subject matter has been added to the Friday (7/20/01) afternoon (2:30-3:00pm) D219/D258 Electrical Subsystem Design Review agenda. This meeting takes place in Rm. 2GC23A, Building #2. I have received approval from all the key players to make this switch including Bob Dockstader, Priscilla Summers and Ann O'Neill. If I have missed anyone from the invitee list, please forward accordingly.

Teleconferencing has been set up and the call in numbers are as follows:

Dial In: 1 (866) 694-4499

Alternate Dial-In:

Ford Net # & International Participants #: 954-1155, 1 (847) 619-6478

Passcode: 6581680 (followed by the # key).

Please contact me via phone or E-mail only as my text pager is presently out of commission.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Vokal, Connie (C.E.)
Sent: Tuesday, July 17, 2001 2:10 PM
To: Trainor, Mary (M.M.)
Cc: Patel, Bharat (B.J.); Vokal, Connie (C.E.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Importance: High

Mary - Burt won't do Fridays - NAC Family Design Review day. He's on vacation next week - first day back 7/31.

Bharat - I thought there was some conversation that Burt didn't want mtgs. such as these dependent on Ann O'Neills schedule. If that's true, we can keep Thursday's date, if not, it'll be sometime in August. Please work with Mary. Thanks

Best Regards,

Connie Vokal, Administrative Assistant to Burt McNeal

Zone U, 1st Floor E-Wing, MD 506, DC/PDC

Phone: 32-22531 Fax: 84-60078

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

From: Trainor, Mary (M.M.)
Sent: Tuesday, July 17, 2001 1:43 PM
To: Vokal, Connie (C.E.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Hi Connie,

Well we tried. Got any ideas? Let me know when Burt has some open time to do this.

Thanks,

Respectfully,

Mary Trainor

Administrative Assistant to Sandra Skinner
Chief Engineer E/E Systems Applications
North American Car
22J32, Bldg #2, MD 1220
mtraino1@ford.com
313-32-21482

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

From: O'Neill, Ann (A.R.)
Sent: Tuesday, July 17, 2001 12:45 PM
To: Trainor, Mary (M.M.)
Cc: Deering-Thornton, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); Skinner, Sandra (S.A.);
Schwarzenberger, Sandy (S.); Harris, Nataki (N.A.); Patel, Bharat (B.J.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

My mistake - misread the date. The Firestone lawyers have me booked for Thursday.

Nataki is correct - the Thursday time frame is reserved for Truck tech reviews - this has been the case for the past two years.....In addition, only myself and Joe Bradley are authorized to approve closure.

Mary - you will need to reschedule.....

My schedule did change for Friday - the offer is still good to have this meeting then, by teleconference, except for 11-noon, or after 3 pm, which are already booked. Thanks.

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

From: O'Neill, Ann (A.R.)
Sent: Tuesday, July 17, 2001 12:39 PM
To: Trainor, Mary (M.M.); Harris, Nataki (N.A.)
Cc: Deering-Thornton, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); Skinner, Sandra (S.A.);
Schwarzenberger, Sandy (S.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

My schedule just changed for Friday - I will be able to cover this meeting, by TELECONFERENCE only. Please advise of call-in number and provide prevent action documents by e-mail. Thanks. Ann

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

From: Trainor, Mary (M.M.)
Sent: Tuesday, July 17, 2001 12:21 PM
To: Harris, Nataki (N.A.)
Cc: Deering-Thornton, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); O'Neill, Ann (A.R.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Nataki,

I just spoke to Burt McNeal office regarding this meeting. Since we have had to reschedule this meeting twice already, we have decided to go forward with the meeting as planned. If Kim is not able to attend due to a conflict, maybe she could appoint a representative to attend on her behalf. Please let me know and I will make sure I add them to the distribution list for the meeting.

Thank you for you help.

Respectfully,

Mary Trainor
Administrative Assistant to Sandra Skinner
Chief Engineer E/E Systems Applications
North American Car
2.132, Bldg #2, MD 1220
mtraino1@ford.com
313-32-21482

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

From: On Behalf Of Goering, Kimberly (K.L.)
Sent: Tuesday, July 17, 2001 9:20 AM
To: Skinner, Sandra (S.A.); Patel, Bharat (B.J.)
Cc: Deering-Thomson, Zandra (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

This meeting is scheduled during the Truck Tech Reviews which have a standing reoccurrence every Thursday from 10:00 AM - 1:00 PM. Please reschedule this meeting. If you have any questions please feel free to contact me at the number below.

*Thank you,
Nataki Harris
Administrative Assistant
Recall & Service Programs
Phone: 313-24-88402
Fax: 313-24-89964*

-----Original Appointment-----

From: Patel, Bharat (B.J.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, July 03, 2001 4:22 PM
To: Skinner, Sandra (S.A.); O'Neill, Ann (A.R.); Goering, Kimberly (K.L.); Bradley, Joe (J.C.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
When: Thursday, July 19, 2001 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC- CR 3, 2nd floor

The subject EDPAC on Taurus/Sable Brake Switch contamination issue has been scheduled.

-----Original Appointment-----

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, July 03, 2001 1:11 PM
To: Skinner, Sandra (S.A.); McNeal, Burton (B.E.); Newell, Sean (S.M.); Rosal, Roberto (R.A.); Schmidt, Norm (N.G.); Jendrusch, Tom (T.D.); Patel, Bharat (B.J.); Rodgers, Chuck (C.L.); Summers, Priscilla (P.L.); Schramel, Joseph (J.E.)
Subject: Updated: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
When: Thursday, July 19, 2001 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC- CR 3, 2nd floor

Please note change in room location.

From: Patel, Bharat (B.J.)
Sent: Wednesday, July 18, 2001 8:48 AM
To: Patel, Bharat (B.J.); Vokal, Connie (C.E.); Trainor, Mary (M.M.); Docketader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Roast, Roberto (R.A.); Achenbach, Kurt (K.F.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.); Craig, Dave (D.R.); Deering-Thomton, Zandr (Z.F.); Newell, Sean (S.M.); Jendruach, Tom (T.D.); Rodgers, Chuck (C.L.); McNeal, Burton (B.E.); O'Neill, Ann (A.R.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Clarification on the below. Due to further conflicts there has been a slight change in plan. The subject meeting will take place twice - both the original Thursday, 7/19/01, 10:00-11:00, PDC CR#3 - 2nd Floor and also the Friday, 7/20/01, 2:30- 3:30, 2GC23A, Bldg#2, Teleconf (see below).

The Thursday meeting is with Burt McNeal while the Friday meeting is with Ann O'Neill. I have spoken to both the respective admins and received their OK.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Patel, Bharat (B.J.)
Sent: Tuesday, July 17, 2001 6:34 PM
To: Vokal, Connie (C.E.); Trainor, Mary (M.M.); Docketader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Roast, Roberto (R.A.); Achenbach, Kurt (K.F.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.); O'Neill, Ann (A.R.); Craig, Dave (D.R.); Deering-Thomton, Zandr (Z.F.); Newell, Sean (S.M.); Jendrusch, Tom (T.D.); Rodgers, Chuck (C.L.); McNeal, Burton (B.E.)
Cc: Patel, Bharat (B.J.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Importance: High

The subject meeting time/place has changed once again due to meeting conflicts between key management personnel. The subject matter has been added to the Friday (7/20/01) afternoon (2:30-3:00pm) D219/D268 Electrical Subsystem Design Review agenda. This meeting takes place in Rm. 2GC23A, Building #2. I have received approval from all the key players to make this switch including Bob Docketader, Priscilla Summers and Ann O'Neill. If I have missed anyone from the invitee list, please forward accordingly.

Teleconferencing has been set up and the call in numbers are as follows:

Dial In: 1 (866) 694-4499

Alternate Dial-In:

Ford Net # & International Participants #: 954-1155, 1 (847) 619-6478

Passcode: 6581680 (followed by the # key).

Please contact me via phone or E-mail only as my text pager is presently out of commission.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Vokal, Connie (C.E.)
Sent: Tuesday, July 17, 2001 2:10 PM
To: Trainor, Mary (M.M.)
Cc: Patel, Bharat (B.J.); Vokal, Connie (C.E.)

Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Importance: High

Mary - Burt won't do Fridays - NAC Family Design Review day. He's on vacation next week - first day back 7/31.

Bharat - I thought there was some conversation that Burt didn't want mtgs. such as these dependent on Ann O'Nella's schedule. If that's true, we can keep Thursday's date, if not, it'll be sometime in August. Please work with Mary. Thanks

Best Regards,
Connie Vokal, Administrative Assistant to Burt McNeal
Zone U, 1st Floor E-Wing, MD 508, DC/PDC
Phone: 32-22531 Fax: 84-60078

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

From: Trainor, Mary (M.M.)
Sent: Tuesday, July 17, 2001 1:43 PM
To: Vokal, Connie (C.E.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Hi Connie,

Well we tried. Got any ideas? Let me know when Burt has some open time to do this.

Thanks,

*Respectfully,
Mary Trainor*

Administrative Assistant to Sandra Skinner
Chief Engineer E/E Systems Applications
North American Car
2J32, Bldg #2, MD 1220
mtraino1@ford.com
313-32-21482

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

From: O'Neill, Ann (A.R.)
Sent: Tuesday, July 17, 2001 12:45 PM
To: Trainor, Mary (M.M.)
Cc: Deering-Thomson, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); Skinner, Sandra (S.A.);
Schwartzberger, Sandy (S.); Harris, Natak (N.A.); Patel, Bharat (B.J.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

My mistake - misread the date. The Firestone lawyers have me booked for Thursday.

Natak is correct - the Thursday time frame is reserved for Truck tech reviews - this has been the case for the past two years.....In addition, only myself and Joe Bradley are authorized to approve closure.

Mary - you will need to reschedule.....

My schedule did change for Friday - the offer is still good to have this meeting then, by teleconference, except for 11-noon, or after 3 pm, which are already booked. Thanks.

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

From: O'Neill, Ann (A.R.)
Sent: Tuesday, July 17, 2001 12:39 PM
To: Trainor, Mary (M.M.); Harris, Natak (N.A.)
Cc: Deering-Thomson, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); Skinner, Sandra (S.A.);
Schwartzberger, Sandy (S.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

My schedule just changed for Friday - I will be able to cover this meeting, by TELECONFERENCE only. Please advise of call-in number and provide prevent action documents by e-mail. Thanks. Ann

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

From: Trainor, Mary (M.M.)
Sent: Tuesday, July 17, 2001 12:21 PM
To: Harris, Natak (N.A.)
Cc: Deering-Thomson, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); O'Neill, Ann (A.R.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Natak,

I just spoke to Burt McNeal office regarding this meeting. Since we have had to reschedule this meeting twice already, we have decided to go forward with the meeting as planned. If Kim is not able to attend due to a conflict, maybe she could appoint a representative to attend on her behalf. Please let me know and I will make sure I add them to the distribution list for the meeting.

Thank you for your help.

Respectfully,

Mary Trainor

Administrative Assistant to Sandra Skinner
Chief Engineer E/E Systems Applications
North American Car
22J32, Bldg #2, MD 1220
mtraino1@ford.com
313-32-21482

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

From: On Behalf Of Goering, Kimberly (K.L.)
Sent: Tuesday, July 17, 2001 9:20 AM
To: Skinner, Sandra (S.A.); Patel, Bharat (B.J.)
Cc: Deering-Thomson, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

This meeting is scheduled during the Truck Tech Reviews which have a standing reoccurrence every Thursday from 10:00 AM - 1:00 PM. Please reschedule this meeting. If you have any questions please feel free to contact me at the number below.

Thank you,

Natak Harris

*Administrative Assistant
Recall & Service Programs*

Phone: 313-24-88402

Fax: 313-24-89964

-----Original Appointment-----

From: Patel, Bharat (B.J.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, July 03, 2001 4:22 PM
To: Skinner, Sandra (S.A.); O'Neill, Ann (A.R.); Goering, Kimberly (K.L.); Bradley, Joe (J.C.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
When: Thursday, July 19, 2001 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC- CR 3, 2nd floor

The subject EDPAC on Taurus/Sable Brake Switch contamination issue has been scheduled.

-----Original Appointment-----

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, July 03, 2001 1:11 PM
To: Skinner, Sandra (S.A.); McNeal, Burton (B.E.); Newell, Sean (S.M.); Ross, Roberto (R.A.); Schmidt, Norm (N.G.); Jendrusch, Tom (T.D.); Patel, Bharat (B.J.); Rodgers, Chuck (C.L.); Summers, Priscilla (P.L.); Schramak, Joseph (J.E.)

Subject: Updated: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
When: Thursday, July 19, 2001 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC- CR 3, 2nd floor

Please note change in room location.

From: Patel, Bharat (B.J.)
Sent: Thursday, July 19, 2001 5:05 PM
To: Dockstader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Achenbach, Kurt (K.F.); Craig, Dave (D.R.); Newell, Sean (S.M.); Jendrusch, Tom (T.D.); Carty, Michael (M.J.); Rossi, Roberto (R.A.); Schramke, Joseph (J.E.); Schmidt, Norm (N.G.)
Cc: O'Neill, Ann (A.R.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Please note that the subject meeting for tomorrow PM has been cancelled based on review with Burt McNeal today. I have forward copies of today's handout to Ann O'Neill for her review.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Patel, Bharat (B.J.)
Sent: Wednesday, July 18, 2001 8:48 AM
To: Patel, Bharat (B.J.); Volck, Connie (C.E.); Trainor, Mary (M.M.); Dockstader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.); Schramke, Joseph (J.E.); Schmidt, Norm (N.G.); Craig, Dave (D.R.); Deering-Thomton, Zandr (Z.F.); Newell, Sean (S.M.); Jendrusch, Tom (T.D.); Rodgers, Chuck (C.L.); McNeal, Burton (B.E.); O'Neill, Ann (A.R.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Clarification on the below. Due to further conflicts there has been a slight change in plan. The subject meeting will take place twice - both the original Thursday, 7/19/01, 10:00-11:00, PDC CR#3 - 2nd Floor and also the Friday, 7/20/01, 2:30- 3:30, 2GC23A, Bldg#2, Teleconf (see below).

The Thursday meeting is with Burt McNeal while the Friday meeting is with Ann O'Neill. I have spoken to both the respective admins and received their OK.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

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Sent: Tuesday, July 17, 2001 6:34 PM
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Cc: Patel, Bharat (B.J.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Importance: High

The subject meeting time/place has changed once again due to meeting conflicts between key management personnel. The subject matter has been added to the Friday (7/20/01) afternoon (2:30-3:00pm) D219/D258 Electrical Subsystem Design Review agenda. This meeting takes place in Rm. 2GC23A, Building #2. I have received approval from all the key players to make this switch including Bob Dockstader, Priscilla Summers and Ann O'Neill. If I have missed anyone from the invitee list, please forward accordingly.

Teleconferencing has been set up and the call in numbers are as follows:

Dial In: 1 (866) 694-4499

Alternate Dial-In:

Ford Net # & International Participants #: 954-1155, 1 (847) 619-6478
Passcode: 6581680 (followed by the # key).

Please contact me via phone or E-mail only as my text pager is presently out of commission.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Vokal, Connie (C.E.)
Sent: Tuesday, July 17, 2001 2:10 PM
To: Trainor, Mary (M.M.)
Cc: Patel, Bharat (B.J.); Vokal, Connie (C.E.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Importance: High

Mary - Burt won't do Fridays - NAC Family Design Review day. He's on vacation next week - first day back 7/31.

Bharat - I thought there was some conversation that Burt didn't want mtgs. such as these dependent on Ann O'Neill's schedule. If that's true, we can keep Thursday's date, if not, it'll be sometime in August. Please work with Mary. Thanks

Best Regards,
Connie Vokal, Administrative Assistant to Burt McNeal
Zone U, 1st Floor E-Wing, MD 506, DC/PDC
Phone: 92-22531 Fax: 84-50078

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

From: Trainor, Mary (M.M.)
Sent: Tuesday, July 17, 2001 1:43 PM
To: Vokal, Connie (C.E.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Hi Connie,

Well we tried. Got any ideas? Let me know when Burt has some open time to do this.

Thanks,

*Respectfully,
Mary Trainor*

Administrative Assistant to Sandra Skinner
Chief Engineer E/E Systems Applications
North American Car
22J32, Bldg #2, MD 1220
mtraino1@ford.com
313-92-21462

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

From: O'Neill, Ann (A.R.)
Sent: Tuesday, July 17, 2001 12:45 PM
To: Trainor, Mary (M.M.)
Cc: Deering-Thornston, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.); Bradley, Joe (J.C.); Skinner, Sandra (S.A.);
Schwartzberger, Sandy (S.); Harris, Natali (N.A.); Patel, Bharat (B.J.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

My mistake - misread the date. The Firestone lawyers have me booked for Thursday.

Natali is correct - the Thursday time frame is reserved for Truck tech reviews - this has been the case for the

past two years.....In addition, only myself and Joe Bradley are authorized to approve closure.

Mary - you will need to reschedule.....

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Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

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Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

Natak,

I just spoke to Burt McNeal office regarding this meeting. Since we have had to reschedule this meeting twice already, we have decided to go forward with the meeting as planned. If Kim is not able to attend due to a conflict, maybe she could appoint a representative to attend on her behalf. Please let me know and I will make sure I add them to the distribution list for the meeting.

Thank you for your help.

Respectfully,

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North American Car
22J32, Bldg #2, MD 1220
mtraino1@ford.com
313-32-21462

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

From: On Behalf Of Goering, Kimberly (K.L.)
Sent: Tuesday, July 17, 2001 9:20 AM
To: Skinner, Sandra (S.A.); Patel, Bharat (B.J.)
Cc: Deering-Thomson, Zandr (Z.F.); Vert, Nancy (N.B.); Esch, Becky (B.)
Subject: RE: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

This meeting is scheduled during the Truck Tech Reviews which have a standing reoccurrence every Thursday from 10:00 AM - 1:00 PM. Please reschedule this meeting. If you have any questions please feel free to contact me at the number below.

Thank you,

Natak Harris

*Administrative Assistant
Recall & Service Programs*

Phone: 313-24-88402

Fax: 313-24-89964

—Original Appointment—

From: Patel, Bharat (B.J.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, July 03, 2001 4:22 PM
To: Skinner, Sandra (S.A.); O'Neill, Ann (A.R.); Goering, Kimberly (K.L.); Bradley, Joe (J.C.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
When: Thursday, July 19, 2001 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
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The subject EDPAC on Taurus/Sable Brake Switch contamination issue has been scheduled.

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Sent: Tuesday, July 03, 2001 1:11 PM
To: Skinner, Sandra (S.A.); McNeal, Burton (B.E.); Newell, Sean (S.M.); Rossi, Roberto (R.A.); Schmidt, Norm (N.G.); Jendrusch, Tom (T.D.); Patel, Bharat (B.J.); Rodgers, Chuck (C.L.); Summers, Priscilla (P.L.); Schramak, Joseph (J.E.)
Subject: Updated: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
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Where: PDC- CR 3, 2nd floor

Please note change in room location.

From: Vokal, Connie (C.E.) on behalf of McNeal, Burton (B.E.)
Sent: Friday, July 20, 2001 8:00 AM
To: O'Neill, Ann (A.R.)
Cc: Patel, Bharat (B.J.); Schmidt, Norm (N.G.); Dockstader, Bob (Robert G.); McNeal, Burton (B.E.)
Subject: FW: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01

I reviewed the issues and prevent actions yesterday and agreed with the actions and documentation changes. The concern was our PD responsibility. Also advised the team a further review with you would not be required.

Best Regards,
Connie Vokal, Administrative Assistant to Burt McNeal
Zone U, 1st Floor E-Wing, MD 508, DC/PDC
Phone: 32-22531 Fax: 84-50078

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BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager
bpate17@ford.com; Cube Loc.: 24H39
Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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To: Vokal, Connie (C.E.); Trainor, Mary (M.M.); Dockstader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.); O'Neill, Ann (A.R.); Craig, Dave (D.R.); Deering-Thornton, Zandr (Z.F.); Newell, Sean (S.M.); Jendrusch, Tom (T.D.); Rodgers, Chuck (C.L.); McNeal, Burton (B.E.)
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Chief Engineer E/E Systems Applications
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mtraino1@ford.com
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ROB-888 1481

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Thank you,

Nataki Harris

*Administrative Assistant
Recall & Service Programs
Phone: 313-24-88402*

Fax: 313-24-89964

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Where: PDC- CR 3, 2nd floor

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Sent: Tuesday, July 03, 2001 1:11 PM
To: Skinner, Sandra (S.A.); McNeal, Burton (B.E.); Newell, Sean (S.M.); Rossi, Roberto (R.A.); Schmidt, Norm (N.G.); Jendruach, Tom (T.D.); Patel, Bharat (B.J.); Rodgers, Chuck (C.L.); Summers, Priscilla (P.L.); Schrammek, Joseph (J.E.)
Subject: Updated: Brake Switch Contamination Closure Meeting- Rescheduled from 7/3/01
Where: Thursday, July 19, 2001 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC- CR 3, 2nd floor

Please note change in room location.

From: Patel, Bharat (B.J.)
Sent: Monday, June 18, 2001 7:01 PM
To: Rossi, Roberto (R.A.); Schmidt, Norm (N.G.)
Cc: Patel, Bharat (B.J.); Skinner, Sandra (S.A.); Dockstader, Bob (Robert G.)
Subject: RE: Brake Stop Light Contamination

Where are we on this one? Please schedule a review with me on this before the end of the week. As you well know by now that prevent action review has to take place with the engineering director within 60 days of FRC. The FRC was conducted on 2/23. As of today we are at 123 days since the FRC and I have yet to see any evidence that we are going to bring this item to a close anytime soon. I am out next week so please ensure that we discuss in detail this week. I want to go through the documents with the team so that we can all make sure we have addressed the prevent action appropriately.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

---Original Message---

From: Patel, Bharat (B.J.)
Sent: Tuesday, June 05, 2001 7:45 AM
To: Rossi, Roberto (R.A.); Schmidt, Norm (N.G.)
Cc: Patel, Bharat (B.J.)
Subject: RE: Brake Stop Light Contamination

Item stays open until evidence of update is presented.

Robert, please request 30 mins on the next Design Review Calendar for Sandra Skinner Family/Taurus Cluster. I believe the electrical time slot is 2:30 to 3:30.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

---Original Message---

From: Rossi, Roberto (R.A.)
Sent: Monday, June 04, 2001 11:59 AM
To: Schmidt, Norm (N.G.)
Cc: Patel, Bharat (B.J.)
Subject: RE: Brake Stop Light Contamination

Norm,

Were you going to publish a summary from Friday's meeting.

Bharat,

In summary the consensus was to issue a Complete Vehicle SDS (if it exists) requirement indicating that no component or system should drip any fluid. Tom Jendzusch and Dale Stollsteimer were going to write the requirement and get back to the team. I mentioned to them about the Burt meeting and they said they wanted until the end of this week to determine if they could have the SDS updated. Does the SDS have to be updated

or can we just show evidence that we are pursuing the change to the document.

They were also going to add a statement to the Brake Advisory Checklist to make sure that no low temperature greases or other fluids could drip from the brake assembly.

Robert Rossi
Electrical/Electronic Systems Campaign Prevention Specialist
North American Car
Phone/Fax: 84-51498

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

From: Patel, Bharat (B.J.)
Sent: Friday, June 01, 2001 8:39 AM
To: Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)
Cc: Patel, Bharat (B.J.)
Subject: Brake Stop Light Contamination

Has there been a meeting scheduled with the respective players to get to addressing the systematic root cause and escape points? Please schd meeting with me early next week to take me through your findings and developments.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

From: Patel, Bharat (B.J.)
Sent: Friday, June 22, 2001 9:11 PM
To: Skinner, Sandra (S.A.); Dockstader, Bob (Robert G.)
Subject: FW: Brake Switch Contamination Closure Meeting

Hopefully the below string of notes provide some background info. To summarize, we were supposed to have an Engrg Director Prevent Action Closure (EDPAC) meeting within 60 days from when the campaign was announced. We are presently at 118 days. MRZ and Burt both have been put on the hook before about this closure missing the mark. My response to them at that time is highlighted in red below.....

Burt, Mike Z had forwarded a note to you inquiring on a Campaign Recall item regarding the 2000-2001 Taurus/Sable Adjustable Pedal Stop Lamp Switch - Grease contamination.

This issue was formerly closed in CCRG back on 2/23. The Campaign Prevent Action Closure meeting with the Engineering Director was to have taken place within 60 days (4/24/01). Due to the latest reorg and switching of roles and responsibilities, we were not ready to review the prevent actions with you back on 4/24. You might recall that we did review the Taurus/Sable High Mount LED CHMSL and Taurus/Sable Head Lamp knob issue with you at that time. Robert Rossi, NAC CPS - Electrical is working with the 14D author to identify the prevent actions to bring this item to a closure on an expedited basis.

It is imperative that this item be placed on one of your design reviews, preferably the Electrical Design Review, this coming Friday (I believe it is with Burt). The attached excel form is the main document that should be reviewed with Burt. The form is supposed to show to the ED how and where we have put safeguard measures in the Ford system to prevent occurrence of same condition again. We are required to show evidence of this at the meeting (SDS, WCR, DVP, DFMEA etc). The MS-Word document is for support only and will help fill out the prevfmt.xls form. We cannot have Burt get exposed on this item once again. Your help would be greatly appreciated.

FYI - Both of your CPS's know the drill as I have gone over it with them many time before. I will be on vacation next week but am accessible via e-mail's that I will read in the evenings. Please don't forward to your CPS's.



prevent_questions.
doc



prevfmt.xls

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpstel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Patel, Bharat (B.J.)
Sent: Friday, June 22, 2001 1:40 PM
To: Rossi, Roberto (R.A.); Schmidt, Norm (N.G.)
Cc: Patel, Bharat (B.J.)
Subject: RE: Brake Switch Contamination Closure Meeting

EDPAC - Engineering Director Prevent Action Closure. If you recall you were in one of these meetings about a month back when we reviewed the D188 CHMSL. The EDPAC procedure (previously provided to all CPS) explains that the meeting is for the CFE / CBG CPS / 14D Author / GCE CPS to take the Engineering Director through the prevent action measures. So yes the CFE is required.

Yes, the Electrical management team as well as Chassis management team should be present. Once you

set up the item on the Design Review calendar, send the chassis folks a note of the meeting.

I had sent a note out to all CPS's previously that when you are ready for an EDPAC review with ED, request your CFE for a time slot on his/her Design Review time slot. This review should be part of the Electrical team design review with Chassis folks supporting because the failure was to an electrical component. I am not aware of any EDPAC meeting with Burt next week but there should be. Burt has his design reviews every two weeks. If you don't get on the schedule next week it will be 7/13 for the next one. You may recall that this item is way overdue. As of today it is 118 days old (60 days is the boegy) and Burt McNeal and Mike Zevalkink have already flagged this item once previously to inquire why we were non compliant to the 60 day metric.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Rossi, Roberto (R.A.)
Sent: Friday, June 22, 2001 6:39 AM
To: Patel, Bharat (B.J.)
Subject: RE: Brake Switch Contamination Closure Meeting

What is EDPAC?

I am not aware of this meeting next week. In my previous note, I asked if Electrical management has to be present or Chassis. Is the Chief Engineer required?

Robert Rossi

Electrical/Electronic Systems Campaign Prevention Specialist

North American Car

Phone/Fax: 84-51436

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

From: Patel, Bharat (B.J.)
Sent: Thursday, June 21, 2001 7:37 PM
To: Rossi, Roberto (R.A.)
Subject: RE: Brake Switch Contamination Closure Meeting

Roberto, I reviewed the attached file and it does not appear as if there was much update to it from the last time that we ended up cancelling the EDPAC meeting. As I am on vacation next week, you will have to take the lead on the EDPAC meeting. I will forward a note to FCSD but FYI - someone from FCSD has to be a participant to call the item closure. If they are not there, FCSD does not consider the item to be closed.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ord.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

-----Original Appointment-----

From: Rossi, Roberto (R.A.)
Sent: Thursday, June 21, 2001 2:05 PM
To: Stoffelmer, Dale (D.O.); Jendruch, Tom (T.D.); Schmitt, Norm (N.G.); Patel, Bharat (B.J.); Clayton, Chris (C.N.); Newell, Sean (S.M.); LVC 23A01 (14); Steiger, Robert (R.A.); Skinner, Sandra (S.A.); Heath, David (D.E.); Crafts, Bill (W.E.)
Cc: Rodgers, Chuck (C.L.)
Subject: Brake Switch Contamination Closure Meeting
When: Thursday, June 28, 2001 1:00 PM-2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: LVC 23A01, Conference call in 9-1-954-1149 (847-619-6158), Passcode 6861436#

This meeting is in preparation for a closure meeting with Burt McNeal.

RO23-888 1487

Tom Jendrusch/Norm Schmidt, please review the closure summary previously completed by Dale Stollsteimer. Please also invite relevant Brake management to this meeting. << File: prevent_questions - bcc - 2000 taurus ad| ped.doc >>

Conference call in 9-1-954-1149 (847-619-6158), Passcode 6881436#

From: Achenbach, Kurt (K.F.)
Sent: Tuesday, July 17, 2001 10:42 AM
To: Dockstader, Bob (Robert G.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.)
Cc: Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

Bob,

I'm not sure that not having a maximum amount of grease specified is the correct thing to do. Based on the conversation last week, it sounded like a concern. If we do not know then we should do a test to find out. Its hard for me to believe that any amount of grease is ok. If the grease falls down but not in an area that would affect the switch then it may not be necessary to address in the CCRG write up but it should still be addressed as a customer satisfaction concern.

Dale, please get with Joe and Norm and figure which way this needs to go.

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

From: Dockstader, Bob (Robert G.)
Sent: Monday, July 16, 2001 6:20 PM
To: Schramek, Joseph (J.E.); Schmidt, Norm (N.G.)
Cc: Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

Joe, thanks. Looks good.

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

From: Schramek, Joseph (J.E.)
Sent: Monday, July 16, 2001 5:31 PM
To: Schmidt, Norm (N.G.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.)
Subject: FW: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

I've updated the Prevent Summary below. It was recommended to add a Process Prevent Action (metering or amount controls), but the comments from Bill Teller summarize the condition, and attempts to add a control on applying the grease to the return spring. These have not been successful as he indicates. Therefore, I've decided to leave the Process Prevent section, as None.

Best regards,

Joe Schramek,
EXT 31979, FAX 54781, jachrame

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

From: Teller, Bill - Troy [mailto:bteller@TFXAuto.com]
Sent: Monday, July 16, 2001 2:58 PM
To: 'Schramek, Joseph (J.E.); Teller, Bill - Troy; Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

The DFMEA does not have the amount or weight of grease as a failure mode, only the type. We did take action to limit the amount of grease applied to the return spring. This action is not specifically quantified on the control plan or PFMEA, as it is difficult to measure. We tried to control the amount of grease spread or injected onto the return springs, but found this to be very messy and not accurate. Currently, we apply grease to the return springs prior to assembly with a brush. This method proved to be the most dependent in applying a sufficient amount, but not excessive.

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

From: Schramek, Joseph (J.E.) [mailto:jschrame@ford.com]
Sent: Monday, July 16, 2001 11:40 AM
To: 'bteller@txauto.com'; Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)
Subject: Prevent Actions on the Greasing Process of the Brake Pedal
Return Spring-Adjustable Pedals.

Please give me a call on 1-319-323-1979 or Norm Schmidt as well. We need to know if you took an action to restrict the amount or weight of grease applied to the return spring, and does the Design FMEA have this failure mode identified. You mentioned that Atlanta at one time asked for you to put a lot of grease on the spring. We need to resolve this issue quickly as we want to close out the prevent actions related to this recall at Thursday's meeting with our Engineering Director, Bert McNeal.

Best regards,

Joe Schramek,
EXT 91078, FAX 54781, jschrame

From: Schramek, Joseph (J.E.)
Sent: Wednesday, July 18, 2001 7:52 AM
To: Dockstader, Bob (Robert G.)
Cc: Achenbach, Kurt (K.F.); Komosky, Dale (.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Re turn Spring-Adjustable Pedals.

OK, I leave the write-up as is and we can state the amount of grease requirement is pending and will be pursued to improve overall customer satisfaction. Based on the limited amount of grease on the lone Fresh Eyes adjustable pedal vehicle at Atlanta yesterday, either grease would not have been a problem if applied in limited quantity like the part on this vehicle. There was no evidence that any excess grease was removed prior to the audit. The grease was uniformly applied, yet it was a barely noticeable. Currently the grease is applied with a brush on the part separately, and then the part is moved into the assembly as stated below.

Best regards,

Joe Schramek,
EXT 31979, FAX 54781, jschrame

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

From: Dockstader, Bob (Robert G.)
Sent: Tuesday, July 17, 2001 5:42 PM
To: Achenbach, Kurt (K.F.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.)
Cc: Rossi, Roberto (R.A.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Re turn Spring-Adjustable Pedals.

Kurt, I think your point is appropriate. We should be able to find a way to specify the maximum amount to be applied and perhaps a method for application.

Joe, can we leave this as a pending action and proceed to close out the campaign.

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

From: Achenbach, Kurt (K.F.)
Sent: Tuesday, July 17, 2001 10:42 AM
To: Dockstader, Bob (Robert G.); Schramek, Joseph (J.E.); Schmidt, Norm (N.G.)
Cc: Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Re turn Spring-Adjustable Pedals.

Bob,

I'm not sure that not having a maximum amount of grease specified is the correct thing to do. Based on the conversation last week, it sounded like a concern. If we do not know then we should do a test to find out. It's hard for me to believe that any amount of grease is ok. If the grease falls down but not in an area that would affect the switch then it may not be necessary to address in the CCRG write up but it should still be addressed as a customer satisfaction concern.

Dale, please get with Joe and Norm and figure which way this needs to go.

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

From: Dockstader, Bob (Robert G.)

Sent: Monday, July 16, 2001 6:20 PM

To: Schramek, Joseph (J.E.); Schmidt, Norm (N.G.)

Cc: Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.)

Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

Joe, thanks. Looks good.

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

From: Schramek, Joseph (J.E.)

Sent: Monday, July 16, 2001 5:31 PM

To: Schmidt, Norm (N.G.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.)

Subject: FW: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

I've updated the Prevent Summary below. It was recommended to add a Process Prevent Action (metering or amount controls), but the comments from Bill Teller summarize the condition, and attempts to add a control on applying the grease to the return spring. These have not been successful as he indicates. Therefore, I've decided to leave the Process Prevent section, as None.

Best regards,

Joe Schramek,

EXT 31979, FAX 54781, jschrame

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

From: Teller, Bill - Troy [mailto:bteller@TPXAuto.com]

Sent: Monday, July 16, 2001 2:58 PM

To: 'Schramek, Joseph (J.E.)'; Teller, Bill - Troy; Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)

Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

The DFMEA does not have the amount or weight of grease as a failure mode, only the type. We did take action to limit the amount of grease applied to the return spring. This action is not specifically quantified on the control plan or PFMEA, as it is difficult to measure. We tried to control the amount of grease spread or injected onto the return springs, but found this to be very messy and not accurate. Currently, we apply grease to the return springs prior to assembly with a brush. This method proved to be the most dependent in applying a sufficient amount, but not excessive.

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

From: Schramek, Joseph (J.E.) [mailto:jschrame@ford.com]

Sent: Monday, July 16, 2001 11:40 AM

To: 'bteller@tfxauto.com'; Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)

Subject: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

Please give me a call on 1-313-323-1979 or Norm Schmidt as well. We need to know if you took an action to restrict the amount or weight of grease applied to the return spring, and does the Design FMEA have this failure mode identified. You mentioned that Atlanta at one time asked for you to put a lot of grease on the spring. We need to resolve this issue quickly as we want to close out the prevent actions related to this recall at Thursday's meeting with our Engineering Director, Bert McNeal.

Best regards,

Joe Schramek,

EXT 31979, FAX 54781, jschrame

From: Schramek, Joseph (J.E.)
Sent: Wednesday, July 18, 2001 11:29 AM
To: Docketader, Bob (Robert G.)
Subject: FW: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

OK, I forwarded your comments to Norm and Dale Kornosky.
Best regards,

Joe Schramek,
EXT 31979, FAX 54781, jschrame

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

From: Schramek, Joseph (J.E.)
Sent: Wednesday, July 18, 2001 11:21 AM
To: Schmidt, Norm (N.G.); Kornosky, Dale (.)
Subject: FW: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

Note comments.
Best regards,

Joe Schramek,
EXT 31979, FAX 54781, jschrame

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

From: Docketader, Bob (Robert G.)
Sent: Wednesday, July 18, 2001 11:02 AM
To: Schramek, Joseph (J.E.)
Cc: Achenbach, Kurt (K.F.); Kornosky, Dale (.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

Good. I think we just need to document the optimized process.

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

From: Schramek, Joseph (J.E.)
To: Docketader, Bob (Robert G.)
Cc: Achenbach, Kurt (K.F.); Kornosky, Dale (.)
Sent: 7/18/01 7:52 AM
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

OK, I leave the write-up as is and we can state the amount of grease requirement is pending and will be pursued to improve overall customer satisfaction. Based on the limited amount of grease on the lone Fresh Eyes adjustable pedal vehicle at Atlanta yesterday, either grease would not have been a problem if applied in limited quantity like the part on this vehicle. There was no evidence that any excess grease was removed prior to the audit. The grease was uniformly applied, yet it was a barely noticeable. Currently the grease is applied with a brush on the part separately, and then the part is moved into the assembly as stated below.

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Cc: Rossi, Roberto (R.A.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal
Re turn Spring-Adjustable Pedals.

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Cc: Rossi, Roberto (R.A.); Achenbach, Kurt (K.F.)
Subject: RE: Prevent Actions on the Greasing Process of the Brake Pedal
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Joe Schramek,
EXT 31979, FAX 54781, jschrame

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

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Sent: Monday, July 16, 2001 2:58 PM
To: 'Schramek, Joseph (J.E.)'; Teller, Bill - Troy; Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)
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-----Original Message-----

From: Schramek, Joseph (J.E.) [mailto:jschramek@ford.com
<mailto:jschramek@ford.com>]
Sent: Monday, July 16, 2001 11:40 AM
To: 'bteller@tfxauto.com'; Schmidt, Norm (N.G.); Rossi, Roberto (R.A.)
Subject: Prevent Actions on the Greasing Process of the Brake Pedal Return Spring-Adjustable Pedals.

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Best regards,

Joe Schramek,

EXT 31979, FAX 54781, jschrame

From: O'Neill, Ann (A.R.)
Sent: Friday, July 20, 2001 8:41 AM
To: Patel, Bharat (B.J.); Craig, Dave (D.R.)
Cc: Docketader, Bob (Robert G.); Skinner, Sandra (S.A.); Summers, Priscilla (P.L.); Roel, Roberto (R.A.); Achenbach, Kurt (K.F.); Sohramek, Joseph (J.E.); Deering-Thomton, Zandr (Z.F.); Newell, Sean (S.M.); Jendrusch, Tom (T.D.); Rodgers, Chuck (C.L.); McNeal, Burton (B.E.); Schmidt, Norm (N.G.); Maeroff, Bruce (B.J.); Bradley, Joe (J.C.); Goering, Kimberly (K.L.)
Subject: Brake Switch Contamination Closure Meeting

I have reviewed the prevent action and support closure, pending implementation of the SDS revision.
Thanks. Ann

From: Craig, Dave (D.R.)
Sent: Friday, July 20, 2001 10:27 AM
To: Harmer, Robert (R.J.); Sakioka Jr., John (J.K.); Dookstader, Bob (Robert G.); Jammoul, Ali (A.); Kazan, Nick (N.); Cole III, Sam (S.L.); Ostendorf, Andreas (J.M.); Walde, David (D.); Richings, Peter (P.B.)
Cc: Patel, Bharat (B.J.); Oswalt, Greg (G.G.); Mardell, Mitch (M.P.); Meeroff, Bruce (B.J.); O'Neill, Ann (A.R.); Picken, Stuart (S.A.); Jendrusch, Tom (T.D.); Schramek, Joseph (J.E.); Hartman-Kuok, Kay (K.); Snow, Howard (H.)
Subject: Campaign-Driven Core Book Updates (01S08)

This note is to inform you of an update to the Brake SDS and Complete Vehicle WCR as a result of a safety recall. The prevent actions have been reviewed and agreed to by Burt McNeal and Ann O'Neill.

- Recall Number 01S08 - 2000 & 2001 Taurus/Sable vehicles with Power Adjustable Foot Pedals - Grease contamination of the stop lamp switch.
- Actions - Update to Brake SDS to state that any grease/lubricant used on brake system components packaged in the passenger compartment of the vehicle must meet or exceed the requirements of Material Specification ESA-M1C45-A Grease - High Temperature. WCR (Std No. 00.00-P-40, Para 7.3.11) will have a similar reference.

Please review your systems to determine if actions are necessary to prevent similar recalls from occurring. For further detail, see the attached prevent action closure paper.



01S08.xls

Dave Craig
Global Core Engineering - Quality
Concern Prevention & Advanced Reliability
Phone: 59-47399 Fax: 84-53136
6-Sigma Center, Room 102

From: Craig, Dave (D.R.)
Sent: Friday, July 20, 2001 10:27 AM
To: Harmer, Robert (R.J.); Sakloka Jr., John (J.K.); Dookstader, Bob (Robert G.); Jammoul, Ali (A.); Kazan, Nick (N.); Cole III, Sam (S.L.); Ostendorf, Andrea (J.M.); Walde, David (D.); Richings, Peter (P.B.)
Co: Patel, Bharat (B.J.); Oswalt, Greg (G.G.); Mardell, Mitch (M.P.); Maeroff, Bruce (B.J.); O'Neill, Ann (A.R.); Picken, Stuart (S.A.); Jendrusch, Tom (T.D.); Schramek, Joseph (J.E.); Hartman-Kuck, Kay (K.); Snow, Howard (H.)
Subject: Campaign-Driven Core Book Updates (01S08)

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- **Actions** - Update to Brake SDS to state that any grease/lubricant used on brake system components packaged in the passenger compartment of the vehicle must meet or exceed the requirements of Material Specification ESA-M1C45-A Grease - High Temperature. WCR (Std No. 00.00-P-40, Para 7.3.11) will have a similar reference.

Please review your systems to determine if actions are necessary to prevent similar recalls from occurring. For further detail, see the attached prevent action closure paper.



01S08.xls

Dave Craig
Global Core Engineering - Quality
Concern Prevention & Advanced Reliability
Phone: 69-47399 Fax: 84-63136
6-Sigma Center, Room 102

Subject: Other Possible Causes for Taurus/Sable Stop Lamp Switch Failures and Repeat Repairs
Location: Bob Ofc
Start: Thu 8/27/2002 5:30 PM
End: Thu 8/27/2002 6:30 PM
Show Time As: Tentative
Recurrence: (none)
Meeting Status: Not yet responded
Required Attendees: lsheldon@ford.com

Subject: Other Possible Causes for Taurus/Sable Stop Lamp Switch Failures and Repeat Repairs
Location: Bob Otc
Start: Thu 6/27/2002 5:30 PM
End: Thu 6/27/2002 6:30 PM
Show Time As: Tentative
Recurrence: (none)
Meeting Status: Not yet responded
Required Attendees: lsheldon@ford.com

From: Schramek, Joseph (J.E.)
Sent: Monday, July 01, 2002 10:14 AM
To: Skinner, Sandra (S.A.); Dockstader, Bob (Robert G.); Stollstamer, Dale (D.O.); Lysik, Kevin (K.M.); Komosky, Dale (.); Schmidt, Norm (N.G.); Heath, David (D.E.); Beard, Dave (D.F.); Newell, Sean (S.M.); McCann, Mike (M.J.); Galven, Rob (R.W.); Summers, Priscilla (P.L.); Schramek, Joseph (J.E.)
Subject: Normalized Replacement Occurrence Rates for States-Taurus/Sable Brake Stop Lamp Switch-Fixed Pedal Units



Taurus Sable Brake
Lamp Switch...

At last Thursday's meeting, I was asked to normalize the fixed pedals by occurrence rates by States.

For fixed pedals, Slide #14 shows the actual number of switch replacements by State, and Slide #17 shows the values normalized by the quantity of vehicles sold in the State. An error occurs in doing this method, for Slide #17, as about 41,000 units are sold in Oklahoma, where some dealers submit orders for the large rental car fleets there and the vehicles are actually delivered and repaired in other states. The error is greatest in states where rentacar sales exceed retail sales. Therefore, Hawaii, and Nevada, the first two states with the highest occurrence rates on the normalized listing, may be overstated because of their high rentacar usages in the vacation spots. It is only possible to obtain the sample sizes (divisors) by States using the filter, Selling Dealer State. We can discuss further at the next meeting on July 9th.

Joe Schramek, EXT 31979, FAX: (313) 621-6675

From: Schramek, Joseph (J.E.)
Sent: Friday, July 05, 2002 1:33 PM
To: Aghili, Max (M.); Beard, Dave (D.F.); Komosky, Dale (.); Patel, Bharat (B.J.); Schmidt, Norm (N.G.); Schramek, Joseph (J.E.); Setili, Frank (F.E.); Stollsteimer, Dale (D.O.); Villarruel, Nemesio (N.); Waxer, Donald (D.D.); Lysik, Kevin (K.M.); Dockstader, Bob (Robert G.); Skinner, Sandra (S.A.)
Subject: Analysis of the Brake Stop Lamp Switch Used on Truck Models-F87Z-13480-AA



Truck Brake Stop
Lamp Switch R...

Here is an analysis of the subject Truck Brake Stop Lamp Switch that has been used on selected 1998-2001 Truck type vehicles. It shows switch replacements for the various models by MOP-Month of Production, Month of Service, Time in Service, and State or Province. The last slide shows the sales for warranty and gross demands. Sales activity has leveled off at about 2,000 per month (gross) since last August, 2001. Some of fall-off may be a result of the discontinuation of the switch on Explorer/Mountaineer vehicles-effective with 2001 Models, and Expedition and Navigator-effective with 2002 Models. Most of the replacements are being done in three States: Texas, Florida and California.

Joe Schramek, EXT 31979, FAX: (313) 621-6675

From: Skinner, Sandra (S.A.)
Sent: Wednesday, July 10, 2002 5:59 PM
To: Docketader, Bob (Robert G.)
Subject: FW: Results of Audit at Manheim Auction Yard - Preliminary

Info.

—Original Message—

From: Lysik, Kevin (K.M.)
Sent: Wednesday, July 10, 2002 4:32 PM
To: Aghil, Max (M.); Beard, Dave (D.F.); Komosky, Dale (.); Patel, Bharat (B.J.); Schmidt, Norm (N.G.); Schramak, Joseph (J.E.); Sedil, Frank (F.E.); Stalsheimer, Dale (D.O.); Villanuel, Nemesio (N.); Wazzer, Donald (D.D.)
Cc: Summers, Priscilla (P.L.); Lysik, Kevin (K.M.)
Subject: Results of Audit at Manheim Auction Yard - Preliminary

Nemo and I reviewed (30) adjustable pedal vehicles 2000 and 2001 MY. All vehicles, except two, had oil present on the stop lamp switch, some a small amount, others quite a lot of oil. I will send (5) of the switches to the lab for analysis. The two switches that had no oil or grease present were dry and the corresponding metal areas were dry too. Additionally, we are asking for two vehicles to be held for further evaluation - the switches were very wet with oil and the corresponding pedal metal was also very wet. We will let the team know when the vehicles will be available for review.

Nemo is putting together the matrix of data and we will review and send to the team later this week.

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
313-24-85017

From: Schmidt, Norm (N.G.)
Sent: Friday, July 26, 2002 2:03 PM
To: Lysik, Kevin (K.M.); Sohramek, Joseph (J.E.); Komoaky, Dale (.)
Co: Docketader, Bob (Robert G.)
Subject: Brake Lamp Circuit Current on Vehicle 1MEHM55S41A638785

I measured the Brake Stop light circuit current in the subject vehicle. This vehicle is undergoing engineering analysis due to having Four Brake Light Switch replacements. To date the customer complaint of Brake Lights staying on has not been duplicated. The Current measured on this vehicle is 5.85 AMPS as measured by an EESE Extech current measuring instrument model 382004. For reference the EESE Breadboard circuit measured 4.8 Amps. Note the Breadboard is a 2004 level system.

Sincerely,

Norm Schmidt

N. G. Schmidt
North American Car
Campaign Prevention - Brakes
Ford Motor Company
Building #2, Cube 24H38
MD 1218
Dearborn, Michigan 48121
Phone 313 32-38755
E Mail nschmidt@ford.com

From: Skinner, Sandra (S.A.)
Sent: Friday, August 09, 2002 12:29 PM
To: Dockstader, Bob (Robert G.)
Co: Sakioka Jr., John (J.K.)
Subject: RE: BOO Switch

Info - we have cross-NAC Chassis support as well.

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

From: Lyalk, Kevin (K.M.)
Sent: Friday, August 09, 2002 8:11 AM
To: Bzymek, Raymond (R.)
Co: Rossi, Roberto (R.A.); Ballal, Jim (J.); Chronowski, David (D.G.); Skinner, Sandra (S.A.); Livernois, Stephen (S.M.); Summers, Priscilla (P.L.)
Subject: RE: BOO Switch

It has already began. Dale Stollsteimer and Mike McCann are taking the lead on this. We have started with the D186 and Dale will expand the analysis into the Windstar. - Kevin Lyalk

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

From: Bzymek, Raymond (R.)
Sent: Thursday, August 08, 2002 5:24 PM
To: Lyalk, Kevin (K.M.)
Co: Bzymek, Raymond (R.); Rossi, Roberto (R.A.); Ballal, Jim (J.); Chronowski, David (D.G.); Skinner, Sandra (S.A.); Livernois, Stephen (S.M.); Summers, Priscilla (P.L.)
Subject: BOO Switch

Kevin,
We need to combine forces on the BOO switch issue. At the Windstar PDQR I was directed by Nancy to provide weekly updates. We need to solicit via email, Ford lease vehicles that have the issue so we can analyze the problem. John Sakioka has pledged chassis assistance. Please work with Steve Livernois and Rob Rossi. I will check with you on Tuesday.

Regards,
Ray Bzymek
Manager - Lifestyle Electrical
North American Car
13B074 MD1106
Office: 313-62-10732
Cell: 248-767-1546
Page: RBZYMEK
rbzymek@ford.com

From: Schmidt, Norm (N.G.)
Sent: Friday, September 13, 2002 6:54 PM
To: Dockstader, Bob (Robert G.)
Subject: FW: WIN126 QSF 250014 Brakes Lights Staying On

Importance: High

This may be a solution for Windstar, but the other vehicles will now have a forced mean shift on their bushings due to the Windstar sort of the C90A-2A309-A bushing?

Sincerely,

Norm Schmidt

N. G. Schmidt
North American Car
Campaign Prevention - Brakes
Ford Motor Company
Building #2, Cube 24N16
MD 1218
Dearborn, Michigan 48124
Phone 313 32-36755
E Mail nschmidt@ford.com

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

From: Lysk, Kevin (K.M.)
Sent: Friday, September 13, 2002 9:08 AM
To: Schmidt, Norm (N.G.)
Subject: FW: WIN126 QSF 250014 Brakes Lights Staying On
Importance: High

FYI

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

From: Livernols, Stephen (S.M.)
Sent: Thursday, September 12, 2002 3:52 PM
To: Avey, Ray (R.S.); Ayub, Muhammed (M.); Bell, Donna (D.L.); Bestaurus, Mark (W.S.); Brian Nadesu; Bzymek, Raymond (R.); Daleiden, Steve (S.A.); Fodera, Michael (M.J.); Georgescu, Dan (D.); Greg Braniff; Hernandez-Flores, Lorenzo (LH.); Hoang, Milan (M.T.); Janke, Juergen (J.M.); Livernols, Stephen (S.M.); Lysk, Kevin (K.M.); Mela, Michael (M.J.); Marakby, Sherif (S.); Maryanovsky, Sergey (S.); McCann, Mike (M.J.); Merony, Ken (K.J.); Mike O'Reilly; Minhas, Dalinder (D.S.); Patten, Mike (L.M.); Rossi, Roberto (R.A.); Salazar, Mark (M.); Salmon, Thomas (T.A.); Seashore, Patricia (P.J.); Skinner, Sandra (S.A.); Stollsteimer, Dale (D.O.); Thakur, Anurima (A.)
Subject: WIN126 QSF 250014 Brakes Lights Staying On
Importance: High

I have written concern C11413884 which will be used to release the service parts. This morning we discussed the need for supplying sorted switches for production. From a customer standpoint I feel we need to do production as well as service and the concern will effectively do this. A service kit (switch and bushing) will need to be put together. I cut and pasted the concern D screen. I will need clarification as to what needs to be done to assemble a service kit since the parts come from two different suppliers (Ken Merony can you help?). If anyone disagrees with this please let me know why and your rationale for doing so. If everyone is okay with it, I will process the concern as soon as I get the cost from Polak which is due no later than 9/18/2002. We will continue the weekly meeting to address the ongoing concerns and come up with corrective action for the production fix. The goal is to close out the production issue in 90 days or sooner.

REVISE SWITCH MAKE POINT TO 0.715 TO 0.722 INCHES FOR ALL WIN126 VEHICLES. CURRENT SPREAD IS FROM 0.708 TO 0.722 INCHES. BRAKE SYSTEM VARIABILITY REQUIRES USING A SWITCH WITH A TIGHTER ACTIVATION RANGE. PART WILL BE USED FOR QSF-250014 AS WELL AS

R003-000 1627

PRODUCTION UNTIL PRODUCTION FIXES CAN BE IMPLEMENTED AT OAKVILLE. ACETAL BUSHING WILL NEED TO BE SORTED, TO INSURE PARTS ARE IN SPEC. BUSHING IS SUPPLIED BY LDM. IT IS RECOMMENDED THAT THE FOLLOWING ACTIONS BE TAKEN:
SERVICE FIX

- RELEASE NEW PART NUMBER FOR SWITCH 3F2T-13480-AA (0.715 TO 0.722 MAKE POINT)
- SORT BUSHINGS (PN C90A-2A309-A) AND SHIP IN FOR SERVICE KIT
- ASSEMBLE SWITCH AND BUSHING AND RELEASE AS A SERVICE KIT FOR WIN128

PRODUCTION CONTAINMENT

- SHIP 3F2T-13480-AA PART FOR PRODUCTION (0.715 TO 0.722 INCHES)
- LDM TO SHIP ONLY BUSHING WITHIN SPECIFICATION TO OAKVILLE

SERVICE PROCEDURE TO HAVE TECH INSTALL NEW SWITCH / BUSHING AND INSPECT WIRING FOR CORRECT ROUTING.

LIVERNOIS, STEV 313-24-82180 N AVT SML5942 AE00 02/09/12

Thank You,

Stephen M. Livernois

Supervisor - North American Car

GCE - EESE - Chassis E/E & Switch Subsystems

Building 5, MD5014, Cube 1G022, Dearborn, MI 48121

Phone: (313) 24.82180, Fax: (313) 32.32823, Pager: (313) 798.5308

Text Pager Site: <mailto:3137985308@elchpage.aitouch.com>

From: McCann, Mike (M.J.)
Sent: Wednesday, September 25, 2002 12:31 PM
To: Skinner, Sandra (S.A.); Khangura, Ken (K.); Stollsteimer, Dale (D.O.); Alvey, Ray (R.S.); Livemole, Stephen (S.M.); Rossi, Roberto (R.A.); Lysik, Kevin (K.M.); Schmidt, Norm (N.G.); Docketader, Bob (Robert G.)
Subject: Brake System Meeting Minutes - 9/24/2002

Attendees: S. Skinner, R. Alvey, K. Khangura, S. Livemole, D. Stollsteimer, M. McCann, R. Rossi, N. Schmidt

The following actions were discussed to improve the brake switch performance in vehicle:

Short Term Actions

1. Define all Significant and Critical Characteristics of the brake system and update SDS and drawings to reflect these SCs and CCs
2. Gather data for each vehicle (Significant/Critical dimensions, tolerances, Cp/Cpk for each component as well as system stack-up tolerances)
3. Identify switch component characteristics that may contribute to system performance issues (contact gap spacing, material, size, etc.)
4. Identify / resolve any issues from vehicle/component data
5. Develop a Brake System FMEA
6. Develop Brake System DVP based on System/Component FMEAs

Intermediate Actions

1. Identify trends in system robustness (plunger vs. loss travel, etc).
2. Improve switch characteristics so that it is less susceptible to system variability

Long Term Actions

1. Investigate switch alternatives - Solid state, hall or pressure sensors, etc.
2. Investigate other possible locations for brake switch that would be more robust to system tolerances.

Dale Stollsteimer will Champion the effort for electrical. We need to identify Chassis co-Champions for each vehicle platform. Dale will develop a pro-forma of the necessary information/data required from Chassis and Electrical to review with the team in Sandy's office Tuesday, Oct. 1. Thereafter, we will approach the Chassis Chiefs with an action plan.

Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-322-7167

From: Gelven, Rob (R.W.)
Sent: Thursday, September 26, 2002 7:17 AM
To: Dockstader, Bob (Robert G.)
Subject: RE: Brake System Meeting Minutes - 9/24/2002

I discussed this with Norm last night to try to understand what they are really trying to accomplish. I suggested to Norm that we need a VSA done on the 'system' to determine the present condition and factors that affect the switch interface. Without knowing those factors, it is define the SC/CC that truly impact that interface.

Norm should continue to be the lead until we confirm exactly what needs to be completed. If we agree to do a VSA, I would have Max lead that with EDS similar to what we completed for lateral spacing.

R. W. Gelven

NAC Family Vehicles
Chassis Engineering-Brakes Manager
☎: (313)59-46638 Text Pager: (313)795-8953
✉: rgelven@ford.com
Bldg. #2: 24K18

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

From: Dockstader, Bob (Robert G.)
Sent: Wednesday, September 25, 2002 3:20 PM
To: Gelven, Rob (R.W.)
Subject: FW: Brake System Meeting Minutes - 9/24/2002

Who would lead or champion from Family Chassis?

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

From: McCann, Mike (M.J.)
Sent: Wednesday, September 25, 2002 12:31 PM
To: Skinner, Sandra (S.A.); Khangura, Ken (K.); Stollsteimer, Dale (D.O.); Alvey, Ray (R.S.); Livemais, Stephen (S.M.); Rossi, Roberto (R.A.); Lysik, Kevin (K.M.); Schmidt, Norm (N.G.); Dockstader, Bob (Robert G.)
Subject: Brake System Meeting Minutes - 9/24/2002

Attendees: S. Skinner, R. Alvey, K. Khangura, S. Livemais, D. Stollsteimer, M. McCann, R. Rossi, N. Schmidt

The following actions were discussed to improve the brake switch performance in vehicle:

Short Term Actions

1. Define all Significant and Critical Characteristics of the brake system and update SDS and drawings to reflect these SCs and CCs
2. Gather data for each vehicle (Significant/Critical dimensions, tolerances, Cp/Cpk for each component as well as system stack-up tolerances)
3. Identify switch component characteristics that may contribute to system performance issues (contact gap spacing, material, size, etc.)
4. Identify / resolve any issues from vehicle/component data
5. Develop a Brake System FMEA
6. Develop Brake System DVP based on System/Component FMEAs

Intermediate Actions

1. Identify trends in system robustness (plunger vs. loss travel, etc).
2. Improve switch characteristics so that it is less susceptible to system variability

Long Term Actions

1. Investigate switch alternatives - Solid state, hall or pressure sensors, etc.
2. Investigate other possible locations for brake switch that would be more robust to system tolerances.

Dale Stollsteimer will Champion the effort for electrical. We need to identify Chassis co-Champions for each vehicle platform. Dale will develop a pro-forma of the necessary information/data required from Chassis and Electrical to review

with the team in Sandy's office Tuesday, Oct. 1. Thereafter, we will approach the Chassis Chiefs with an action plan.

Mike McCann
Vehicle Switch Applications
mmccann2@ford.com, 913-322-7167

From: Lyslk, Kevin (K.M.)
Sent: Friday, October 04, 2002 4:29 PM
To: Skinner, Sandra (S.A.); Rossi, Roberto (R.A.); Docketader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komosky, Dale (.); Balint, Gary (G.S.)
Subject: RE: Taurus Stop Lamp Timing Plan

Team:
Attached is the Timing Plan for the Stop Lamp Switch Project. The testing has already began at Bid#4 and at Littelfuse. If there is anything else that you would like documented on the timing plan ,please let me know. We will have the status meeting on Tuesday at 5PM in Sandra Skinner's Office. Sandra will be on vacation, but we can use her office.



Stop Lamp
Switch.mpp

- Kevin Lyslk

---Original Appointment---

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Monday, September 23, 2002 5:02 PM
To: Skinner, Sandra (S.A.); Lyslk, Kevin (K.M.); Rossi, Roberto (R.A.); Docketader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komosky, Dale (.); Balint, Gary (G.S.)
Subject: Taurus Stop Lamp
When: Tuesday, October 08, 2002 5:00 PM-6:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Sandra Skinner's Office- Bidg 1 13G089

From: Schmidt, Norm (N.G.)
Sent: Tuesday, December 17, 2002 8:09 AM
To: Dockstader, Bob (Robert G.)
Subject: RE: Taurus Stop Lamp

OK

Sincerely,

Norm Schmidt

N. G. Schmidt
North American Car
Campaign Prevention - Brakes
Ford Motor Company
Building #2, Cube 24N15
MD 1218
Dearborn, Michigan 48124
Phone 313 32-38755
E Mail nschmidt@ford.com

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

From: Dockstader, Bob (Robert G.)
Sent: Tuesday, December 17, 2002 8:04 AM
To: Schmidt, Norm (N.G.)
Subject: FW: Taurus Stop Lamp

Will you please cover for me. I must go to Lernforder for my daily meeting.

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

From: Lysik, Kevin (K.M.)
Sent: Tuesday, December 17, 2002 7:41 AM
To: Skinner, Sandra (S.A.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Karnosky, Dale (.); Balint, Gary (G.S.); McCann, Mike (M.J.); Stolzelmer, Dale (D.O.); Gelven, Rob (R.W.)
Cc: Alvey, Ray (R.S.); McCann, Mike (M.J.); Savage, Megan (M.M.)
Subject: RE: Taurus Stop Lamp

Agenda 12/17/02 4:30PM:

- 1) Review Littelfuse Switch Analysis Results
- 2) Discuss Bld#4 Round 2 Test Status

-----Original Appointment-----

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, October 29, 2002 10:53 AM
To: Skinner, Sandra (S.A.); Lysik, Kevin (K.M.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Karnosky, Dale (.); Balint, Gary (G.S.); McCann, Mike (M.J.); Stolzelmer, Dale (D.O.); Gelven, Rob (R.W.)
Subject: Updated: Taurus Stop Lamp
When: Tuesday, December 17, 2002 4:30 PM-5:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Sandra Skinner's Office- Bldg 1 13G089

Beginning November 12th - these meetings will begin at 4:30. The November 5th meeting is canceled due to the Ford Holiday. Please note that the 10/29/02 meeting will begin at 5:00.

From: Lyalk, Kevin (K.M.)
Sent: Monday, January 06, 2003 4:02 PM
To: Skinner, Sandra (S.A.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komosky, Dale (.); Ballint, Gary (G.S.); McCann, Mike (M.J.); Stollsteimer, Dale (D.O.); Gelven, Rob (R.W.)
Cc: Savage, Megan (M.M.); Aghill, Max (M.)
Subject: RE: Taurus Stop Lamp

Please note that 1/7/03 meeting is Canceled.

—Original Appointment—

From: Trainor, Mary (M.M.) On behalf of Skinner, Sandra (S.A.)
Sent: Tuesday, October 29, 2002 10:53 AM
To: Skinner, Sandra (S.A.); Lyalk, Kevin (K.M.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komosky, Dale (.); Ballint, Gary (G.S.); McCann, Mike (M.J.); Stollsteimer, Dale (D.O.); Gelven, Rob (R.W.)
Subject: Updated: Taurus Stop Lamp
Where: Tuesday, January 07, 2003 4:30 PM-5:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Sandra Skinner's Office- Bldg 1 13G089

January 7, 2003 Meeting is Canceled. Next status meeting is on January 14 - Closure Paper to be discussed.

Mike McCann is preparing the CCRG closure paper to be presented on January 14, 2003. Working meetings are taking place to ensure the closure paper is complete. The details behind the Service Kit are being addressed in separate working meetings.

The Dry (no oil) testing of 12 Pollak switches is ongoing at Building #4. 320,000 cycles have been logged so far. No switch failures have been noted.

From: Lyalk, Kevin (K.M.)
Sent: Thursday, January 16, 2003 12:34 PM
To: Skinner, Sandra (S.A.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komoaky, Dale (.); Ballint, Gary (G.S.); McCann, Mike (M.J.); Gelven, Rob (R.W.)
Cc: Savage, Megan (M.M.); Belanger Jr., Thomas (T.D.)
Subject: RE: Taurus Stop Lamp

AGENDA: Jan 21, 2003 4:30-5:30 Sandra Skinner's office - 13G089.

- 1) Closure Paper Update
- 2) Testing Status
- 3) Service Kit Status

-----Original Appointment-----

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, October 29, 2002 10:53 AM
To: Skinner, Sandra (S.A.); Lyalk, Kevin (K.M.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komoaky, Dale (.); Ballint, Gary (G.S.); McCann, Mike (M.J.); Stoltelmer, Dale (D.O.); Gelven, Rob (R.W.)
Subject: Updated: Taurus Stop Lamp
When: Tuesday, January 21, 2003 4:30 PM-5:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Sandra Skinner's Office- Bldg 1 13G089

Beginning November 12th - these meetings will begin at 4:30. The November 5th meeting is canceled due to the Ford Holiday. Please note that the 10/29/02 meeting will begin at 5:00.

From: Lysik, Kevin (K.M.)
Sent: Tuesday, February 18, 2003 12:59 PM
To: Skinner, Sandra (S.A.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komoosky, Dale (.); McCann, Mike (M.J.); Gelven, Rob (R.W.)
Cc: Goebel, Ken (K.M.); Savage, Megan (M.M.); Lysik, Kevin (K.M.)
Subject: RE: Taurus Stop Lamp

Meeting Canceled 2/18/03:

Status:

- Closure paper was presented to CCRG Today by Mike McCann. Issue is closed with CCRG.
- Service Kit to be released in March 2003.
- Switch Spring Verification is in process to determine which existing switch p/n will be used for the service kit.
- HI-flex crimp testing completion is expected approx 2/21/03 from Lear.

The time during today's meeting will be used for spring verification.

-Kevin Lysik

---Original Appointment---

From: Trainor, Mary (M.M.) On Behalf Of Skinner, Sandra (S.A.)
Sent: Tuesday, October 29, 2002 10:53 AM
To: Skinner, Sandra (S.A.); Lysik, Kevin (K.M.); Rossi, Roberto (R.A.); Dockstader, Bob (Robert G.); Schmidt, Norm (N.G.); Patel, Bharat (B.J.); Komoosky, Dale (.); Balint, Gary (G.S.); McCann, Mike (M.J.); Stollsteimer, Dale (D.O.); Gelven, Rob (R.W.)
Subject: Updated: Taurus Stop Lamp
When: Tuesday, February 18, 2003 4:30 PM-5:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Sandra Skinner's Office- Bldg 1 13G089

Beginning November 12th - these meetings will begin at 4:30. The November 5th meeting is canceled due to the Ford Holiday. Please note that the 10/29/02 meeting will begin at 5:00.

From: Heath, David (D.E.)
Sent: Wednesday, July 26, 2000 11:53 AM
To: Gillen, Gayle (G.D.)
Cc: Nguyen, Tuen (T.A.); Paluzzi, Felicia (F.F.)
Subject: Grease samples

I am sending you Airborne Delivery (overnight tomorrow delivery) 2 samples of grease (molykote MI-60 grease) made by Dow Corning and is applied to our adjustable pedals in the area of the stoplamp switch. We have observed this grease to turn to liquid when left in the vehicle for a few days during our normal summer heat (usually in the 80s). Please advise if this is the same material on the stoplamp switches and also any more detail on the failure mode of the switch.

David Heath



Heath, David
(D.E.).vaf

Full Name: Heath, David (D.E.)
Last Name: Heath
First Name: David
Job Title: D186 EESE PVT Engineer
Department: X705 - E/E Systems Opd
Company: RVT - Research & Vehicle Technology

Business Address: PVT Office
HAPEVILLE, GA 30354

Business: 7691382
Business 2: 1-404-8691382
Home: 1-404-8736337
Mobile: 8989805

E-mail: dheath@ford.com

From: Gullen, Gayle (G.D.)
Sent: Wednesday, August 02, 2000 2:46 PM
To: Heath, David (D.E.)
Subject: LN 02520 switches

All five switches contained the mineral oil and synthetic ester on both the exterior and on the contacts.

Regards,

Gayle Gullen

Chemistry Section, Central Laboratory
(313) 32-27322 (313) 32-21614 FAX
ggullen@ford.com

We have answers to your failure and contamination questions.

<http://wwwdev.detroit3.ford.com/met/northamer/central.htm>

From: Heath, David (D.E.)
Sent: Friday, August 04, 2000 10:32 AM
To: Cooper, Vicki (V.A.)
Subject: FW: LN 02520 switches

You should have received oil from 2 bracket suppliers yesterday. These are sub assemblies to the adjustable pedal. Please call to discuss your recent report (its quite a bit different than that produced by Gayle Gullen).

David Heath
8888 PWT
Taurus/Sabb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

-----Original Message-----
From: Heath, David (D.E.)
Sent: Thursday, August 03, 2000 8:34 AM
To: Kowalczyk, Richard (R.A.)
Subject: FW: LN 02520 switches

FYI,
Samples of oil from 2 bracket suppliers coming your way. Thanks for the help from your dept.

David Heath
8888 PWT
Taurus/Sabb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

-----Original Message-----
From: Heath, David (D.E.)
Sent: Thursday, August 03, 2000 8:30 AM
To: Gullen, Gayle (G.D.)
Cc: Paluzzi, Felicia (F.F.)
Subject: RE: LN 02520 switches

Gayle,
You will receive 2 samples from two bracket suppliers containing stamping oils used in the assy. of adjustable pedals today (this morning) by Fedax. Would you please compare to oil on the previous 6 switches? Felicia P. will also be there sometime today with oil drops collected from several vehicles here and we would like the same comparison. Thanks.

David Heath
8888 PWT
Taurus/Sabb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

-----Original Message-----
From: Gullen, Gayle (G.D.)
Sent: Wednesday, August 02, 2000 2:46 PM
To: Heath, David (D.E.)

Subject LN 02520 switches

All five switches contained the mineral oil and synthetic ester on both the exterior and on the contacts.

Regards,

Gayle Gullen

Chemistry Section, Central Laboratory
(313) 32-27322 (313) 32-21614 FAX
ggullen@ford.com

We have answers to your failure and contamination questions.

<http://wwwdev.dearborn3.ford.com/met/northamer/central.htm>

From: Heath, David (D.E.)
Sent: Friday, August 04, 2000 12:28 PM
To: Bernwanger Jr., George (G.A.); Paluzzi, Felicia (F.F.)
Subject: FW: LN 02520 switches

Attached are notes from the 3 people I have dealt with at Central Labs, Gayle Gullen, Vicki Cooper. Rick Kowalczyk (thier supervisor). They are located at 15000 Century Dr., Dearborn, MI 48120.

David Heath
EESE PWT
Tanner/Sabb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

—Original Message—

From: Heath, David (D.E.)
Sent: Friday, August 04, 2000 10:32 AM
To: Cooper, Vicki (V.A.)
Subject: FW: LN 02520 switches

You should have received oil from 2 bracket suppliers yesterday. These are sub assemblies to the adjustable pedal. Please call to discuss your recent report (its quite a bit different than that produced by Gayle Gullen).

David Heath
EESE PWT
Tanner/Sabb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

—Original Message—

From: Heath, David (D.E.)
Sent: Thursday, August 03, 2000 8:34 AM
To: Kowalczyk, Richard (R.A.)
Subject: FW: LN 02520 switches

FYI,
Samples of oil from 2 bracket suppliers coming your way. Thanks for the help from your dept.

David Heath
EESE PWT
Tanner/Sabb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

—Original Message—

From: Heath, David (D.E.)
Sent: Thursday, August 03, 2000 8:30 AM
To: Gullen, Gayle (G.D.)
CC: Paluzzi, Felicia (F.F.)
Subject: RE: LN 02520 switches

Gayle,

You will receive 2 samples from two bracket suppliers containing stamping oils used in the assy. of adjustable pedals today (this morning) by Fedex. Would you please compare to oil on the previous 6 switches? Felicia P. will also be there sometime today with oil drops collected from several vehicles here and we would like the same comparison. Thanks.

David Heath
EESE FONT
Towns/ Bobb
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

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

From: Gullen, Gayle (G.D.)
Sent: Wednesday, August 02, 2000 2:46 PM
To: Heath, David (D.E.)
Subject: LN 02520 switches

All five switches contained the mineral oil and synthetic ester on both the exterior and on the contacts.

Regards,

Gayle Gullen

Chemistry Section, Central Laboratory
(313) 32-27322 (313) 32-21614 FAX
ggullen@ford.com

We have answers to your failure and contamination questions.
<http://wwwdev.dearborn3.ford.com/met/northamer/central.htm>

From: Heath, David (D.E.)
Sent: Wednesday, August 16, 2000 7:48 AM
To: Pakuzzi, Felicia (F.F.); Steiger, Robert (R.A.)
Subject: FW: 2000 Taurus Brake Light Switch

The stalagtite sounds like a good indication of where the grease is coming from.

David Heath
EISE PVT
Taurus/ Sable
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535

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

From: Stollsteimer, Dale (D.O.)
Sent: Wednesday, August 16, 2000 7:25 AM
To: Heath, David (D.E.); Sliter, Richard (R.L.)
Cc: Wright, Mary Ann (M.A.)
Subject: RE: 2000 Taurus Brake Light Switch

Went to visit this vehicle with Bill (of Teleflex). Then showed him the vehicle in my garage. We both agree that the grease is most likely coming from the torsion spring. The vehicle in my garage seems to have a drop of grease at the bottom of the spring, like a stalagtite, and looks it is the place where the oil dropped from.

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

From: Heath, David (D.E.)
Sent: Tuesday, August 15, 2000 2:11 PM
To: Sliter, Richard (R.L.); Stollsteimer, Dale (D.O.)
Cc: Wright, Mary Ann (M.A.)
Subject: FW: 2000 Taurus Brake Light Switch

Richard,
Stoplamp switches are going out tonight. Dale may want to see this vehicle if possible.

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

From: Wright, Mary Ann (M.A.)
Sent: Sunday, August 13, 2000 1:38 PM
To: Heath, David (D.E.); Garrison, Brett (B.)
Cc: Sliter, Richard (R.L.)
Subject: FW: 2000 Taurus Brake Light Switch

please handle and advise if you want the switch back.

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

From: Sliter, Richard (R.L.)
To: Wright, Mary Ann (M.A.)
Cc: Rheam, Gary (G.M.); Garrison, Brett (B.)
Sent: 8/11/00 9:33 AM
Subject: 2000 Taurus Brake Light Switch

Mary Ann,

One of our QFTF vehicles, the brake lights are on continuous. Brake switches are on back-order. Any chance of getting one from the plant? The service part number is YF1Z-13480-AA.

We can send you the defective switch if needed for investigation.

If you could help us, it would be appreciated.

Vehicle Information: 1FAPP55S3YA171463
Build Date: 2/18/00
Mileage: 13,000 miles.

Regards,
Richard Sliter
Product Analyst, Quality Focused Test Fleet
Quality Center, 15080 Commerce Dr. North
Dearborn, Mi. 48120
(313) 206-4180 - FAX (313) 845-3136

From: Gee, Larry (L.F.)
Sent: Wednesday, November 01, 2000 11:43 AM
To: Shore, John (J.)
Cc: Gee, Larry (L.F.)
Subject: 00Y37 2000 Taurus/Sable Stoplamp Switch Grease Contamination

We discussed at the last TR separating the extract for 00S37 between Sedans and Wagons because of the different part number. When I looked at the last extract it was already Kit Coded that way. Here are the volumes:

Kit Code	Description	From	Thru	Volume
AA	2000 Taur/Sabl Sedans w/Adj Ped. (Atlanta)	Job 1,00	8/14/00	74,658
BB	2000 Taur/Sabl Wagons w/Adj Ped. (Atlanta)	Job 1,00	8/14/00	9,436
CC	2000 Taur/Sabl Sedans w/Adj Ped. (Chicago)	Job 1,00	8/04/00	87,731
DD	2000 Taur/Sabl Wagons w/Adj Ped. (Chicago)	Job 1,00	8/04/00	11,429
Total				183,254

Regards,

Larry Gee

FCSD, Recall/Service Programs, Recall/ONP Specialist
313-31-72219 Fax: 313-84-51024
Internet: lgee@ford.com

From: Moss, Brian (B.M.)
Sent: Monday, November 20, 2000 2:51 PM
To: Shore, John (J.)
Subject: FW: Cloth backed tape for recall purpose

John,

Below is the information that I have received from upstream. It appears that we use to service a tape of this nature at one time. Unfortunately, we are no longer supplying it. The part was obsolete from service on 10/19/95. Upstream has supplied the supplier information on this tape when we were buying it from them and also other approved suppliers. Possible you may be able to contact supplier to see if this tape is still available and have them supply part directly.

If I can be of any more help let me know.

Brian M. Moss

Product Analyst - Paints & Chemicals
Car Body and Trim Team
Ford Customer Service Division
NPD - Livonia
Cube # 1139A (734)523-4621

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

From: Romano, Ron (R.)
Sent: Monday, November 20, 2000 2:30 PM
To: Moss, Brian (B.M.)
Subject: RE: Cloth backed tape for recall purpose

Brian, We use to have a tape but it looks like it was in the 1992 time frame. The part number was D6AZ-19627-A. The spec number appears to still be good, ESB-MSG56-A. The supplier was:

Armo Adhesive Tape Co., A707C
Supplier Identification. C-250
Tox #. -14877

Some other supplier on the approved source list for this spec are:

Tyco Adhesives, K264A (1984)
Supplier Identification. Polyken 261P

Bordon Chemical, B522A (1979)
Supplier Identification. 5865

There are others but they're dated 1969.

Hope this helps. As you can see this stuff is pretty old. Not sure if it's still being used in production but we don't supply it anymore for the aftermarket.

Thanks

Ron Romano
Ford Customer Service Division, Service Chemicals
Fairlane Business Park #3, Suite 200, Cube 238I
Phone/Fax: (313) 24-87604, Pager(Text): (313) 851-2971

E-Mail: RROMANO@Ford.com

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

From: Moss, Brian (B.M.)
Sent: Monday, November 20, 2000 10:40 AM
To: Romano, Ron (R.)
Subject: Cloth backed tape for recall purpose

Ron,

Have there been any new findings on the "Cloth Backed Tape" that recall dept. is inquiring about. I have informed them that it does not look as if we have ever serviced anything but I told them that you were still checking with some of the old timers to see if they had remembered anything.

Let me know when you can. Thanks!

Brian M. Moss

Product Analyst - Paints & Chemicals
Car Body and Trim Team
Ford Customer Service Division
NPD - Livonia
Cube # 1139A (734)523-4621

From: Cheff, Amy (A.B.)
Sent: Friday, February 23, 2001 1:08 PM
To: Arochi, Alberto (A.); Bakik, Tom (T.W.); Bardeleben, Rosemary (R.); Barnes, Kevin (K.F.); Barnett, Bob (R.B.); Bartel, Bill (W.R.); Bartoe, Ann (A.M.); Blackwell, Angela (A.R.); Bortell, Brian (B.R.); Bowen, Kurt (K.); Breen, Thomas (T.W.); Cairo, Ronald (R.D.); Carver, Norman (N.B.); Cervi, Dick (R.M.); Cheff, Amy (A.B.); Coleman, Phillip (P.V.); Collier, Phillip (P.L.); Cooper, Jerry (J.L.); Dew, Bob (R.O.); Fluxa, Mark (M.E.); Garrow, Scott (S.D.); Hennessy, Tom (T.P.); Hooverson, Gary (G.); Howls, Greg (G.A.); Jackman, Norm (N.J.); Jaeger, Sharon (S.A.); Jaster, Daniel (D.C.); Kaercher, Don (D.F.); Krok, Jeff (J.E.); Webster, Linda (L.); Lorenz, Gary (G.L.); Lucas, Michael (M.E.); Mac Arthur III, Campbell (CCM.); Namel, Kelly (K.S.); Nittmann Jr., Helmut (H.); Pesta, Marlene (M.J.); Sandlee, James (J.E.); Sheffler, Dick (R.W.); Shoemaker, John (J.); Shore, John (J.); Simons, Robert (R.M.); Stewart, Bill (W.E.); Tindall, Mary Ann (M.A.); Warner, Robert (R.C.); Watson, Bill (W.J.); Weakland, Buck (B.); Yales, Larry (L.)
Cc: Genova, Tom (T.A.); Parkin, Steve (S.J.)
Subject: FW: NOTIFICATION OF CAMPAIGN PARTS ARRIVING

This note is being sent to advise all that this program has been given a final number of 01508 and is defined as "safety". The expected launch date is now early March. You can expect movement of parts very soon.

Amy Cheff

Recall Specialist, FCSD Parts Supply and Logistics
Phone: (734) 266-8911
FAX: (734) 266-1188
E-Mail scheff@ford.com
Text Pager: (734) 296-3096

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

From: Cheff, Amy (A.B.)
Sent: Monday, October 16, 2000 3:32 PM
To: Beluk, Tom (T.W.); Bardeleben, Rosemary (R.); Barnes, Kevin (K.F.); Barnett, Bob (R.B.); Bartel, W (W.R.); Bartoe, Ann (A.M.); Blackwell, Angela (A.R.); Bortell, Brian (B.R.); Breen, Thomas (T.W.); Carver, Norman (N.B.); Cervi, Dick (D.); Cheff, Amy (A.B.); Collier, Phillip (P.L.); Dew, Bob (R.O.); Foster, Sue (S.); Garrow, Scott (S.D.); Gough, Corine (M.); Hennessy, Tom (T.P.); Hooverson, Gary (G.); Jackman, Norm (N.J.); Kaercher, Don (D.F.); Kobarba, Tony (A.M.); Krok, Jeff (J.E.); Mac Arthur III, Campbell (CCM.); Nittmann Jr., Helmut (H.); Pesta, Marlene (M.J.); Sheffler, Dick (R.W.); Shoemaker Jr., John (J.A.); Shore, John (J.); Simons, Robert (R.M.); Song, JoAnne (J.); Stewart, Bill (W.E.); Walker, Dick (D.A.); Watson, Bill (W.J.); Webster, Linda (L.); Whiteley, Charlie (C.W.); Yales, Larry (L.)
Cc: Genova, Tom (T.A.); Parkin, Steve (S.J.)
Subject: NOTIFICATION OF CAMPAIGN PARTS ARRIVING

SUBJECT: 2000 TAURUS/SABLE ADJUSTABLE PEDAL STOPLAMP SWITCH GREASE CONTAMINATION

CAMPAIGN #00Y37

**PART NUMBERS:
YF1Z-13480-AA
YF1Z-13480-BA**

INVOLVED UNITS: 200,000

ESTIMATED LAUNCH DATE: November 22

Amy Cheff

Recall Specialist, FCSD Parts Supply and Logistics

Phone: (734) 266-8911

FAX: (734) 266-1166

E-Mail soheff@ford.com

Text Pager: (734) 266-3096

From: Genova, Tom (T.A.)
Sent: Wednesday, November 22, 2000 5:40 AM
To: Neme, Joseph (J.S.)
Cc: Cheff, Amy (A.B.); Shore, John (J.); Parkin, Steve (S.J.); Genova, Tom (T.A.)
Subject: RE: Cloth backed tape for recall purpose - potential 00Y37

Hey Joe --

See the bad news on the cloth tape availability below. I must tell you I personally do NOT like this taping idea -- forgive me, but it seems a bit stupid.

If you have an alternate suggestion, we are open to it -- (a shield of some sort?) -- or let's just nix the whole tape idea. The ball is back in your court!

Thank you!

Tom Genova

RECALL and SERVICE PROGRAMS DEPARTMENT

Diagnostic Service Center-II -- Cube 773

Voics: (313) 24-88803

Fax: (313) 84-51024

---Original Message---

From: Shore, John (J.)
Sent: Tuesday, November 21, 2000 4:55 PM
To: Parkin, Steve (S.J.); Genova, Tom (T.A.)
Cc: Cheff, Amy (A.B.)
Subject: FW: Cloth backed tape for recall purpose - potential 00Y37

We currently do not have a cloth backed tape in our system. The note attached shows the part was discontinued 8 years ago. Please advise your direction / intent. If you want the tape back in service, we will contact the supplier. Timing at this time is TBD.

The roll of tape is 15 foot and carries a current dealer net price of \$33.17 (wow..... must use some of that unatatum material).

Regards:

John Shore

Parts Supply and Logistics Recall Manager

1313 C NPDC

Phone: 734 26-89789 FAX: 734 26-81188

---Original Message---

From: Moss, Brian (B.M.)
Sent: Monday, November 20, 2000 2:51 PM
To: Shore, John (J.)
Subject: FW: Cloth backed tape for recall purpose

John,

Below is the information that I have received from upstream. It appears that we use to service a tape of this nature at one time. Unfortunately, we are no longer supplying it. The part was obsolete from service on 10/19/95. Upstream has supplied the supplier information on this tape when we were buying it from them and also other approved suppliers. Possible you may be able to contact supplier to see if this tape is still available and have them supply part directly.

If I can be of any more help let me know.

ROB3-868 1895

Brian M. Moss

Product Analyst - Paints & Chemicals
Car Body and Trim Team
Ford Customer Service Division
NPD - Livonia
Cube # 1139A (734)523-4621

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

From: Romano, Ron (R.)
Sent: Monday, November 20, 2000 2:30 PM
To: Moss, Brian (B.M.)
Subject: RE: Cloth backed tape for recall purpose

Brian, We use to have a tape but it looks like it was in the 1992 time frame. The part number was D6AZ-19627-A. The spec number appears to still be good, ESB-M3G58-A. The supplier was:

Arno Adhesive Tape Co., A707C
Supplier Identification. C-250
Tax #. -14877

Some other supplier on the approved source list for this spec are:

Tyco Adhesives, K264A (1984)
Supplier Identification. Polyken 281P

Bordon Chemical, B522A (1979)
Supplier Identification. 5895

There are others but they're dated 1968.

Hope this helps. As you can see this stuff is pretty old. Not sure if it's still being used in production but we don't supply it anymore for the aftermarket.

Thanks

Ron Romano
Ford Customer Service Division, Service Chemicals
Fairlane Business Park #3, Suite 200, Cube 238I
Phone/Fax: (313) 24-87604, Pager(Text): (313) 851-2971
E-Mail: RROMANO@Ford.com

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

From: Moss, Brian (B.M.)
Sent: Monday, November 20, 2000 10:40 AM
To: Romano, Ron (R.)
Subject: Cloth backed tape for recall purpose

Ron,

Have there been any new findings on the "Cloth Backed Tape" that recall dept. is inquiring about. I have informed them that it does not look as if we have ever serviced anything but I told them that you were still checking with some of the old timers to see if they had remembered anything.

Let me know when you can. Thanks!

Brian M. Moss

Product Analyst - Paints & Chemicals
Car Body and Trim Team
Ford Customer Service Division
IPD - Livonia
Cube # 1139A (734)523-4621

From: Patel, Bharat (B.J.)
Sent: Wednesday, November 07, 2001 5:13 AM
To: Newell, Sean (S.M.); Lysik, Kevin (K.M.)
Co: Skinner, Sandra (S.A.); Bzymek, Raymond (R.)
Subject: RE: Stop Lamp Wire Issue

Follow Up Flag: Follow up
Due By: Wednesday, November 07, 2001 6:00 PM
Flag Status: Flagged

Who is setting up the meeting on this?

This item is aging and has just gone past the 90 day open window that the ED's are getting judged on. I am now reporting this as RED on the scorecard. The attached note from Mike Zevalkink will precipitate in several f/u discussions with Burt and others. We need to expedite closure.



RE: 11/2/2001
Matrix for Camps...

Hermann Selenbauch
Engineering Director
NAC - Lifestyle Vehicles
Room 13B106/Bldg. #1
D 1130
Telephone: 313-621-7660
Fax: 313-317-7008

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

—Original Message—

From: Newell, Sean (S.M.)
Sent: Monday, November 05, 2001 6:58 PM
To: Patel, Bharat (B.J.); Lysik, Kevin (K.M.)
Co: Summers, Priscilla (P.L.); Skinner, Sandra (S.A.)
Subject: RE: Stop Lamp Wire Issue

Kevin, Bharat;

Latest warranty analysis with more mature data does not show a reduction trend for month-of-repair claims. Let's meet to discuss next steps.

Sean Newell

Electrical Systems Supervisor (313) 337-9876
Taurus/Sable
North American Car Bldg. 2, 23D37
seanewell1@ford.com

—Original Message—

From: Patel, Bharat (B.J.)
Sent: Friday, November 02, 2001 6:03 PM

To: Newell, Sean (S.M.); Lysik, Kevin (K.M.)
Cc: Summers, Priscilla (P.L.); Skinner, Sandra (S.A.)
Subject: RE: Stop Lamp Wire Issue

will inform CCRG to plan for 11/13 to review the closure paper. Please have it updated and sent out to the respective parties by COB 11/8 (Thursday).

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpate17@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Newell, Sean (S.M.)
Sent: Friday, November 02, 2001 4:43 PM
To: Patel, Bharat (B.J.); Lysik, Kevin (K.M.)
Cc: Summers, Priscilla (P.L.); Skinner, Sandra (S.A.)
Subject: RE: Stop Lamp Wire Issue

Bharat,

The chart showing four consecutive months with declining # of repairs is based on premature warranty data and should not be used to recommend closure yet. I've asked Lear to analyze the latest warranty cutoff to provide more mature data, which should be completed in the next couple of days. Kevin and I will review this data and plan to share the results with you. If the data confirms the declining trend, we will concur with the recommendation for closure.

Sean Newell

Electrical Systems Supervisor (313) 337-9676

Taurus/Sable

North American Car Bldg. 2, 23D37

snewell1@ford.com

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

From: Patel, Bharat (B.J.)
Sent: Thursday, November 01, 2001 6:20 PM
To: Lysik, Kevin (K.M.)
Cc: Patel, Bharat (B.J.); Summers, Priscilla (P.L.); Newell, Sean (S.M.); Patel, Bharat (B.J.)
Subject: RE: Stop Lamp Wire Issue

If the CCRG committee wants to monitor this item for 60 days then they will tell us. There have been times when we have gone to CCRG, recommended closure and they have recommended that item be not closed but to place on monitoring for 60 days. Let's let CCRG tell us to monitor. In the meantime we should recommend closure of this item from CCRG agenda at Tuesday's meeting.

At this time, we do not have indication that symptom presents itself all over the time period. Most, if not all symptom has been evident within warranty. We have four consecutive months with a declining # of repairs. This should be sufficient evidence to recommend closure. We should also further recommend that engineering will continue to monitor ongoing and bring item to CCRG if a negative defect trend is identified. We can always reopen an item if we are able to provide data suggesting we have an issue.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpate17@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Lysik, Kevin (K.M.)
Sent: Thursday, November 01, 2001 3:57 PM
To: Patel, Bharat (B.J.)
Cc: Newell, Sean (S.M.); Summers, Priscilla (P.L.)

Subject: Stop Lamp Wire Issue

Bharat:

We are recommending a 60 day monitoring of the Stop Lamp wire issue. We would like to monitor the warranty to see if the repair reduction trend continues. Is a closure paper needed (for Tuesday) at this time with this recommendation? What do I need to do at this point?

Kavin Lyall

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
24-85017

From: Patel, Bharat (B.J.)
Sent: Friday, November 02, 2001 6:03 PM
To: Newell, Sean (S.M.); Lyalk, Kevin (K.M.)
Cc: Summers, Priscilla (P.L.); Skinner, Sandra (S.A.)
Subject: RE: Stop Lamp Wire Issue

Follow Up Flag: Follow up
Due By: Monday, November 05, 2001 5:00 PM
Flag Status: Flagged

I will inform CCRG to plan for 11/13 to review the closure paper. Please have it updated and sent out to the respective parties by COB 11/8 (Thursday).

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpate17@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Newell, Sean (S.M.)
Sent: Friday, November 02, 2001 4:43 PM
To: Patel, Bharat (B.J.); Lyalk, Kevin (K.M.)
Cc: Summers, Priscilla (P.L.); Skinner, Sandra (S.A.)
Subject: RE: Stop Lamp Wire Issue

Bharat,

The chart showing four consecutive months with declining # of repairs is based on premature warranty data and should not be used to recommend closure yet. I've asked Lear to analyze the latest warranty cutoff to provide more mature data, which should be completed in the next couple of days. Kevin and I will review this data and plan to share the results with you. If the data confirms the declining trend, we will concur with the recommendation for closure.

Sean Newell

Electrical Systems Supervisor (313) 337-9876

Taurus/Sable

North American Car Bldg. 2, 23D37

sewell1@ford.com

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

From: Patel, Bharat (B.J.)
Sent: Thursday, November 01, 2001 6:20 PM
To: Lyalk, Kevin (K.M.)
Cc: Patel, Bharat (B.J.); Summers, Priscilla (P.L.); Newell, Sean (S.M.); Patel, Bharat (B.J.)
Subject: RE: Stop Lamp Wire Issue

If the CCRG committee wants to monitor this item for 60 days then they will tell us. There have been times when we have gone to CCRG, recommended closure and they have recommended that item be not closed but to place on monitoring for 60 days. Lets let CCRG tell us to monitor. In the meantime we should recommend closure of this item from CCRG agenda at Tuesday's meeting.

At this time, we do not have indication that symptom presents itself all over the time period. Most, if not all symptom has been evident within warranty. We have four consecutive months with a declining # of repairs. This should be sufficient evidence to recommend closure. We should also further recommend that engineering will continue to monitor ongoing and bring item to CCRG if a negative defect trend is identified. We can always reopen an item if we are able to provide data suggesting we have an issue.

BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

—Original Message—

From: Lyall, Kevin (K.M.)
Sent: Thursday, November 01, 2001 3:57 PM
To: Patel, Bharat (B.J.)
Cc: Newell, Sean (S.M.); Summers, Priscilla (P.L.)
Subject: Stop Lamp Wire Issue

Bharat:

We are recommending a 60 day monitoring of the Stop Lamp wire issue. We would like to monitor the warranty to see if the repair reduction trend continues. Is a closure paper needed (for Tuesday) at this time with this recommendation? What do I need to do at this point?

Kevin Lyall

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
24-85017

From: Patel, Bharat (B.J.)
Sent: Thursday, November 01, 2001 6:20 PM
To: Lysik, Kevin (K.M.)
Cc: Patel, Bharat (B.J.); Summers, Priscilla (P.L.); Newell, Sean (S.M.); Patel, Bharat (B.J.)
Subject: RE: Stop Lamp Wire Issue

If the CCRG committee wants to monitor this item for 60 days than they will tell us. There have been times when we have gone to CCRG, recommended closure and they have recommended that item be not closed but to place on monitoring for 60 days. Lets let CCRG tell us to monitor. In the meantime we should recommend closure of this item from CCRG agenda at Tuesday's meeting.

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BHARAT J. PATEL

North American Car (NAC) Critical Concern Manager

bpatel7@ford.com; Cube Loc.: 24H39

Phone: 313-248-6312; Fax: 313-621-4571; Text Pager: 1-888-442-0837

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

From: Lysik, Kevin (K.M.)
Sent: Thursday, November 01, 2001 3:57 PM
To: Patel, Bharat (B.J.)
Cc: Newell, Sean (S.M.); Summers, Priscilla (P.L.)
Subject: Stop Lamp Wire Issue

Bharat:

We are recommending a 60 day monitoring of the Stop Lamp wire issue. We would like to monitor the warranty to see if the repair reduction trend continues. Is a closure paper needed (for Tuesday) at this time with this recommendation? What do I need to do at this point?

Kevin Lysik

Electrical Campaign Prevent Specialist- NA Car
Family Vehicles
24-85017