

RQ03-008

FORD

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

ATTACHMENT L

**PART 1 OF 4
BOOK 2 OF 4**

From: rjohnet1 [rjohnet1@ford.com]
Sent: Tuesday, October 09, 2001 1:18 PM
To: snewell1@ford.com
Subject: Dsc00544;Dsc00541;Dsc00542;Dsc00543;Dsc00540;Dsc00545;Dsc00546;Dsc00547;Dsc0054
4



DSC00544.JPG



DSC00541.JPG



DSC00542.JPG



DSC00543.JPG



DSC00540.JPG



DSC00545.JPG



DSC00546.JPG



DSC00547.JPG



DSC00548.JPG

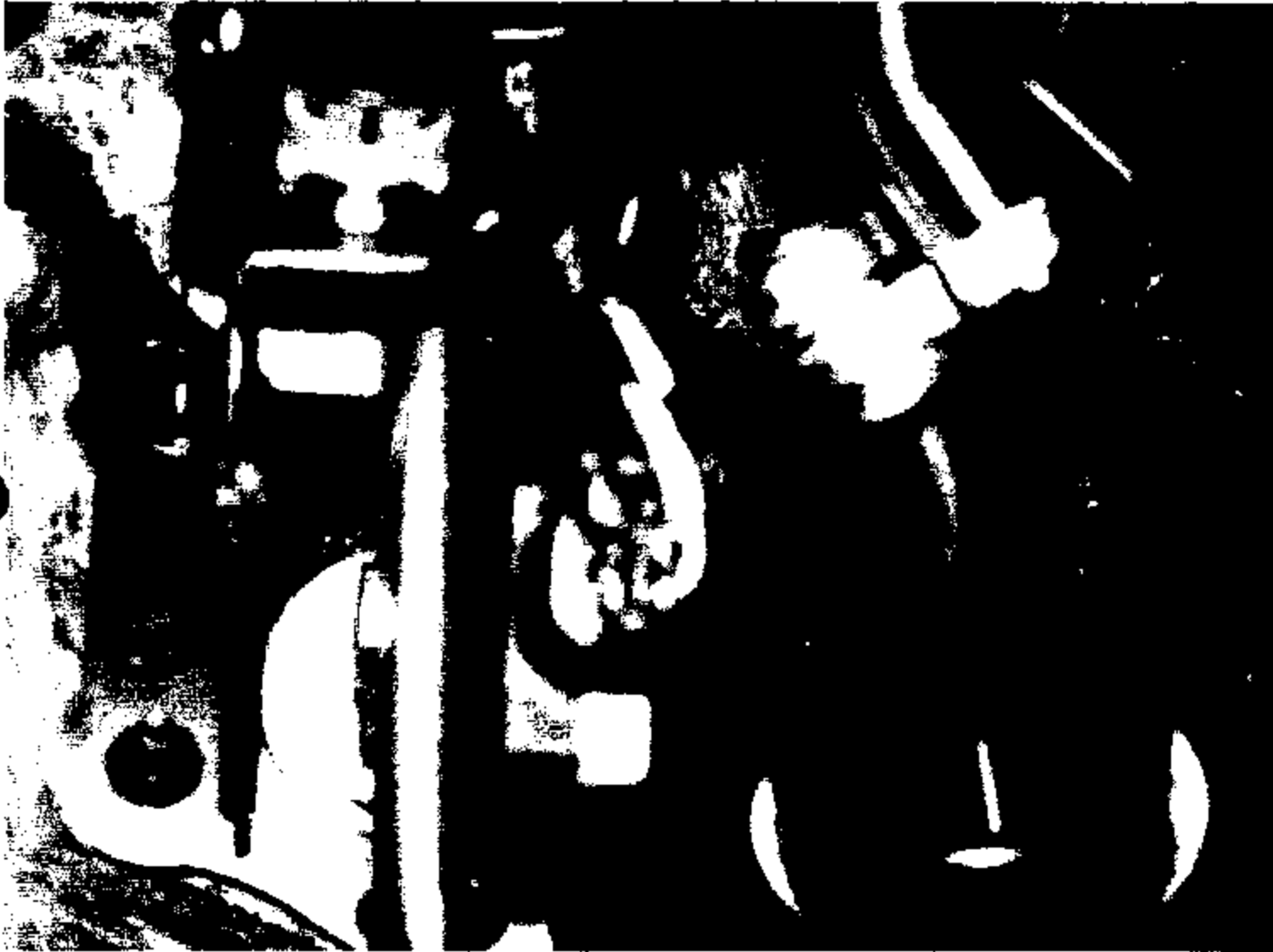


DSC00549.JPG



DSC00550.JPG

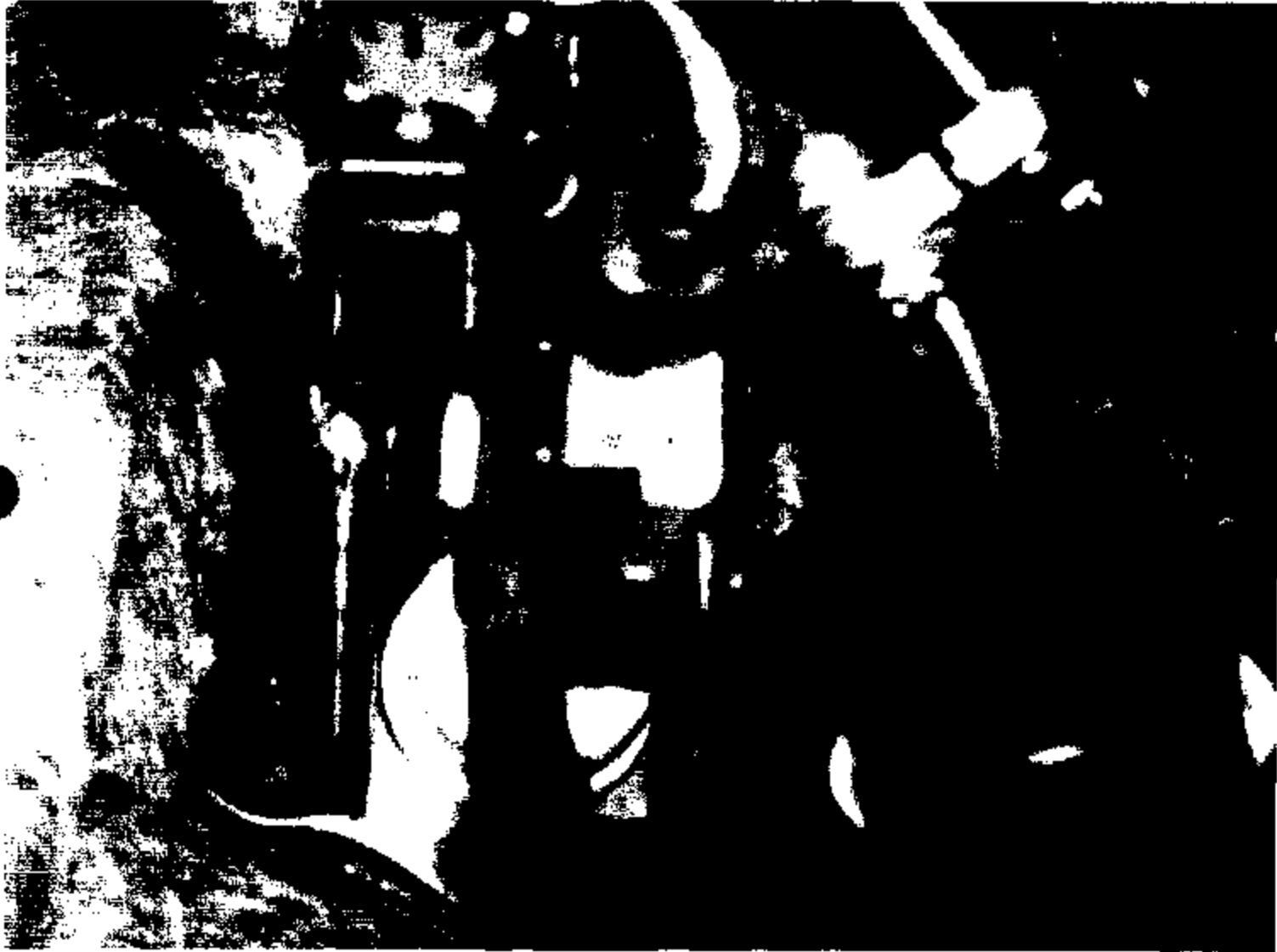
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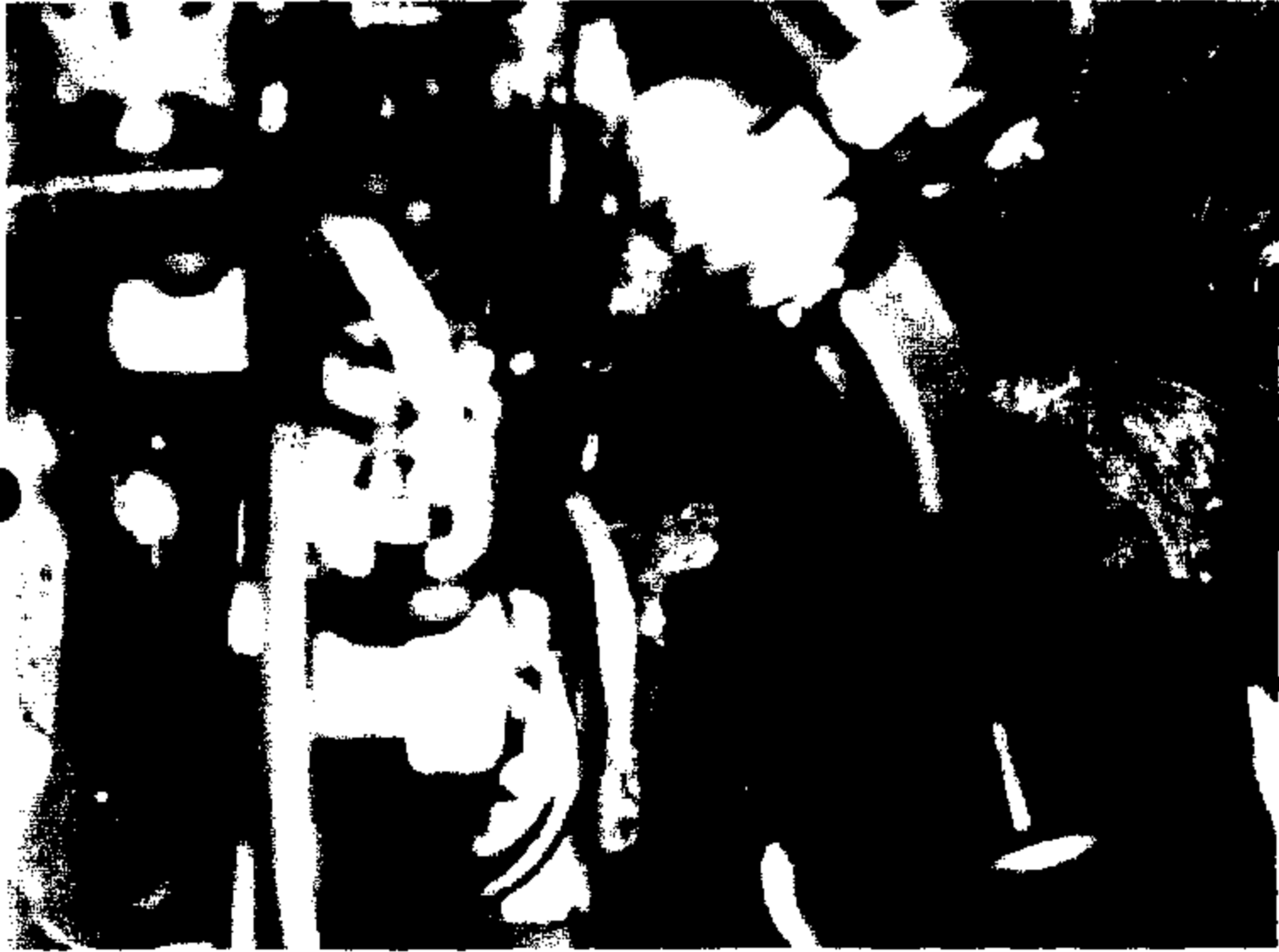


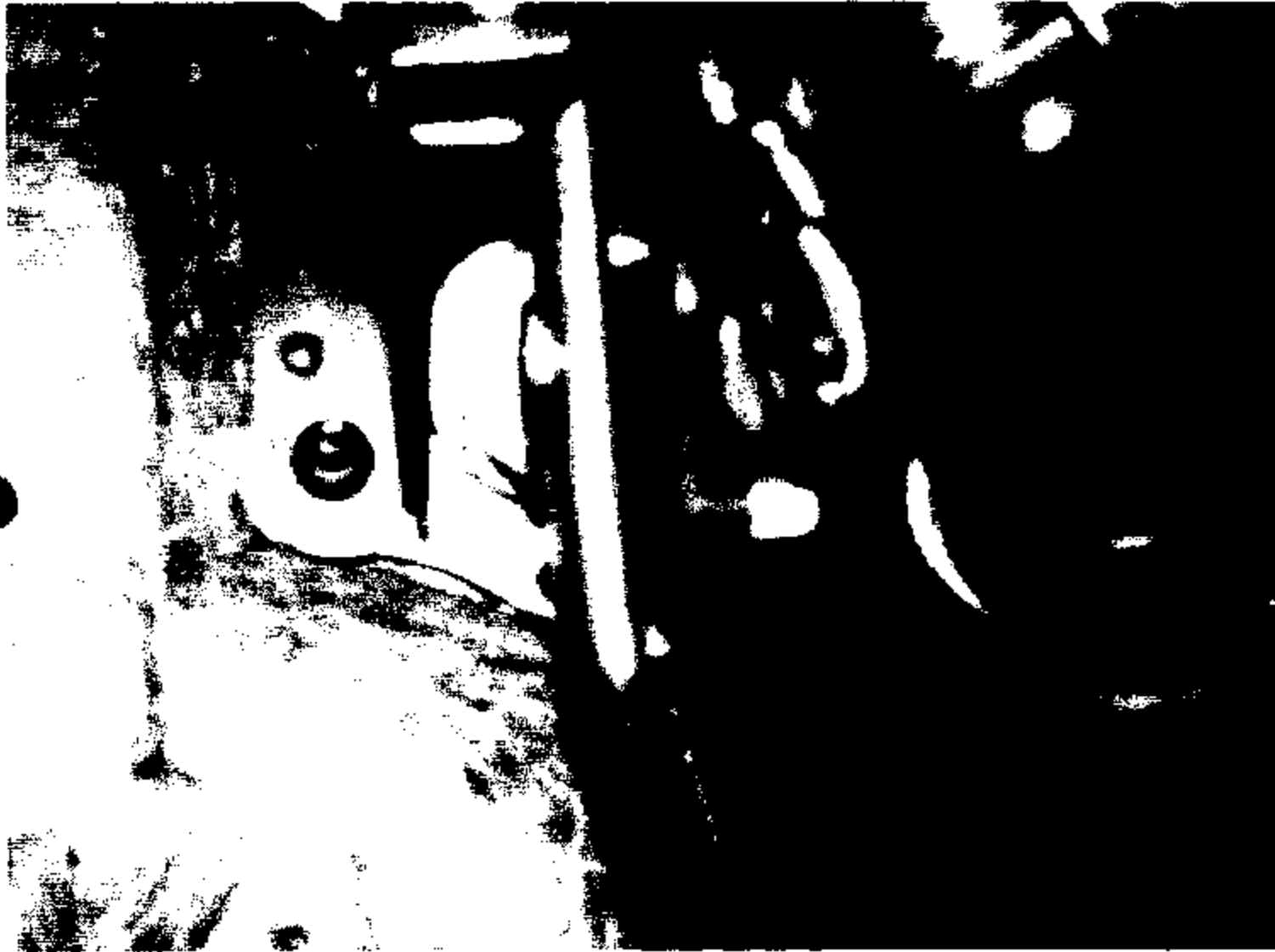


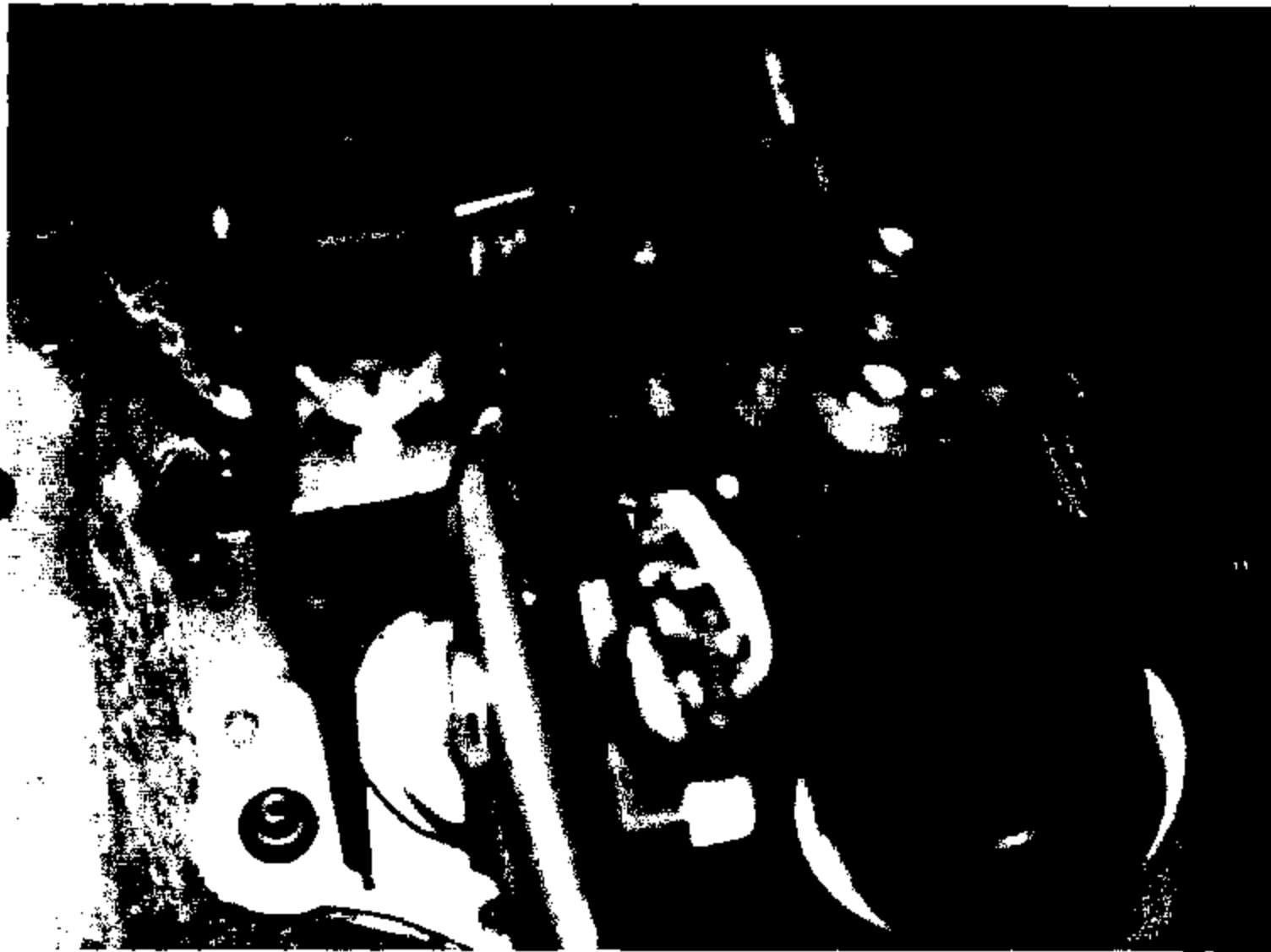


















From: McCann, Mike (M.J.)
Sent: Tuesday, July 23, 2002 12:32 PM
To: Livemois, Stephen (S.M.); Kloesk, Walter (W.)
Subject: FW: Brake Light Switch

Mike McCann
X-Vehicle Switch Applications
mccann2@ford.com, 313-323-7167

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

From: Heston, Christopher (C.E.)
Sent: Monday, July 22, 2002 5:20 PM
To: Lyalk, Kevin (K.M.)
Cc: McCann, Mike (M.J.); Stoltebner, Dale (D.O.); Nicastri, Paul (P.R.)
Subject: Brake Light Switch

Kevin,

I looked at the field return part that had the least damage from heating and found that the external terminals had severe fretting corrosion. I have included some microphotographs of the terminals for you to look at. Fretting corrosion leads to high resistance at the contact points which in turn could lead to the switch not getting the proper voltage or current. Fretting corrosion is caused by relative micro-motion between non-noble metal contacting pairs. You mentioned in our conversation that the whole switch actually moves during actuation. If the wire harness is strain relieved (thus not able to move much) and the part is moving then you will have a lot of relative motion between the male terminal pins on the switch and the female terminals on the harness. There was also oil present on the terminals. This is interesting because this is a switch that came from a vehicle that does not have adjustable pedals.

I also looked at the switch contacts and found evidence of high heating and arcing, which we expected. The contact surfaces are very rough from melting and re-solidifying. There was no oil inside the switch or on the contacts. I will talk with Steve Simko tomorrow about having Auger analysis (surface chemistry) performed on the contact surfaces.



PBS_200353_Statio
nary_5X.jpg



PBS_200353_Statio
nary_10X.jpg



PBS_200353_Statio
nary_5Xother ...



PBS_200353_Statio
nary_40Xother...



PBS_200353_Move
ble_10X.jpg



PBS_200353_Move
ble_10X2.jpg



PBS_200353_Move
ble_10Xother id...



PBS_200353_Statio
nary_5XContac...



PBS_200353_Statio
nary_10XContac...



PBS_200353_Move
ble_10XContac...

Christopher E. Heston
cheaton@ford.com
Research Engineer
Vehicle Electronics and Systems Dept.
Ford Research Laboratory
Phone: (313)845-4214 Fax: (313)323-8239







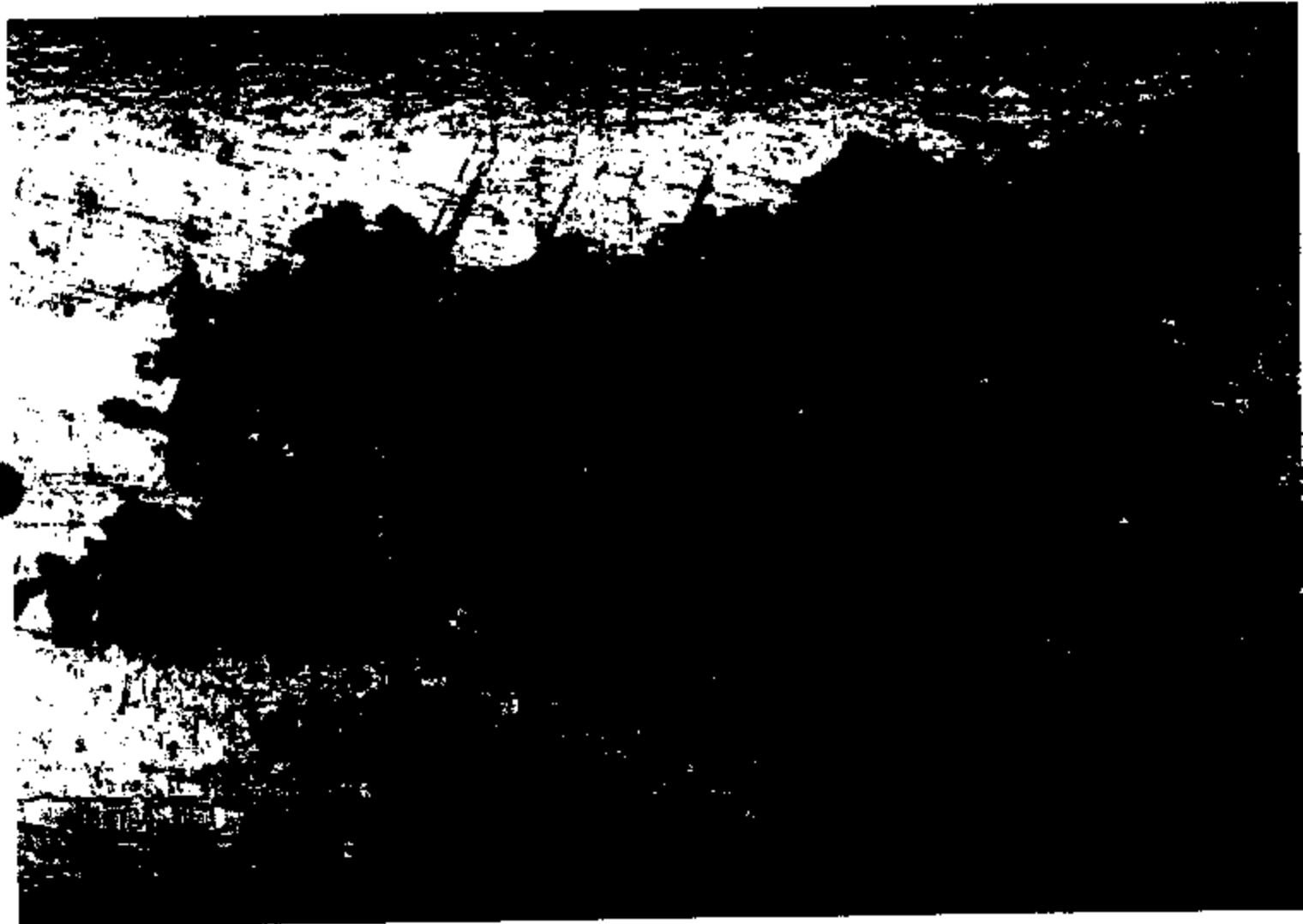
ROS-888 1788



ROB-008 1767

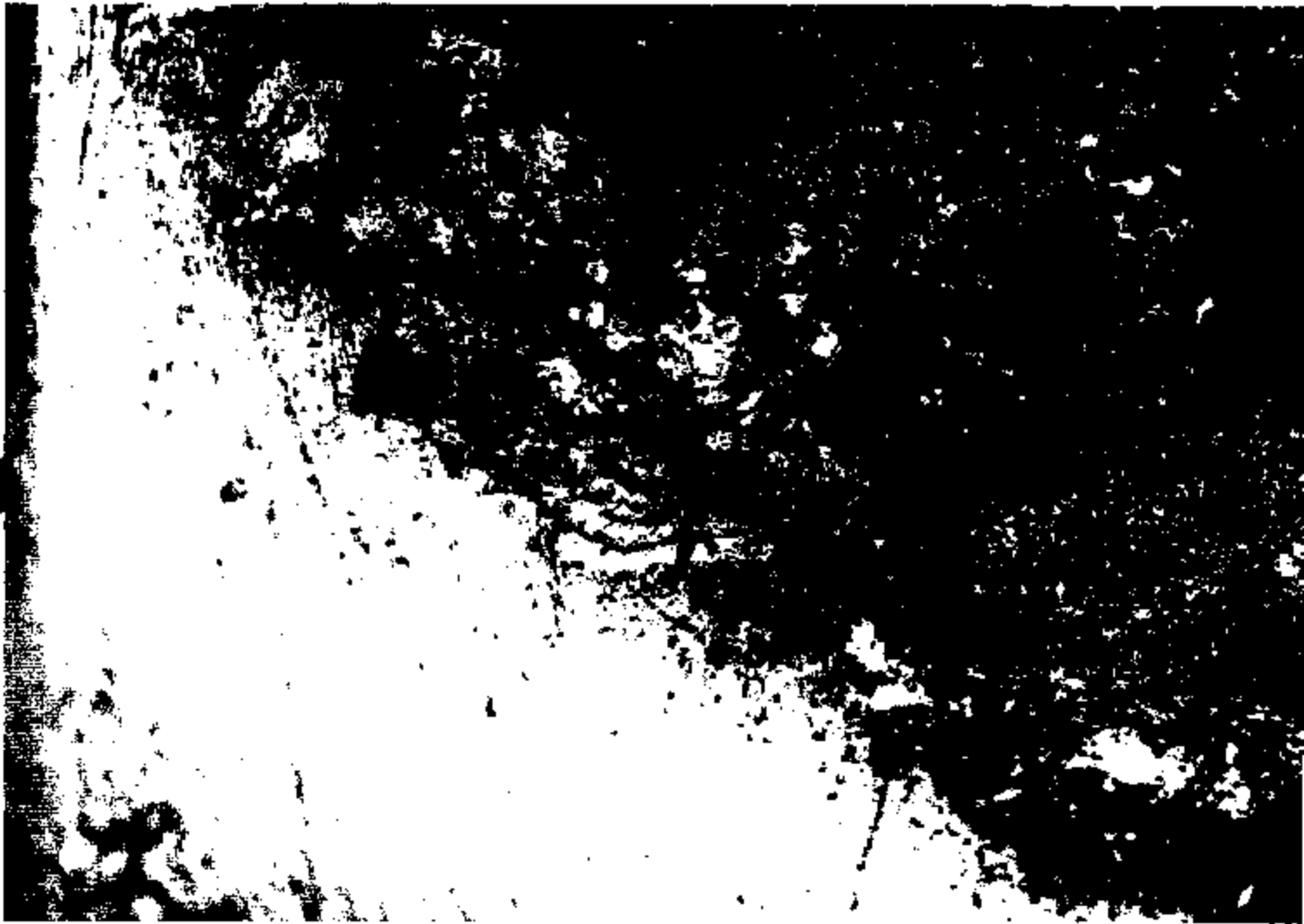


ROB-005 1708





ROED-008 1718





From: Lysik, Kevin (K.M.)
Sent: Thursday, August 08, 2002 11:08 AM
To: Stoltzelmer, Dale (D.O.); Kurth, Kelly (K.J.); Livernois, Stephen (S.M.); Schramek, Joseph (J.E.); 'carl.frank@pollak.com'; Komosky, Dale (.); Aghil, Max (M.); Rossi, Roberto (R.A.)
Cc: Beard, Dave (D.F.); McCann, Mike (M.J.); Newell, Sean (S.M.); Schmidt, Norm (N.G.)
Subject: RE: 2 terminal Boo Pchart - 1st draft

I will forward to Greg Braniff at Teleflex.

—Original Message—

From: Stoltzelmer, Dale (D.O.)
Sent: Thursday, August 08, 2002 10:58 AM
To: Lysik, Kevin (K.M.); Kurth, Kelly (K.J.); Livernois, Stephen (S.M.); Schramek, Joseph (J.E.); 'carl.frank@pollak.com'; Komosky, Dale (.); Aghil, Max (M.); Rossi, Roberto (R.A.)
Cc: Beard, Dave (D.F.); Stoltzelmer, Dale (D.O.); McCann, Mike (M.J.); Newell, Sean (S.M.); Schmidt, Norm (N.G.)
Subject: 2 terminal Boo Pchart - 1st draft

<< File: loss travel Boo subsystem p-chart.xls >>

File is shown on Sheet 2.

I ned to get this to the gentleman from the Adjustable Brake MFR. Could someone Please Route

From: Thakur, Arunima (A.)
Sent: Friday, October 11, 2002 10:45 AM
To: Stollsteimer, Dale (D.O.); Phillips, Brian (B.R.)
Cc: Livernois, Stephen (S.M.); McCann, Mike (M.J.); Strong, Sheryl (S.A.); Schneider, Mark (M.A.); Berenjian, Karim (K.)
Subject: FW: Brake deac switch timing

Importance: High

Dale,

Brian is having a roadblock with the switch SDS- can't meet current specs, (Please refer to note below).

I do not know if Brian has contacted you regarding this issue, however it needs to be addressed. Windstar QSF had a similar open action item. Please let us know your thoughts. This roadblock can seriously jeopardize the P221 solution to be put on our truck (Exp and Nav).

I had mentioned to Karim (in chassis VRT) that we may need a deviation, which nobody likes to write..... The ideal situation would be a revision of SDS.

Thanks in advance for your help.

Arunima Thakur

Consumer Driven Six Sigma Black Belt (Candidate)

Building: AVT-5/2G103, athakur@ford.com, Ph:313-317-7244
EERE, Global Core Engineering.

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

From: Reid, Dave (D.A.)
Sent: Friday, October 11, 2002 9:15 AM
To: Thakur, Arunima (A.)
Subject: FW: Brake deac switch timing
Importance: High

Sony,

FYI

This info I received from Brian yesterday. If you need to discuss let me know. Thx.

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

From: Reid, Dave (D.A.)
Sent: Thursday, October 10, 2002 1:19 PM
To: McCabe, Larry (L.J.)
Cc: Ahmed, Zamir (Z.); Phillips, Brian (B.R.)
Subject: Brake deac switch timing
Importance: High

Larry,

Based on discussions with Brake D&R timing is expected to be as follows:

Containment:

- Shim PIA to cruise deact. switch.
- Trial parts expected on or before Oct. 24.
- Production trial will be run the day after parts arrive.

- Pending successful trial supplier tooling will be kiked off (Opportunity to kiod off tooling earlier?)
- 12 weeks from tooling kiod off parts are ready to be used at MTP.

PCA:

- P221 switch.
- Currently as SDS is preventing the brakes team from using this switch with our pedal assy. However, we don't meet it now either. The brakes team is attempting to eliminate this roadblock. If successful we would change switches and change the bracket on our pedal assy as a PCA.
- P221 switch PSW's in march.
- Electrical timing is not yet known. Incorporation of this action requires a wiring change. Assuming electrical timing is as good as our or better, we could be ready to impliment in march.

From: Phillips, Brian (B.R.)
Sent: Friday, October 11, 2002 10:50 AM
To: Thakur, Arunima (A.); Stolsteimer, Dale (D.O.)
Cc: Livemore, Stephen (S.M.); McCann, Mike (M.J.); Strong, Sheryl (S.A.); Schneider, Mark (M.A.); Berenjian, Karim (K.)
Subject: RE: Brake deac switch timing

Dale,

The issue is related to the force required to operate the cruise deac. switch, and may affect more than the P221 solution. I do not wish to go into more detail than that until I have an opportunity to speak w/ a Speed Control person, since it is their requirement in question. The contact at speed control I have is a Jim Cikalo, but he is out today. If you have another contact within speed control, please send that to me, as I would like to get somewhere on this today.

Thanks,

Brian Phillips
U222 Brake Actuation
Ford Outfitters
(313) 39-03070

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

From: Thakur, Arunima (A.)
Sent: Friday, October 11, 2002 10:45 AM
To: Stolsteimer, Dale (D.O.); Phillips, Brian (B.R.)
Cc: Livemore, Stephen (S.M.); McCann, Mike (M.J.); Strong, Sheryl (S.A.); Schneider, Mark (M.A.); Berenjian, Karim (K.)
Subject: FW: Brake deac switch timing
Importance: High

Dale,

Brian is having a roadblock with the switch SDS- can't meet current specs, (Please refer to note below).

I do not know if Brian has contacted you regarding this issue, however it needs to be addressed. Windstar QSF had a similar open action item. Please let us know your thoughts. This roadblock can seriously jeopardize the P221 solution to be put on our truck (Exp and Nav).

I had mentioned to Karim (in chassis VRT) that we may need a deviation, which nobody likes to write..... The ideal situation would be a revision of SDS.

Thanks in advance for your help.

Arunima Thakur

Consumer Driven Six Sigma Black Belt (Candidate)
Building: AVT-5/2G103, athakur@ford.com, Ph:313-317-7244
E2SE, Global Core Engineering.

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

From: Reid, Dave (D.A.)
Sent: Friday, October 11, 2002 9:15 AM
To: Thakur, Arunima (A.)

Subject: PW: Brake disc switch timing
Importance: High

Sony,

FYI

This info I received from Brian yesterday. If you need to discuss let me know. Thx.

—Original Message—

From: Reid, Dave (D.A.)
Sent: Thursday, October 10, 2002 1:19 PM
To: McCabe, Larry (L.L.)
Cc: Ahmed, Zamir (Z.); Phillips, Brian (B.R.)
Subject: Brake disc switch timing
Importance: High

Larry,

Based on discussions with Brakes D&R timing is expected to be as follows:

Containment:

- Shim PIA to cruise decel. switch.
- Trial parts expected on or before Oct. 24.
- Production trial will be run the day after parts arrive.
- Pending successful trial supplier tooling will be kicked off (Opportunity to kick off tooling earlier?)
- 12 weeks from tooling kick off parts are ready to be used at MTP.

PCA:

- P221 switch.
- Currently as SDS is preventing the brakes team from using this switch with our pedal assy. However, we don't meet it now either. The brakes team is attempting to eliminate this roadblock. If successful we would change switches and change the bracket on our pedal assy as a PCA.
- P221 switch PSW's in march.
- Electrical timing is not yet known. Incorporation of this action requires a wiring change. Assuming electrical timing is as good as our or better, we could be ready to implement in march.

From: Merony, Ken (K.J.)
Sent: Thursday, July 18, 2002 2:49 PM
To: Salazar, Mark (M.); Livernois, Stephen (S.M.); Ricks, Kevin (K.J.); Marakby, Sherif (S.); Rossi, Roberto (FLA.); Bestauros, Mark (W.S.); Ayub, Muhammed (M.); Georgeacu, Dan (D.); Male, Michael (M.J.)
Subject: QSF 25-0014 Rear Brake Lights on After the Driver Exits the Vehicle

Here is the critical information for the QSF opened 7/06/2002 for the 1999/2002 Windstar vehicles with the rear brake lights on after the driver exits the vehicle. Please pass this on to any other persons that may be involved with this QSF. If this needs to be passed onto any other managers that need to be aware that a QSF is open in their area please pass it along. Thanks.

FCSD Champions: Ken Merony/ Mark Salazar
Engineering Champion - Dan Georgeacu/ Mark Bestauros

The following must be completed to close the QSF within 90 days (by 10/07/02):

Release an Awareness Special Service Message by 7/18/02 FCSD.
Determine root cause of the light on 8/01/02
Developed repair for the light on 8/20/02 Engineering
Release parts in WERS and have supplier for the parts 9/10/02 Engineering
TSB writing to include the repair by 9/10/02 FCSD and Engineering
Submit Parts Request to PS&L by 9/10/02 - FCSD
Parts available at the parts depot by 10/01/02 - Engineering and FCSD
Release Final TSB to the field by 10/06/02 - FCSD Publications
Close QSF with release of final TSB by 10/07/02 - FCSD

For additional information on the QSF process, please visit:
http://www.mso.ford.com/fced/vsp/CURRENT/qsf_home/qsf_homepg.htm

Regards

Ken Merony

FCSD-PVT & Field Support
Oakville Assembly Plant
Phone Dial Net 853-3226 or 905-845-2511 ext 3226
Fax: 905-845-9325

From: Marony, Ken (K.J.)
Sent: Thursday, July 18, 2002 2:51 PM
To: Livernois, Stephen (S.M.)
Subject: RE: QSF 25-0014 Brake Lights Stay On

Steve if you could send a representative that would be great. I just sent out a time line so we make sure that we make the 90 days.

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

From: Livernois, Stephen (S.M.)
Sent: Thursday, July 18, 2002 2:39 PM
To: Marony, Ken (K.J.); Bestauros, Mark (W.S.); Ayub, Muhammed (M.); Georgescu, Dan (D.); Male, Michael (M.J.); Rosel, Roberto (R.A.)
Subject: RE: QSF 25-0014 Brake Lights Stay On

I am vacation the 25th.

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

From: Marony, Ken (K.J.)
Sent: Thursday, July 18, 2002 2:31 PM
To: Livernois, Stephen (S.M.); Bestauros, Mark (W.S.); Ayub, Muhammed (M.); Georgescu, Dan (D.); Male, Michael (M.J.); Rosel, Roberto (R.A.)
Subject: QSF 25-0014 Brake Lights Stay On
When: Thursday, July 25, 2002 2:00 PM-3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Phone Conference with Dearborn

The purpose of this meeting is to start to work on the Rear Brake Lights Stay on With foot off of the pedal. We will have a phone conference with Dearborn. Please let me have a number to call and we will call from Oakville. Please invite anyone else that needs to attend. Be prepared to discuss the issues as they are reported.

From: Rossi, Roberto (R.A.)
Sent: Friday, August 16, 2002 8:38 AM
To: McCann, Mike (M.J.); Bell, Donna (D.L.)
Cc: Lysik, Kevin (K.M.); Livernois, Stephen (S.M.)
Subject: RE: Brake Switch Warranty

No, I am sorry, I do not have any TGW information.

Robert Rossi
Electrical/Electronic Systems Campaign Prevention Specialist
North American Car Lifestyle Vehicles
Phone/Fax: 84-61438

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

From: McCann, Mike (M.J.)
Sent: Thursday, August 15, 2002 12:49 PM
To: Bell, Donna (D.L.)
Cc: Lysik, Kevin (K.M.); Rossi, Roberto (R.A.); Livernois, Stephen (S.M.)
Subject: Brake Switch Warranty

Donna, here is the warranty data for the brake switch for Windstar, Taurus and Trucks.

Kevin, Rob: Do you have TGW data you can provide to Donna? With this data, Donna may be able to assign a black belt to help us.

<< File: Taurus Sable Brake Lamp Switch 01806 Repeat Repairs 7 16 02.ppt >> << File: Brake Switch Warranty.xls >>

Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-522-7167

From: Georgesou, Dan (D.)
Sent: Wednesday, August 21, 2002 10:59 AM
To: Michael Male; Livernois, Stephen (S.M.)
Cc: Dan Georgesou
Subject: Routing of the BOO Switch wire

Hi Mike,
I went on the line and watch the routing BOO Switch wire.
The operator is routing the wire in a way that creates the most slack possible for that wire.



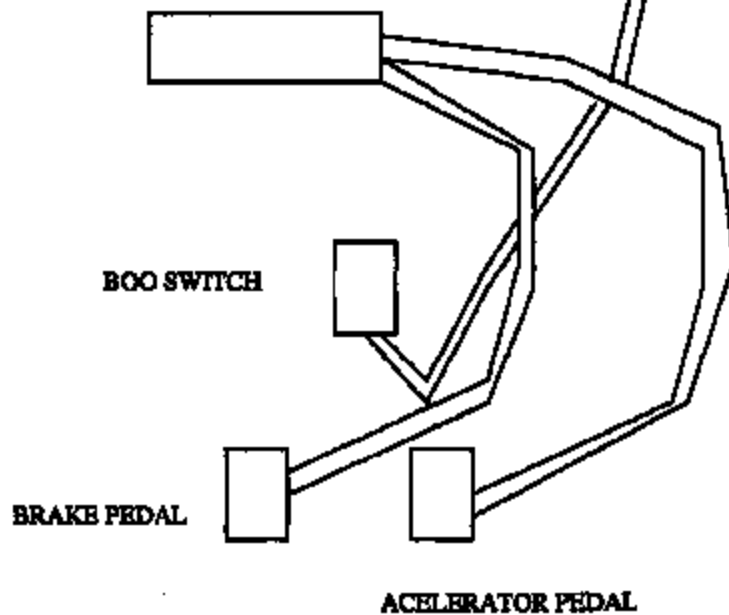
ADJ PEDAL
MOTOR.doc

I hope that this is satisfactory.

The Best Design is The One That Satisfies The Customer!!!

Dan Georgesou, P.Eng., M.Sc.,
Windstar Electrical System - Plant Vehicle Team Leader
Phone: 905.846.2511/2389, Fax: 905.846.9325, e-mail: dgeorges@ford.com
Oakville Assembly Plant, P.O. Box 1300, Oakville, Ontario, Canada, L6L-5C6

ADJ PEDAL MOTOR



BOO SWITCH

BRAKE PEDAL

ACCELERATOR PEDAL

From: bpatel7@ford.com
Sent: Thursday, September 25, 2003 11:01 AM
To: mmccann2@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:

Per our discussion yesterday, I have pulled 14D access from Steve and reassigned the access to yourself. I also have a note into the Brake management team to identify who will help you author the 14D. Pls make a start to populate the 14D with the electrical stuff that you already have info for. I would be more than happy to sit at my desk and collectively between you and I we can start to populate the 14D.

Business Process: 14D v1.2.5

Title: 2000-01 Taurus/Sable Adjustable Pedal Stop Lamp Switch Grease Co

From: bpatel7

To: mmccann2

Select this URL to access this instance of work:
<http://www.workflow.ford.com/14d/am.asp?WFID=955869>

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

(End automated email)

From: Stolteimer, Dale (D.O.)
Sent: Friday, January 03, 2003 10:18 AM
To: McGann, Mike (M.J.)
Subject: FW: CCRG Campaign Closure

FYI

—Original Message—

From: Steiger, Robert (R.A.)
Sent: Monday, April 09, 2001 1:18 PM
To: Heath, David (D.E.)
Cc: Lal, David (D.); Nowell, Sean (S.M.); Stolteimer, Dale (D.O.)
Subject: RE: CCRG Campaign Closure

Here it is



StopLamp1409c.doc

c

*Bob Steiger
VO FAE Turner/Sable PVT Supervisor
Good Judgment is the result of Experience...
Experience is the result of Bad Judgment...*

—Original Message—

From: Heath, David (D.E.)
Sent: Monday, April 09, 2001 7:41 AM
To: Steiger, Robert (R.A.)
Cc: Lal, David (D.); Nowell, Sean (S.M.); Stolteimer, Dale (D.O.)
Subject: RE: CCRG Campaign Closure

Bob Steiger was kind enough to be the "lead" engineer on this one. Bob can you send Dale your latest copy, thanks.

*David Heath
EODS PVT
Turner/Sable
Ph: 404-669-1382
Fax: 404-669-1873
Pager: 888-517-9535*

—Original Message—

From: Stolteimer, Dale (D.O.)
Sent: Monday, April 09, 2001 7:34 AM
To: Nowell, Sean (S.M.)
Cc: Heath, David (D.E.); Lal, David (D.)
Subject: FW: CCRG Campaign Closure

Sean, I will help with whatever I can. I believe that Dave Heath was leading the way on this one and may have the original 14D. my copy is very old. If Dave does not have the original, he will most likely know exactly who has it.

—Original Message—

From: Alvey, Ray (R.S.)
Sent: Friday, April 06, 2001 5:35 PM

ROB-888 4876

To: Stollsteimer, Dale (D.O.); Crafts, Bill (W.E.)
Cc: Patel, Bharat (B.J.); Neme, Joseph (J.S.); Newell, Sean (S.M.); Rosal, Roberto (R.A.); Skinner, Sandra (S.A.)
Subject: RE: CCRG Campaign Closure

Dale,
Believe this one is yours, can you please update the team where this is at. Thanks.

Raymond S. Alvey

Manager, Chassis E/E & Switch Subsystems
Bldg #5, 1G006 (MD 5014)
Phone: (313)322-7484
e-mail: ralvey@ford.com

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

From: Newell, Sean (S.M.)
Sent: Friday, April 06, 2001 5:24 PM
To: Neme, Joseph (J.S.); Alvey, Ray (R.S.)
Cc: Patel, Bharat (B.J.); Rosal, Roberto (R.A.); Skinner, Sandra (S.A.)
Subject: RE: CCRG Campaign Closure

Ray,

I believe one your core switch engineers was developing the 14D/closure plan for the stop lamp switch (Tom Belanger?). Please let me know if I can assist.

Joe,

Rob and I will work to close out the D188 spoiler LED issue at the 4/18/01 review.

Sean Newell

E/E Engineering Supervisor (313) 337-9678
Taurus/Sable Bldg. 2, 23D37
North American Car snewell1@ford.com

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

From: Skinner, Sandra (S.A.)
Sent: Tuesday, April 03, 2001 11:49 PM
To: Neme, Joseph (J.S.)
Cc: Patel, Bharat (B.J.); Newell, Sean (S.M.); Rosal, Roberto (R.A.)
Subject: RE: CCRG Campaign Closure

On this one - why don't we have Roberto work directly with Sean Newell since we are so close to closure and I haven't backfilled Roberto yet.

Sandra Skinner

Chief Engineer
E/E Systems & EDS Applications
North American Car
Building 2, Room 22J31
313 322 1989
askinne3

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

From: Neme, Joseph (J.S.)
Sent: Tuesday, April 03, 2001 1:35 PM
To: Skinner, Sandra (S.A.)
Cc: Patel, Bharat (B.J.)
Subject: CCRG Campaign Closure

Sandra,

Which one of your engineers will be leading the resolution on the campaign prevent actions for the Taurus

Stop Lamp Switch campaign (grease contamination)... people have been moving around... should I have Roberto work with the CPS in RVT or should we just assign it to the RVT CPS... I'd like to review it with Burt by month end... please advise.. thanks

FYI.. Sean Newell has actions incorporated for the spoiler campaign prevent and will be ready by month end.

Joe Neme

NAC - Family Vehicle - Core Vehicle Integration

Phone: 39-08133; Fax: 39-06002; Cube: Bldg #1, 1GB25

From: Savage, Megan (M.M.)
Sent: Thursday, October 16, 2003 4:49 PM
To: Lysik, Kevin (K.M.)
Cc: McCann, Mike (M.J.)
Subject: RE: D186 Production HI-Flex

What happened you assured me post J11???



RE: D186 Incorp
data for wtrln..

---Original Message---

From: Lysik, Kevin (K.M.)
Sent: Thursday, October 16, 2003 10:20 AM
To: Savage, Megan (M.M.)
Subject: D186 Production HI-Flex

Megan:

D186 hi-flex for production is timed at Post Job#2 - PSW: 2/20/04.

Kevin Lysik

Electrical Campaign Prevent Specialist
Small FWD & RWD Vehicles
313-24-85017

From: Savage, Megan (M.M.)
Sent: Monday, August 11, 2003 9:41 AM
To: Lysik, Kevin (K.M.)
Cc: Garby, Amy (A.M.)
Subject: RE: D186 Incorp date for wiring change

Kevin- Do you have the CR # that we can track? (This is being tracked for our warranty saves/improvements)

—Original Message—

From: Lysik, Kevin (K.M.)
Sent: Tuesday, July 29, 2003 9:45 AM
To: Savage, Megan (M.M.)
Subject: RE: D186 Incorp date for wiring change

Job#2, October 2003.

—Original Message—

From: Savage, Megan (M.M.)
Sent: Tuesday, July 29, 2003 9:35 AM
To: Lysik, Kevin (K.M.)
Subject: D186 Incorp date for wiring change

Kevin,
I need the projected release and incorp date for the production wiring change for D186. Will you follow-up with Lear, please?

Thanks & have a good day,

Megan Savage

*Electrical Design Engineer- Hidden Switches
Product Development Bldg 3 (Cube 19001)
20000 Plymouth Dr - MathCamp5003, Dearborn, MI 48120
MSRV1G10@Ford.com, T: 313-322-4349*

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

RUN DATE:10/17/2003

FORD CUSTOMER SERVICE DIVISION

PAGE: 1

CS0115F1 11:09 061203

SERVICE, WARRANTY, AND FINANCIAL SYSTEMS DEPARTMENT
COMMON QUALITY INDICATOR SYSTEM

TEP20

CQIS Concern Folder

Folder: 030095220000 2 2000-2001 TAURUS SABLE ALLEGED ACC INJURY

Status (T,A,C): NO DESC POUND Status Date: 10/17/2003

Follow-up Date: 12/31/9999

Owner:

Index Points:

Part Nbr:

YTD Part Sales:

Part Desc:

Backorder:

Resp Person:

Total Reports: 2

Resp Phone: () -

Folder Comments

Date Comments

Folder Counts

Symptom	Description	Total
2-01-2-28	ELECT. ,LIGHTING SYS EXT. LIGHTING ,STOPLAMPS	2

Rpt#: 3BCAB635 CACSFE--or-- C3 00002713974M Rpt: 02/04/2003 Odom: 48,000 M
 Vehicle: 2000 TAURUS,LX ,SEDAN 1FAPP52U2YG290785 Bld: 08/16/2000
 Engine: 3.0L EFI Calb: ODD1360A Trans: AX48 Axle: FWD 3.77 A/C: YES
 Dealer ID: USA 04908 Sawgrass Ford Phone: (954) 851-9110
 State: Florida City: Sunrise Orig/Caller:
 Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
 Addl Sym: Atchmnts: 0
 Fix: Cause, Comp: -- Condition Code:
 Cust: Home Phone: (000) 000 - 0000
 Work Phone: (000) 000 - 0000 Region: 24 Orlando - 24
 Case Status: Date: 00 / 00 / 0000 Vehicle Paint: MED. TORREADOR C/C

----- C O M M E N T S -----

Type	Comments
OWNREL	CUSTOMER SAYS: - CUST STATES THAT 6 MONTHS AFTER PURCHASE THE BRAKES LIGHT WENT OUT AND THE VEH WOULD NOT SHIFT INTO DRIVE OR REVERSE. - CUST HAD TO HAVE THE VEH REPAIRED BY AN IND. - CUST STATES THAT 6 MONTHS AFTER THE CONCERN OCCURED AGAIN. HE HAD THE REPAIR COMPLETED BY A FORD DLRSHP.. - CUST STATES THAT THE CONCERN OCCURED AGAIN LAST NIGHT AND HIS WIFE GOT INTO ACCIDENT - CUST STATES THAT BRAKES LIGHT WENT OUT LAST NIGHT. - CUST STATES THAT THE ACCIDENT WAS DUE TO THE ACCIDENT. STATES THAT THE VEH WOULD NOT THEN GO INTO REVERSE OR DRIVE. - CUST STATES THAT AFTER THE TECH PUSHED THE BUTTON EVERYTHING STARTED WORKING AGAIN. - CUST STATES THAT VEH WAS AT A TRAFFIC LIGHT WHEN THE ACCIDENT HAPPENED. - CUST HAS NOT YET CONTACTED HIS INSURANCE COMP. NO POLICE REPORT WAS FILED. - CUST TOOK THE VEH INTO THE DLRSHP AND THEY RESOLVED THE ISSUE WITH THE BRAKE LIGHT. - THE VEH IS REPAIRABLE PER CUSTOMER, DEALER SAYS: SAWGRASS FORD - THE VEH IS NOT UNDER WARRANTY. - THE MASTER TECH CAME OUT AND TURNED THE VEH ON AND PUSHED A BUTON UNDER THE DASHBOARD. CAC ADVISED: - I WILL FORWARD THIS INFORMATION TO OUR CONSUMER AFFAIRS GROUP. SOMEBODY FROM CONSUMER AFFAIRS WILL CONTACT YOU IN 2 BUSINESS DAYS. PLEASE NOTIFY YOUR INSURANCE CARRIER AND REPORT THIS INCIDENT. INFERENCE CASE ID: 5349
OWNREL	CUST IS BEYOND WARRANTY. VEHICLE IS NOW REPAIRED. LPA PROPOSES NO FURTHER ACTION. LETTER OF CLOSING SENT TO CUST.

Rpt#: 2H2AA982 CACVOC--or-- C1 00002437860M Rpt: 08/29/2002 Odom: 16,000 M
 Vehicle: 2001 TAURUS,SE SVG ,SEDAN 1FAFP55U81A201547 Bld: 03/01/2001
 Engine: 3.0L EFI Calb: 1DD1280A Trans: AX4S Axle: FWD 3.77 A/C:
 Dealer ID:USA 04462 Randall Reed Ford of Humble Phone:(281) 446-2227
 State: Texas City: Humble Orig/Caller:
 Symptom: 2 01 2 28 ELECT.,LIGHTING SYS,EXT. LIGHTING,STOPLAMPS
 Addl Sym: Attachmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Cust: Home Phone: (000) 000 - 0000
 Work Phone: (000) 000 - 0000 Region: 52 Southwest - 52
 Case Status: Date: 00 / 00 / 0000 Vehicle Paint:

----- C O M M E N T S -----

Type	Comments
OWNREL	CUSTOMER SAYS: -CUST STATES THAT SHE RECEIVED A CALL FROM A REP @ THE CRC ABOUT AN E-MAIL SHE SENT -CUST STATES THERE IS A CONCERN WITH THE HOUSING FOR THE BRAKE LIGHT -CUST STATES TAHT SHE WAS INVOLVED IN 2 ACCIDENTS B/C OF THE REAR BRAKE LIGHT -CUST STATED THAT THE VEH HAS NOT BEEN INSPECTED FOR THIS CONCERN -CUST WOULD LIKE TO HAVE THE REAR BRAKE LIGHT MODIFIED OR TURN IN THE VEH EARLY ON HER LEASE W/O ANY PENALTIES PER CUSTOMER, DEALER SAYS: ** RANDALL REED FORD OF HUMBLE ** CAC ADVISED: - WE RECOMMEND THE REPAIR BE PERFORMED BY A FORD/LM DEALERSHIP - INFORMATION WILL BE SENT TO DLR, CUSTOMER SHOULD CONTACT CRM/SERV MGR INFERENCE CASE ID: 4591

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From ODI No : 567387**

Record No	
ODI No	567387
Manufacturer	FORD MOTOR COMPANY
Model Yr	2002
Make	FORD
Model	EXPLORER
VIN#	
City	ALTADENA
State	CA
Component	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS
Summary	THE BRAKES FAILED AND THE VEHICLE STARTED MOVING ON ITS OWN. CONSUMER PRESSED ON THE BRAKES FAST AND IT WAS HARD TO STOP VEHICLE. WHEN CONSUMER CHECKED THE BRAKES, IT WAS NOTICED THAT THE BRAKE PEDAL MOVED OVER ON TOP OF THE ACCELERATOR PEDAL. THE PRESSURE FROM THE BRAKE PEDAL CAUSED THE VEHICLE TO MOVE ON ITS OWN. THE BRAKE LIGHTS REMAINED ON AND IN TURN DAMAGED THE BATTERY. CONSUMER WOULD LIKE FOR FORD TO BUY BACK THE VEHICLE. *JG
Failure Date	27-JUL-02
Miles	
Accident	
Injured	
Deaths	
Fire	N
Occur	1
Date of Letter/Received	10-SEP-02
Date added to file	25-SEP-02

Data Content Contact: Frank Gaunt
 Data Downloaded Date: September 03, 2003
 This Report Generated :Thu Sep 11 14:51:39 2003

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From ODI No : 10018718**

Record No	
ODI No	10018718
Manufacturer	FORD MOTOR COMPANY
Model Yr	2003
Make	MERCURY
Model	MOUNTAINEER
VIN#	4M2DU86W02ZJ34113
City	CAROL STREAM
State	IL
Component	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH
Summary	INTERMITTENTLY THE BRAKE LIGHTS STAYING LIT AFTER VEHICLE IS TURNED OFF AND KEY IS REMOVED. LIKELY THAT THIS FAILURE ALSO CAUSED THE BRAKE LIGHTS TO REMAIN LIT WHILE DRIVING, RENDERING THE SIGNAL INEFFECTIVE. LIGHTS ACTUALLY STAYED ON TWO OCCASIONS CAUSING A DEAD BATTERY ONCE. LIGHTS WERE NOTICED THE SECOND TIME, AND WIGGLING THE BRAKE PEDAL EXTINGUISHED ALL THREE INDICATORS. DEALER REPLACED THE BRAKE LIGHT SWITCH UNDER WARRANTY. *NLM
Failure Date	25-APR-03
Miles	16400
Accident	N
Injured	0
Deaths	0
Fire	N
Occur	0
Date of Letter/Received	14-MAY-03
Date added to file	14-MAY-03

Data Content Contact: Frank Gaunt
Data Downloaded Date: September 05, 2003
This Report Generated :Thu Sep 11 14:52:09 2003

This vehicle is reported as a 2003 MY but is actually 2002 model. It is equipped with adjustable pedals and has one claim for brake lights in AWS Online. [Claim Detail](#)

From: Heaman, Dan (D.)
Sent: Thursday, September 11, 2003 3:13 PM
To: Settl, Frank (F.E.)
Subject: RE: D186

Frank,

Attached please find requested files.

The AWS queries were run using the following criteria:

Taurus / Sable

MY's = 2002-2003 (2000-2001 was not run due to FSA 01908 applying to these model years)
Logic = Corporate
Part Num Base Causal = 13480
VOC / EOC 059 = C (with adj. pedals) and 059 <> C (without adj. pedals)
Region Sold = North America

Explorer / Mountaineer

MY's = 2001-2003
Logic = Corporate
Part Num Base Causal = 13480
VOC / EOC 2001 N/A, 2002 063 = D, P, Y, Z (with adj. pedals) 063 <> D, P, Y, Z (without adj. pedals), 2003 063 = D, P (with adj. pedals) 063 <> D, P (without adj. pedals)

The claims were not read, all information is based on causal base part number.

There were only 2 VOQ's for Explorer / Mountaineer brake lights (Taurus / Sable was sent to Bharat last week) and they are included in the attached Word doc. One of the two VOQ's included a valid VIN although the wrong model year was reported. The vehicle was equipped with adjustable pedals and the claim detail link is attached to the Word doc.

Please advise if further information is required.



13480 Report.xls



NHTSA.doc

Dan Heaman

Product Concern Analyst
Enhanced Concern Identification

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

From: Settl, Frank (F.E.)
Sent: Wednesday, September 10, 2003 4:24 PM
To: McCann, Mike (M.J.); Patel, Bharat (B.J.); Savage, Megan (M.M.); Lysak, Kevin (K.M.)
Cc: Heaman, Dan (D.)
Subject: RE: D186

2000-2003 Taurus/Sable VOQ - I believe this search was recently completed and data was provided to Bharat Patel last week.

2001-2003 Explorer/Mountaineer VOQ. We will do this search and data should be available on Thursday. Do

RO03-008 0131

you want us to include Sport and Sport Trac?

2001-2003 Explorer/Mountaineer repeat repairs. Do you want us to include Sport and Sport Trac? We do not know if we can complete this study by Friday. AWS has been down today, and we don't know when it will be back up. We also need to investigate how to identify whether vehicles have adjustable pedals or not. This information is not available in an AWS standard claims report. Can you tell us if there is a simple way to determine this? For example, are there different part numbers (prefix and suffix) for the brake light switch for adjustable and non-adjustable pedals? Otherwise, we will have to investigate how to make this determination and this will increase our time to complete the analysis.

2000-2003 Taurus/Sable repeat repairs. A repeat repair study was done on 2000 Taurus/Sable and was included in the ECI report to CCRG. This was a very complex and time consuming study due to FSA 01S08. Is the data from that report sufficient for your Friday meeting? We can do a repeat repair study for model years not covered by 01S08.

What time is the Friday meeting? It is doubtful we can get all the repeat repair studies done in time. We will provide a status Thursday PM.

Frank E. Setili
Powertrain Supervisor
Enhanced Concern Identification Dept.
Phone 313-248-6280
CDSID FSETILI

—Original Message—

From: McCann, Mike (M.J.)
Sent: Wednesday, September 10, 2003 12:58 PM
To: Trzeciak, Robert (R.T.); Patel, Bharat (B.J.); Savage, Megan (M.M.); Lyalk, Kevin (K.M.)
Cc: Setili, Frank (F.E.)
Subject: RE: D186

Base part number = 13480
MY's and Models: 2000-2003 Taurus/Sable, 2001-2003 Explorer/Mountaineer
Info requested: Repeat repairs for the above vehicles, VOQ for Explorer/Mountaineer

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

—Original Message—

From: Trzeciak, Robert (R.T.)
Sent: Wednesday, September 10, 2003 11:24 AM
To: Patel, Bharat (B.J.); McCann, Mike (M.J.); Savage, Megan (M.M.); Lyalk, Kevin (K.M.)
Cc: Setili, Frank (F.E.)
Subject: RE: D186

What we will need is which MY's, Model's, and base part number(s) you want searched. Then we can look at Repeat Repairs and VOQ. Dan Heuman has already run VOQ for Taurus/Sable for 2000-2004. Please provide the specific information and the searched can be done.

I have moved into a new position and I am no longer responsible for ECI data analysis. Frank Setili has assumed responsibility for the Electrical section. I will let Frank assess if Friday is feasible based on your search criteria. Thanks

Robert Trzeciak
Supervisor, ECI Electrical
500 Town Center Drive, Suite 300, Cube 28
Phone (313) 248-6294 Fax (313) 248-6278

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

From: Patel, Bharat (B.J.)
Sent: Wednesday, September 10, 2003 10:56 AM
To: McCann, Mike (M.J.); Savage, Megan (M.M.); Lysik, Kevin (K.M.)
Cc: Trzeciak, Robert (R.T.)
Subject: RE: D186

I am afraid the meeting is scheduled around Sandy and Ken's calendars because ASO requested and immediate discussion on the issue so that we can discuss strategy.

With regards to the datamining, I spoke with Mike Tokarsky and he recommended that we ask ECI to help pull the data. Robert Trzeciak is the supervisor. Ple work with Bob.

Bob Trzeciak, we have a meeting this coming Friday and need the info ASAP. This is in item that has previously been surfaced by ECI at our weekly meetings. Its only items 2 and 3 that we need. Note, where possible, we should split the data by combined (adjustable pedal and non-adjustable) as well as separate.

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

From: McCann, Mike (M.J.)
Sent: Wednesday, September 10, 2003 8:21 AM
To: Savage, Megan (M.M.); Lysik, Kevin (K.M.); Patel, Bharat (B.J.)
Subject: RE: D186

Bharat, do you know of someone who can help for items 2, 3 ?
Who put together the list of VOQs for D186, perhaps that person can do the same for Explorer?
Also, I know this is an urgent matter but can the Friday meeting be re-scheduled to Monday? I am out of town on Friday and Megan is scheduled to be off Friday as well.

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

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

From: Savage, Megan (M.M.)
Sent: Tuesday, September 09, 2003 4:45 PM
To: Lysik, Kevin (K.M.)
Cc: McCann, Mike (M.J.)
Subject: RE: D186

OK- I have the r/1000 for all platforms, but for items 2+3:
2) Last time we pulled that together was for the CCRG paper- which he already has (?). As far as repeat repairs it is extremely time consuming and painstaking to filter on repeats ...see if he wants this done since our paper was submitted. See what level of detail he wants. Have him call me.
3) VOQ's- I do not know how or who to ask to do this.

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

From: Lysik, Kevin (K.M.)
Sent: Tuesday, September 09, 2003 1:29 PM
To: Savage, Megan (M.M.)
Cc: McCann, Mike (M.J.)
Subject: D186
Importance: High

Megan:
For Thursday's Meeting (and subsequent meeting with Sandy Skinner and Ken Khangura) Bharat requested the following:

- 1) R/1000 for D186 Switch and others in same switch family
- 2) R/1000 or Percentage of repeat repairs
- 3) VOQ reports related to stop lamp switch for other car lines with same family of switches.

Do you have this information available? If not can you pull this together for Thursday?

Kevin Lysik
Electrical Campaign Prevent Specialist
Small FWD & RWD Vehicles

2003-008 0133

313-24-85017

R003-005 0134

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From ODI No : 567387**

Record No	
ODI No	567387
Manufacturer	FORD MOTOR COMPANY
Model Yr	2002
Makes	FORD
Model	EXPLORER
VIN#	
City	ALTADENA
State	CA
Component	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS
Summary	THE BRAKES FAILED AND THE VEHICLE STARTED MOVING ON ITS OWN. CONSUMER PRESSED ON THE BRAKES FAST AND IT WAS HARD TO STOP VEHICLE. WHEN CONSUMER CHECKED THE BRAKES, IT WAS NOTICED THAT THE BRAKE PEDAL MOVED OVER ON TOP OF THE ACCELERATOR PEDAL. THE PRESSURE FORM THE BRAKE PEDAL CAUSED THE VEHICLE TO MOVE ON ITS OWN. THE BRAKE LIGHTS REMAINED ON AND IN TURN DAMAGED THE BATTERY. CONSUMER WOULD LIKE FOR FORD TO BUY BACK THE VEHICLE. *JG
Failure Date	27-JUL-02
Miles	
Accident	
Injured	
Deaths	
Fire	N
Occur	1
Date of Letter/Received	10-SEP-02
Date added to file	25-SEP-02



Data Content Contact: **Frank Gaunt**
Data Downloaded Date: September 05, 2003
This Report Generated :Thu Sep 11 14:51:39 2003

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From ODI No : 10018718**

Record No	
ODI No	10018718
Manufacturer	FORD MOTOR COMPANY
Model Yr	2003
Make	MERCURY
Model	MOUNTAINEER
VIN#	4MZDU86W02ZJ34113
City	CAROL STREAM
State	IL
Component	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH
Summary	INTERMITTENTLY THE BRAKE LIGHTS STAYING LIT AFTER VEHICLE IS TURNED OFF AND KEY IS REMOVED. LIKELY THAT THIS FAILURE ALSO CAUSED THE BRAKE LIGHTS TO REMAIN LIT WHILE DRIVING, RENDERING THE SIGNAL INEFFECTIVE. LIGHTS ACTUALLY STAYED ON TWO OCCASIONS CAUSING A DEAD BATTERY ONCE. LIGHTS WERE NOTICED THE SECOND TIME, AND WIGGLING THE BRAKE PEDAL EXTINGUISHED ALL THREE INDICATORS. DEALER REPLACED THE BRAKE LIGHT SWITCH UNDER WARRANTY. *NLM
Failure Date	25-APR-03
Miles	16400
Accident	N
Injured	0
Deaths	0
Fire	N
Occur	0
Date of Letter/Received	14-MAY-03
Date added to file	14-MAY-03



Data Contact Contact: Frank Gaunt
Data Downloaded Date: September 05, 2003
This Report Generated : Thu Sep 11 14:52:09 2003

This vehicle is reported as a 2003 MY but is actually 2002 model. It is equipped with adjustable pedals and has one claim for brake lights in AWS Online. [Claim Detail](#)

From: Patel, Bharat (B.J.)
Sent: Thursday, September 18, 2003 12:07 PM
To: Goebel, Ken (K.M.)
Subject: RE: 01908 Supplement

Yes, however, the engineering folks are debating as to who should write it? Chasels or Electrical?

—Original Message—

From: Goebel, Ken (K.M.)
Sent: Thursday, September 18, 2003 10:38 AM
To: Patel, Bharat (B.J.)
Cc: Waver, Donald (D.D.); Kopelka, Charles (C.R.)
Subject: 01908 Supplement

Bharat,

In order to supplement the subject program, we'll need to go through the process as if it were a new program; updated 14D, Tech Review and FRC approval.

Is an update of the 14D in process?

Ken

From: Shore, John (J.)
Sent: Monday, September 15, 2003 9:02 AM
To: Goebel, Ken (K.M.)
Subject: RE: Brake lamp Switch

We are trying to talk with the multiple suppliers and get cost estimates. Our part volume for launch will need to be near 100K.

John Shore

Recall / QSF Parts Program Manager
Ford Customer Service Division
Office - 734 266-8789 FAX - 734 266-1166
Page - 734 797-5991 E-mail - Jshore@Ford.com
1319C NPDC Mail Drop MD-44

—Original Message—

From: Goebel, Ken (K.M.)
Sent: Friday, September 12, 2003 4:46 PM
To: Shore, John (J.)
Subject: Brake lamp Switch

John,

I was unable to attend the subject meeting today. What does timing look like for launch quantities of parts, assuming recall action? Also, part costs?

Thanks,
Ken

From: Westenberg, Joanne (J.L.)
Sent: Wednesday, November 12, 2003 1:37 PM
To: Buczkowski, Jim (J.A.); Skinner, Sandra (S.A.)
Cc: McCann, Mike (M.J.); Goebel, Ken (K.M.); Waxer, Donald (D.D.); Patel, Bharat (B.J.)
Subject: 03X40 Fact Sheet - Adjustable Pedal Stop Lamp Switch Grease Contamination

Jim -

You have been identified by Bharat J. Patel as the presenter at the upcoming Field Review Committee (FRC) meeting on November 24, 2003, for the above issue. As the presenter, you are responsible for preparing the one page Fact Sheet that will be reviewed by members of the FRC, and for presenting the issue as described in the Fact Sheet to the FRC. The Fact Sheet will also be used as pre-read material for the FRC. Therefore, it is needed back from you by Noon on November 13, 2003. ASO & OGC will then review it, and when finalized, the final version will be forwarded to you. (Notes: See 2nd page of the Fact Sheet for explanation of the Approval Process.) I have responsibility to fill in vehicle population information and service fix. It is your responsibility to enter in the Concern Description, Root Cause, and Prevent Action, and the items directly below Prevent Action. The Fact Sheet, per management, cannot go beyond one page. The second page contains a check list for documentation purposes which provides the dates and by whom the Fact Sheet has been approved by. This is for RSP purposes so that we know at what stage of the review the Fact Sheet is in. It also helps insure that the Fact Sheet was approved by by the Presenter and any other Engineering Management before it was forwarded to RSP.

In the event you have been incorrectly identified as the presenter, you must notify Recall and Service Programs (RSP) immediately with the name of the correct presenter to insure that the FRC agenda is correct and that there will be someone to speak to the issue at the FRC.

Please note that RSP is the holder of the final document; the document with ASO and OGC suggested changes. Therefore, if you must make changes after you have provided RSP with the Fact Sheet, you must use RSPs version and must ask us for it. Late changes are only accepted when absolutely necessary as that will start the OGC and ASO review process again and could affect timing.



03X40 Fact
Sheet.doc

Please do not hesitate to contact me if you have any questions.

Joanne L. Westenberg

FSA Coordinator
FCSD Recall & Service Programs Department
DSCII - Cube 776
Tel: 313-39-02787 Fax: 313-84-51024
jwestenb@ford.com

DRAFT – one page only document
Field Review Committee – Fact Sheet

Subject/Issue: [03X40] - Adjustable Pedal Stop Lamp Switch Grease Contamination

Recommended ActionType: Safety Recall

Government Investigation: Yes

Market Volume							
FAO	US	Canada	Fed Territ	Non-Fed Territ	Europe	Mexico	Other
188,941	160,153	24,000	223	145	84	3,383	573

Vehicles	MY	ApixVolume	Assembly Plant	Build Date Range
2000-2001	Taurus	102,855	Atlanta & Chicago Assembly Plants	May 3, 1999 (Job 1) – August 14, 2000
2000-2001	Sable	85,488	Atlanta & Chicago Assembly Plants	May 3, 1999 (Job 1) – August 14, 2000

Concern Description:

Certain vehicle description including limiting factors such as engine type and description of issue. Description of result on vehicle operation. Number of reported occurrences – describe type of occurrence. There have been (number of reports or no) reports of accidents or injuries (or fires) associated with this concern (not necessary for all issues such as emissions). Or There have been no known accidents, injuries or fires attributed to this condition.

Root Cause:

Service Fix:

RSP will use the text (or synopsis of) what is in the "Service Action" section of the dealer communication provided by the Program Analyst.

Prevent Action:

Supplier Responsibility:

Responsible Organization:

DRAFT – one page only document

Note: After submission of the Fact Sheet, it will be reviewed by the Automotive Safety Office (ASO) and the Office of the General Counsel (OGC) to verify that language contained within the Fact Sheet meets Corporate Compliance Standards and meets Legal Requirements.

Approval/Completion Dates:

Author to Fill in:

14D Author Approval:

Chief Engineer or Presenter Approval: (Name/Date)

Any other Management Approval: (Name/Date)

Recall & Service Programs (RSP) to Fill in:

Due to RSP by:

Forward to Julie Mercier / Joanne Westenberg for ASO/OGC Approval:

Charles Kopsika Review:

Kurt Kiser Review:

ASO Review:

OGC Review:

Returned approved version to 14D author and presenter:

From: Balint, Gary (G.S.)
Sent: Wednesday, February 12, 2003 3:53 PM
To: Goebel, Ken (K.M.)
Subject: FW: Taurus Stop Lamp

Isn't this the one you asked to be put on and me taken off?

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gballnt@ford.com

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

From: Lysik, Kevin (K.M.)
Sent: Tuesday, February 11, 2003 11:53 AM
To: Skinner, Sandra (S.A.); Rosal, 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.); Gelven, Rob (R.W.)
Cc: Habanikroh, Robert (R.W.); Savage, Megan (M.M.); Lysik, Kevin (K.M.)
Subject: RE: Taurus Stop Lamp

Meeting Canceled 2/11/03:
Mike McCann is on vacation.

Status:

- a) Crimp Testing of Hi-flex wire is ongoing at Lear - Results expected by 2/21/03
- b) Verification of switch to use for service
 - Switches expected from Littelfuse by 2/13/03
 - Must be evaluated on vehicle for Brake Lamp Switch Flicker through CETP 06.06-R-403 or on 4 poster simulation. Team is gathering vehicles for testing. Bld#4 engineers are evaluating 4 poster availability, timing, and potential drive cycle profile required to accomplish the task. Bld# 4 response expected by 2/13/03.
- c) Closure Paper to be presented to CCRG on 2/18 by M. McCann.

-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.); Rosal, 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.); Stolstamer, Dale (D.G.); Gelven, Rob (R.W.)
Subject: Updated: Taurus Stop Lamp
Where: Tuesday, February 11, 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: Goebel, Ken (K.M.)
Sent: Wednesday, January 08, 2003 4:38 PM
To: McCann, Mike (M.J.); Alvey, Ray (R.S.); Lyak, Kevin (K.M.); Savage, Megan (M.M.); Newell, Sean (S.M.)
Cc: Patel, Bharat (B.J.); Shore, John (J.); Waxer, Donald (D.D.)
Subject: FW: Taurus/Sable Brake Switch

Further to our 1/8 meeting, please see John Shore's recommendations below on bringing the Littlefuse switch in for Taurus/Sable service.

Please contact John with any questions regarding the engineering releases, and myself or Don Waxer with questions regarding why this action needs to be taken.

Thanks & regards,
Ken Goebel
Program Manager, Recall & Service Programs, FCSD
Ph. 313-33-72791, FAX 313-84-61024, DSC2, Rm. 803
kgoebel@ford.com

—Original Message—

From: Shore, John (J.)
Sent: Wednesday, January 08, 2003 4:20 PM
To: Goebel, Ken (K.M.)
Cc: Kercher, Don (D.F.)
Subject: RE:

Ken,

Here is my take on what we want:

Engineering:

Taurus/Sable Sedan YF1T 13480-AA - release new part roll suffix to CA (CA part includes new switch, wire jumper, SK, retention devise), change model application on AA and CA part to Taurus/Sable only.

Taurus/Sable Wagon YF1T 13480-BA - release new part roll suffix to DA (DA part includes new switch, wire jumper, SK, retention devise), change model application on AA and CA part to Taurus/Sable only.

All other models currently using AA or BA level parts. Release new design switch with new engineering part number. New numbers will not contain Taurus/Sable model applications (past models).

In WERS, the AA, BA will need to have the service stock disposition changed to "S" (scrap) and the description block state the AA and BA level parts need to be scraped upon receipt of sufficient inventory of replacing inventory "S1".

FCSD:

Create new service part number for Taurus/Sable sedan and wagon... AA replaced by CA, BA replaced by DA. Update catalog database to reflect model application change.

Create new service part numbers for "all other models" on new part number.

Take model application off AA and BA parts for "all other models".

Scrap all AA and BA inventory once inventory is available on new parts. Current inventory is approximately 36,000 pieces and we sell almost 4,000 monthly.

John Shore

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

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

From: Goebel, Ken (K.M.)
Sent: Wednesday, January 06, 2003 3:57 PM
To: Shore, John (J.)
Subject:

John,
Before I send this over to Engineering - am I stating it clearly/accurately?

The most efficient way to bring in the Littlefuse switch for the Taurus/Sable service application is to replace the current YF1T-13480-AA/BA (Pollack) part numbers with the new Littlefuse kit part numbers with a scrap designation on the remaining YF1T-13480-AA/BA (Pollack) service inventory.

In addition, the part numbers for the for other applications of the YF1T-13480-AA/BA (Pollack) switches must be advanced to their new design level, though these parts will not refer back to the YF1T-13480-AA/BA (Pollack) level.

From: Shore, John (J.)
Sent: Wednesday, January 08, 2003 4:20 PM
To: Goebel, Ken (K.M.)
Cc: Kaerher, Don (D.F.)
Subject: RE:

Ken,

Here is my take on what we want:

Engineering:

Taurus/Sable Sedan YF1T 13480-AA - release new part roll suffix to CA (CA part includes new switch, wire jumper, SK, retention device), change model application on AA and CA part to Taurus/Sable only.

Taurus/Sable Wagon YF1T 13480-BA - release new part roll suffix to DA (DA part includes new switch, wire jumper, SK, retention device), change model application on AA and CA part to Taurus/Sable only.

All other models currently using AA or BA level parts. Release new design switch with new engineering part number. New numbers will not contain Taurus/Sable model applications (past models).

In WERS, the AA, BA will need to have the service stock disposition changed to "S" (scrap) and the description block state the AA and BA level parts need to be scrapped upon receipt of sufficient inventory of replacing inventory "S1".

FCSD:

Create new service part number for Taurus/Sable sedan and wagon... AA replaced by CA, BA replaced by DA. Update catalog database to reflect model application change.

Create new service part numbers for "all other models" on new part number. Take model application off AA and BA parts for "all other models".

Scrap all AA and BA inventory once inventory is available on new parts. Current inventory is approximately 36,000 pieces and we sell almost 4,000 monthly.

John Shore

Recall Parts Program Manager
Ford Customer Service Division
Office - 734 266-8789 FAX - 734 266-1166
Page - 734 787-5981 E-mail - Jshore@Ford.com
Mail Drop MD-44 1313C NPDC

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

From: Goebel, Ken (K.M.)
Sent: Wednesday, January 08, 2003 3:57 PM
To: Shore, John (J.)
Subject:

John,

Before I send this over to Engineering - am I stating it clearly/accurately?

The most efficient way to bring in the Littlefuse switch for the Taurus/Sable service application is to replace the current YF1T-13480-AA/BA (Pollack) part numbers with the new Littlefuse kit part numbers with a scrap designation on the remaining YF1T-13480-AA/BA (Pollack) service inventory.

In addition, the part numbers for the for other applications of the YF1T-13480-AA/BA (Pollack) switches must be advanced to their new design level, though these parts will not refer back to the YF1T-13480-AA/BA (Pollack) level.

From: Patel, Bharat (B.J.)
Sent: Wednesday, January 08, 2003 9:38 AM
To: Goebel, Ken (K.M.); Waxer, Donald (D.D.)
Cc: Lysik, Kevin (K.M.)
Subject: FW: Taurus & Explorer (U152) BOO Switch P/N History

Please note the PN's provided by engineering below. Please contact Mike McCann or Megan Savage directly if you have specific questions about PN and usage application.

Bharat J. Patel

Critical Concerns Manager - NAC

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

Text Pager: 313-795-3457 or bpatel17@ford.com

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

From: McCann, Mike (M.J.)
Sent: Wednesday, January 08, 2003 9:51 AM
To: Patel, Bharat (B.J.); Lysik, Kevin (K.M.)
Subject: FW: Taurus & Explorer (U152) BOO Switch P/N History

Kevin, Bharat: Can you please forward this info to the FCSD reps who attended our brake switch meeting? Note, this switch is NOT used on Econoline - only Taurus/Sable, 4-dr Explorer, Mountaineer and Aviator.

Mike McCann
X-Vehicle Switch Applications
mmccann2@ford.com, 313-922-7167

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

From: Nadeau, Brian (B.W.)
Sent: Tuesday, January 07, 2003 4:29 PM
To: McCann, Mike (M.J.); Savage, Megan (M.M.); Stalstener, 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: Patel, Bharat (B.J.)
Sent: Thursday, September 18, 2003 6:12 PM
To: Lyelk, Kevin (K.M.); Schmidt, Norm (N.G.)
Subject: Brake Light Switch

Did we ever confirm that the oil residue found inside the switch matched the composition of grease on the brake pedal return spring?

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: Friday, September 19, 2003 7:28 AM
To: Patel, Bharat (B.J.); Schmidt, Norm (N.G.)
Subject: RE: Brake Light Switch

Yes, Central Lab confirmed the oil on the switch was from the grease on the pedal worm gear.

—Original Message—

From: Patel, Bharat (B.J.)
Sent: Thursday, September 18, 2003 6:12 PM
To: Lysik, Kevin (K.M.); Schmidt, Norm (N.G.)
Subject: Brake Light Switch

Did we ever confirm that the oil residue found inside the switch matched the composition of grease on the brake pedal return spring?

Bharat J. Patel

Critical Concerns Manager - NAC

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

Text Pager: 313-795-3457 or bpatel17@ford.com

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Subject: Review Brake System Stackup
Location: Kevin Lysik's Desk

Start: Tue 9/23/2003 2:00 PM
End: Tue 9/23/2003 3:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Rossel, Roberto (R.A.); Savage, Megan (M.M.); Schmidt, Norm (N.G.); Lysik, Kevin (K.M.)

Review brake system stackup to ensure that worst case parts (bushing, arvil, pin and offset) will work for both lamps off condition and lamps on condition (lost travel) with the Littlefuse switches.

From: Schmidt, Norm (N.G.)
Sent: Tuesday, September 23, 2003 11:58 AM
To: Deering-Thomson, Zandr (Z.F.)
Subject: Accepted: Updated: Engineering Meeting: 2000-2001Taurus/Sable Brake Light Switch

Subject: FW: Taurus Brake Lamp Switch Repair
Location: Roush - Garage (Fairlane Bus Park)

Start: Mon 10/13/2003 1:00 PM
End: Mon 10/13/2003 2:00 PM
Show Time As: Tentative

Recurrences: (none)

Meeting Status: Not yet responded

Required Attendees: Waxer, Donald (D.D.); Schmidt, Norm (N.G.)

Across from Lions training center.

—Original Appointment—

From: Waxer, Donald (D.D.)
Sent: Monday, October 13, 2003 9:25 AM
To: Waxer, Donald (D.D.); Lysik, Kevin (K.M.); Savage, Megan (M.M.); Cutler, Dan (D.B.); Goebel, Ken (K.M.); Krohngold, David (D.)
Subject: Updated: Taurus Brake Lamp Switch Repair
When: Monday, October 13, 2003 1:00 PM-2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Roush - Garage (Fairlane Bus Park)

Changing the time to 1:00pm

Subject: FW: Taurus Brake Lamp Switch Repair
Location: Roush - Garage (Fairlane Bus Park)

Start: Mon 10/13/2003 1:00 PM
End: Mon 10/13/2003 2:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Waxer, Donald (D.D.); Schmidt, Norm (N.G.)

Across from Lions training center.

---Original Appointment---

From: Waxer, Donald (D.D.)
Sent: Monday, October 13, 2003 9:26 AM
To: Waxer, Donald (D.D.); Lyak, Kevin (K.M.); Savage, Megan (M.M.); Cutler, Dan (D.B.); Goebel, Ken (K.M.); Krohngold, David (D.)
Subject: Updated: Taurus Brake Lamp Switch Repair
Where: Monday, October 13, 2003 1:00 PM-2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Roush - Garage (Fairlane Bus Park)

Changing the time to 1:00pm

From: Schmidt, Norm (N.G.)
Sent: Monday, October 13, 2003 10:11 AM
To: Waxer, Donald (D.D.)
Subject: Accepted: FW: Taurus Brake Lamp Switch Repair

From: Savage, Megan (M.M.)
Sent: Monday, October 13, 2003 11:14 AM
To: Schmidt, Norm (N.G.)
Subject: FW: Updated Taurus Brake Lamp Switch Repair

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

From: David Krohngold [mailto:Drkroh@Roushind.com]
Sent: Monday, October 13, 2003 9:35 AM
To: dcutler1@ford.com; dwaxer@ford.com; kgoebel@ford.com;
klysik@ford.com; msavag10@ford.com
Cc: Phyllis Voncina
Subject: Re: Updated: Taurus Brake Lamp Switch Repair

Roush is located at 333 Republic Dr. (directly across from the lions training ctr.).
Enter at the front door and have the receptionist page me.

Thanks.....

David Krohngold
Roush Technical Services, Inc.
333 Republic Dr.
Suite D
Allen Park, MI 48101
313-425-2624 voice
313-425-2933 fax
drkroh@roushind.com

>>> "Waxer, Donald (D.D.)" <dwaxer@ford.com> 10/13/03 9:25:51 AM >>>
When: Monday, October 13, 2003 1:00 PM-2:00 PM (GMT-05:00) Eastern Time
(US & Canada).
Where: Roush - Garage (Fairlane Bus Park)

~~*~*~*~*~*~*~*~*

Changing the time to 1:00pm

From: Schmidt, Norm (N.G.)
Sent: Monday, October 13, 2003 11:52 AM
To: Savage, Megan (M.M.)
Subject: RE: Updated: Taurus Brake Lamp Switch Repair

Thanks Megan, I plan on being there.

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

From: Savage, Megan (M.M.)
Sent: Monday, October 13, 2003 11:14 AM
To: Schmidt, Norm (N.G.)
Subject: FW: Updated: Taurus Brake Lamp Switch Repair

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

From: David Krohngold [mailto:Drkroh@Roushind.com]
Sent: Monday, October 13, 2003 9:35 AM
To: deutler1@ford.com; dwaxer@ford.com; kgoebel@ford.com;
klysik@ford.com; msavag10@ford.com
Cc: Phyllis Voncina
Subject: Re: Updated: Taurus Brake Lamp Switch Repair

Roush is located at 333 Republic Dr. (directly across from the lions training ctr.).
Enter at the front door and have the receptionist page me.

Thanks.....

David Krohngold
Roush Technical Services, Inc.
333 Republic Dr.
Suite D
Allen Park, MI 48101
313-425-2624 voice
313-425-2933 fax
drkroh@roushind.com

>>> "Waxer, Donald (D.D.)" <dwaxer@ford.com> 10/13/03 9:25:51 AM >>>
When: Monday, October 13, 2003 1:00 PM-2:00 PM (GMT-05:00) Eastern Time
(US & Canada).
Where: Roush - Garage (Fairlane Bus Park)

~~*~*~*~*~*~*~*~*

Changing the time to 1:00pm

Subject: FW: Taurus/Sable brake light switch - Next Steps
Location: 11B008

Start: Tue 10/21/2003 12:00 PM
End: Tue 10/21/2003 1:00 PM
Show Time As: Tentative

Recurrence: Weekly
Recurrence Pattern: every Tuesday from 12:00 PM to 1:00 PM

Meeting Status: Not yet responded

Required Attendees: Cutler, Dan (D.B.); Schmidt, Norm (N.G.)

Norm: FYI - Kevin L.

---Original Appointment---

From: Cutler, Dan (D.B.)
Sent: Monday, October 20, 2003 8:56 AM
To: Cutler, Dan (D.B.); Savage, Megan (M.M.); Weiser, Donald (D.D.); Lysik, Kevin (K.M.); Patel, Bharat (B.J.); NAC Bldg.#1 11B008 (16)
Cc: McQuinn, Mike (M.J.); Goebel, Ken (K.M.)
Subject: Taurus/Sable brake light switch - Next Steps
When: Occurs every Tuesday effective 10/21/2003 until 12/23/2003 from 12:00 PM to 1:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: 11B008

Purpose of the meeting is to follow up and close open issues associated with the brake switch field action.

Meetings will be held weekly until action items are resolved. Tentative end date is the last week in December.

Subject: Taurus/Sable brake light switch - Next Steps
Location: 1GC079

Start: Tue 10/28/2003 12:00 PM
End: Tue 10/28/2003 1:00 PM
Show Time As: Tentative

Recurrence: Weekly
Recurrence Pattern: every Tuesday from 12:00 PM to 1:00 PM

Meeting Status: Not yet responded

Required Attendees: Cutler, Dan (D.B.); Savage, Megan (M.M.); Waxer, Donald (D.D.); Lysk, Kevin (K.M.); Patel, Bharat (B.J.); Haberstroh, Robert (R.W.); NAC Bldg.#1 1GC079 (12)

Optional Attendees: McCann, Mike (M.J.); Goebel, Ken (K.M.); Schmidt, Norm (N.G.)

Meeting rescheduled to a more suitable conference room.

Purpose of the meeting is to follow up and close open issues associated with the brake light switch field action.

Subject: Taurus/Sable brake light switch follow up meeting
Location: 11B045

Start: Tue 10/28/2003 12:00 PM
End: Tue 10/28/2003 1:00 PM
Show Time As: Tentative

Recurrence: Weekly
Recurrence Pattern: every Tuesday from 12:00 PM to 1:00 PM

Meeting Status: Not yet responded

Required Attendees: Outler, Dan (D.B.); Savage, Megan (M.M.); Waxer, Donald (D.D.); Lyalk, Kevin (K.M.); Patel, Bharat (B.J.); Haberstroh, Robert (R.W.); NAC Bldg.#1 11B045 (10)

Optional Attendees: McCann, Mike (M.J.); Schmidt, Norm (N.G.); Goebel, Ken (K.M.)

Meeting rescheduled to provide a better conference room.

Purpose of the meeting is to follow up and close open issues associated with the brake light switch field action.

From: Westenberg, Joanne (J.L.)
Sent: Wednesday, November 12, 2003 1:37 PM
To: Buczkowski, Jim (J.A.); Skinner, Sandra (S.A.)
Cc: McCann, Mike (M.J.); Goebel, Ken (K.M.); Waxer, Donald (D.D.); Patel, Bharat (B.J.)
Subject: 03X40 Fact Sheet - Adjustable Pedal Stop Lamp Switch Grease Contamination

Jim -

You have been identified by Bharat J. Patel as the presenter at the upcoming Field Review Committee (FRC) meeting on November 24, 2003, for the above issue. As the presenter, you are responsible for preparing the one page Fact Sheet that will be reviewed by members of the FRC, and for presenting the issue as described in the Fact Sheet to the FRC. The Fact Sheet will also be used as pre-read material for the FRC. Therefore, it is needed back from you by Noon on November 13, 2003. ASO & OGC will then review it, and when finalized, the final version will be forwarded to you. (Note: See 2nd page of the Fact Sheet for explanation of the Approval Process.) I have responsibility to fill in vehicle population information and service fix. It is your responsibility to enter in the Concern Description, Root Cause, and Prevent Action, and the items directly below Prevent Action. The Fact Sheet, per management, cannot go beyond one page. The second page contains a check list for documentation purposes which provides the dates and by whom the Fact Sheet has been approved by. This is for RSP purposes so that we know at what stage of the review the Fact Sheet is in. It also helps insure that the Fact Sheet was approved by by the Presenter and any other Engineering Management before it was forwarded to RSP.

In the event you have been incorrectly identified as the presenter, you must notify Recall and Service Programs (RSP) immediately with the name of the correct presenter to insure that the FRC agenda is correct and that there will be someone to speak to the issue at the FRC.

Please note that RSP is the holder of the final document; the document with ASO and OGC suggested changes. Therefore, if you must make changes after you have provided RSP with the Fact Sheet, you must use RSPs version and must ask us for it. Late changes are only accepted when absolutely necessary as that will start the OGC and ASO review process again and could affect timing.



03X40 Fact
Sheet.doc

Please do not hesitate to contact me if you have any questions.

Joanne L. Westenberg

FSA Coordinator
FCSO Recall & Service Programs Department
DSCII - Cube 776
Tel: 313-39-02787 Fax: 313-84-51024
jwestenb@ford.com

DRAFT – one page only document
Field Review Committee – Fact Sheet

Subject/Issue: 03X401 - Adjustable Pedal Stop Lamp Switch Grease Contamination

Recommended ActionType: Safety Recall

Government Investigation: Yes

Market Volume							
FAO	US	Canada	Fed Terrt	Non-Fed Terrt	Europe	Mexico	Other
188,341	160,123	24,000	223	145	64	3,383	373

Vehicles	MY	AppVolume	Assembly Plant	Build Date Range
2000-2001	Taurus	102,866	Atlanta & Chicago Assembly Plants	May 3, 1999 (Job 1) – August 14, 2000
2000-2001	Sable	85,466	Atlanta & Chicago Assembly Plants	May 3, 1999 (Job 1) – August 14, 2000

Concern Description:

Certain vehicle description including limiting factors such as engine type and description of issue. Description of result on vehicle operation. Number of reported occurrences – describe type of occurrences. There have been (number of reports or no) reports of accidents or injuries (or fires) associated with this concern (not necessary for all issues such as emissions). Or There have been no known accidents, injuries or fires attributed to this condition.

Root Cause:

Service Fix:

RSP will use the text (or synopsis of) what is in the "Service Action" section of the dealer communication provided by the Program Analyst.

Prevent Action:

Supplier Responsibility:

Responsible Organization:

DRAFT – one page only document

Note: After submission of the Fact Sheet, it will be reviewed by the Automotive Safety Office (ASO) and the Office of the General Counsel (OGC) to verify that language contained within the Fact Sheet meets Corporate Compliance Standards and meets Legal Requirements.

Approval/Completion Dates:

Author to Fill in:

14D Author Approval:

Chief Engineer or Presenter Approval: (Name/Date)

Any other Management Approval: (Name/Date)

Recall & Service Programs (RSP) to Fill in:

Due to RSP by:

Forward to Julie Mercier / Joanne Westenberg for ASO/OGC Approval:

Charles Kopelka Review:

Kurt Kiser Review:

ASO Review:

OGC Review:

Returned approved version to 14D author and presenter:

From: Goebel, Ken (K.M.)
Sent: Friday, October 03, 2003 11:16 AM
To: Waxer, Donald (D.D.)
Subject: RE: Rotunda Wire Splice Tool Kit Distribution

Direct dealers to use the kit if they have it available, and include the old procedure for those who do not. Labor time should not be affected.

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

From: Waxer, Donald (D.D.)
Sent: Thursday, October 02, 2003 1:05 PM
To: Goebel, Ken (K.M.)
Subject: FW: Rotunda Wire Splice Tool Kit Distribution

Ken, how do we proceed with the brake lamp switch repair. I think we should use the old wire repair procedure because if we use the new repair and if there is any delays in launching the new repair or the dealer can't get additional tools they will use the old repair anyways.

Don Waxer
Product Concern Analyst
Recall & Service Programs

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

From: Kopelka, Charles (C.R.)
Sent: Thursday, October 02, 2003 12:48 PM
To: Badges, Robert (R.S.); Ballint, Gary (G.S.); Goebel, Ken (K.M.); Hirtzel, Rich (R.L.); Lease, Alvin (A.); Miller, Doreen (D.J.); Waxer, Donald (D.D.)
Cc: Castiberry, Brett (B.A.)
Subject: FW: Rotunda Wire Splice Tool Kit Distribution

FYI on potential FSA's requiring wire repairs.....

Thanks,

Charles Kopelka
Manager, Recall & Service Programs
(313) 337-2487

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

From: Kaer, Kurt (K.W.)
Sent: Thursday, October 02, 2003 12:26 PM
To: Kopelka, Charles (C.R.)
Subject: FW: Rotunda Wire Splice Tool Kit Distribution

FYI for you and your team

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

From: Sanders, Lee (L.P.)
Sent: Thursday, October 02, 2003 12:23 PM
To: Gills, Jeffrey; Kaer, Kurt; Merchak, Kathleen; Plorkowski, Frank; Ricks, Kevin; Santoro, David; Terzes, Laura
Subject: FW: Rotunda Wire Splice Tool Kit Distribution

FYI

Lee Sanders, Supervisor
Technical Communications - TSS-0A818
PCSD - Service Engineering Operations
lsanders@ford.com
Phone: 313-31-79104 FAX: 313-24-81388

ROB-006 3768

—Original Message—

From: Litell, E. (E)
Sent: Thursday, October 02, 2003 11:47 AM
To: 'MSSPCSDRM@bulmail.ford.com'; 'MSSPCSDDOM@bulmail.ford.com'; 'MSSPCSDCSM@bulmail.ford.com';
'MSSPCSDCRM@bulmail.ford.com'; 'MSSPCSDPSE@bulmail.ford.com'; 'MSSPCSDCVO@bulmail.ford.com';
'MSSPCSDOOM@bulmail.ford.com'; 'MSSPCSDOOS@bulmail.ford.com'; 'MSSPCSDOOA@bulmail.ford.com';
'MSSPCSDTSM@bulmail.ford.com'; 'MSSPCSDSTI@bulmail.ford.com'
Subject: Rotunda Wire Splice Tool Kit Distribution

*** PLEASE DO NOT REPLY TO THIS MESSAGE. ***

Subject: Rotunda Wire Splice Tool Kit Distribution

Summary: Ford Motor Company is standardizing wire repair procedures performed at dealerships and assembly plants. Beginning in October, United States dealers will receive a Rotunda Wire Splice Tool Kit free of charge.

This Notice is Information Only

*** PLEASE NOTE SUBJECT IS INTENTIONALLY REPEATED IN THE BODY OF THIS MESSAGE***

Click on the link or attached file below to open and review the eFC document(s)

[http://www.elib.ford.com/RightSite/elib_wal_connect.htm?docbase=elldoc1
&folder=Bulletins/U.S./EFC/reports/efc_released&OBJECTID=09000c58803c74e6](http://www.elib.ford.com/RightSite/elib_wal_connect.htm?docbase=elldoc1&folder=Bulletins/U.S./EFC/reports/efc_released&OBJECTID=09000c58803c74e6)

<< File: EFC0303470 - eFC Information >>

From: Patel, Bharat (B.J.)
Sent: Thursday, September 18, 2003 12:07 PM
To: Goebel, Ken (K.M.)
Subject: RE: 01508 Supplement

Yes, however, the engineering folks are debating as to who should write it? Chassis or Electrical?

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

From: Goebel, Ken (K.M.)
Sent: Thursday, September 18, 2003 10:38 AM
To: Patel, Bharat (B.J.)
Cc: Waser, Donald (D.D.); Kopeika, Charles (C.R.)
Subject: 01508 Supplement

Bharat,

In order to supplement the subject program, we'll need to go through the process as if it were a new program; updated 14D, Tech Review and FRC approval.

Is an update of the 14D in process?

Ken

From: Shore, John (J.)
Sent: Monday, September 15, 2003 9:02 AM
To: Goebel, Ken (K.M.)
Subject: RE: Brake lamp Switch

We are trying to talk with the multiple suppliers and get cost estimates. Our part volume for launch will need to be near 100K.

John Shore

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

---Original Message---

From: Goebel, Ken (K.M.)
Sent: Friday, September 12, 2003 4:46 PM
To: Shore, John (J.)
Subject: Brake lamp Switch

John,

I was unable to attend the subject meeting today. What does timing look like for launch quantities of parts, assuming recall action? Also, part costs?

Thanks,
Ken

From: Balint, Gary (G.S.)
Sent: Wednesday, February 12, 2003 3:53 PM
To: Goebel, Ken (K.M.)
Subject: FW: Taurus Stop Lamp

Isn't this the one you asked to be put on and me taken off?

Gary Balint
Program Manager
Recall/Service Programs
33-72790
gbalint@ford.com

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

From: Lysik, Kevin (K.M.)
Sent: Tuesday, February 11, 2003 11:53 AM
To: Skinner, Sandra (S.A.); Ross, 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.); Gelven, Rob (R.W.)
Cc: Haberstroh, Robert (R.W.); Savage, Megan (M.H.); Lysik, Kevin (K.M.)
Subject: RE: Taurus Stop Lamp

Meeting Canceled 2/11/03:
Mike McCann is on Vacation.

Status:

- a) Crimp Testing of Hi-flex wire is ongoing at Lear - Results expected by 2/21/03
- b) Verification of switch to use for service
 - Switches expected from Littelfuse by 2/13/03
 - Must be evaluated on vehicle for Brake Lamp Switch Flicker through CETP 06.06-R-403 or on 4 poster simulation. Team is gathering vehicles for testing. Bld#4 engineers are evaluating 4 poster availability, timing, and potential drive cycle profile required to accomplish the task, Bld# 4 response expected by 2/13/03.
- c) Closure Paper to be presented to CCRG on 2/18 by M. McCann.

-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.); Ross, 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.); Stolteimer, Dale (D.O.); Gelven, Rob (R.W.)
Subject: Updated: Taurus Stop Lamp
When: Tuesday, February 11, 2003 4:30 PM-5:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Sandra Skinner's Office- Bldg 1 13G069

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: Goebel, Ken (K.M.)
Sent: Wednesday, January 08, 2003 4:38 PM
To: McCann, Mike (M.J.); Alvey, Ray (R.S.); Lyalk, Kevin (K.M.); Savage, Megan (M.M.); Newell, Sean (S.M.)
Cc: Patel, Bharat (B.J.); Shore, John (J.); Waxer, Donald (D.D.)
Subject: FW: Taurus/Sable Brake Switch

Further to our 1/6 meeting, please see John Shore's recommendations below on bringing the Littlefuse switch in for Taurus/Sable service.

Please contact John with any questions regarding the engineering releases, and myself or Don Waxer with questions regarding why this action needs to be taken.

Thanks & regards,
Ken Goebel
Program Manager, Recall & Service Programs, FCSD
Ph. 313-33-72791, FAX 313-84-51024, D5C2, Rm. 803
kgoebel@ford.com

—Original Message—

From: Shore, John (J.)
Sent: Wednesday, January 08, 2003 4:20 PM
To: Goebel, Ken (K.M.)
Cc: Kercher, Don (D.F.)
Subject: RE:

Ken,

Here is my take on what we want:

Engineering:

Taurus/Sable Sedan YF1T 13480-AA - release new part roll suffix to CA (CA part includes new switch, wire jumper, SK, retention devise), change model application on AA and CA part to Taurus/Sable only.

Taurus/Sable Wagon YF1T 13480-BA - release new part roll suffix to DA (DA part includes new switch, wire jumper, SK, retention devise), change model application on AA and CA part to Taurus/Sable only.

All other models currently using AA or BA level parts. Release new design switch with new engineering part number. New numbers will not contain Taurus/Sable model applications (past models).

In WERS, the AA, BA will need to have the service stock disposition changed to "S" (scrap) and the description block state the AA and BA level parts need to be scrapped upon receipt of sufficient inventory of replacing inventory "S1".

FCSD:

Create new service part number for Taurus/Sable sedan and wagon... AA replaced by CA, BA replaced by DA. Update catalog database to reflect model application change.

Create new service part numbers for "all other models" on new part number.

Take model application off AA and BA parts for "all other models".

Scrap all AA and BA inventory once inventory is available on new parts. Current inventory is approximately 36,000 pieces and we sell almost 4,000 monthly.

John Shore

Recall Parts Program Manager

Ford Customer Service Division

Office - 734 266-9789 FAX - 734 266-1166

Page - 734 797-5991 E-mail - Jshore@Ford.com

Mail Drop MD-44 1313C NPDC

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

From: Goebel, Ken (K.M.)
Sent: Wednesday, January 08, 2003 3:57 PM
To: Shore, John (J.)
Subject:

John,

Before I send this over to Engineering - am I stating it clearly/accurately?

The most efficient way to bring in the Littlefuse switch for the Taurus/Sable service application is to replace the current YF1T-13480-AA/BA (Pollack) part numbers with the new Littlefuse kit part numbers with a scrap designation on the remaining YF1T-13480-AA/BA (Pollack) service inventory.

In addition, the part numbers for the for other applications of the YF1T-13480-AA/BA (Pollack) switches must be advanced to their new design level, though these parts will not refer back to the YF1T-13480-AA/BA (Pollack) level.

From: Shore, John (J.)
Sent: Wednesday, January 08, 2003 4:20 PM
To: Goebel, Ken (K.M.)
Cc: Kaercher, Don (D.F.)
Subject: RE:

Ken,

Here is my take on what we want:

Engineering:

Taurus/Sable Sedan YF1T 13480-AA - release new part roll suffix to CA (CA part includes new switch, wire jumper, SK, retention device), change model application on AA and CA part to Taurus/Sable only.

Taurus/Sable Wagon YF1T 13480-BA - release new part roll suffix to DA (DA part includes new switch, wire jumper, SK, retention device), change model application on AA and CA part to Taurus/Sable only.

All other models currently using AA or BA level parts. Release new design switch with new engineering part number. New numbers will not contain Taurus/Sable model applications (past models).

In WERS, the AA, BA will need to have the service stock disposition changed to "S" (scrap) and the description block state the AA and BA level parts need to be scrapped upon receipt of sufficient inventory of replacing inventory "S1".

FCSD:

Create new service part number for Taurus/Sable sedan and wagon... AA replaced by CA, BA replaced by DA. Update catalog database to reflect model application change.

Create new service part numbers for "all other models" on new part number. Take model application off AA and BA parts for "all other models".

Scrap all AA and BA inventory once inventory is available on new parts. Current inventory is approximately 36,000 pieces and we sell almost 4,000 monthly.

John Shore

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

—Original Message—

From: Goebel, Ken (K.M.)
Sent: Wednesday, January 08, 2003 3:57 PM
To: Shore, John (J.)
Subject:

John,

Before I send this over to Engineering - am I stating it clearly/accurately?

The most efficient way to bring in the Littlefuse switch for the Taurus/Sable service application is to replace the current YF1T-13480-AA/BA (Pollack) part numbers with the new Littlefuse kit part numbers with a scrap designation on the remaining YF1T-13480-AA/BA (Pollack) service inventory.

In addition, the part numbers for the for other applications of the YF1T-13480-AA/BA (Pollack) switches must be advanced to their new design level, though these parts will not refer back to the YF1T-13480-AA/BA (Pollack) level.

From: Patel, Bharat (B.J.)
Sent: Wednesday, January 08, 2003 9:38 AM
To: Goebel, Ken (K.M.); Waxer, Donald (D.D.)
Cc: Lysk, Kevin (K.M.)
Subject: FW: Taurus & Explorer (U152) BOO Switch P/N History

Please note the PN's provided by engineering below. Please contact Mike McCann or Megan Savage directly if you have specific questions about PN and usage application.

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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—Original Message—

From: McCann, Mike (M.J.)
Sent: Wednesday, January 08, 2003 8:51 AM
To: Patel, Bharat (B.J.); Lysk, Kevin (K.M.)
Subject: FW: Taurus & Explorer (U152) BOO Switch P/N History

Kevin, Bharat: Can you please forward this info to the FCSD reps who attended our brake switch meeting? Note, this switch is NOT used on Econoline - only Taurus/Sable, 4-dr Explorer, Mountaineer and Aviator.

Mike McCann
X-Vehicle Switch Applications
mmccans2@ford.com, 313-322-7187

—Original Message—

From: Nadesu, Brian (B.W.)
Sent: Tuesday, January 07, 2003 4:29 PM
To: McCann, Mike (M.J.); Savage, Megan (M.M.); Skolostimer, 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 Poltek 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	ZF1T-13480-AA	ZF1Z-13480-AA	2002-Present
Explorer (U152)	YF1T-13480-AA	YF1Z-13480-AA	2002-Present

Regards,
Brian Nadesu

From: McCann, Mike (M.J.)
Sent: Monday, January 27, 2003 3:38 PM
To: CWILSO32 was deleted 20030703
Cc: Buzzkowski, Jim (J.A.); Khangura, Ken (K.); Reynolds, Lisa (L.R.); Halseth, Mark (M.A.); Alvey, Ray (R.S.); Livernois, Stephen (S.M.)
Subject: FW: Brake switch - Taurus discussed yesterday with Will/Phil

Importance: High

Follow Up Flag: Follow up
Due By: Thursday, January 23, 2003 12:00 PM
Flag Status: Flagged

The Taurus Brake switch system issues began in MY2000 with the introduction of adjustable pedals and the Pollak brake switch.

1. Oil from the adjustable pedal assembly dripped onto the brake switch - this was subject to a prior recall in May 2001 (action called for the technician to wipe off the oil in the area and replace switch).

2. MY2000 Taurus wiring issues - wiring to switch was too short and/or wire breakage. Service and production actions were implemented for wiring between March 2000 - July 2000 (for adjustable and fixed pedal). This included altering the wire length while providing wire shielding and a tie strap to prevent breakage.

3. There is an alignment issue between the booster assembly and the brake pedal pin location. The mis-alignment is much more severe with adjustable pedals. The brake switch was modified for adjustable and fixed pedal (March 2002) and brake pin modified (December 2002) for adjustable pedal to improve the alignment issue.

4. The recall action identified in Item 1 did not resolve the oil issue since there have been many repeat repairs. We are working with CCRG now to resolve this issue. Service action identified at this time will be to replace the Pollak switch with a Littelfuse switch (to improve performance in the presence of oil) as well as replace the wiring to the switch from 20 gauge to 18 gauge hi-flex wiring. The target implementation date for this action is March 2003. This is subject to change based on the outcome in CCRG.

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

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

From: Alvey, Ray (R.S.)
Sent: Monday, January 27, 2003 11:55 AM
To: Livernois, Stephen (S.M.); McCann, Mike (M.J.)
Subject: FW: Brake switch - Taurus discussed yesterday with Will/Phil
Importance: High

Steve (Mike?).

Can you please respond to Cary and 'cc's' on note below with the specific dates for service action and production action fixes for the Taurus Stop Lamp switch. Thanks.

Raymond S. Alvey
Manager, E/E Switches

Bldg #5, Room 2A089 (MD 5003)
Phone/Fax: 322-7484
email: ralvey@ford.com

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

From: Wilson, Cary (C.A.)
Sent: Monday, January 27, 2003 10:54 AM
To: Alvey, Ray (R.S.)
Cc: Khangura, Ken (K.); Buczkowski, Jim (J.A.); Reynolds, Lisa (L.R.)
Subject: FW: Brake switch - Taurus discussed yesterday with Will/Phil
Importance: High

Ray,

Per the Dec. QB review the Taurus brake switch problem surfaced. You had replied with some potential actions, but time and status are not obvious. Could you please give me an update.

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

From: Reynolds, Lisa (L.R.)
Sent: Thursday, January 23, 2003 11:25 AM
To: Wilson, Cary (C.A.)
Cc: Reynolds, Lisa (L.R.)
Subject: FW: Brake switch - Taurus discussed yesterday with Will/Phil
Importance: High

Cary -

Searched my files and it seems Ray did respond to you on this issue. Please let me know if you need further info prior to 1/28 QB review. Thanks

> Best Regards,
>
> Lisa Reynolds
> Business Coordinator
> Electrical/Electronic Systems Engineering
> Phone: 313-24-87156; Fax: 313-31-79158
> Email: lreynoll@ford.com
>

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

From: Alvey, Ray (R.S.)
Sent: Friday, December 20, 2002 2:02 PM
To: Wilson, Cary (C.A.); Khangura, Ken (K.)
Cc: Skinner, Sandra (S.A.); Buczkowski, Jim (J.A.); Reynolds, Lisa (L.R.)
Subject: RE: Brake switch - Taurus discussed yesterday with Will/Phil

The original field fix was for the technicians to wipe away the grease on the pedal assembly and replace the switch w/ production version Pollak switch. Unfortunately, the 'grease wipe away' operation does not look like it is effective, and we are getting repeat repairs with evidence of grease present. Therefore, it has caused us to consider another switch alternative for a service part, reverting back to the Littlefuse Brakes Switch because assembly testing conducted in building #4 has shown that switch to be much more tolerant to the

grease that is being seen in the vehicle (tolerant in testing done in excess of 500,000 switch cycles - while measuring mV and heat build up in the switch that is exposed to the grease).

Raymond S. Alvey
Manager, Chassis E/E & Switch Subsystems
Bldg #5, Room 2A089 (MD 5003)
Phone/Fax: 322-7484
e-mail: ralvey@ford.com

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

From: Wilson, Cary (C.A.)
Sent: Friday, December 20, 2002 11:53 AM
To: Khangura, Ken (K.); Alvey, Ray (R.S.)
Cc: Skinner, Sandra (S.A.); Buczkowski, Jim (J.A.); Reynolds, Lisa (L.R.)
Subject: FW: Brake switch - Taurus discussed yesterday with Will/Phil
Importance: High

Ken and Ray,

I need to know what validation was done on the original field fix. Why did it not work. What is the new validation plan? Is anyone looking into the system to see if the grease can be contained?

Please schedule right after the holiday.

Thanks

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

From: Skinner, Sandra (S.A.)
Sent: Wednesday, December 18, 2002 6:49 AM
To: Alvey, Ray (R.S.); Khangura, Ken (K.); Wilson, Cary (C.A.); Buczkowski, Jim (J.A.)
Cc: McCann, Mike (M.J.); Savage, Megan (M.M.); Livernois, Stephen (S.M.); Lysik, Kevin (K.M.)
Subject: RE: Brake switch - Taurus discussed yesterday with Will/Phil

Additional Next Steps:

The team is assessing clearing repair stock and replacing with the Pollack switch trip point at .710 minimum for 2001 and 2002 field repairs. A warranty prediction based on the robustness actions recently implemented in production is being developed.

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

From: Alvey, Ray (R.S.)
Sent: Tuesday, December 17, 2002 6:17 PM
To: Khangura, Ken (K.); Wilson, Cary (C.A.); Buczkowski, Jim (J.A.)
Cc: Skinner, Sandra (S.A.); McCann, Mike (M.J.); Savage, Megan (M.M.); Livernois, Stephen (S.M.)
Subject: RE: Brake switch - Taurus discussed yesterday with Will/Phil
Importance: High

Here is the latest status on this issue per our team meeting on 12/17/02:

1. We are leaning toward a recommendation of using the Littlefuse Brake Switch (vs.

on the the Pollak Brake Switch which was on production) for the service action

2000 MY Taurus only.

2. This is based on A / B testing of the Littlefuse and Pollak parts with excessive grease exposure, and warranty analysis on the 1999 MY through 2002 MY Taurus programs.

3. We will be going back into the CCRG on 1/7/03 with our recommendation, and the recommendation will be an updated service procedure (not additional Recall).

4. Team will be working on closure paper Thursday and Friday of this week (12/19 & 12/20).

5. Two robustness actions have already been put in place to help further improve warranty in production (for Pollak part): a. Change switch minimum trip point from 0.706" to 0.710"; and b. added a 3 mm collar to brake pedal pin to align brake booster rod better to brake pedal for improved switch actuation i.e. remove side load/offset to switch).

Please let me know if you have any further questions/requests.

Raymond S. Alvey
Manager, Chassis E/E & Switch Subsystems
Bldg #3, Room 2A089 (MD 5003)
Phone/Fax: 322-7484
e-mail: ralvey@ford.com

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

From: Khangura, Ken (K.)
Sent: Tuesday, December 17, 2002 5:09 PM
To: Alvey, Ray (R.S.)
Subject: FW: Brake switch - Taurus discussed yesterday with Will/Phil

Hope you closed this issue w/ Cary...

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

From: Wilson, Cary (C.A.)
Sent: Thursday, December 12, 2002 9:15 AM
To: Alvey, Ray (R.S.); Khangura, Ken (K.)
Subject: Fw: Brake switch - Taurus discussed yesterday with Will/Phil

Jim and I need an update on this brake switch issue. Why were we not made aware that this issue has re-opened ??

Marcella,
Please schedule time.

Cary A. Wilson
Director - Electrical/Electronic Systems Engineering
Ford Motor Company
313-390-2652

cwilso32@ford.com

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

From: Buczkowski, Jim (J.A.) <jbuczkow@ford.com>
To: Wilson, Cary (C.A.) <cwilso32@ford.com>; Khangura, Ken (K.) <kkhangul@ford.com>
Sent: Wed Dec 11 18:28:44 2002
Subject: Brake switch - Taurus discussed yesterday with Will/Phil

Cary,

Remind me to discuss this with you. I want to understand what I heard about the field action.

Thanks,
Jim Buczkowski
Director, E/E Systems Engineering Implementation
North American Engineering
Product Development
jbuczkow@ford.com
313-323-4110 (Office)
313-390-3141 (FAX)
Page through the WEB <http://xy.ford.com/portal/>

From: Haberstroh, Robert (R.W.)
Sent: Tuesday, November 18, 2003 5:30 PM
To: Schmidt, Norm (N.G.); Fash, James Jay (J.W.)
Subject: FW: D186 adjustable pedals - grease testing

Note

Sincerely,
Robert W. Haberstroh
Brake Design Supervisor, Actuation & Pedals
North American Engineering - Core Brake Design
Schaefer Court I, Room: 1AJ02
* <mailto:rhaberst@ford.com>
'7 (313) 84 55882

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

From: eevangelista@taflex.com [<mailto:eevangelista@taflex.com>]
Sent: Tuesday, November 18, 2003 2:39 PM
To: Robert Haberstroh
Cc: Robert Wertanen; James Fash; Charlie Meier
Subject: D186 adjustable pedals - grease testing

Bob,

we are still unable to locate specific test logs clearly stating about the grease drip from the D186 pedals when the grease changed occurred. We are continue the search, but will also re-perform side by side life testing at temperature on these pedals with each grease type.

We will perform testing on 3 pedals with ESA M1C232 A (old grease) and 3 with ESA M1C45 A (new/current grease). Testing will start by end of this week and it takes about 4 weeks to complete. I will keep you advise to testing progress and if any signs of grease separation is occurring.

give me a call if you have any questions.

Elio Evangelista
Lead Engineer - Pedals Systems
Teflex Automotive
eevangelist@email.tfxauto.com

From: Waxer, Donald (D.D.)
Sent: Wednesday, November 06, 2003 1:38 PM
To: Goebel, Ken (K.M.); Lysik, Kevin (K.M.)
Subject: FW: TSB Issuer

FYI

Don Waxer
Product Concern Analyst
Recall & Service Programs

---Original Message---

From: Rymond, Rich (R.P.)
Sent: Wednesday, November 05, 2003 12:17 PM
To: Waxer, Donald (D.D.)
Cc: Goebel, Ken (K.M.); Lysik, Kevin (K.M.)
Subject: RE: TSB Issuer

Don,

Please continue with your current splice until the wire repair tools kits are distributed. Distribution is expected to be complete in Jan 04

Rich Rymond,
FGSD, Repair Product Planning
246F Fairlane Business Park III
313-20-83372
rymond@ford.com

---Original Message---

From: Waxer, Donald (D.D.)
Sent: Wednesday, November 05, 2003 11:01 AM
To: Rymond, Rich (R.P.)
Cc: Goebel, Ken (K.M.); Lysik, Kevin (K.M.)
Subject: FW: TSB Issuer
Importance: High

Rich, per our conversation, we will be launching a program in November, 2003, that will require a splice of the brake lamp switch harness. In the kit we are releasing butt splices (heat activated, part number E6EB14488AA) that will be used to perform the harness replacement. We are concerned that this harness repair (using the Ford authorized butt splices) will not be in conflict with ESB 03-11-6.

Don Waxer
Product Concern Analyst
Recall & Service Programs

---Original Message---

From: Lysik, Kevin (K.M.)
Sent: Tuesday, November 04, 2003 3:09 PM
To: Waxer, Donald (D.D.)
Cc: Goebel, Ken (K.M.); Lysik, Kevin (K.M.)
Subject: TSB Issuer
Importance: High

Don:

The TSB 03-11-8 (Wire Soldering and Crimping Repairs) was issued by Rich Raymond x-83372. Supervisor is John Ruman x-00435.

Kevik Lynn

Electrical Campaign Prevent Specialist
Small FWD & RWD Vehicles
313-24-85017

From: Waxer, Donald (D.D.)
Sent: Wednesday, November 05, 2003 11:01 AM
To: Rymond, Rich (R.P.)
Co: Goebel, Ken (K.M.); Lysik, Kevin (K.M.)
Subject: FW: TSB Issuer

Importance: High

Rich, per our conversation, we will be launching a program in November, 2003, that will require a splice of the brake lamp switch harness. In the kit we are releasing butt splices (heat activated, part number E8EB14488AA) that will be used to perform the harness replacement. We are concerned that this harness repair (using the Ford authorized butt splices) will not be in conflict with ESB 03-11-6.

Don Waxer
Product Concern Analyst
Recall & Service Programs


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

From: Lysik, Kevin (K.M.)
Sent: Tuesday, November 04, 2003 3:00 PM
To: Waxer, Donald (D.D.)
Cc: Goebel, Ken (K.M.); Lysik, Kevin (K.M.)
Subject: TSB Issuer
Importance: High

Don:

The TSB 03-11-6 (Wire Soldering and Crimping Repairs) was issued by Rich Rymond x-63372. Supervisor is John Ruman x-00435.

Kevin Lysik
Electrical Campaign Prevent Specialist
Small FWD & RWD Vehicles
313-24-85017

 Printable View (230 KB)	
Article No. 02-5-1	<ul style="list-style-type: none"> • BRAKES - BRAKE LAMPS REMAIN ILLUMINATED • ELECTRICAL - LAMPS - BRAKE LAMPS REMAIN ILLUMINATED
Publication Date: MARCH 1, 2002	

FORD: 2000 TAURUS
MERCURY: 2000 SABLE

ISSUE:

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.

ACTION:

Install a new Stoplamp Switch Jumper Harness. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

NOTE: IF EQUIPPED, MOVE THE ADJUSTABLE PEDALS TO THE FULL FORWARD POSITION FOR EASIER ACCESSIBILITY.

1. Install a memory saver, then disconnect the battery negative cable.
2. Remove the instrument panel (IP) lower steering column cover.
3. Disconnect the following three (3) electrical connectors (Figure 1).
 - Stop lamp switch
 - Speed control deactivation switch, if equipped
 - Adjustable Pedal Motor, if equipped
4. Remove the wire harness push-pin retainers from the brake pedal bracket, then position the harness to gain access to the splice area (Figure 2).
5. Install the "new" stop lamp repair harness, (1F1Z-14A411-BA - Wagon) or (1F1Z-14A411-CA - Sedan) (Figure 3).
 - a. Obtain the stop lamp switch connector repair harness, (wagon or sedan), see parts list.
 - b. Use the "new" harness assembly as a guide and measure back along the vehicle harness to locate the area to be spliced, then remove the tape from the splice area.
 - c. Select one (1) wire from the vehicle wire harness by matching the wire color to the wire color in the repair harness, then cut the vehicle harness wire.
 - d. Strip 6 mm (1/4") of insulation from the vehicle harness wire and from the corresponding wire in the repair harness.
 - e. Splice the two (2) wires together using splice connectors F2AZ-14488-A and appropriate crimp tool.
 - f. Test the integrity of the splice after crimping. Grasp the wires at each end of the splice and pull gently. If any wire is not attached securely, replace the splice connector and crimp firmly.
 - g. Repeat these steps for the remaining wire.
 - h. Using the Rotunda Heat Gun R07-10300 or equivalent, heat each splice connector thoroughly until the tubing shrinks and sealant flows from each end.
6. Wrap the spliced wire with black vinyl tape.
7. Route the wire harness back around the brake pedal bracket and install the push-pin retainers.

**CAUTION:**

DO NOT SECURE THE ADJUSTABLE PEDAL MOTOR CONNECTOR WITH THE TIE STRAP. ROUTE THE TIE STRAP BETWEEN THE ADJUSTABLE PEDAL MOTOR CONNECTOR AND THE BRAKE PEDAL BRACKET. ALSO BE SURE TO USE THE SMALLER OF THE TWO HOLES TO ROUTE THE TIE STRAP THROUGH.

NOTE:

VEHICLES EQUIPPED WITH ADJUSTABLE PEDALS DO NOT REQUIRE THE USE OF THE TIE STRAP FOR THIS REPAIR. ONLY THE FIXED PEDAL CONFIGURATION REQUIRES THE TIE STRAP.

8. Secure the wire harness to the brake pedal bracket with a tie strap (Figure 4).
9. Connect the three (3) electrical connectors.
10. Install the LP lower steering column cover. Tighten the bolts to 9 N-m (80 Lb-in).
11. Connect the battery negative cable, then remove the memory saver.
12. Check the stop lamp and transmission shift interlock operation.

PART NUMBER	PART NAME
1F1Z-14A411-BA	Stoplamp Switch Jumper Harness - Wagon
1F1Z-14A411-CA	Stoplamp Switch Jumper Harness - Sedan
F2AZ-14488-A	Splice Connector

OTHER APPLICABLE ARTICLES:

NONE

WARRANTY STATUS:

Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
020501A	Install New Stoplamp Switch Jumper Harness	0.6 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14A411	42

OASIS CODES:

201000, 201200, 203200, 301000

FD-35-808 10/20

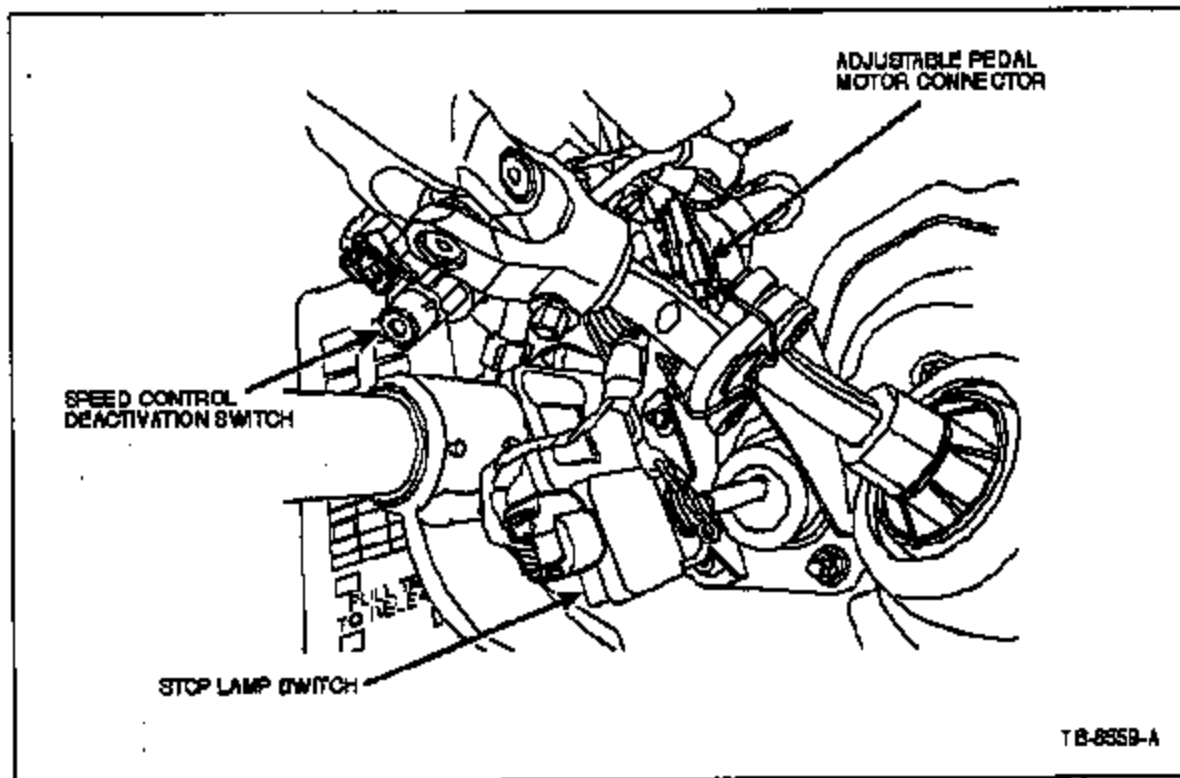
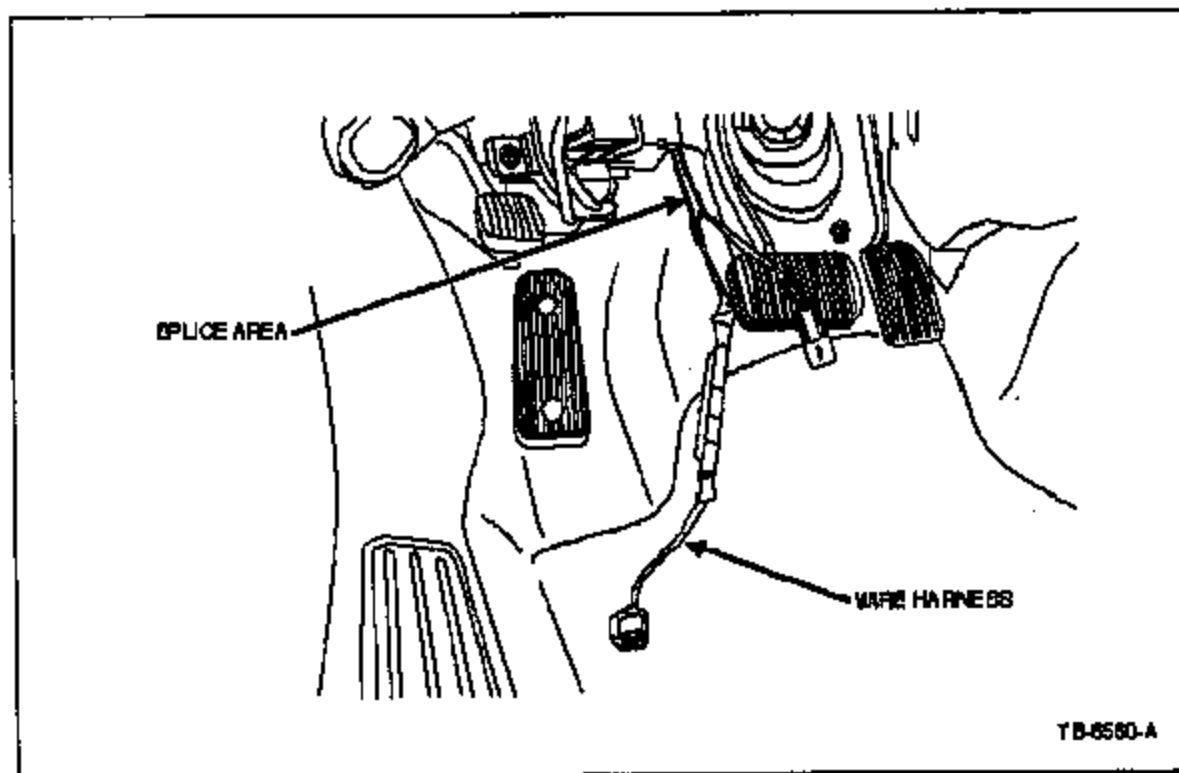


Figure 1 - Article 02-5-1



R083-085 18721

Figure 2 - Article 02-5-1

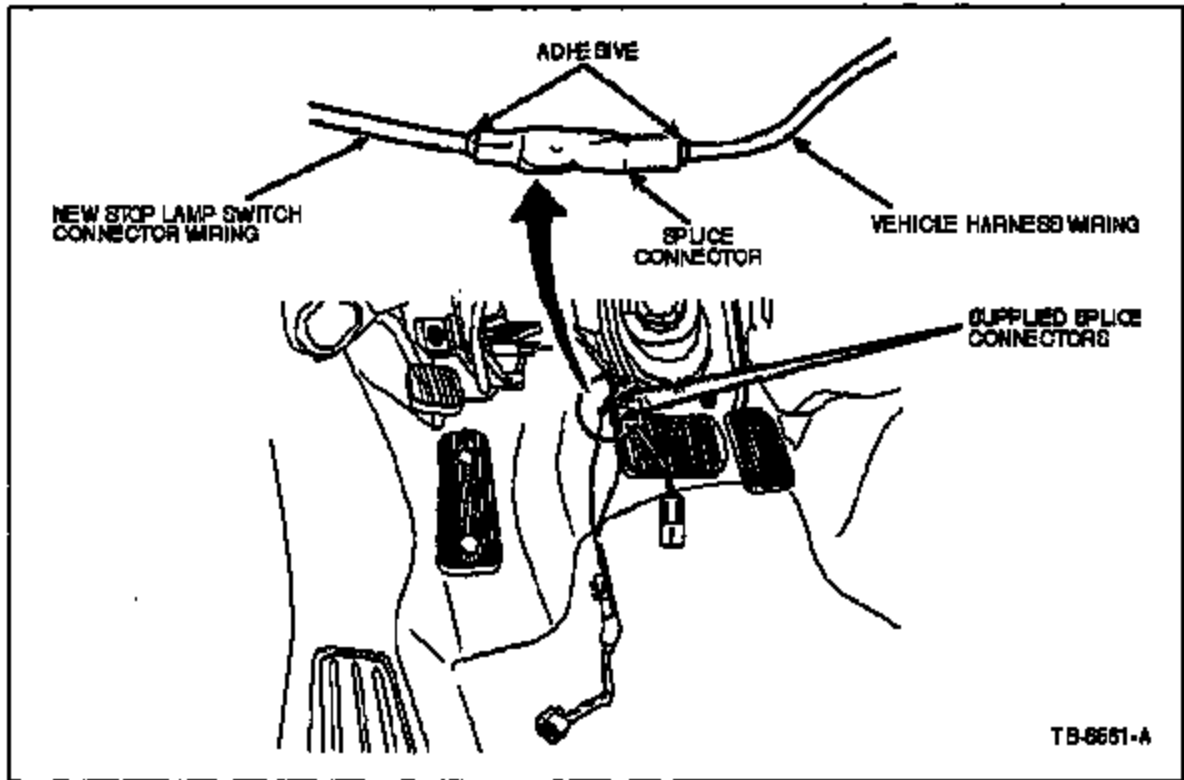
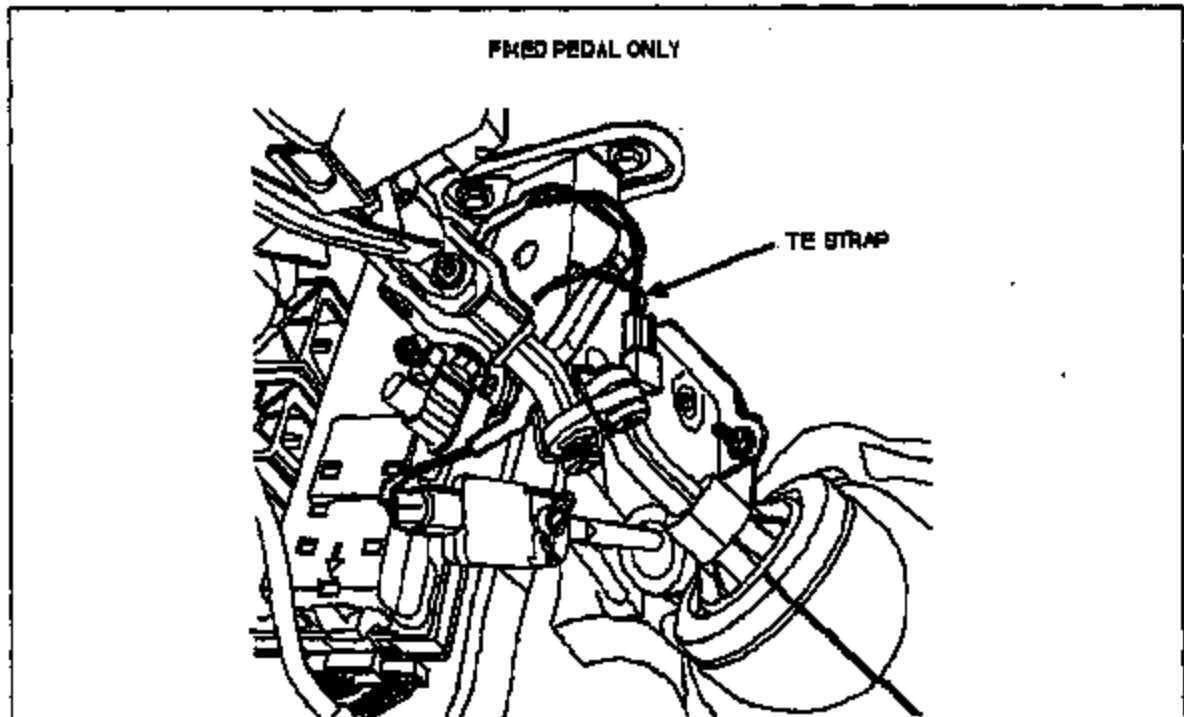


Figure 3 - Article 02-5-1



TSB-02-5-1

Figure 4 - Article 02-5-1

ROB-000 10223

**SAFETY RECALL
01S08****Certain 2000 and 2001 Model Year Taurus
and Sable Vehicles with Power Adjustable
Foot Pedals - Brake Lamp Switch
Replacement***Ford Motor Company*

March 2001

To:
All Ford and Lincoln Mercury Dealers**Subject:**
Safety Recall 01S08 - Certain 2000 and 2001 Model Year Taurus and Sable Vehicles with Power Adjustable Foot Pedals - Brake Lamp Switch Replacement**AFFECTED VEHICLES**

- 2000 through 2001 Model Year Taurus and Sable vehicles equipped with Power Adjustable Foot Pedals and built at the Atlanta Assembly Plant from May 3, 1999 through August 14, 2000
- 2000 Model Year Taurus vehicles equipped with Power Adjustable Foot Pedals and built at the Chicago Assembly Plant from June 2, 1999 through August 4, 2000

SAFETY CONCERN

Grease used on the Power Adjustable Foot Pedal assembly may enter the brake lamp switch and contaminate the contacts. Over time, this contamination may cause a build-up of carbon on the contacts, and in some cases, a short. This could result in one or more of the following symptoms:

- Brake lights remain illuminated
- Shift Interlock disabled
- Speed Control disabled
- ABS Warning light illuminates (if equipped with ABS)
- Battery discharged

A smaller number of switches may also fail in the open position. This type of failure will result in inoperative brake lights and the inability to shift the vehicle out of park. Loss of brake lamp function could potentially increase the risk of an accident.

SERVICE ACTION

On all affected vehicles, the dealer is to wipe excess grease from the Power Adjustable Foot Pedal assembly, and install a new brake lamp switch.

PLEASE NOTE

Correct all vehicles in stock before delivery. Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$5,000 per vehicle.

Attachments

Attachment I

- Administrative Information

Attachment II

- Labor Allowances
- Parts Ordering information

Attachment III

- Technical Information

Customer Notification Letter

QUESTIONS?

Claims Information: 1-800-423-8851

Other (Dealer Only) Recall Questions: 1-800-325-5821

Sincerely,

Ann O'Neill
Director
Vehicle Service and Programs

ATTACHMENT I
Safety Recall 01S08

Certain 2000 and 2001 Model Year Taurus and Sable Vehicles with Power Adjustable Foot Pedals – Brake Lamp Switch Replacement

OASIS

You must use OASIS to determine if a vehicle is eligible for this recall.

PROMPTLY CORRECT

Promptly correct all affected vehicles on your dealer Recall/ONP Involved Unit Listings available on QCDdealer.com. Also, correct other eligible vehicles which are brought to your dealership.

DEALER-OWNER CONTACT

Immediately contact any affected owner whose name is not on the list. Give the owner a copy of the Owner Letter and schedule a service date.

REGIONAL CONTACT

Advise regional office if an owner:

- cannot be contacted.
- does not make a service date.

CLAIMS PREPARATION AND SUBMISSION

- Enter claims using DWE.
- Refer to ACESII manual for claims preparation and submission information.

OWNER REFUNDS

Ford Motor Company will only refund owner-paid brake lamp switch replacements made before the date of the Owner Letter (or after the date of the Owner Letter if an emergency repair was made away from the servicing dealer). Refer to ACESII manual for refund information.

RENTAL CARS

Rental cars are not authorized for this program.

ATTACHMENT II
Safety Recall 01S08

**Certain 2000 and 2001 Model Year Taurus and Sable Vehicles with Power
Adjustable Foot Pedals – Brake Lamp Switch Replacement**

LABOR ALLOWANCES

Operation Description	Labor Allowances	Labor Operation
Remove Excess Grease and Replace Brake Lamp Switch	0.4 Hour	01S08B
Administrative Allowance	0.1 Hour	Misc. Expense Code "ADMIN"

PARTS REQUIREMENTS**Parts Ordering Information**

Parts will not be direct shipped for this recall. Order your parts requirement through normal order processing channels as noted below:

Stock & Interim Orders	Effective immediately	Normal order process
Emergency Orders	First 30 days after launch	Call 1-800-325-5821
Emergency Orders	31 days after launch	Normal order process

Part Number	Description	Quantity
YF1Z-13480-AA	Brake Lamp Switch (Sedan)	1
YF1Z-13480-BA	Brake Lamp Switch (Wagon)	1

DOR/COR

DOR/COR number 50224 identifies parts ordered for this campaign through the Recall Hotline (1-800-325-5821).

DEALER PRICE

For latest prices, refer to:

- DOES II
- Updated Price Book

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

ATTACHMENT III
Safety Recall 01S08

BRAKE LAMP SWITCH REPLACEMENT

AFFECTED VEHICLES: CERTAIN 2000 AND 2001 MODEL YEAR TAURUS/SABLE EQUIPPED WITH POWER ADJUSTABLE FOOT PEDALS

OVERVIEW

The brake lamp switch on the affected vehicles must be replaced. Lubricating grease applied to the power adjustable foot pedal assembly may have contaminated the brake lamp switch. Excess lubricating grease from the outer surfaces of the pedal assembly will be removed before a new switch is installed. This procedure will give the details for cleaning of the pedal assembly and replacement of the brake lamp switch.

SERVICE PROCEDURE

1. Note the position of the power adjustable foot pedals then move the pedals to the full upward position.
2. Install a memory saver, then disconnect the battery negative cable.
3. Disconnect the electrical connector from the brake lamp switch. See Figure 1.
4. Remove the retaining clip, then remove and discard the brake lamp switch. See Figure 1.

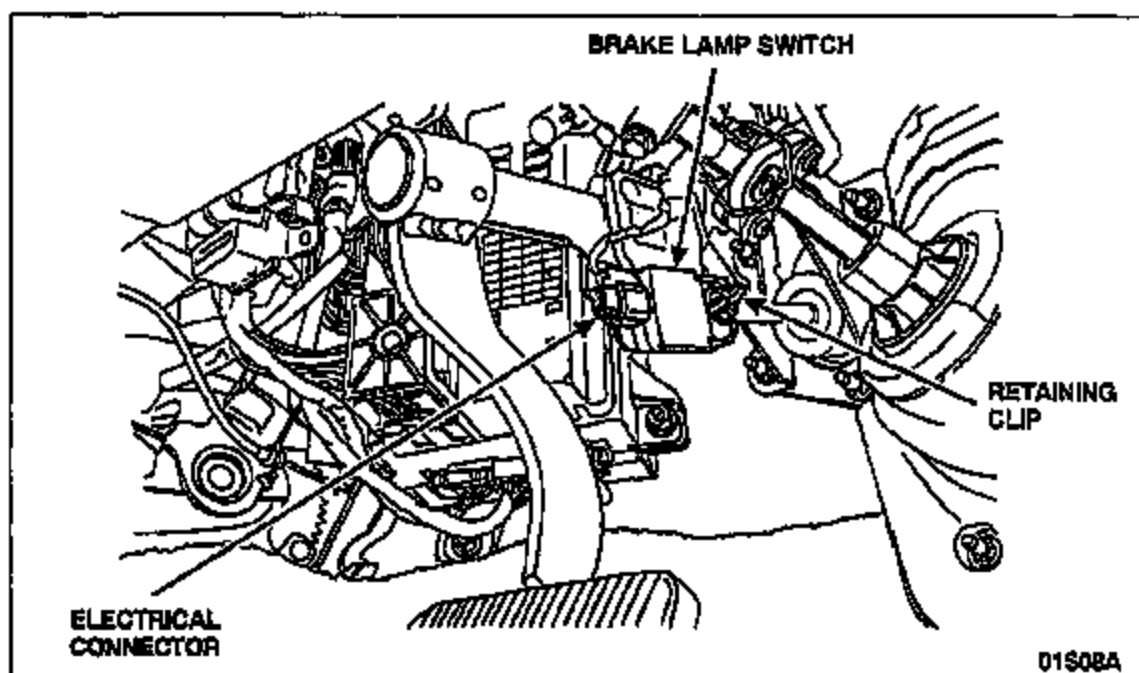
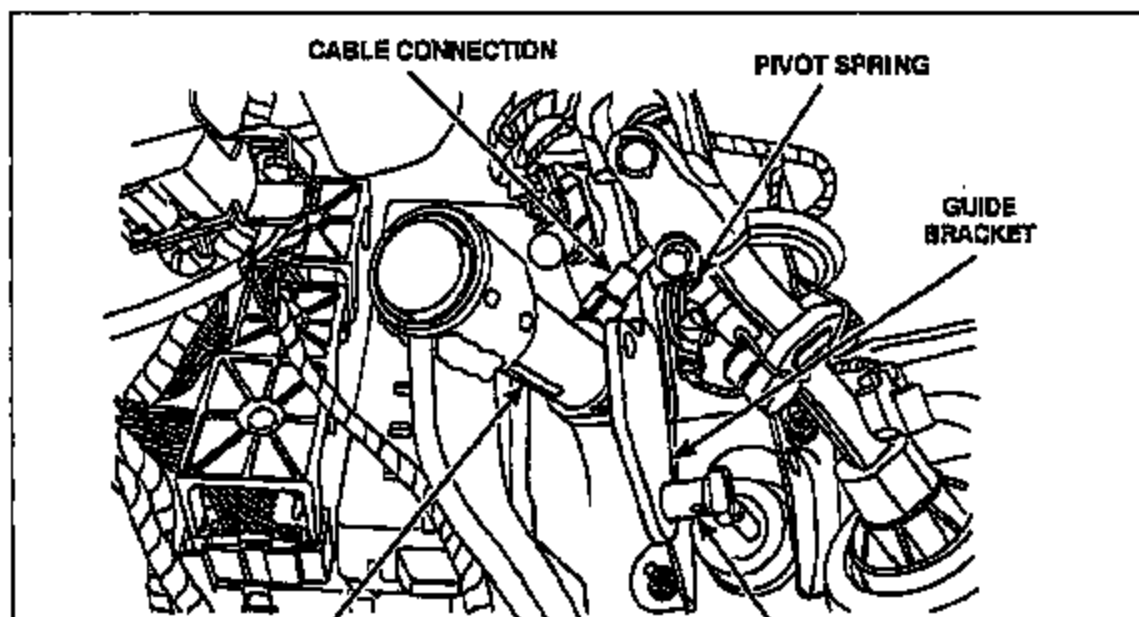


FIGURE 1

NOTE:

Do not use solvents when removing the lubricating grease from the brake pedal assembly.

5. Use a shop cloth to remove any lubricating grease from the outer surfaces of the following brake pedal assembly components. See Figure 2.
- Cable connection
 - Pivot spring
 - Guide rod
 - Guide bracket
 - Booster pin



R083-888 1BZ26

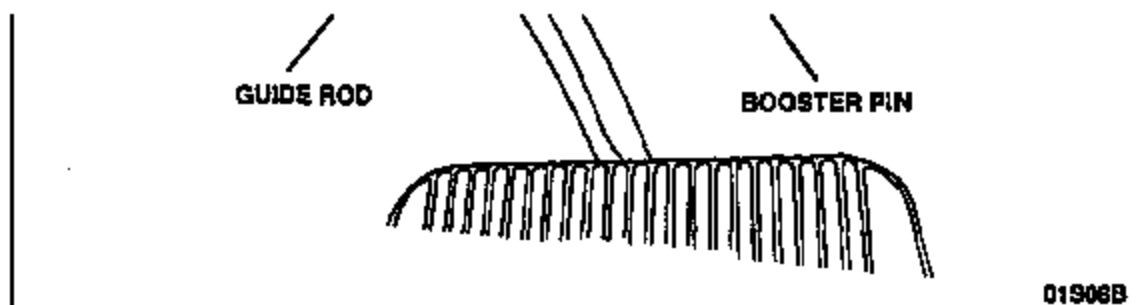


FIGURE 2

01S08B

6. Install a new brake lamp switch, then install the retaining clip.
7. Connect the electrical connector to the brake lamp switch.
8. Connect the battery negative cable, then remove the memory saver.
9. Move the pedals to their original position.
10. Verify proper brake lamp operation.

Ford Motor Company
 P.O. Box 1904
 Dearborn, Michigan 48121

Ford Motor Company

March 2001

01S08

Mr. John Sample
 123 Main Street
 Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 2000 and 2001 model year Taurus and Sable vehicles built with Power Adjustable Foot Pedals.

What the safety issue is...

Grease used on the adjustable pedal assembly may enter the brake lamp switch and contaminate the contacts. This may cause one or more of the following symptoms to occur:

- Brake lights stay illuminated or are inoperative
- Shift Interlock disabled (will be able to shift out of "PARK" position without depressing the brakes)
- Speed Control will not activate
- Cannot shift the vehicle out of "PARK"
- ABS Warning light illuminates (on vehicles with ABS)
- Battery Discharged

Loss of brake light function could potentially increase the risk of an accident.

What Ford Motor Company and your dealer will do ...

Ford Motor Company will repair your vehicle free of charge (parts and labor). Owners affected by this recall are requested to return their vehicle to their dealer for replacement of the brake lamp switch and to have excess grease wiped off of the adjustable pedal assembly.

How long will it take?

The time needed for this repair is less than one-half day. However, due to service scheduling issues, your dealer may need your vehicle for a longer period of time.

What we are asking you to do ...

Call your dealer without delay. Ask for a service date and whether parts are in stock for Safety Recall 01S08.

If your dealer does not have the parts in stock, they can be ordered before scheduling your service date. Parts would be expected to arrive within a week after ordering.

When you bring your vehicle in, show the dealer this letter. If you misplace this letter, your dealer will still do the work, free of charge.

If you've already paid for this service ...

If you paid to have this service done before the date of this letter, Ford is offering a full refund. For the refund, please give your paid original receipt to your dealer. To avoid delays, do not send receipts to Ford Motor Company.

If you've changed address or sold the vehicle ...

Please fill out the enclosed prepaid postcard and mail it to us if you have changed address or sold the vehicle.

If you have concerns ...

If you have trouble getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager. If you still need assistance, please contact the Ford Motor Company Customer Relationship Center and one of our representatives will be happy to assist you:

CALL: (800) 392-3673
(800) 232-6962 (TDD for the Hearing Impaired)

Office Hours: (Eastern Standard Time)
Monday-Friday: 8am - 11pm
Saturday: 9am - 6pm

or you may contact us through the Internet at:
www.ownerconnection.com

Our current response time to Internet inquiries is three business days.

You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline at 1-888-327-4236 or 1-800-424-9393.

Quality Care service is there for you all year round.

Quality Care is the commitment of Ford Motor Company and its dealerships to provide you with a superior service and ownership experience. While we regret the inconvenience caused by this program, we stand committed with our dealers to assist you with all of your automotive service needs. With our nationwide dealer network, we are here to ensure you receive Quality Care service so that your vehicle maintains peak performance throughout your ownership experience.

We pride ourselves on becoming the world's leading consumer company for automotive products and services. Thank you for your attention to this important matter.

Sincerely,



**Ann O'Neill
Director
Vehicle Service and Programs**

**SAFETY RECALL
01S08**

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Published By: Recall/Service Programs Department
Ford Customer Service Division

18231
668
003-R093

Ford Motor Company

James P. Vondale, Director
Automotive Safety Office
Environmental & Safety Engineering

March 2, 2001

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

Re: Ford Recall No. 01S08 - 2000-2001 Model Year Taurus/Sable Adjustable Pedal Stop
Lamp Switch Grease Contamination

Summary

- Ford Action - Ford is conducting a voluntary safety recall involving 2000-2001 model year Ford Taurus and Mercury Sable Passenger Cars equipped with adjustable pedals. These vehicles were built from May 1999 through August 2000.
- Number of Vehicles Involved - Approximately 167,000 vehicles.
- Affect on Vehicle Operation - If the grease from the adjustable pedal assembly enters the stop lamp switch, it can 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. Malfunctioning stop lamps could increase the risk of a vehicle crash.
- Service Procedure - Dealers will replace the brake lamp switch and wipe down the adjustable pedal assembly to remove excess grease.

Attached is the detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report.

Sincerely,


James P. Vondale

Attachment
01S08 5d/rjw/ee/tab

ATTACHMENT

49 CFR Part 573 - DEFECT INFORMATION REPORT
01508 - 2000-2001 MODEL YEAR TAURUS/SABLE ADJUSTABLE PEDAL
STOP LAMP SWITCH GREASE CONTAMINATION

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company submits the following information concerning a safety recall action that it is voluntarily initiating.

573.5 (c) (2) -- Potentially Affected Vehicles

Certain 2000-2001 model year Ford Taurus and Mercury Sable passenger cars with the adjustable pedal option and built at the Chicago and Atlanta Assembly Plants from May 3, 1999 through August 14, 2000 are potentially affected.

Because these vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3673) or contacting a local Ford dealer, who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (DASIS) database.

573.5 (c) (3) -- Estimated Population of Vehicles Potentially Affected

Approximately 157,500 vehicles.

573.5 (c) (4) -- Estimated Percentage of Affected Vehicles with the Defect Condition

Unknown.

573.5 (c) (5) -- Description of the Defect

The adjustable pedal assembly on the subject vehicles may have excess grease that could potentially enter the stop lamp switch and contaminate the contacts. This could lead to a build up of carbon, and potentially, a short circuit. A short circuit could either cause the stop lamps to remain on, or to a loss of stop lamp function. Malfunctioning stop lamps could increase the risk of a vehicle crash.

Ford is aware of approximately 9,000 warranty reports on adjustable pedal vehicles for replacement of the stop lamp switch. A review of reports did not locate any that alleged that an accident or injury occurred.

March 2, 2001

ROB-000 18233

573.5 (c) (8) – Chronology of Events

Ford first became aware of this condition and began investigating it during the summer of 2000. The initial investigation determined that the adjustable pedal assemblies used a different, lower temperature grease than the fixed pedal assemblies. During August, 2000 the grease on the adjustable pedal assemblies was revised and an operation was added to wipe excess grease from the assemblies. Testing was initiated to establish the link between the grease and the malfunctioning stop lamp switches. In addition, field and warranty reports were monitored during late 2000 and early 2001 to establish whether the condition was a low mileage concern on a small number of vehicles, or whether the condition would continue to occur on additional vehicles built with the low temperature grease. Ford has recently concluded that there is evidence of a defect trend and on February 23, 2001 decided to take this action.

573.5 (c) (8) – Service Program

Ford will notify owners of record of affected vehicles to return vehicles to dealers for replacement of the brake lamp switch and to have excess grease wiped off of the adjustable pedal assembly. This service will be performed at no charge to owners. Ford currently anticipates that owner notification will occur on or before the week of March 26, 2001.

573.5 (c) (9) – Press statement and Dealer/Owner Letters

Ford does not plan to make a public statement concerning this action. Notices to dealers and owners from Ford Customer Service Division will be forwarded when available.

573.5 (c) (11) – Recall Number

Ford has assigned recall number 01S08 to this action.

March 2, 2001

RO23-008 18234

Goebel, Ken (K.M.)

Subject: Updated: Technical Review: 2000-2001 Taurus/Sable - Brake Lamp Contamination w/Brake Pedal Grease
Location: Bldg# 1 Room 13E112
Start: Fri 10/10/2003 10:00 AM
End: Fri 10/10/2003 11:00 AM
Recurrence: (none)
Meeting Status: Accepted
Required Attendees: Ecali, R (R.); McNeal, Burton (B.E.); White, Catherine (C.L.); Grandinetti, Dave (D.H.); Shaw, Ann Marie (A.); Trainor, Mary (M.M.); Davis, Nichole (N.); Dockstader, Bob (Robert G.); Smith, Judith (J.A.); Khangura, Ken (K.); Rosaes-Rich, Delores (D.J.); Gelvan, Rob (R.W.); McCann, Mike (M.J.); Savage, Megan (M.M.); Alvey, Ray (R.S.); Summers, Priscilla (P.L.); Fash, James Jay (J.W.); Manoukian, Raffi (R.B.); Skinner, Sandra (S.A.); Brown, Len (L.M.); Murray, Gloria (G.J.); Haberstroh, Robert (R.W.); Allepoulios, Chris (C.A.); Badges, Robert (R.S.); Balint, Gary (G.S.); Barnes, Timothy (T.); Behnke, Dave (D.P.); Sejune, Daniel (D.C.); Blakup, Robert (R.T.); Blackburn, Thomas (T.J.); Blanton, Brian (.); Brown, Robert (R.D.); Brush, Tara (T.); Carlisle, Shawn (S.K.); Carver, Norman (N.B.); Castleberry, Brett (B.A.); Charlick, Peter (P.C.); Chaff, Amy (A.B.); Christensen, Kris (K.S.); Cieglo, David (D.V.); Clayton, Chris (C.N.); Clemens, Roger (R.D.); Conrad, James (J.A.); Cutler, Dan (D.B.); Dahn, Marcus (M.); Dearing-Thomton, Zandr (Z.F.); Diangelo, Deborah (D.A.); Douglass, Jim (J.B.); Dreyer II, Donald (D.C.); Eleanhauer, Gary (G.D.); Ervin, Chandra (C.E.); Esch, Becky (B.); Eum, James (J.S.); Foster, Tom (T.E.); Fritschen, Steve (S.E.); Froehlich, Jose (J.); Garratt, Dave (D.M.); Geunt, Frank (F.); Gilhool, Jennifer (J.); Gillis, Jeffrey (J.L.); Gniewek, Kenneth (K.J.); Goebel, Ken (K.M.); Goodes, Lara (L.L.); Grandas, Joseph (J.M.); Hansen, Thayne (T.); Hafner, Rachel (R.E.); Hilding, Robert (R.J.); Hirtzel, Rich (R.J.); Hopkins II, Harry (H.S.); Jaeger, Sharon (S.A.); Jaster, Daniel (D.G.); Jendrusch, Tom (T.D.); Johnson, Warren (W.K.); Kadouh, Khalil (K.A.); Kaercher, Don (D.F.); Kean, David (D.J.); Khan, Mohammad (M.); King, Michelle (M.); Kirschke, Kevin (K.E.); Kiser, Kurt (K.W.); Kopeika, Charles (C.R.); Lambert, Mark (M.D.); Labeck, Ron (R.V.); Lee, William (W.E.); Lease, Alvin (A.); Lewis, Cody (C.B.); Liu, Jane (J.); Lizotte, Brian (B.W.); Logel, Jay (J.D.); Lorenz, Gary (G.L.); Lott, Brian (B.T.); Luhrs, David (D.A.); Lysik, Kevin (K.M.); Maeroff, Bruce (B.J.); Marck, Edmond (E.C.); Mardell, Mitch (M.P.); Martin, Jarrae (J.F.); Masura, Gordon (G.P.); Matsui, Steven (S.N.); McClenaghan, Dean (D.C.); McCloskey, Lori (L.A.); Mercler, Julie (J.A.); Merideth, Marcus (M.E.); Mezzadri, Robert (R.J.); Mimikos, Marcy (M.A.); Minakami, Akio (A.); Moroz, Brian (B.T.); Muter, Doreen (D.J.); Nacawicz, Roy (R.A.); Nakano, Hideki (H.); Nakano, Hiroko (H.); Nasr, Rayman (R.M.); Nevi, Ray (R.A.); Nowka, Erich (E.J.); Nunez, Dolores (D.); Offerle, Timothy (T.G.); Oldfield, James (J.H.); Oswald, Greg (G.G.); Page, Greg (G.G.); Pao, Yi-Hsin (Y.-H.); Park, David (D.G.); Patel, Bharat (B.C.); Patel, Bharat (B.J.); Patel, Rasik (R.N.); Patten, Mike (L.M.); Pendrick, Jeffrey (J.W.); Phelffer, Bob (R.J.); Planta, Paul (P.G.); Requepau, Aiden (A.P.); Ray, Glenn (G.E.); Rogers, Mike (M.C.); Rossi, Roberto (R.A.); Samaa, Bob (R.); Schmidt, Norm (N.G.); Schremek, Joseph (J.E.); Shipp, Terri (T.L.); Shore, John (J.); Smith, Jane (J.L.); Souchock, Peter (P.D.); Stando, Michael (M.J.); Starling, William (W.H.); Steele, David (D.T.); Stewart, Greg (G.); Storves, Bill (W.K.); Swamy, Rainer (R.); Sweeney, Stephanie (S.L.); Szalay, Michael (M.A.); Tajak, Terry (T.E.); Terquinto, Jody (JAT.); Tokarsky, Michael (M.); Trout, Brooke (BLT.); Trujillo, Thomas (T.G.); Upshaw-Gibson, Andrea (A.D.); Van Gilder, Jim (J.); Vegh, Paul (P.F.); Villarruel, Nemesio (N.); Vosiker, Martin (M.C.); Vondala, James (J.P.); Waxer, Donald (D.D.); Westenberg, Joanne (J.L.); White, Douglas (D.B.); Wilkins, Linda (L.A.); Williams, Trevor (T.G.); Witkowski, Paul (P.C.); Woodring, Chris (C.A.); Zana, Jim (J.E.); Zelenick, Jeffrey (J.M.); Zobel, Gretchen (G.P.); Brasboy, Julie (J.A.)

****Please note new location -- Building #1, Room 13E112****

K. Kiser representing SEO

803-888 18236

Issue: 2000-2001 Taurus/Sable - Brake Lamp Contamination w/Brake Pedal Grease

Potential Supplier Involvement: No

Dial-In Information:

5-Digit: 36737

FordNet: 323.6737

Toll (Intl.): 1.313.323.6737

Toll Free Dial In: 1.800.367.3840

Participant Passcode: 85287039 followed by the "*" key
(Chairperson Passcode: 08405049)

Goebel, Ken (K.M.)

Subject: Taurus Brake Light Switch
Location: NAC Bldg.#1 13E112 (17) ECR

Start: Fri 9/5/2003 12:00 PM
End: Fri 9/5/2003 1:00 PM

Recurrence: (none)

Meeting Status: Accepted

Required Attendees: Patel, Bharat (B.J.); Lyalk, Kevin (K.M.); McCann, Mike (M.J.); Savage, Megan (M.M.); Waxer, Donald (D.D.); Goebel, Ken (K.M.); Shore, John (J.); Tokarsky, Michael (M.); NAC Bldg.#1 13E112 (17) ECR

Subject meeting is to discuss the following:
1.) prior agreements and directions
2.) status of prior agreements / directions
3.) what still remains to be implemented and why?
4.) New known information - I will request of ECI.
5.) Next Steps

Call-in numbers are as follows if you can't attend in person:

5-DIGIT: 36737

FordNet: 323.6737

Toll (International): 1.313.323.6737

Toll Free Dial In: 1.800.367.3840

Participant Passcode: 30433432

2000-2003 Taurus/Sable VOQ's
Brake Light Switch Related

Case #	VOQ #	Year	Model	VIN	Customer Date	Letter Date	ACTUAL Date	City	State	Accident	Internal	File	Region	Occurrences	TYPE	Part Name	Summary
292	1002088	2000	TAURUS	1FAPP056Y410008	8-Jul-01	8-Jul-01	8-Jul-01	RALEIGH	NC					17	A	EXTERIOR LIGHTING/ BRAKE LIGHTS	2000 FORD TAURUS. BRAKE LAMP SWITCH ALWAYS STAYS ON. NHTSA SHOWS THAT THERE WAS A RECALL FOR THIS PROBLEM. FORD WOULD NOT HONOR THE RECALL. ON MY CAR AND REPLACE THE FAULTY BRAKE SWITCH. DEALER SAID MY CAR WAS NOT ONE OF THE 171,000 CARS EFFECTED. SO I HAD TO PAY \$2100 TO HAVE THEM REPLACE THE FAULTY BRAKE SWITCH THAT WAS. A PROBLEM LISTED AS A RECALL ON NHTSA. NHTSA RECALL NO. 01V09FORD RECALL NO. 010308. *AK
296	1002170	2000	TAURUS	1FAPP056Y420043	29-May-02	20-May-02	29-May-02	HONOLULU	HI					2	A	EXTERIOR LIGHTING/ BRAKE LIGHTS	CONSUMER HAD RECALL BYV07000 REPAIRS FOR THE BRAKE LAMP SWITCH. *AK. HOWEVER, AFTER RECALL REPAIRS, VEHICLE WOULD GET STUCK IN PARK. DEALER REPLACED STOP LAMP SWITCH AGAIN. **TT. ANTI-LOCK SYSTEM BRAKE LIGHT COILS DIED AND BRAKES DON'T OPERATE PROPERLY. DEALER/FPD IS AWARE OF PROBLEM. *AK. VEHICLE WAS STUCK IN PARK. DEALER REPLACED THE BRAKE LAMP SWITCH. A FEW WEEKS LATER, THE AIR LIGHT ILLUMINATED. VEHICLE HAD NO BRAKE LIGHTS OR SIGNAL LIGHTS. NO WINDOW POWER. ON RADIO AND CD POWER. DEALER REPLACED THE BRAKE LAMP SWITCH AGAIN. CONSUMER STATES 3 DAYS AFTER PURCHASE THE ALARM SWITCH WENT OFF AND LOCKED VEHICLE. IGNITION SWITCH WAS REPR. REPLACED TWICE. *SLC
300	990902	2000	TAURUS	1FAPP056Y410276	30-Mar-01	3-Apr-01	3-Apr-01	LAKELAND	CA					2	A	SEVICE BRAKES/ HYDRAULIC/ ANT LOCK	REPLACED THE BRAKE LAMP SWITCH. A FEW WEEKS LATER, THE AIR LIGHT ILLUMINATED. VEHICLE HAD NO BRAKE LIGHTS OR SIGNAL LIGHTS. NO WINDOW POWER. ON RADIO AND CD POWER. DEALER REPLACED THE BRAKE LAMP SWITCH AGAIN. CONSUMER STATES 3 DAYS AFTER PURCHASE THE ALARM SWITCH WENT OFF AND LOCKED VEHICLE. IGNITION SWITCH WAS REPR. REPLACED TWICE. *SLC
303	1002076	2000	TAURUS	1FAPP056Y420058	02-Jul-01	13-Mar-02	13-Mar-02	PLANTATION	FL					0	A	EXTERIOR LIGHTING/ BRAKE LIGHTS	VEHICLE WILL NOT COME OUT OF PARK. VEHICLE WAS TOWED TO A DEALER. REASON: TO BRAKE LIGHTS WILL NOT SHUT OFF. *AK
378	700209	2000	TAURUS	1FAPP056Y410058	4-Mar-02	24-Mar-02	25-Mar-02	FALMOUTH	CA					1	A	EXTERIOR LIGHTING/ BRAKE LIGHTS/ SWITCH	BRAKE LAMP SWITCH REPLACED ON RECALL APRIL 2001. ON 3/20/02 WENT INTO GARAGE AND FOUND BRAKE LIGHTS STUCK. CAR HAD DEAD BATTERY. HAD CAR TOWED TO AV FORD. HAD TO PAY FOR NEW BATTERY/ CONDICTED AND NEW SWITCH. CONCERNED THAT THE RECALL REPLACEMENT SWITCH WAS DEFECTIVE CAUSING FAILURE. CONTACTED FORD WITH CONCERNS. REQUESTING A PARTIAL REIMBURSEMENT OF THE EXPENSE. WAS TOLD SWITCH OUT OF WARRANTY. I AM CONCERNED THAT THE SAME THING WILL HAPPEN AGAIN SINCE THIS IS AN OBVIOUS DEFECT. *AK
395	700309	2000	TAURUS	1FAPP056Y420008	1-Jan-02	24-Jan-02	25-Jan-02	MENAPOLIS	IN					3	A	SEVICE BRAKES/ HYDRAULIC/ ANT LOCK/ BRAKE LIGHT	DEFECTIVE PART (BRAKE LIGHT SWITCH) REPLACED UNDER RECALL. 2ND REPLACEMENT BRAKE LIGHT SWITCH LASTED ONLY ABOUT ONE MONTH. SAME AS FIRST ONE. AND FORD WONT PAY FOR REPLACEMENT. EVEN THOUGH 1ST DEFECTIVE PART WAS OBVIOUSLY REPLACED WITH ANOTHER DEFECTIVE PART. OBVIOUS SAFETY ISSUE AND REPLACEMENT PARTS UNDER RECALL SHOULDNT BE AS GOOD AS THEY PART THEY REPLACED. *AK
411	9902090	2000	TAURUS			13-Aug-01	13-Aug-01	BRAUNKATOWA	WI					1	A	EXTERIOR LIGHTING/ BRAKE LIGHTS	VEHICLE WOULDNT SHIF OUT OF GEAR. DEALER PROVIDED THE CONSUMER WITH A NEW WIRING HARNESS. BRAKE LIGHTS DONT WORK. AND VEHICLE STILL WONT SHIF OUT OF GEAR. *AK
60	1002484	2000	TAURUS	99A	08-Apr-02	24-Apr-02	24-Apr-02	PEMBLER	MI						A	ELECTRONICAL SYSTEMS/ PUSHER AND CIRCUIT BREAKERS	AFTER GETTING RECALL BYV07000 REPAIRS DONE FOR PEDAL EXTENDERS. CONSUMER WAS INABLE TO SHIF GEAR. ALSO, BRAKE LIGHTS HAVE DONE OUT. DUE TO THIS RECALL CONTACTED DEALER. AND DEALER WAS NOT WILLING TO DO ANYTHING. *AK

2000-2003 Taurus/Sable VOO's
Brake Light Switch Related

Index	DOC#	MY	Model	VIN	Report Date	Make Date	NTCA File Date	City	State	Make	Condition	Problem	City	State	Complaint	SYM #	Part Name	Summary
883	14018717	2000	TAURUS	9FAFP030P0002800	10-04-02	11-04-02	11-04-02	VALLEY CITY	OH		N		M			A	EXTERIOR LIGHTING-BRAKE LIGHTS-SWITCH	THE BRAKE LAMP SWITCH WAS REPLACED ON THIS CAR UNDER A "SAFETY RECALL" BY FORD MOTOR COMPANY. THEY STATED THAT THE SWITCH MAY FAIL AND COULD CAUSE THE BRAKE LAMP TO STAY LIT OR NOT COME ON AT ALL. THIS WAS DONE AT AROUND 15,000 MILES. AT 25,000 MILES THE SWITCH HAS FAILED AGAIN. THE BRAKE LAMP WILL NOT COME ON. I CANNOT MOVE THE GEAR SELECTOR OUT OF "PARK" AND THE CHECK ENGINE LIGHT WILL NOT GO OFF WHEN YOU PRESS THE BRAKE PEDAL. THIS IS AN OBVIOUS SAFETY HAZARD! FORD HAS ATTEMPTED TO CORRECT THE PROBLEM BY REPLACING THE SWITCH (BUT UNFORTUNATELY TO THE REPLACEMENT SWITCHES ARE ALSO DEFECTIVE. THE DEFECT OCCASIONALLY CAUSES SEVERAL SAFETY HAZARDS AND SERIOUS RISK OF AN ACCIDENT. THE WORST PART IS MY DEALER HAS INFORMED ME THAT THE RECALL HAS ALREADY BEEN PERFORMED AND I WILL HAVE TO PAY TO HAVE THE RECALL WORK DONE AGAIN. FORD MOTOR CUSTOMER SERVICE CONFIRMED THIS DURING PHONE CONVERSATIONS WITH THEM. THIS CONCERNS ME BECAUSE YOU CANNOT SAY YOU HAVE FIXED A DEFECT IF THE DEFECT KEEPS OCCURRING OVER AND OVER AGAIN. THEY ARE RESPONSIBLE FOR FIXING THE PROBLEM.
886	14018803	2000	TAURUS	9FAFP030P0002800	11-04-02	11-04-02	11-04-02	RYEGATE	VT		N		R		1	A	EXTERIOR LIGHTING-TAIL LIGHTS-SWITCH	THE VEHICLE EXPERIENCED THE SAME PROBLEM WITH THE BRAKE LIGHT AS STATED IN A RECALL THAT WAS ISSUED. HOWEVER THE VEHICLE IDENTIFICATION NUMBER WAS NOT RECALLED.
887	14019398	2000	TAURUS	9FAFP030P0002800		8-Jul-02	8-Jul-02	ELIZABETH	NY		N	S	R	G		A	SERVICE BRAKES (HYDRAULIC)	CONSUMER STATED BRAKE SWITCH IS DEFECTIVE THE BRAKE LIGHTS TO STAY ON AFTER SHUTTING THE VEHICLE OFF. THE BRAKE LIGHTS ARE INOPERATIVE WHEN THE BRAKE PEDAL IS APPLIED. ALSO WITH THE BRAKE PEDAL APPLIED IT IS IMPOSSIBLE TO MOVE THE SHIFTER OUT OF PARK POSITION DUE TO THE MALFUNCTION OF THE BRAKE SWITCH. BRAKE SWITCH STOP LAMP AND WIRING ASSEMBLY ALL HAD TO BE REPLACED TWICE. HOWEVER PROBLEM STILL EXIST. "TY TUN"
884	090484	2000	TAURUS			23-Oct-02	27-Oct-02	WINTER PARK	FL		N		M		3	A	EXTERIOR LIGHTING-TAIL LIGHTS-SWITCH	CONSUMER STATED THE BRAKE LAMP SWITCH HAS FAILED 3 TIMES. THIS MALFUNCTION CAUSED THE BRAKE LAMP TO REMAIN ON PERMANENTLY. CONSUMER STATED THERE IS A RECALL. HOWEVER IT DOES NOT APPLY TO THE MAKE AND MODEL.
884	14020886	2000	TAURUS	9FAFP030P0002800	8-Jul-02	08-Jul-02	11-Jul-02	COLUMBIANA	MS		N		M		2	A	EXTERIOR LIGHTING-BRAKE LIGHTS-SWITCH	BRAKE LAMP SWITCH MALFUNCTIONED. THE DEALER WAS NOTIFIED. "AN BRAKE LIGHT SWITCH FAILED A SECOND TIME DUE TO OIL LEAKING ONTO THE SWITCH." "IS
888	09020888	2000	TAURUS	9FAFP030P0002800	30-May-01	30-May-01	29-May-01	VALLEJO	CA		N		M		1	A	SERVICE BRAKES (HYDRAULIC)-PEDALS AND LINKAGES	2003-07-07-000 VEHICLE DESCRIPTION: PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PEDALS. IF THE GREASE FROM THE ADJUSTABLE PEDAL ASSEMBLY ENTERS THE STOP LAMP SWITCH IT CAN CONTAMINATE THE CONTACTS LEADING TO CARBON BUILDUP AND POTENTIALLY A SHORT CIRCUIT. CONSUMER HAS THE SAME PROBLEM. PLEASE PROVIDE FURTHER INFORMATION. "AC BRAKE LIGHTS MALFUNCTIONED." "AC
885	13011287	2000	TAURUS	9FAFP030P0002800		10-May-02	10-May-02	HORE GOUND	FL		N		M			A	EXTERIOR LIGHTING-BRAKE LIGHTS	

2000-2003 Taurus/Sable VOO's
Brake Light Switch Related

Year	Model	EC	Model	EC	Customer Date	Letter Date	Letter No. Date	City	State	Model	Year	Problem	Model	Year	Problem	Model	Year	Problem	Model	Year	
99	TAURUS	2001	TAURUS	TAURUS	4-Jan-01	21-Jan-01	26-Jan-01	LYNNWOOD	CA			Y	3	N	0	2	A	SERVICE BRAKING HYDRAULIC/ANTI-LOCK			ON MARCH 19, 2001, I PURCHASED A 2001 FORD TAURUS LX FROM CHINO HILLS FORD. CHINO CALIFORNIA. ON APRIL 30, 2001, THE VEHICLE WAS TAKEN TO FORD HILLS, ASTORIA, OREGON. THE VEHICLE BECAME THE CAR WOULD NOT GO INTO PARK WHEN THE BRAKES WERE APPLIED. THE STRANGE PART IS WHEN I PHONED THE DEALERSHIP AND EXPLAINED THE PROBLEM THEY GAVE ME INSTRUCTIONS ON HOW TO SHIFT THE GEAR AS IF IT WAS PART OF MY OWNERS MANUAL. I GOT THE IMPRESSION THAT THIS WAS A VERY COMMON PROBLEM FOR THE TAURUS VEHICLE. WHEN THE SERVICE DEPARTMENT AT FORD HILLS CALLED THE INFORMATION UP ON THE CAR FROM THE COMPUTER, IT WAS REVEALED THAT THE CAR'S REAR BRAKER HAD BEEN REPLACED WHEN IT HAD 5 MILES ON IT. (THIS WAS NEVER DECLARED TO ME). I TOOK UP THE CAR ONE MORE AND THE BRAKE SWITCH WENT OUT AGAIN. THIS TIME I CALLED CHINO HILLS FORD TO HAVE THEM REPLACE THE BRAKE SWITCH. I DROVE THE CAR TO CHINO HILLS ON APRIL 12, 2001. I WAS TOLD BY ONE OF THE SERVICE PERSONNEL THAT THERE WERE LOOSE WIRES AND I HAD NO BRAKE LIGHTS. ALL OF THIS WAS ADDRESSSED BY ME WITHIN 10 MINUTES. THE VEHICLE INTO THE PROBLEM WITH BRAKE LAMP SWITCH WENT OUT ON 2001 FORD TAURUS. "MR. THE BRAKE LIGHT HAD COME OUT WHICH WAS A RECALL ISSUE. THE BRAKE LAMP SWITCH HAD COME OUT AGAIN AND THE CONSUMER DISCOVERED THE VEHICLE WOULD NOT GO OUT OF PARK INTO DRIVE BUT WAS FINALLY ABLE TO GET IT INTO NEUTRAL AND THEN INTO DRIVE (2D). THE CONSUMER NOW OWNERS. THE BRAKE LIGHT WERE OUT WHICH WAS THE THIRD BRAKE LIGHT SWITCH IN LESS THAN THREE YEARS. THE CONSUMER RECEIVED A REFUND, THERE WAS NOISE WHICH HAD COME FROM THE BLOWER MOTOR AND THE FUEL GAUGE ACTED ERRATIC AND THE FUEL PUMP WAS REPLACED. "SOC "LR
00	TAURUS	2001	TAURUS	TAURUS	8-Jan-01	20-Jan-01	29-Jan-01	MONTROSE	CO			N		N		4	A	EXTERIOR LIGHTING:TAIL LIGHTS:SWITCH			PROBLEM WITH BRAKE LAMP SWITCH WENT OUT ON 2001 FORD TAURUS. "MR. THE BRAKE LIGHT HAD COME OUT WHICH WAS A RECALL ISSUE. THE BRAKE LAMP SWITCH HAD COME OUT AGAIN AND THE CONSUMER DISCOVERED THE VEHICLE WOULD NOT GO OUT OF PARK INTO DRIVE BUT WAS FINALLY ABLE TO GET IT INTO NEUTRAL AND THEN INTO DRIVE (2D). THE CONSUMER NOW OWNERS. THE BRAKE LIGHT WERE OUT WHICH WAS THE THIRD BRAKE LIGHT SWITCH IN LESS THAN THREE YEARS. THE CONSUMER RECEIVED A REFUND, THERE WAS NOISE WHICH HAD COME FROM THE BLOWER MOTOR AND THE FUEL GAUGE ACTED ERRATIC AND THE FUEL PUMP WAS REPLACED. "SOC "LR
00	TAURUS	2001	TAURUS	TAURUS	4-Jan-01	4-Jan-01		MANCHESTER	OH			N		N			B	POWER TRANSMISSION: TIE TRANSMISSION: GEAR POSITION INDICATION (P/PWOL)			WHILE TRYING TO SHIFT OUT OF PARK GEARS WOULD LOCK UP. PROBLEM WAS INTERMITTENT. CONTACTED DEALERSHIP. MECHANIC GAVE NO INDICATION OF HOW PROBLEM COULD BE CORRECTED. INFORMED OWNERS MANUAL WOULD GIVE A SUGGESTION ON HOW TO CORRECT. LOCKING UP OF GEARS "LR
00	TAURUS	2000	TAURUS	TAURUS	15-Aug-02	20-Aug-02	20-Aug-02	SPRING	IL								B	POWER TRANSMISSION: TIE TRANSMISSION			CONSUMER HAD TO APPLY BRAKES A COUPLE OF TIMES TO GET TRANSMISSION TO SHIFT OUT OF PARK. VEHICLE HAS NOT BEEN EXAMINED BY DEALER "LR
00	TAURUS	2000	TAURUS	TAURUS	4-Aug-03	4-Aug-03	4-Aug-03	SPRING LAKE	MI			N	0	N	0	1	B	SERVICE BRAKING: HYDRAULIC/ANTI-LOCK: BRAKE LIGHT			FROM DISCUSS ON BRAKE LIGHT SWITCH OR BRAKE PEDAL. THE WIRES THAT CONNECT TO THE BRAKE INDICATOR SWITCH ARE MOUNTED ON THE FRONT END OF THE BRAKE PEDAL. THEY ARE POSITIONED 3-4 INCHES ABOVE FLOOR LEVEL A LOCATION WHERE THE WIRES ARE VULNERABLE TO BEING SHAVED OFF WITH AN SHARP TOOL. ADDITIONALLY THE WIRE COILS FROM THE WIRE LOOM IS TOO SHORT LEADING TO STRAIN ON THE WIRE. THE RESULT IS THE WIRE DISCONNECTS AND YOU LOSE THE BRAKE LIGHTS. IN OUR CASE THE WIRE HUNG ON ONLY BY THE INSULATION AND WOULD CORRECT WHEN THE BRAKE WAS LIGHTLY APPLIED ALLOWING YOU TO SHIFT OUT OF PARK BUT WOULD FAIL WHEN THE BRAKE WAS FULLY DEPRESSSED "LR
00	TAURUS	2000	TAURUS	TAURUS	15-Apr-01	16-Apr-01	23-Apr-01	SPRING CITY	AL			0	N	0	1	B	EXTERIOR LIGHTING: BRAKE LIGHTS				BRAKE SWITCH HAD A LOOSE WIRE PER GATEWAY UNCLAMPED BY MECHANIC AND WAS REPLACED UNDER WARRANTY. DRIVER COULD NOT SHIFT OUT OF PARK. NO BRAKE LIGHTS WERE OPERATIONAL. FORTUNATELY THIS DID NOT OCCUR WHILE DRIVING OR VEHICLE WOULD HAVE BEEN STRANDED IN THE ROAD OR POTENTIAL REAR END COLLISION FROM FAILURE OF BRAKE LIGHTS TO ILLUMINATE WHILE DRIVING OR STOPPING. AFTER TRAVELING IN VEHICLE AT ALL TIME. BRAKE LIGHT WOULD STAY ON. DEALER WAS NOTIFIED TO REPLACE BRAKE LIGHT SWITCH "LR
00	TAURUS	2000	TAURUS	TAURUS	4-Aug-03	25-Sep-03	25-Sep-03	ELLENWOOD	GA			N		N		1	B	SERVICE BRAKING: HYDRAULIC/ANTI-LOCK: BRAKE LIGHT			AFTER TRAVELING IN VEHICLE AT ALL TIME. BRAKE LIGHT WOULD STAY ON. DEALER WAS NOTIFIED TO REPLACE BRAKE LIGHT SWITCH "LR

2004-2005 Taurus/Sable VOO's
Brake Light Switch Related

Case #	Year	Model	VIN	Initial Date	Letter Date	WVOA Date	City	State	Area	Assigned	Brand	City	State	Occurrence	SOE #	Part Name	Summary
256	2004	Taurus	1FAFP0007A118009	22-Sep-00	27-Sep-00	4-Oct-00	DURLINGTON	SD			G	N	B	1	B	EXTERIOR LIGHTING/BRAKE LIGHTS	THE BRAKE LIGHTS STAY ON CONSTANTLY. LIGHTS REMAIN ON WHEN THE CAR IS OFF. THE BRAKE LIGHTS ARE PROVIDING NO PROTECTION BUT NO ACCIDENT HAS OCCURRED YET. THE REPAIR SHOP IS VERY FAMILIAR WITH THE FAILURE. THE SHOP REPORTED THAT A FORD 2000 TAURUS AND SABLE'S HAVE HAD FAILURES WITH THIS PART. A CAR WAS IN THE SHOP WAITING FOR THE PART FOR 3 DAYS WHEN MY WIFE BROUGHT OUR CAR IN FOR REPAIR. THE PART IS STILL ON BACKORDER FROM FORD. I AM SUGGESTING A HIGH LINE ITEM. *AK
250	2004	Taurus	9FAFP0007A213446	7-Nov-00	21-Jan-01	31-Jan-01	SNOWVILLE	GA							B	ELECTRICAL SYSTEM/PRESS AND CIRCUIT BREAKERS	BRAKE LIGHTS WOULD CONTINUOUSLY STAY ON. ALSO I HAD AFFECTED CRUISE CONTROL. CONTACTED DEALER. *AK
271	2004	Taurus	9FAFP0007A217824	29-May-02	29-May-02	29-May-02	FLEMINGTON	CA	R		R				B	EXTERIOR LIGHTING/BRAKE LIGHTS/BRACKET	VEHICLE TYPE: FORD TAURUS 2004. PROBLEM: BRAKE LIGHT STAYS ON WHICH IS DANGEROUS. PREVIOUS HISTORY: THE PROBLEM WAS FIXED LAST YEAR UNDER A RECALL BY FORD. CONFUSION IS CAUSED BY WIREWORK BUT HAS RECALLED NOW.
273	2004	Taurus	9FAFP0007A177748	2-Feb-02	25-Jun-02	25-Jun-02	RASHVILLE	AK			G				B	EXTERIOR LIGHTING/BRAKE LIGHTS/BRACKET	CONSUMER WAS STILL HAVING A PROBLEM WITH BRAKE LIGHTS. AT ONE POINT SHE WAS TOLD THAT WIRES WERE BURNED OUT THAT LEAD TO BRAKE SWITCH. ALSO SHE HAD PROBLEMS REAR WINDOW OR DRIVER SIDE. *AK
309	2004	Taurus	9FAFP0007A228801	28-Jul-02	25-Jul-02	25-Jul-02	BRADY HOOK	CT			G	N	B	1	B	ELECTRICAL SYSTEM/PRESS AND CIRCUIT BREAKERS	WIRE ASSEMBLY TO BRAKE LIGHT SWITCH BRACKETED ON TO AND THEN WRAPPED AROUND THE STEERING COLUMN SEVERAL TIMES. THIS RESULTED IN A "NOISE EFFECT" ON THE STEERING COLUMN THAT PREVENTED HARD RIGHT TURNS OF THE AUTOMOBILE AND EVENTUALLY BROKE OFF THE BRAKE LIGHT SWITCH ASSEMBLY FROM THE BRAKE PEDAL. THIS ALSO RESULTED IN BRAKE LIGHT FAILURE. SPONSOR TO FORD ROAD SIDE ASSISTANCE REPRESENTATIVE AND INFORMED THEM THAT THEY SHOULD NOT BE GIVING DRIVERS DIRECTIONS ON HOW TO START THE CAR FROM A NEUTRAL GEAR POSITION TO BYPASS THE INTERLOCK MECHANISM BETWEEN BRAKE AND TRANSMISSION SHIFTER. I RECOMMEND THAT FORD EITHER LOOK AT SECURING THE CHABLES OR COVER THE MOVING COMPONENTS OF THE STEERING COLUMN UNDER THE PEDAL. *AK
286	2004	Taurus	9FAFP0007A180984	5-Apr-01	24-May-01	24-May-01	BATTLE CREEK	MI			G	N	B	4	B	BRAKE BRAKING HYDRAULIC/PO WER ASSIST	MAJOR OVERCARGO IN BRAKE LIGHTS. THEY WERE WHEREVER THEY CHOOSE TO GO. THIS HAS BEEN REPORTED TO DEALER SEVERAL TIMES AND THEY HAVE REPLACED BRAKE SWITCH SEVERAL TIMES. IT WORKS FOR ABOUT A WEEK THEN IT GOES OUT AGAIN. WHEN IT IS NOT WORKING I CANNOT GET. *AK
261	2004	Taurus	9FAFP0007A110398	29-Dec-01	29-May-02	29-May-02	INDIANHILL	OH							B	EXTERIOR LIGHTING/BRAKE LIGHTS	BRAKE LIGHTS STAY ON ALL DAY CAUSING VEHICLE TO STAY IN PARK. *AK
408	2004	Taurus		28-Aug-02	20-Aug-02	28-Aug-02	LEESBURG	FL	R		R			1	B	EXTERIOR LIGHTING/BRAKE LIGHTS	BRAKE LIGHTS BLEW OUT. AS A RESULT VEHICLE LOCKED ITSELF IN PARK. DEALER NOTIFIED. *AK
484	2004	Taurus	9FAFP0007A202642	14-Nov-02	28-May-02	28-May-02	LAS VEGAS	NV			G	R	B	2	B	EXTERIOR LIGHTING/BRAKE LIGHTS	BRAKE LIGHTS WOULD NOT GO OFF EVEN WHEN CAR WOULD BE SHUT OFF THIS IS THE REPLACEMENT SWITCH FROM A EARLIER RECALL. THE CAR SHOP HAS HIS 2ND PARTIAL. DEALER SAID IT'S NOT UNEXPECTED FOR THE SWITCH TO FAIL AND IT IS THE CUSTOMERS RESPONSIBILITY TO REPLACE IT SINCE THEY DID THE RECALL ONE THE COST WAS \$63.41. DT
480	2004	Taurus		1-Aug-02	3-Aug-02	1-Aug-02	ALLEGAN	MI			R			1	B	EXTERIOR LIGHTING/TAIL LIGHTS	TAIL LIGHT IS ON ALL THE TIME JUST LIKE SOME ONE IS STEPPING ON THE BRAKE. DEALER NOTIFIED. CONSUMER STATED THERE IS NO WARRANTY FOR THIS VEHICLE. *AK
504	2004	Taurus	9FAFP0007A198248	28-Dec-02	8-Jul-02	10-Jul-02	SONOMA	CA						3	B	ELECTRICAL SYSTEM	CUSTOMER STATED ON 3 OCCASIONS THE GEAR SHFT WOULD NOT ENGAGE (LEAVING THE CONSUMER STRANDED) WHEN THE VEHICLE WAS TAKEN IN FOR REPAIR THE DEALER REPAIRED THE BRAKE WIRE. THE SECOND TIME THE GEAR SHFT WOULD NOT ENGAGE THE DEALER REPLACED THE BRAKE LAMP SWITCH WHICH WAS A RECALL PART. WHICH HAD BROUGHT OUT TO THE THIRD OCCASION THE BRAKE LAMP SWITCH WAS REPLACED AGAIN. HOWEVER THE DEALER COULD NOT EXPLAIN WHY THIS WAS HAPPENING. *AK

2000-2003 Taurus/Sable VOC's
Brake Light Switch Related

Case #	VIN	Year	Model	MS	Dealer	Letter	NTSA	City	State	Model	Accident	Inland	File	Dealer	Occurrence	SPIC	Call Base	Summary
018	1081724	2000	TAURUS	1FAFP38B442R0408		21-Apr-03	21-Apr-03	WAXTON	NC		N		N			B	SERVICE BRAKES HYDRAULIC:DR: OALS AND LEAKAGE	THE BRAKE LIGHTS WERE ON CONSTANTLY. THE CONSUMER FELT IT HAD SOMETHING TO DO WITH THE BRAKE PEDAL ASSEMBLY. *T,M
029	081561	2000	TAURUS			27-Jun-01	28-Jun-01	SAN ANTONIO	TX		N		N		3	B	ELECTRICAL SYSTEMS:IGNITION MODULE	WHEN ATTEMPTING TO SHIFT VEHICLE OUT OF GEAR, THE GEAR SHIFT MALFUNCTIONED PREVENTING VEHICLE TO GO INTO GEAR. CONSUMER HAS CONTACTED DEALER. DEALER HAD TO REPLACE COMPUTER SYSTEM AND OTHER PARTS. *AK CONSUMER ALSO STATED THE WINDOW TRIM HAS COME APART LEAVING THE WINDOWS SCRATCHED; ENGINE LIGHT COMES ON; THE ENGINE EMISSION CONTROL NEEDS TO BE REPLACED; BRAKE SHIFT INTERLOCK IS INOPERATIVE; THE STEERING COLUMN WAS REPLACED; FRONT TIRE KEYS, LOBBY AND REAR BRAKE LIGHT NEED TO BE REPLACED. *J,B
4	1008867	2000	SABLE	2MCPM55000M19002		17-Jul-00	20-Jul-00	HOPKINHAM EST	IL		N		M		2	A	EXTERIOR LIGHTING:BRAKE LIGHTS:SWITCH	WASKE ERNE WITH 2000 MERCURY SABLE BRAKE LIGHT SWITCH WAS ON TWO OCCASIONS THE BRAKE LIGHT SWITCH MELTED AND DISCOLORED WHICH CAUSED THE BRAKE LIGHT TO STAY ON. *T,S
10	788188	2000	SABLE	2MCPM55000M19004		13-Aug-02	23-Aug-02	DUNDASBORO	NC				N		2	A	SERVICE BRAKES: HYDRAULIC:DR: TONES: BRAKE LIGHT	BRAKE LIGHT SWITCH REPLACED 7-17-2001 AT 20000 MILES AGAIN 8-23-2002 AT 28000 MILES. *AK
18	1E7Y122	2000	SABLE	1MEF140002Y08048		8-Jul-02	23-Aug-02	CHICAGO	IL		Y					A	SERVICE BRAKES: HYDRAULIC:FO UNIDATION COMPONENTS: EXTERIOR LIGHTS:BRAKE LIGHTS:SWITCH	BRAKE LIGHTS DID NOT ILLUMINATE WHEN BRAKES WERE APPLIED. THIS RESULTED IN A REAR END COLLISION. DEALER HAS SUSPECTED AND WILL REPAIR VEHICLE. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION. *AK
28	0881091	2000	SABLE	PLEASE FILL IN		27-May-03	28-May-03	NORTH POTOM	MD		N		N		1	A	EXTERIOR LIGHTS:BRAKE LIGHTS:SWITCH	VEHICLE'S BRAKE LIGHT SWITCH MALFUNCTIONED. *T
35	702407	2000	SABLE			28-May-02	28-May-02	DETROIT	MI			B	M	B	1	A	SERVICE BRAKES: HYDRAULIC:ANT LOCK	LEFT OUT OF DRIVEWAY WENT TWO BLOCKS PAVED CAR FRONT OF FRIENDS HOUSES TWO HOURS LATER I PROCEEDED TO LEAVE. STARTED THE CAR APPLIED MY BRAKE PEDAL AND GOT READY TO SHIFT IN GEAR WHEN IT DIDNT MOVE EVEN THE BUTTON ON THE SIDE WOULDNT GO NO TURNED THE CAR OFF AND CALLED FOR A TOWING TRUCK. TOWING TRUCK CAME AND SAID THAT IT MIGHT BE SOME SWITCH ON THE BRAKE SYSTEM BECAUSE HE TONED AT LEAST 4 THAT SAME WEEK FOR THE SAME PROBLEM. ALSO THE BRAKES LIGHTS WILL NOT COME ON. THIS POSES AS A DANGER BECAUSE IF A PERSON IS DRIVING AND YOU CANT TAKE IT OUT OF DRIVE THE ONLY THING YOU WOULD BE ABLE TO DO IS STOP THE CAR WITH THE BRAKES AND KEEP HOLDING THE BRAKE UNTL YOU GET HELP YOU CAN ONLY HOLD THE BRAKES FOR 50 LONS. *AK
42	0000000	2000	SABLE	2MCPM55000M19003		7-Aug-02	22-Jul-02	ELF	NY		M		N		4	A	EXTERIOR LIGHTING:TAL LIGHTS:SWITCH	BRAKE LIGHT SWITCH CONTINUED TO FAIL WHICH WAS CAUSED BY GREASE CONTAMINATION FROM THE ADJUSTABLE PEDAL LINKAGE AS STATED IN RECALL 01 V R35 006. FORD FAILED TO ADDRESS THE PROBLEM AND STATED THE BRAKE LIGHT SWITCH WAS NOT UNDER WARRANTY. *AK *CB *J,B
43	08821078	2000	SABLE			3-Jun-03	18-Jul-03	GREENVILLE	GA		M		N		6	A	EXTERIOR LIGHTING:TAL LIGHTS:SWITCH	RE-SEARCH 1-878-300 VEHICLE DESCRIPTION: PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PEDALS. IF THE GREASE FROM THE ADJUSTABLE PEDAL ASSEMBLY ENTERS THE STOP LAMP SWITCH IT CAN CONTAMINATE THE CONTACTS LEADING TO CARBON BUILD UP AND POTENTIALLY A SHORT CIRCUIT. THE RECALL FAILED AND THE BRAKE LAMP SWITCH WAS REPLACED 8 TIMES. *AK *T,S *J,B
72	10017740	2000	SABLE	2MCPM55000M190027		17-Apr-03	5-Jun-03	CANTON	OH		N		N		4	A	EXTERIOR LIGHTING:BRAKE LIGHTS:SWITCH	THE REAR BRAKE LIGHTS DID NOT ILLUMINATE WHEN THE BRAKE WAS APPLIED. *M,M THE BRAKE LIGHT SWITCH WAS REPLACED 4 TIMES WHICH ONE OUT OF THE 4 REPAIRS WAS RECALL RELATED. ALSO THE ABS LIGHT WAS ILLUMINATED. ONCE THE SWITCH FAILED THE SHIFTER WOULD NOT COME OUT OF PARK POSITION. ON ANOTHER OCCASION THE SUN ROOF WAS INOPERATIVE. *T

2000-2003 Taurus/Sable VQCs
 Brake Light Switch Related

Year	QCR#	RY	Model	VIN	Owner Date	Lessee Date	SALES Dist. Date	City	State	Model	Accident	Other	Fire	Death	Occupant	SEV	Def. Desc.	Summary
00	107341	2000	SABLE	2WFA02302YAC2117		20-Sep-00	20-Sep-02	SYRACUSE	NY							A	SERVICE BRANDED HYDRAULIC SW TCHES BRAKE LIGHT	I HAVE NOW HAD TO HAVE THE BRAKE LIGHT SWITCH ON MY CAR REPLACED TWICE. ON JULY 23, I 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. THE MORNING AFTER 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 THE PART. THANK YOU! AK
00	100295	2000	SABLE	PLEASE FILL IN	10-May-99	21-May-00	21-May-00	ROCKY HILL	MI		N				1	A	SERVICE BRANDED HYDRAULIC SW TCHES BRAKE LIGHTS	THE VEHICLE BRAKE LIGHT STAYED ON BECAUSE OF A FAULTY BRAKE SWITCH. TLM
01	1029499	2000	SABLE	2WFA02302YAC2115		26-Aug-00	25-Aug-00	CORNAICK	NY		N				2	A	SERVICE BRANDED HYDRAULIC SW TCHES BRAKE LIGHTS	UPON STARTING VEHICLE IT WOULD NOT SHIFT OUT OF PARK ALSO (THERE WERE NO BRAKE LIGHTS. CONSUMER STATED) TURNED KEY TO FIRST CLICK, PRESSED GEAR SHIFTER DOWN, AND SHIFTED THE GEAR. DEALER REPLACED BRAKE LIGHT SWITCH. AK
00	1028870	2000	SABLE			7-Jul-00	7-Jul-00	WERO BRANCH	IL		N				1	A	ELECTRICAL SYSTEM/BATTERY	WHEN EMERGENCY PARKING BRAKES ARE ENGAGED THE REAR BRAKE LIGHTS COME ON AND STAY ON. THIS RESULTS IN THE BATTERY DYING OUT. AK
00	736495	2000	SABLE	2WFA02302YAC2114	22-Aug-00	23-Oct-00	16-Jan-01	BALTIMORE	MD						6	A	AIR BAGS	ROCKS LINCOLN-MERCUURY SERVICE TECHNICIANS HAVE STATED THAT THE EMERGENCY LIGHT SWITCH ILLUMINATED BECAUSE VEHICLE HAS A DEFECTIVE FUEL VAPOR TRANSFER SYSTEM. AIR BAG LIGHT WAS ILLUMINATED DUE TO A DEFECTIVE LEFT FRONT AIR BAG SENSOR. BRAKE LIGHTS INDICATE THE GAS TO A SWITCH STOP LAMP AND BURNED WERE THIS DEFECT ALMOST CAUSED ME TO GET REAR-ENDED IN STOP AND GO TRAFFIC ON BALTIMORE'S BELTWAY. AK
00	1071887	2000	SABLE	2WFA02302YAC2117	20-Mar-99	26-Mar-99	20-Mar-00	WYOMING	GA		N				3	A	SERVICE BRANDED HYDRAULIC SW TCHES BRAKE LIGHTS	THE BRAKE LIGHTS AND TAIL LIGHTS DID NOT FUNCTION WHEN THE BRAKE PEDAL WAS APPLIED. 'JB REPLACED WIRE LINE THAT CONNECTED BRAKE CONTROL SWITCH AT PEDAL. AK
00	020200	2000	SABLE	2WFA02302YAC2114G	20-Oct-99	20-Oct-99	30-Oct-00	ARFON	OH		N	D	N	D	8	A	EXTERIOR LIGHTING/TAIL LIGHTS	WHEN STEPPING ON BRAKE PEDAL TAIL LIGHTS WILL NOT COME ON TO MAKE IT WORK WILL HAVE TO STEP NOT HARD ON PEDAL AND MOVE HAND FROM PARK. AK
00	020200	2000	SABLE	2WFA02302YAC2114W	11-Sep-00	27-Sep-00	27-Sep-00	LEHIGH	WV							A	EXTERIOR LIGHTING/BRAKE LIGHTS	LEFT OILS & RETURN STAY IN OILS FOOT PEDAL GREASESTOP LAMP. CONSUMER STATES THAT THE BRAKE SWITCH FAILED AGAIN. DEALER AND THE MANUFACTURER HAS BEEN NOTIFIED. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION. TLM
00	1028880	2000	SABLE		8-Jul-00	9-Jul-00	9-Jul-00	FREDERICKSBURG	VA		N				1	A	POWER TRANSDUCTIONAL TRANSDUCTION GEAR POSITION INDICATION (PRNDL)	CONSUMER IS ABLE TO START VEHICLE BUT CANNOT ENGAGE FROM PARK TO DRIVE GEAR SHIFTS FRONT MOVE. DEALER NOTIFIED. AK
00	1028849	2000	SABLE	2WFA02302YAC2114H	15-Apr-02	2-Jul-02	9-Jul-02	BRIDGE JUNCTION	CO		N				2	A	SERVICE BRANDED HYDRAULIC SW TCHES BRAKE LIGHT	BRAKE LIGHT SWITCH REPLACEMENT FOR 2000 MERCURY SABLE. 'MR THE VEHICLE NEEDED A BRAKE LIGHT SWITCH ON TWO SEPARATE OCCASIONS. 'SCC 'JB
00	1028840	2000	SABLE	2WFA02302YAC2114H		2-Jul-02	2-Jul-02	TORRINGTON	CT		N				1	A	EXTERIOR LIGHTING/BRAKE LIGHTS	THE RECALL REMEDY FOR RECALL 01 V 009 000 FOR BRAKE LIGHT HAS FAILED. AK
00	1046480	2000	SABLE	2WFA02302YAC2114G	7-May-00	9-May-00	9-May-00	NALBACH	NC		N				4	A	ELECTRICAL SYSTEM/SPORT ON	THE BACK BRAKE LIGHTS ARE NOT WORKING AGAIN. (WITH TIME) ALSO THE CAR WILL NOT MOVE OUT OF PARK AFTER YOU START THE CAR. I KNOW THESE TWO PROBLEMS ARE RELATED TO THE BRAKE SWITCH. THIS ITEM HAS BEEN REPLACED TWO OTHER TIMES. I AM PUTTING THE POWERS THAT BE ON NOTICE THAT IF I AM IN A CRASH BECAUSE OF THIS SAFETY ISSUE I AM RESPONSIBLE FOR IT. ALSO THERE IS SOME SORT OF ELECTRICAL PROBLEM THAT WILL KEEP THE CAR FROM STARTING. 'JB
00	000002	2000	SABLE	2WFA02302YAC2114C		11-Mar-01	20-Apr-01	GRAND	KS						1	A	EXTERIOR LIGHTING/TAIL LIGHTS	THE TAIL LIGHTS REMAINED ON AT ALL TIMES WHETHER THE ENGINE WAS RUNNING OR NOT. NLM

2000-2003 Taurus/Sable VDC's
Brake Light Switch Recall

Row #	Year	Model	Body	VIN	Customer Date	Lead Date	NTDS File Date	City	State	Initial	Initial	City	State	Comments	ATPC ID	Def Name	Summary
207	2001	SABLE	SABLE	1M6PUB667YAC00001	23-Mar-01	28-Apr-01	29-Apr-01	TULSAVILLE	FL		N	N		2	A	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH	THE REPLACEMENT SWITCH FOR SERVICE TOP LAMP RECALL ON VDC'S WAS PAID TWICE. "MIA" 'TS
202	2001	SABLE	SABLE	1M6PUB667YAC00001	1-Jul-03	6-Jul-03	8-Jul-03	HAMILTON	AL		N	D	N	1	A	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH	I HAD TO GET MY BRAKE LIGHT SWITCH REPLACED BECAUSE MY CAR WOULDN'T SHUT OUT OF PARK. WHEN SPEAKING TO THE DEALERSHIP'S SERVICE TECHNICIAN, IT SOUNDED LIKE THIS WAS A COMMON PROBLEM WITH MY TYPE OF CAR. A FRIEND OF MINE WITH A SIMILAR CAR (FORD TAURUS) HAD THE SAME PROBLEM. IS THIS A POSSIBLE DEFECT THAT SHOULD BE RECALLED? "AK"
48	2001	SABLE	SABLE	1M6PUB667YAC00007	23-Jul-02	13-Sep-02	17-Sep-02	ANN ARBOR	MI			N		2	B	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH	I PURCHASED NEWC AND STILL OWN THIS VEHICLE. AT 2900 MILES THE REAR BRAKE LIGHT'S STUCK IN THE ON POSITION (BELL CURE FORD OF COVER) WE REPLACED THE BRAKE LIGHT SWITCH FREE OF ALL COSTS TO ME UNDER RECALL NOTICE # 0001. AT 4300 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, I FORGED ONLY RESPONSIBILITY WAS TO WARRANT THE REPLACED SWITCH FOR A PERIOD NOT TO EXCEED 12000 MILES OR 12 MONTHS. AS A CONSEQUENCE I PAID \$600 TO HAVE THE SWITCH REPLACED. BASED ON THE FACT THAT ALL THREE SWITCHES WERE THE ORIGINAL EQUIPMENT SWITCH AND BOTH REPLACEMENT SWITCHES HAD IDENTICAL PART NUMBERS (7F1Z 3B07A0) 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 NUMBERS THERE COULD BE THOUSANDS OF DEFECTIVE SWITCHES STILL IN THE MARKETPLACE. 2) THE REPLACEMENT SWITCHES CURRENT CONSUMER IS UNABLE TO TAKE VEHICLE OUT OF PARK GEAR. CONSUMER HAS TO LEAVE VEHICLE IN NEUTRAL BEHIND ENGAGE EMERGENCY BRAKE AND LEAVE KEYS IN THE IGNITION TO PARK VEHICLE. THE DEALERSHIP REPLACED BRAKE WIREBUT THE PROBLEM REOCCURED. PLEASE PROVIDE MORE DETAILS. "TS"
20	2001	SABLE	SABLE	1M6PUB667YAC00008		4-Dec-02	4-Dec-02	BRIGHTON	MI						B	POWER TRAIN: TRANSMISSION (EXCEPT AUTOMATIC)	CONSUMER HAS TO LEAVE VEHICLE IN NEUTRAL BEHIND ENGAGE EMERGENCY BRAKE AND LEAVE KEYS IN THE IGNITION TO PARK VEHICLE. THE DEALERSHIP REPLACED BRAKE WIREBUT THE PROBLEM REOCCURED. PLEASE PROVIDE MORE DETAILS. "TS"
43	2000	SABLE	SABLE	1M6PUB667YAC00007	17-Aug-02	28-Sep-02	20-Sep-02	WYOMING	MI		N	N		2	B	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH	WHILE DRIVING AND WITHOUT WARNING THE ELECTRICAL SYSTEM FAILED. THIS ON SEVERAL OCCASIONS THE BRAKE LIGHTS REMAINED ON AND/OR CAME ON BY THEMSELVES AFTER THE ENGINE WAS SHUT OFF. DEFECTIVE BRAKE LIGHT SWITCH ASSEMBLY HAD TO BE REPLACED. CRUISE CONTROL WOULD NOT DEACTIVATE AT 70MPH. "TT" "JS"
50	2000	SABLE	SABLE		22-Sep-02	23-Sep-02	VERO BEACH	FL		N	N				D	EXTERIOR LIGHTING: BRAKE LIGHTS	BRAKE LIGHTS REMAIN ILLUMINATED AND CANNOT BE TURNED OFF UNLESS BRAKE SWITCH THAT IS LOCATED BEHIND THE BRAKE PEDAL IS DISCONNECTED. PLEASE GIVE ANY FURTHER DETAILS. "AK"
46	2000	SABLE	SABLE	1M6PUB667YAC00007	14-Jul-03	14-Jul-03	PAIDEN	CT		N	M			1	B	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH	THE BRAKE LIGHTS MALFUNCTIONED BY CONSTANTLY REMAINING ILLUMINATED WHETHER OR NOT FOOT IS APPLIED TO PEDAL. THIS OCCURRED AS A RESULT OF FOOT PEDAL GREASE COMING INTO CONTACT WITH THE STOP LAMP SOCKET RELATED RECALL #VDC00001 BUT CONSUMER VEHICLE NOT INCLUDED DUE TO VIN. "AK"
106	2000	SABLE	SABLE	1M6PUB667YAC00007	22-Aug-02	23-Aug-02	WEST MILFORD	AL		N	N			1	B	EXTERIOR LIGHTING: BRAKE LIGHTS: SWITCH	WHILE DRIVING DRIVER WAS INFORMED THAT BRAKE LIGHTS STAYED ON ALL THE TIME SO THAT OTHER DRIVERS COULD NOT IDENTIFY WHEN THE VEHICLE WAS ACTUALLY BRAKING. THE DEALER REPLACED THE BRAKE LIGHT SWITCH. "AK"
101	2001	SABLE	SABLE	1M6PUB667YAC00001	1-Sep-02	3-Sep-02	3-Sep-02	SPRINGFIELD	PA						B	POWER TRAIN: TRANSMISSION (EXCEPT AUTOMATIC)	BRAKE LIGHT STAYS ON AND CRUISE CONTROL WON'T WORK AND VEHICLE WILL NOT SHUT OUT OF PARK. DEALERSHIP IS AWARE OF PROBLEM. "AK"
205	2000	SABLE	SABLE		12-Mar-01	12-Mar-01	STACY	MI		N	M				B	EXTERIOR LIGHTING: BRAKE LIGHTS	BRAKE LIGHTS ARE STUCK IN ILLUMINATED MODE TO GET BRAKE LIGHTS TO GO OFF A FUSE HAD TO BE PULLED WHEN THIS FUSE IS PULLED IT ENABLES VEHICLE TO SHUT BRAKE. DEALER HAS NOT BEEN CONTACTED AT THIS TIME. "AK"

Patel, Bharat (B.J.)

From: Lyalk, Kevin (K.M.)
Sent: Tuesday, July 09, 2002 1:36 PM
To: Aghil, Max (M.); Beard, Dave (D.F.); Komoosky, Dale (.); Patel, Bharat (B.J.); Schmidt, Norm (N.G.); Schramek, Joseph (J.E.); Sebill, Frank (F.E.); Stolteimer, Dale (D.O.); Viharuel, Nemesio (N.); Waxer, Donald (D.D.)
Subject: Oil on Stop Lamp Switch

Team : FYI on Oil found on switches.

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

From: Gullen, Gayle (G.D.)
Sent: Tuesday, July 09, 2002 12:44 PM
To: Lyalk, Kevin (K.M.)
Subject: RE: Information on stop lamp switch

The type of ester oil we found isn't utilized in nylons as a plasticizer so that could NOT be the source. Trust me, in fogging you only get very minor droplets and never the amount of material we are seeing in these switches. Typically only vinyls and hydrocarbon-based materials have any significant amount of fogging materials present. Haven't run into this issue with any nylons, especially glass filled.

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

From: Lyalk, Kevin (K.M.)
Sent: Tuesday, July 09, 2002 12:31 PM
To: Gullen, Gayle (G.D.)
Subject: RE: Information on stop lamp switch

Gayle: Please refer to the note below. Is fogging of the plastic possible?

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

From: Schramek, Joseph (J.E.)
Sent: Tuesday, July 09, 2002 12:20 PM
To: Lyalk, Kevin (K.M.)
Subject: RE: Information on stop lamp switch

Or from the fogging, (FLTM BO 116-3), Fog Number, min, TBD, as called out in the material specification WSK-M4D683-A, for the cover of the switch, nylon glass filled material. Fogging is the formation of excessive amounts of clear film or droplets is cause for rejection.

Joe Schramek, EXT 31979, FAX: (313) 621-8675

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

From: Lyalk, Kevin (K.M.)
Sent: Tuesday, July 09, 2002 10:50 AM
To: Patel, Bharat (B.J.); Schmidt, Norm (N.G.)
CC: Schramek, Joseph (J.E.)
Subject: RE: Information on stop lamp switch

Bharat, Norm: The analysis indicates that the grease (oil) found on the switches does not match the low temp grease sample I provided (from Teleflex). The grease (oil) matches a Molykote sample. I am verifying that the sample Teleflex gave me is the same grease that they used initially. I will also call AAP and inquire about the grease they used prior to receiving greased parts from Teleflex. Otherwise we have another source of grease. Maybe the steering column?

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

From: Gullen, Gayle (G.D.)
Sent: Tuesday, July 09, 2002 10:23 AM
To: Lyalk, Kevin (K.M.)
Subject: Information on stop lamp switch

Preliminary information from the lab indicates that the oil in the stop lamp switches is an ester-based grease. It does not match either grease you submitted to me, however, approximately two years ago the lab did run a Molykote grease [Spec ESA-M1C232-A lists Molykote as the supplied material] which this ester matches perfectly. Is it possible that you received an incorrect grease?

Gayle Gullen

Chassis Nonmetallic Materials, Lubricants, and Fuel Systems

(313) 82-18821 (313) 84-64023 FAX

ggullen@ford.com

PDC, cube 28D13, MD 165

We have answers to your materials and problem resolution needs.

<http://www.dearborn3.ford.com/mat/>

Patel, Bharat (B.J.)

From: McCann, Mike (M.J.)
Sent: Wednesday, January 08, 2003 8:51 AM
To: Patel, Bharat (B.J.); Lysik, Kevin (K.M.)
Subject: FW: Taurus & Explorer (U162) BOO Switch P/N History

Kevin, Bharat: Can you please forward this info to the FGSD reps who attended our brake switch meeting?
Note, this switch is NOT used on Econoline - only Taurus/Sable, 4-dr Explorer, Mountaineer and Aviator.

Mike McCann
X-Vehicle Switch Applications
mccans2@ford.com, 313-322-7187

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

From: Nadeau, Brian (B.W.)
Sent: Tuesday, January 07, 2003 4:29 PM
To: McCann, Mike (M.J.); Savage, Megan (M.M.); Stalabinner, Dale (D.D.)
Cc: Strong, Sheryl (S.A.); Beard, Dave (D.F.)
Subject: Taurus & Explorer (U162) 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 (U162)	YF1T-13480-AA	YF1Z-13480-AA	2002-Present

Regards,
Brian Nadeau

2000/2002 Taurus/Sable VQC Complaints for Brake Lights Stay ON

<u>QCR #</u>	<u>Model</u> <u>Year</u>	<u>Model</u>	<u>VIN</u>	<u>Failure</u> <u>Date</u>	<u>Letter</u> <u>Date</u>	<u>Accident</u>	<u>Inteval</u>	<u>City</u>	<u>State</u>	<u>Miles</u>	<u>Customer</u> <u>Condition</u>	<u>Summary</u> <u>Comments</u>
874096	2000	Sable	1MBFPM30US YG601740	10/30/00	10/30/00	N	0	Akron	OH	10,000	BLO	When Stepping On Brake Pedals Light Will Not Come On. To Make It Work Will Have To Step Not Hard On Pedal And Move Pawl From Park. *Ak
762457	2000	Sable		5/29/02	5/30/02		0	Detroit	MI	41,000	BLO	Left Out Of Driveway Went Two Blocks Parked Car Front Of Friends House Two Hours Later I Proceeded To Leave. Started The Car Applied My Brake Pedal And Got Ready To Shift In Gear When It Didn't Move Even The Button On The Side Wouldn't Go In Turned The Car Off And Called For A Towing Truck. Towing Truck Came And Said That It Might Be Some Switch On The Brake System Because He Towed At Least 4 That Same Week For The Same Problem. Also The Brake Lights Will Not Come On. This Poses As A Danger Because If A Person Is Driving And You Can't Take It Out Of Drive The Only Thing You Would Be Able To Do Is Stop The Car With The Brakes And Keep Holding The Brakes Until You Get Help You Can Only Hold The Brakes For So Long. *Ak
884982	2000	Taurus	1FAPP5SS4YA 182178	3/30/01	4/3/01	N	0	Lakewood	CA	14,700	BLO	Anti-Lock System Brake Light Comes On And Brakes Don't Operate Properly. Dealership Is Aware Of Problem. *Ak Vehicle Was Stuck In Park Dealer Replaced The Brake Lamp Switch A Few Weeks Later The Abs Light Illuminated Vehicle Had No Brake Lights O
744110	2000	Taurus	1FAPP55UKY A109012	4/12/01	4/16/01		0	Phoenix City	AL	33,000	BLOF	Brake Switch Had A Loose Wire Per Gateway Lincoln/Mercury Mechanic And Was Replaced Under Warranty. Driver Could Not Shift Out Of Park. No Brake Lights Were Operational. Fortunately This Did Not Occur While Driving Or Vehicle Would Have Been Stranded In T
562627	2000	Taurus	1FAPP5SS0YA 187762	9/27/01	8/21/01		0	Metairie	LA	6,449	BLO	Customer Received Recall 01SS8 And Repairs Were Made However Recalled Part Has Failed Causing No Brake Lights And Causing Vehicle To Lock Up In Park. *Sk
8865778	2000	Taurus	1FAPP5689YA 208154	12/12/01	3/15/02		0	Pompanon	FL	31,070	BLO	Vehicle Will Not Come Out Of Park. Vehicle Was Towed To A Dealer. Secondly Brake Lights Will Not Shut Off. *Ak
8010685	2000	Taurus	1FAPP50494Q 110388	12/25/01	5/29/02		0	Shawnee	OH	45	BLO	Brake Lights Stay On All Day Causing Vehicle To Stay In Park. *Ak

800-888-10413

Patel, Bharat (B.J.)

From: Kirschke, Kevin (K.E.)
Sent: Wednesday, September 24, 2003 10:05 AM
To: Lysak, Kevin (K.M.); Patel, Bharat (B.J.)
Cc: Tokarsky, Michael (M.)
Subject: FW: Taurus / Sable Brake Lamp Switch (01S08) and Adjustable Pedal (02S40)

Kevin and Bharat,

Attached is the matrix Dave Yu completed for NHTSA concerning the brake switch and adjustable pedal spacing recalls on 2000 and 2001 MY Taurus / Sable vehicles with adjustable pedals.

Of the 49 VINs provided by NHTSA 4 VINs were invalid (Highlighted in Grey).

Of the 44 remaining vehicles, two were 2001 with adjustable pedals built after the production fix for 01S08 (highlighted in Blue); 7 VOCs (16%) were fixed pedal vehicles not part of 01S08 (Highlighted in Yellow).

what was the customer complaint

*7 Fixed Adpb (16%)
2 Post 01S08
4 No VINs
35 Adj Pedal*

Please let me know if you have any questions.

Regards,

Kevin E. Kirschke
Car CCRG Administrator
Automotive Safety Office

Fairlane Plaza South, Suite 500
Phone: (313) 32-87893
FAX: (313) 68-42288

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

From: Yu, Dave (D.)
Sent: Tuesday, September 23, 2003 4:48 PM
To: Kirschke, Kevin (K.E.)
Subject: Taurus / Sable Brake Lamp Switch (01S08) and Adjustable Pedal (02S40)

Dave Yu <dyu@ford.com>

9/24/2003

RO23-586 18414

Senior Research Engineer
Car and Truck Safety Investigations
Automotive Safety Office

Fairlane Plaza South, Suite 500
330 Town Center Drive
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9/24/2003

ROB3-066 10415

Taurus / Sable Brake Lamp Switch (01808) and Adjustable Pedal (02940)

(01808/01V078 - 184,000 affected vehicles; 02940/02V288 - 424,000 affected vehicles)

No.	MY	MODEL	VIN	ODI#	01V078 Recalled?	01V078 Remedied?	VOC Failure Date	02V288 Recalled?	02V288 Remedied?
1	2000	TAURUS	1FAPP3632YG22853*	6068968	Yes	8/13/2001	-	Yes	No
2	2000	TAURUS	1FAPP3222YA157984	748582	No	-	4/5/2001	No	-
3	2000	TAURUS	1FAPP3218YA289320	10011357	Yes	8/9/2001	-	Yes	2/18/2003
4	2000	TAURUS	1FAPP3377YG222930	733469	No	-	10/17/2001	No	-
5	2000	TAURUS	1FAPP3314YA206842	709912	Yes	5/18/2001	-	Yes	11/14/2002
6	2000	TAURUS	1FAPP3315YG210638	767368	Yes	3/16/2001	1/1/2002	Yes	7/16/2003
7	2000	TAURUS	1FAPP3316YG228001	784824	No	-	7/22/2002	No	-
8	2000	TAURUS	1FAPP3317YG222900	10022828	Yes	3/28/2001	-	Yes	11/18/2002
9	2001	TAURUS	1FAPP3327YG188388	10028407	Yes	11/20/2001	-	Yes	11/7/2002
10	2000	TAURUS	1FAPP3328YA178749	8003126	Yes	8/29/2001	-	Yes	11/23/2002
11	2000	TAURUS	1FAPP3329YG19327	10030788	No	-	8/4/2003	No	-
12	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
13	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
14	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
15	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
16	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
17	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
18	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
19	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
20	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
21	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
22	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
23	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
24	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
25	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
26	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
27	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
28	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
29	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
30	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
31	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
32	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
33	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
34	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
35	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
36	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
37	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
38	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
39	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
40	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
41	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
42	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
43	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
44	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
45	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
46	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
47	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
48	2001	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
49	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
50	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
51	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
52	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
53	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
54	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
55	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
56	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
57	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
58	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
59	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
60	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
61	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
62	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
63	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
64	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
65	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
66	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
67	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
68	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
69	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
70	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
71	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
72	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
73	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
74	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
75	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
76	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
77	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
78	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
79	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
80	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
81	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
82	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
83	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
84	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
85	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
86	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
87	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
88	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
89	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
90	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
91	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
92	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
93	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
94	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
95	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
96	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
97	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
98	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
99	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-
100	2000	TAURUS	1FAPP334049110388*	8010885	No	-	12/28/2001	No	-

2008-2013 Insurance/State VCGR
 State Light Bulb Recall

Case #	State	Year	Model	VIN	Police Date	Letter Date	Initial Date/Time	City	State	Agency	Initial	File	Status	Comments	Case ID	Outcome	Analysis	
27	100046	2008	CALIFUS	WFAFP00000021740	27-Dec-02	3-Jan-03	3-Jan-03	BONNEVILLE	UT		A				A	AMB BUCK	I HAVE OWNED MY 2008 FORD TUSCAN FOR 20 MONTHS. DURING THIS TIME I HAVE NOTICED THE BRAKE PEDAL SOMETIMES REPLACED TWICE NEW BRAKE STRUT RODS AND SPRINGS INSTALLED. THE CAR IS NOW BACK AT FORD TO HAVE A NEW TRANSMISSION INSTALLED. THERE HAVE BEEN MORE THAN FIFTEN REPAIRS TO THE CAR WHICH HAS JUST OVER 100000 MILES.	
182	88867	2008	CALIFUS	WFAFP00000019782	27-Apr-01	21-Aug-01	14-May-02	MEDFORD	LA					2	A	EXTERIOR LIGHTS/IGNITION	CONSUMER RECEIVED RECALL INFO AND REPAIRS WERE MADE; HOWEVER RECALLED PART WAS PAID FOR CONSUMER NO BRAKE LIGHTS AND CALLING VEHICLE TO LOCK UP IN PARK, ETC.	
148	800082	2008	TALISSA	WFAFP00000002880		8-Apr-02	8-Apr-02	ROCKY HOLLOW	UT						A	EXTERIOR LIGHTS/IGNITION	BRAKE LIGHTS WERE RESPONSIBLE, TOOK VEHICLE TO DEALER AND DEALER INDICATED ADJUSTABLE PEDAL AND BRAKE ASSEMBLY HAD SOFTEN COMPROMISED, HAD REPAIRED BUT THE CAR STILL SHAKES.	
178	100008	2008	TALISSA	WFAFP00000014988	23-Jun-02	9-Jul-02	8-Jul-02	CLAMMERSVILLE	OK		N	B	M	0	1	A	VEHICLE SPEED CONTROL/CRUISE CONTROL	I HAVE A 2008 FORD ESCAPE WITH ADJUSTABLE SEATBELTS. THE CAR WAS OFFICER PARK THE NEW FORDS ASSOCIATED WITH RECALL CHAIRMAN COURTESY. SHORTLY AFTER THIS REPAIR THE BRAKE SWITCH WAS DISCONNECTED WITH CRUISE CLOSED THE BRAKE LIGHT SWITCH TO BE STUCK IN THE CLOSED POSITION BRINGING THE CRUISE CONTROL AND CRUISE THE STOP LIGHTS TO STAY ON. THE CAR WAS REPAIRED UNDER WARRANTY. A LITTLE OVER ONE YEAR LATER THE BRAKE PROBLEM OCCURRED AND WAS AGAIN FIXED UNDER THE EXTENDED WARRANTY. IN EXCESSIVE THE PROBLEM WHICH WAS SUPPOSED TO BE ADDRESSING IN RECALL CHAIRMAN COURTESY APPARENTLY WAS NOT ADEQUATELY ADDRESSING AS THE PROBLEM AS RECALLED NOT ONCE BUT TWICE SINCE THE REPAIR ASSOCIATED WITH THE ORIGINAL RECALL WAS.
187	1000461	2008	TALISSA	WFAFP00000007850	23-Aug-02	23-Aug-02		TULSA	OK		M				1	A	VEHICLE SPEED CONTROL/ACC/CRUISE CONTROL	THE RECALL FOR THE FOOT PEDIAL CRUISE/STOP LIGHT RECALL BY VIN DID FAIL TO DO AND THE DEFECT OCCURRED. *AK
207	36880	2008	TALISSA		23-Mar-02	8-Aug-02		PRINCETON	VA					2	A	EXTERIOR LIGHTS/IGNITION	CONSUMER RECEIVED RECALL NOTIFICATION AND THE VEHICLE WAS TAKEN IN TO HAVE THE REPAIRS MADE. HOWEVER WITHIN THE FIRST COUPLE OF WEEKS CONSUMER NOTICED THE BRAKE LIGHTS WERE NOT COMING ON BUT WHEN THEY DID COME ON THE BRAKE LIGHTS WOULD GO INTO FLASH CONSUMER THEN TOOK THE VEHICLE BACK TO THE DEALER AND INFORMED THEM OF THE PROBLEM THAT HE WAS EXPERIENCING SINCE IT WAS THE SAME PROBLEM THAT THE VEHICLE WAS IN FOR BACK BY LATELY THE DEALER STATED THE ONLY WAY THE PROBLEM WOULD BE REPAIRED AGAIN IS IF IT HAPPENED WITHIN 12 MONTHS OR 12000 MILES; HOWEVER CONSUMER HAD BEEN THE VEHICLE OVER THE WARRANTY THEREFORE CONSUMER WAS RESPONSIBLE FOR THE CHARGE. *IS	
218	881412	2008	DUNN	WFAFP00000014987	14-Jul-02	17-Jul-02	17-Jul-02	ORVILLE	OH					2	A	EXTERIOR LIGHTS/IGNITION	RECALL ADDRESSING REPAIRS ON STOP LIGHTS WERE DONE 1 YEAR AGO. AT THIS TIME BRAKE LIGHTS STOPPED WORKING. *AK CONSUMER NOTICED THAT THE SAME PART HAD TO BE REPLACED ONLY ONE YEAR AFTER RECALL. *SLC	
221	88867	2008	DUNN	WFAFP00000019782	27-Mar-01	21-Aug-01	9-Oct-01	MEYERS	LA					2	A	EXTERIOR LIGHTS/IGNITION	CONSUMER RECEIVED RECALL INFO AND REPAIRS WERE MADE; HOWEVER RECALLED PART WAS PAID FOR CONSUMER NO BRAKE LIGHTS AND CALLING VEHICLE TO LOCK UP IN PARK, ETC.	
231	88867	2008	DUNN		17-Apr-02	17-Sep-02		PINE BLUFF	FL						A	EXTERIOR LIGHTS/IGNITION	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 BRAKE LIGHTS. VEHICLE HAS BEEN TAKEN TO DEALER IN FL DUE TO CAUSE UNKNOWN. PLEASE INFORM DEALE. *AK	

1000-000 10417

2004-2008 Taurus/Scable V00's
Brake Light Switch Related

Case #	Call #	RY	Model	Year	Customer Date	Order Date	Order #	Year	Make	Model	Location	Area	City	State	Zip	Technician	Time Spent	Part Name	Summary	
018	6047372	200	SCABLE	2004	23-Apr-05	23-Apr-05	WYNDEN	NC			N		R				2	SERVICE BRACKET HYDRAULIC LINE AND BRACKET	THE BRAKE LIGHTS WERE ON CONTINUALLY. THE CUSTOMER FELT IT WAS SOMETHING TO DO WITH THE BRAKE PEDAL ASSEMBLY. *WM	
028	6047401	200	SCABLE	2004	25-Jun-05	25-Jun-05	DAY CENTER	TX			N		R				3	ELECTRICAL SYNCHRONIZING HANDLE	WENT ATTEMPTING TO GET VEHICLE OUT OF GEAR. THE GEAR DID NOT UNFUNCTIONED PREVENTING VEHICLE TO GO INTO NEAR. CUSTOMER HAS CONTACTED DEALER. DEALER HAS TO REPLACE COMPUTER SYSTEM AND OTHER PARTS. THE CUSTOMER ALSO STATED THE WINDOW WAS NOT COME APART BEHIND THE WINDOW. SOMEONE SHOULD CHECK LIGHT CONTROL ON THE BRAKE. THE WINDOW CONTROL NEEDS TO BE REPLACED. BRAKE LIGHT SWITCH IS PROBABLY THE STEERING COLUMN WAS REPLACED FROM THE HORN. LOWER AND REAR BRAKE LIGHT NEED TO BE REPLACED. *JB	
5	6047407	200	SCABLE	2004	17-Jul-05	18-Jul-05	SCOTT	TX			N		R				3	BUCKET LIGHTS BRACKET LIGHTS SWITCH	PROBLEM WITH 2004 MEMORY BRACKET LIGHT SWITCH. THE ON TWO OCCASIONS THE BRAKE LIGHT SWITCH ABLE TO DISCONNECT WHICH CAUSED THE BRAKE LIGHT TO STAY ON. *JB	
15	6047410	200	SCABLE	2004	13-Aug-05	20-Aug-05	OWENSBORO	KY					R				2	SERVICE BRACKET HYDRAULIC LINE SWITCH	BRAKE LIGHT SWITCH REPLACES 7-17-04 AT 2000 MILES FROM 8-20-04 AT 2000 MILES. *JK	
19	6047412	200	SCABLE	2004	9-Aug-05	23-Aug-05	COVING	IL			Y							A	SERVICE BRACKET HYDRAULIC LINE SWITCH	BRAKE LIGHTS DID NOT ILLUMINATE WHEN BRAKE WERE APPLIED. THIS RESULTED IN A REAR END COLLISION. DEALER HAS INSPECTED AND WILL REPAIR VEHICLE. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION. *JK
21	6047414	200	SCABLE	2004	27-Aug-05	29-Aug-05	ROSEN FORT	MO			N		R				1	BUCKET LIGHTS BRACKET LIGHTS SWITCH	VEHICLE BRAKE LIGHT SWITCH MALFUNCTIONED. *JT	
28	6047416	200	SCABLE	2004	28-Aug-05	29-Aug-05	GREENSBORO	NC			S		R				1	SERVICE BRACKET HYDRAULIC LINE SWITCH	LEFT OUT OF GEAR. WENT TWO BLOCKS PARKED CAR FRONT OF FRIENDS HOUSE. TWO HOURS LATER, I PROCEEDED TO LEAVE. SPARKED THE CAR APPLIED MY BRAKE PEDAL AND NOT READY TO GO. IT WENT IN GEAR WHEN IT DIDN'T MOVE EVEN THE BUTTON ON THE GEAR WOULD NOT GO. I TURNED THE CAR OFF AND CALLED POLICE TO HELP. TOOK TO TRUCK. CALLED POLICE AND TOLD THEM I MIGHT BE SOME SWITCH ON THE BRAKE. THE POLICE SAID HE WOULD AT LEAST A FEW MORE WEEKS FOR THE BRAKE PROBLEM. ALSO THE BRAKE LIGHTS WILL NOT COME ON. THIS FORM IS A DANGER BECAUSE IF A PERSON IS DRIVING AND THE CAR WENT INTO GEAR THE ONLY THING YOU SHOULD BE ABLE TO DO IS STOP THE CAR WITH THE BRAKE AND KEEP HOLDING THE BRAKE LIGHT. YOU GET HELP YOU CAN ONLY HOLD THE BRAKE FOR 30 SECONDS. *JK	
28	6047418	200	SCABLE	2004	2-Aug-05	12-Jul-05	SLP	NY			N		R				4	BUCKET LIGHTS BRACKET LIGHTS SWITCH	BRAKE LIGHT SWITCH CONTINUED TO FAIL WHICH WAS CAUSED BY BRAKE CORROSION FROM THE ADJUSTABLE FOOT. AS STATED IN RECALL BY V BY 05, FORD FAILED TO ADDRESS THE PROBLEM AND GOOD THE BRAKE LIGHT SWITCH WAS NOT UNDER WARRANTY. *JK '05 '06	
40	6047420	200	SCABLE	2004	5-Jul-05	16-Jul-05	THE BRIDGE	TX			N		R					A	BUCKET LIGHTS BRACKET LIGHTS SWITCH	2004 4-DOOR VEHICLE DEFECTIVE PASSENGER VEHICLE EQUIPPED WITH ADJUSTABLE FOOT. IF THE FOOT FROM THE ADJUSTABLE FOOT ASSEMBLY WITH THE STOP LAMP SWITCH. IT CAN CORRODE THE CONTACTS LEADING TO CORROSION BUILD UP AND POTENTIALLY A SHORT CIRCUIT. THE FOOT FAILED AND THE BRAKE LAMP SWITCH WAS REPLACED. *JK '05 '06
72	6047422	200	SCABLE	2004	17-Apr-06	2-Jun-06	CHAFFON	GA			N		R				4	BUCKET LIGHTS BRACKET LIGHTS SWITCH	THE FRONT BRAKE LIGHTS DID NOT ILLUMINATE WHEN THE BRAKE WAS APPLIED. *WM THE BRAKE LIGHT SWITCH WAS REPLACED 4 TIMES WHICH ONE OUT OF THE 4 REPAIRS WAS RECALL RELATED. ALSO THE AIR LIGHT WAS ILLUMINATED. ONCE THE SWITCH FAILED THE AIR LIGHT WOULD NOT COME OUT OF PARK POSITION. ON ANOTHER OCCASION THE SUN LOCK WAS DEFECTIVE. *JT	

Patel, Bharat (B.J.)

Subject: 14-D Kick-off meeting - 2000 Taurus/Sable Brake Lights Inop
Location: LVC 24E39 (14)
Start: Mon 8/13/2001 4:30 PM
End: Mon 8/13/2001 5:00 PM
Show Time As: Tentative
Recurrence: (none)
Meeting Status: Not yet responded
Required Attendees: Rossi, Roberto (R.A.); Patel, Bharat (B.J.); Bestaurus, Mark (W.S.); Newell, Sean (S.M.); Trujillo, Thomas (T.G.); Lysik, Kevin (K.M.); Shore, John (J.); Balfnt, Gary (G.B.)

Purpose: To initiate the 14D for subject concern

Dial In Numbers:
Ford Net: 854-1118
International: 1(830) 424-2358
Pass code: 6420594 # 32400 2000MY 8-2000 2001MY 8/20/00

Sean Newell, 446 Electrical.

John Shore PSE
 Dave Heath PVT

- what kind of cycle testing had been done (Paul Verduin)
 - Mr-Flex wire has a lot more strands?
 - what kind of cycle testing had been done (Paul Verduin)
 - Mr-Flex wire has a lot more strands?

③ Develop tick list for 14R Engrg ko.mtg.

- (1) Tighten tolerance 2/28/00 → 3/15/00 (3)
- (2) Hockey stick shield 7-15-00 (0)
- (3) He wrap to Hockey stick shield 8-11-00 (0)
- (4) Service kit to tighten wire 3-26-01 for 2000MY confirm for 2001MY (Dave Heath)

Sean Newell
 272* to sched FIU mtg of 8/28 with wife.
 later part

Bardleben, Rosemary (R.)

From: Bardleben, Rosemary (R.)
Sent: Tuesday, October 16, 2001 11:10 AM
To: Lyalk, Kevin (K.M.)
Co: Bardleben, Rosemary (R.); Carver, Norman (N.B.)
Subject: Campaign Inquiry

Listed below are previously implemented campaigns that used the "splicing & connector" method:

<u>Campaign</u>	<u>Service/ Eng. Part Number</u>	<u>Supplier Code</u>
99902	F89Z-14A411-BB F89B-14A411-BB	Q9XYA
99S14	F5RZ-14A411-BA X821-13A000-AB	L9A5A
98S01	F8DZ-11654-EA F8DB-11654-EA	L9A5A

You can look into these to see how they were handled.

Rosemary Bardleben
QSF/Recall Parts Specialist
rbardle@font.com
phone 734-268-9919
fax 734-268-1188
text pager 734-297-1804
cube 1515C

8003-888 8888

8003-888 8888

John Doe -

W/ Comp. & Mail

an (N.B.)

The splicing of Connectors -

and the "splicing & connector" method:

Miss Kevin Lyric - E. Mail
w/ Comp. & Mail

is

99502

F092 19A41 BB
F092 14A41 BB

6725A

99514

F532 19A41 BA
X521 13A005 A0

L9A5A

~~99530~~

(NB)

98501

F002 F803 11654 EA
F002-11654-DA

L9A5A

and the "splicing & connector" method:

RYADAJEW GROOVERS Knabel
PART REQUEST

NAME OF SUBMITTER: R> BARDELEBEN PHONE: 734 266-9918 CDS ID: RBARDELE

SHORT DESCRIPTION OF CONCERN: 01Y16 Brake Light Switch Wire Damage

WERS CONCERN NUMBER	: N/A
DATE OF CONCERN	: N/A
DATE NOTICE RELEASED "R" STATUS	: N/A
WERS NOTICE NUMBER	: N/A
PRC DATE	:

SPECIAL INSTRUCTIONS / REMARKS:

SUPPLIER DATA

SHIP POINT	NAME	CONTACT PERSON	CONTACT PHONE
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E778W	Lear Corp REDS	Nancy Lopen	915-791-5430
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PART NUMBER DATA

NAME	ENGINEERING NO.	VEH	SERVICE NO.	QTY	BUYER MGR	SRC/PRG	RECALL
				PER			
Jumper Wire Assy 1F1T-14402-CA	1F13-14A4110CA			1B1	1CC	E778W/AF30E	Q52
Jumper Wire Assy 1F1T-14402-BA	1F13-14A411-BA			1B1	1CC	E778W/AF30E	Q52

VEHICLE APPLICATION : 2000 Taurus Sable

VEHICLE POPULATION : 474,900

ARE MAZDA VEHICLES INCLUDED? : YES *** NO ***

ARE NISSAN VEHICLES INCLUDED? : YES *** NO ***

REPLACED PARTS

PART NAME	ENGINEERING / SERVICE PART NUMBER
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NOT APPLICABLE

IS GEOGRAPHIC LOCATION SIGNIFICANT? *** YES *** NO

IF YES, FILL IN THE QUANTITIES: (where needed) TBD

UNITED STATES	: 443.9	CANADA	: 25.5
EUROPE	: 55	MEXICO	: 3.900
FED TERR	: 785	ALL OTHER	: 444
NON FED TERR	: 837		

Bardleben, Rosemary (R.)**Subject:** Technical Review Mtg. (2000 Taurus/Sable Brake Light Switch Wire Damage) (No "X" Number Assigned Yet)**Location:** DSC1, Conference Room 'D'**Start:** Wed 10/17/01 2:00 PM**End:** Wed 10/17/01 3:00 PM**Show Time As:** Tentative**Recurrence:** (none)**Meeting Status:** Not yet responded**Required Attendees:** Zevakink, Mike (M.P.); McNeal, Burton (B.E.); Skinner, Sandra (S.A.); Tokansky, Michael (M.); Summers, Priscilla (P.L.); O'Neill, Ann (A.R.); Goering, Kimberly (K.L.); Newell, Sean (S.M.); Deering-Thornton, Zandr (Z.F.); Shora, John (J.); Parkin, Steve (S.J.); Patel, Bharat (B.J.); Christensen, Kris (K.S.); Lysik, Kevin (K.M.)**Optional Attendees:** Vokal, Connie (C.E.); Trainor, Mary (M.M.); Schwarzenberger, Sandy (S.); Brown, Sandra (S.); Amin, Mike (M.J.); Badges, Robert (R.S.); Balint, Gary (G.S.); Bandoaka, Pete (P.F.); Bardleben, Rosemary (R.); Barnes, Timothy (T.); Behnke, Dave (D.P.); Bejuna, Daniel (D.C.); Bennett, Mike (M.L.); Bauckelaers, Phillip (P.R.); Blackup, Robert (R.T.); Blackburn, Thomas (T.J.); Bradley, Joe (J.C.); Brandt, Andrew (A.D.); Brown, Robert (R.D.); Brush, Tam (T.); Buffone, Barbara (B.A.); Burnett, Jack (J.K.); Carr, Richard (R.T.); Carver, Norman (N.B.); Carleberry, Brett (B.A.); Charlack, Peter (P.C.); Cheff, Amy (A.S.); Cieglo, David (D.V.); Clayton, Chris (C.N.); Clemens, Roger (R.D.); Conrad, James (J.A.); Ouster, Joseph (J.M.); D. Jones, Dain, Marcus (M.); Davis, Tim (T.P.); Deans, Darlene (D.S.); Diangelo, Deborah (D.A.); Dougless, Jim (J.B.); Edwards, Lynn (L.M.); Eberhater, Gary (G.D.); Esch, Becky (B.); Falahae, Tom (T.M.); Finley, Dwight (D.E.); Flaherty, Pat (P.T.); Fomin Sr., George (G.J.); Fresh, Kimberly (K.); Fritschen, Steven (S.E.); Geurt, Frank (F.); Gee, Larry (L.F.); Genova, Tom (T.A.); Gosbee, Nicola (N.); Grandas, Joseph (J.M.); Gunderson, Ryan (R.K.); Harrigan Sr., Mike (M.J.); Hafner, Rachel (R.E.); Hilding, Robert (R.J.); Hirtzel, Rich (R.J.); Hopkins, Harry (H.S.); Ichni, Julie (J.A.); Irimescu, William (W.J.); Jaeger, Sharon (S.A.); Jaster, Daniel (D.O.); Jendrusch, Tom (T.D.); Johnson, Jim (J.B.); Jones, David (D.W.); Kalnes, Dana (D.J.); King, Michelle (M.); Kintrea, Karra (K.); Klear, Kat (K.W.); Koepfel, Bill (W.J.); Kozlowski, Kate (K.O.); Kurz, John (J.E.); Lee, William (W.E.); Leese, Ahn (A.); Lewis, Cody (C.B.); Liu, Jane (J.); Lopez, Jay (J.D.); Lorenz, Gary (G.L.); Masoff, Bruce (B.J.); Marck, Edmund (E.C.); Mardell, Mitch (M.P.); Martin, James (J.P.); Masura, Gordon (G.P.); McClernaghan, Dean (D.O.); McInerney, John (J.T.); Merder, Julie (J.A.); Meredith, Marcus (M.E.); Mezzadri, Robert (R.J.); Minikoa, Marry (M.A.); Morphaw, Lorraine (L.M.); Muter, Doreen (D.J.); Nasawicz, Roy (R.A.); Nakano, Hilda (H.); Nakano, Hiroko (H.); Near, Rayman (R.M.); Newl, Ray (R.A.); Nowka, Erich (E.J.); Nunaz, Dolores (D.); Offerle, Timothy (T.G.); Oldfield, James (J.H.); Oswald, Greg (G.G.); Park, David (D.G.); Patten, Mike (L.M.); Patarack, Brian (B.); Pandrick, Jeffrey (J.W.); Phaffner, Robert (R.J.); Plants, Paul (P.G.); Raguepau, Alden (A.P.); Rogers, Mike (M.O.); Rossi, Roberto (R.A.); Samas, Bob (R.); Schmidt, Norm (N.G.); Schramak, Joseph (J.E.); Shipp, Terri (T.L.); Smith, Jana (J.L.); Sole, Fred (F.L.); Stardo, Michael (M.J.); Steels, David (D.T.); Stewart, Bill (W.M.); Stewart, Greg (J.); Scurves, Bill (W.K.); Swarty, Palmer (P.); Sweeney, Stephanie (S.L.); Szalay, Michael (M.A.); Tajak, Terry (T.E.); Trout, Brooke (B.L.); Trujillo, Thomas (T.G.); Upshaw, Andrea (A.D.); Vaughn, Mike (M.C.); Vegh, Paul (P.F.); Vert, Nancy (N.B.); Villamuel, Nemesio (N.); Voelker, Martin (M.C.); Vondale, James (J.P.); Water, Donald (D.D.); Wheelock, Bob (R.J.); White, Douglas (D.B.); Williams, Trevor (T.G.); Wilush, Kevin (K.); Woodring, Chris (C.A.); Zane, Jim (J.E.); Zelenick, Jeffrey (J.M.); Zychowicz, Julie (J.A.)

(K. Goering representing VS&P)

Issue: 2000 Taurus/Sable Brake Light Switch Wire Damage**Dial-in Number:** 8-1-888-274-3088**FordNet:** 1-854-1147

International: 1-800-424-4828
Passcode: 7636663 (followed by the # key)

Potential Supplier Involvement: Yes

Belanger Jr., Thomas (T.D.)

Subject: 6-Sigma Project 11551
Location: Bld-5 3A017 3rd Fl West(20)

Start: Thu 2/27/03 3:30 PM
End: Thu 2/27/03 4:30 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Required Attendees: Brian Nadeau (E-mail); Lysak, Kevin (K.M.); Savage, Megan (M.M.); McCann, Mike (M.J.);
Schmidt, Norm (N.G.); Fossil, Roberto (R.A.); Blackburn, Thomas (T.J.); Li, Li (A.L.)

Optional Attendees: Chitalla, Jenak (J.C.)

Resource: Bld-5 3A017 3rd Fl West(20)

Review Project Recommendation and Controls.

