

EA04-006
FORD
5/13/2005
ATTACHMENT J
BOOK 8 OF 11
PART 1 OF 4

From: West, Gregory (G.S.)
Sent: Thursday, June 27, 2002 7:54 AM
To: Goss, Ron (R.G.); Fickus, Jonathan (J.L.)
Cc: Lipsky, Lorraine (L.L.)
Subject: FW: New Pedal Info

FYI, there seem to be a tremendous number of diesel issues tuning up. Are you guys aware?
I also heard from Scott Dunaway today that there is an issue of undemanding WOT. Scott has called a
emergency meeting Monday on this.

----- Original Message -----
From: Fickus, Jonathan (J.L.)
Sent: Wednesday, June 26, 2002 2:25 PM
To: Swearing, Arnold (A.W.); Seel, Sam (S.E.)
Cc: Fye, Matthew (M.L.); West, Gregory (G.S.); Goss, Ron (R.G.)
Subject: RE: New Pedal Info

I took a quick look at the pedal calibration parameters in both the engine and trans cal's. There are some differences that
look like they are affecting the PPS calculation. Primarily, PPS_RATCH_MIN is different in the two calibrations. The
minimum catch value affects when PPS goes above zero. The trans cal has these values set lower than the engine cal
which gives them PPS while the engine is still seeing zero. The attached data files show the effects of having these
parameters set the same. If this confuses the issue even more, good. Everybody will be just as confused as I am.

pedal_cal.ap

Jonathan R. Fickus
FVC Powertrain Development
S.E. Diesel
Office: 202-988-7882
Pager: 212-782-7871
E-mail: jfickus@ford.com

----- Original Message -----
From: Swearing, Arnold (A.W.)
Sent: Wednesday, June 26, 2002 1:33 PM
To: Seel, Sam (S.E.)
Cc: Fye, Matthew (M.L.); West, Gregory (G.S.); Fickus, Jonathan (J.L.); Goss, Ron (R.G.)
Subject: RE: New Pedal Info

In addition to PPS_REL, could you capture data with the following parameters:

PPS_STATE
PPS_REL_A [0]
PPS_REL_A [1]
PPS_REL_A [2]
PPS_RATCH_A [0]
PPS_RATCH_A [1]
PPS_RATCH_A [2]
APP_RAW [0]
APP_RAW [1]
APP_RAW [2]
PIP3PMFLG
PIP2PMFLG
PZ3PMFLG

NWRS012A R1362306 Alert Base Information 03/01/13 13:24:06

Alert: A11454219 Type: 0 ON SITE MODIFICATION Status: A SCC: WMA5

Orig Acty: H000 NORTH AMERICAN TRUCK Date: 03/01/09 Rte: N

Name: [REDACTED] Loc: [REDACTED] Phone: [REDACTED]

E-Mail: [REDACTED] Multimedia: N

Desc: ALLOW KIP TO INSTALL 3C34-9P836-BN ADJUSTABLE ACCEL PEDAL ON

Lang: E ALL TRUCKS THAT HAVE FAILED SOL DUE TO THE 3C44-9P836-AC. (MORE)

* (MORE)

Model>> Yr: 03K Lead: TVF7 Other: _____

Plants Aff: MA10

Prod Aff: F131/U137

Supp Docs: _____ Qty: _____

Alert Start Date: _____ Emission: 000

Duration: _____ Appearance: -

Calc Expiration: _____ Build Event: _____

Authorized: Y (Y/N) JAM8964 (User ID) Homologation: Y (Y/N)

Vehicle Saleable: Y (Y/N)

Closure Statement: _____

Select: _ A=Approval B=Parts C=Concern D=Description

O=Web Print P=Print R=Raise Alert W=NACTS X=Xrf Menu

Press <ENTER> for Alert Base Information Continuation screen (LAST)

100-014 2004



WNRSC14A E1362306
Alert : AL1484119
Activity: NL00

Alert Description and Response
Mailbox Desc Chg:
Language: E

02/01/13 13:25:44

ALLOW KYP TO INSTALL 3C34-9F836-BE ADJUSTABLE ACCEL PEDAL ON
ALL TRUCKS THAT HAVE FAILED SOL DUE TO THE 3C44-9F836-AC.

Reg/Acty	Entry
Dept	User
N NL00	02/01/09
K7900	GMST2

*
ADJUSTABLE PEDAL MUST BE RUN TO THE FORWARD OF VEHICLE
POSITION AFTER BEING INSTALLED IN VEHICLE. THIS IS A MANUAL
OPERATION.

N NL00	02/01/09
K7900	GMST2
N NL00	02/01/09
K7900	GMST2

Select: _ A=Approval B=Parts C=Concern D=Description
O=Web Print P=Print R=Raise Alert W=WACTS
PF3-Mailbox User PF6=User Directory PF9=Text Edit

X=Xrf Menu

(LAST)

NWRHC15A R1362306

Alert Approvals

03/01/13 13:26:38

Alert: A11454219

Status: A

List=>> Name: _____ User: N K8810 JFW9553

A	C	Reg	Dept	Userid	Activity	Name	Rtg	Date	Date	A	S	R
							Ind	Sent	Approved	P	T	M
		N	K7900	GWEST2	WL00	WEST, GREGORY S.			03/01/09			
		N	T650	LLIPOSKY	WPIS	LIPOSKY, LARRY J.	P	03/01/09				
		N	KTPPVT	LMJ4637	WL00	JACKSON, L.	P	03/01/09				
		N	K8810	JFW9553	WL00	WILLIAMS, JAMES P.,	P	03/01/09	03/01/13	W		
		N	K7900	GWEST2	WL00	WEST, GREGORY S.			03/01/09		A	*
		N	K7980	JAN8964	SEAS	PL31/W117 PROGRAMS	P	03/01/09	03/01/09	R		
		N	LTDODY	MROJMS01	WB00	HOLMES, MILDRED	P	03/01/09				
		N	5330	DSCHIFF1		SCHIFFLER, DANIEL	P	03/01/09				
		N	K2800	LCASWEL	W00E	CASWELL, LAURIE	P	03/01/09	03/01/09	W		
		N	KTPPVT	LJACKS22	WB00	JACKSON, LARRY	P	03/01/09				
		N	VOMFGCHS	ACHANLAN	UPFL	CHANDLER, ALEX	P	03/01/09				
		N	LTPFSE	DSCHIFF16	WL00	SCHIFFLER, DAN	P	03/01/09				
		N	K2800	LCASWEL	W00E	CASWELL, LAURIE	P	03/01/09	03/01/09	W		
		N	LTDODY	MROJMS01	WB00	HOLMES, MILDRED	P	03/01/09				
		N	5330	DSCHIFF1		SCHIFFLER, DANIEL	P	03/01/09				

Select: - A-Approval B-Parts C-Concern D-Description
 O-Web Print F-Print R-Raise Alert W-Wacts X-Xrf Menu
 F2-Build List F3-Nail All F5-Acty List F6-Directory F9-Page Back
 Update Successful---Press <F4> for next open Approval Line

MORE

200 TOTAL PAGES 05 **

PER3-044 2833



CONFIDENTIAL

From: West, Gregory (G.S.)
Sent: Thursday, April 03, 2003 11:12 AM
To: Schemanske, Jennifer (J.H.); McDonagh, Scot (S.M.)
Cc: Walker, Rick (R.)
Subject: RE: Accelerator pedal issue

I already have the pedal back from that truck. The pedal was made 5/3/02 which was when the supplier has a correlation issue at their EOL and therefore many of their pedals were bad. Does this require follow up to determine if the pedal is bad?

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

From: Schemanske, Jennifer (J.H.)
Sent: Thursday, April 03, 2003 10:56 AM
To: West, Gregory (G.S.); McDonagh, Scot (S.M.)
Cc: Walker, Rick (R.)
Subject: Accelerator pedal issue

Greg/Scott,

The truck has come back to Roush 9. Can you send someone there to try this pinpoint check?

Rick, is truck 311W611 still in good enough condition for an electrical pinpoint check or have key parts been removed already?

311W611 - Throttle pedal sensor inop (406246) - G. West

Jennifer Schemanske
P131 Durability Verification
(313) 323-8906

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

From: Hollister, Dave (D.)
Sent: Thursday, April 03, 2003 9:38 AM
To: McDonagh, Scot (S.M.); Schemanske, Jennifer (J.H.); Kueber, Paul (P.C.); West, Gregory (G.S.)
Cc: Kramer, Michael (M.T.)
Subject: RE: 4/3/03 P131/U137 Durability PAT Agenda

Thank you Scott!

Jennifer - please include this in the Durability deck if you haven't already run copies.

Thanks,
Dave

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

From: McDonagh, Scot (S.M.)
Sent: Thursday, April 03, 2003 9:28 AM
To: Hollister, Dave (D.)
Cc: Kramer, Michael (M.T.)
Subject: RE: 4/3/03 P131/U137 Durability PAT Agenda

Root-Cause = ICP/Calibration issues prior to R13 release. FCSD will release the enclosed Warranty Action Notice(WAN) on 4-11-03.

Accelerator Pedal Replacement - 2003 6.0L F-Series Super Duty/Excursion Article 4-B

- Analysis of a significant number of returned Electronic Throttle Control pedals (both fixed and

PE03-044 2007

adjustable) indicates functionally correct pedals are being replaced under warranty.

- Dealer personnel are asked to follow the latest, 2003 Powertrain Control/Emission Diagnostics Manual, for 6.0L Diesel, on-board Diagnostics (Section 5), containing a pinpoint test for the accelerator pedal. This procedure will diagnose a faulty pedal, wiring, or unseated connector, any of which may be associated with the following DTC codes: (2138, 2139, 2140, 2122, 2123, 2127, 2128, 2132, 2133).
- Pedals should only be replaced if the latest pinpoint test recommends replacement.

Scot McDonagh
6.0L Swat Team
>8500 PT QRT Leader
Phone- (313)390-4598
Fax- (313)845-0983
SMCDONAG@FORD.COM

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

From: Hollister, Dave (D.)
Sent: Thursday, April 03, 2003 9:19 AM
To: McDonagh, Scot (S.M.)
Cc: Kramer, Michael (M.T.)
Subject: FW: 4/3/03 P131/U137 Durability PAT Agenda

This durability incident (to be reviewed today) sounds very much like what we are hearing from the field:

VEHICLE: 311W611 <http://www.durix.ford.com/pls/durix/h_extdly.objinfo?v_veh=311W611> G INCIDENT:
Driver reported no throttle response (No:404767) DATE: 28-JAN-03 ODO: 18489 M TEST: R360C1 %COMPL:
69 CPSC 03.00.00 Ccr: STATUS: SERVICEABILITY: N REPORTED: UPDATE No: STATUS: OPEN
SHIPPED TO: SHIPPING DATE: INVOICE No: ACTION: Investigate/repair no throttle response
Mechanic checked throttle pedal wiring and found all to be ok. Test drove vehicle and was unable to duplicate reported condition. Released to durability. DATE: 28-JAN-03 ODO: 18489 M PARTS: PICS/DOCS:
REPLIES:

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

From: Schamanski, Jennifer (J.H.)
Sent: Wednesday, April 02, 2003 6:46 PM
To: Abdallah, Abdallah (A.); Abdulkour, Naseer (N.S.); Ahmed, Tufail (T.); Ajavon, Philippe (P.E.); Arnold, Greg (G.W.); Bal, Jaimin (J.); Bailey, Tom (T.L.); Bennett, Tom (T.B.); Bhatia, Sanjay (S.T.); Blundo, Lorenzo (L.); Blaha, Mian (M.J.); Blatchford, Bob (B.G.); Bladon, Jeff (J.M.); Bonnard, Bruce (B.B.); Borillo, Jose (J.L.); Borges, Claudia (C.R.); Brennan, Patrick (P.M.); Bruck, Al (A.J.); Brzuchak, Dave (D.); Butts, Jeremy (J.D.); Carpenter, Rory (R.L.); Christensen, Jeff (J.S.); Cole, Leonard (L.); Coote, Ken (K.); Comeller, Karen (K.); D'Antonio, John (J.E.); De Guise, Michael (M.P.); DeFure, Matthew (M.); Dickson, Donna (D.J.); Drawe, Mike (M.W.); Dunaway, Scott (S.S.); Dupuis, Larry (L.L.); Edlund, Al (A.S.); Egenoff, Robert (R.G.); Fink, Brian (B.); Findekar, Butch (B.E.); Fullerton, Ray (R.R.); Goffredo, Ricardo (R.G.); Gert, Dan (D.); Goru, Mehar (M.); Graham, Michael (M.B.); Greene, Lisa (L.A.); Hall, Robert (R.T.); Harrell, Duane (D.G.); He, Haitong (H.); Henderson, Robert (R.L.); Henderson, Tuarava (T.L.); Hollister, Dave (D.); Hopkins, Charles (C.F.); Horna, Heather (H.); Howell, Joseph (J.); Ichar, Bill (B.K.); Jablonski, Mary (M.K.); Jacobson, Alan (A.L.); Jainapur, Raghu (R.); Jaiswal, Abhey (A.K.); Jones, Jennifer (J.O.); Jones, Shannon (S.L.); Keanity, Todd (T.); Kirov, Tin (T.); Kochhar, Nand (N.K.); Kokoiska, Randy (R.H.); Kowalski, George (G.S.); Kramer, Michael (M.T.); Kueber, Paul (P.C.); Kulk, Aan (A.M.); Kwasnikowicz, Chris (C.L.); Lenz, Corrie (C.G.); Lingg, Dan (D.J.); Lintol III, John (J.F.); Lyposky, Lawrence (L.J.); Lohman, Lynn (L.A.); Lu, Yuxi (Y.); MacLean, Martin (M.K.); Madrid, David (D.R.); Mairs, Mark (D.M.); McComb, Ronald (R.J.); McHortan, Michael (M.C.); Meyer, Robert (R.H.); Miller, Cary (C.D.); Miller, Gary (G.A.); Mitchell, James (J.W.); Mohar, Valerie (V.); Moore, Jaime (J.M.); Murty, Richard (R.O.); Nichols, Gary (G.S.); Pace, Joseph (J.R.); Parker, Beverly Ann (B.A.); Paskus, Anthony (A.); Patel, Jayesh (J.V.); Peretick, Jim (J.); Polasek, John (J.A.); Pultzal, Platin (P.G.); Reyes, Peter (P.D.); Roas, Roger (R.M.); Rowick, Ivo (I.E.); Rozalski, Oskar (O.M.); Russell, John (J.); Salvato, John (J.J.); Schaefer, Andy (A.P.); Scheele, George (G.R.); Schenarske, Jennifer (J.H.); Sharif, Lutfi (L.S.); Sharma, Vipon (V.K.); Shelley, Donna (D.J.); Shepard, Gail (G.); Shu, Kuo-Tien (K.T.); Siedlecki, Tad (T.L.); Simek, Scott (S.P.); Spencer, Shams (S.J.); Srinivasan, Arand (A.); Stephan Dimthoff (E-mail); Stephens, Walter (W.L.); Stoltz, Jeffery (J.A.); Sunilnarayanas, Surul (S.); Syed, Moqeen (M.A.); Talamonti, Joe (J.S.); Tagarden, Charlie (C.B.); Thomas Bredfeld (T.E.) (Tbreld@nabson.com); Vaishnav, Dhaval (D.N.); Warner, Tony (A.R.); Watts, David (D.E.); Webb, David (D.A.); West, Gregory (G.S.); Williams, James (J.P.); Winstead, Nancy Smith (N.W.); Wood, Nancy (N.E.); Zaman, Ishak (I.A.)

Subject: 4/3/03 P131/U137 Durability PAT Agenda

4/3/03 P131/U137 Durability PAT Agenda

PIB3-844 29998

Vehicle status

FEU 313W184 Vehicle 60% Trailer Tow, 100% PT, 91% Structures complete - Awaiting park brake cable
 FEU 318T634 Trailer Tow 100%, 100% PT, 28% Structures complete - Test
 Harley 313W547 Structures 50% complete - Steering cycles
 MCR 516W693 Trailer Tow 11% complete - Awaiting trailer hitch
 MCR 516W694 Trailer Tow 8% complete - Awaiting M6 transmission and hitch
 MCR 516W695 Structures 25% complete - Steering cycles
 MCR 516W696 Trailer tow 25% complete - Test
 MCR 516W992 Structures 25% complete - Test

Body - Robert Hall

313W184 - S&R crack in right rear shotgun (409872)
 516W693 - Front door glass slip during S&R eval (410002)
 516W695 - S&R eval - Door seal creak noise (409995)
 318T634 - Slow LF seat belt retractor (405485) - Isak Zaman
 318T634 - LF bottom seat cushion broken down in middle (406427) - Nancy Wood

Fleet Issues

318T733 - Cupholder gaps misaligned (403445)
 318T733 - Front hood seal hard contact (403440)
 318T730 - Right front door pin stripe tape misaligned (402708)
 318T730 - Imperfection in front bumper chrome (403438)

Approved by Will Boddie, CR still open

C1139003 Torque fall off at seat bolts
 C11262121 Front grille loose
 C11239654 Front seat armrest squeak - Directed to fix, concern will be written
 C11247771 Pulled spot welds at D pillar
 C11252044 RHS tailgate latch spring broken - Release still in A status
 C11268758 U137 Excessive dust intrusion
 C11347781 Loose headlamps
 C11374658 Rear cab cross member cracked - Test a few more parts, complete by 4/17

Alternator - Walt Stephens

C11471859 Alternator not charging

Powertrain Concerns - D. Hollister

C11433456 Axle shaft n-joint cracked - Todd Kearney - release schd for 4/2
 C11450118 Rear u-joint worn - R. Henderson
 C11454917 Trans range sensor sticking - J. Bonilla
 C11469658 Zero compression in #9,10 cylinders (6.8L MCR-399626) - Ron McComb
 C11454992 M6 Trans failed - B. Blanchford
 C11477726 Transmission shifting improperly during GCC test - R. Kokoska - Testing on wire harness at 3rd tier supplier expected to complete 4/10
 C11186626 Rear driveshaft loss of function - R. Egenolf
 C11465170 Trans reverse gear in inop - J. Bonilla
 516W694 - Manual trans hard to shift/ trans grinding (410005/410188) - B. Blanchford
 318W622 - R&R rear driveshaft due to squeak (408883) - R. Henderson
 311W611 - Throttle pedal sensor inop (406246) - G. West

Approved by Will Boddie, CR still open

C11420373 Trans shift cable loose - J. Bonilla - Testing planned completion 3/7/2003
 C11471105 Front fuel tank strap broken - M. Graham - Building 4 A to B testing to begin 4/4
 C11455010 Rear axle leak - J. Russell

Engine - D. Lingg

318W622 - Check engine lite on, repeated 6 times, engine misfire at idle (408954/9238/9260/9546/9548/9262)
 318W622 - E&R leaking exhaust pipe at accordion joint (408583)
 313W184 - Engine rear main seal leaking (405561)
 311W612 - GCC A/C inoperative while in chamber (405761) (primary failure happened on wiring harness that supply power to the High pressure switch which is part of the engine harness) - Nasser suggests use C11466138

Final Issues

- 318T730 - Front diff displays fluid seep (402828)
- 318W815 - Transmission fluid leak (405569)
- 318W815 - Transmission tube corrosion (405570)

Climate Control - N. AbdulNour

- C11447004 Blend door module inop

Chassis - N. Smith

- 318T634 - Leakage at s/gear output shaft after steering cycles (409189) - K. Love
- 313W184 - Steering linkage tie rod end R/H castle nut loose (410059)
- 516W992 - Front track bar broken at RH attachment (410491) - M. Syed
- 516W992 - RR axle tube brake line clip unlocked (410465)
- 516W695 - Loose rear axle brake tube clip (410426)
- 313W547 - Hub cap retaining clip broken during installation (409893)
- 318W671 - Cracking trans x member (406911) - Testing expected complete by 4/2
- 318T634 - Stone pecked LR/RR lower caliper dust covers (408912) - A. Abdallah
- 318T634 - Worn r/brake pads & RR slider pins frozen in caliper (409266) - A. Abdallah
- 313W184 - Parking inop on grades (409755) - D. Pauken
- 313W184 - Parking brake controller inop (409759) - D. Pauken
- 313W184 - Park brake actuator spring out of position/pedal stuck in released position (408881/409215) - D. Pauken
- C11435604 P/S lines loose at LH rad bracket
- C11350979 Power steering line fitting - Corrosion
- 313W184 - R&L rear coil mounts worn (410058) - B. Robinson
- 313W184 - Rear spring rear hanger lower 2 rivets sheared (407656) - Bob Wolters
- C11395766 Rr spring front eye bolts off scribe
- C11449157 FISSM Loss of torque issues - TRIAL IS SCHEDULED FOR 3/13 AND 3/14/2003
- C11474704 Rotor to hat section belts backed out

Review 4/10

- C11197599 Distorted rear spring shackle bushing - testing due to complete 4/10
- C11211530 Sector shaft - on-going work
- C11428307 Rear spring front eye bolt broke - Testing done 4/10/03
- C11322643 Rear springs broke - ES test complete 4/14/03
- C11479973 R&L lower shock brackets are loose - L. Lohman, testing in queue at Bldg 4
- C11412430/C11412953 R/R spring broken - Springs available 5/12/03

Approved by WHB Beattie, CR still open

- C11420470 Broken LF spring - Drawings due 3/28, Notice still A status
- C11239043 F450 rear spring hanger

Feednet Dial In #: 323.36737

International Dial In #: 1.313.323.6737

Toll free Dial In #: 1.800.367.3840

Participant Passcode: 12497777

Jennifer Schemanske

P131 Durability Verification
(313) 323-8906

From: Kramer, Michael (M.T.)
Sent: Friday, April 04, 2003 6:54 AM
To: Hollister, Dave (D.)
Cc: Walker, Rick (R.); West, Gregory (G.S.); McDonagh, Scot (S.M.); Schemanske, Jennifer (J.H.)
Subject: RE: Accelerator pedal issue

1) No field action required.

2) While the intent is 1PP's and FEU's are saleable this is rarely (if at all) the case.

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT & OPD PT PMT (non-MCR)

Six Sigma Black Belt

Phone/Fax: (313) 594-2003

Pager: (313) 204-8852 (beep); <[http://ford.death.com/ind.com/col/mba/col/?](mailto:mikramcr1@ford.com)> (internal text); [http://msjmail.com/](mailto:mikramcr1@ford.com) (external text)

Email: mikramcr1@ford.com (internal); mikramcr1@ford.com (external)

---Original Message---

From: Hollister, Dave (D.)
Sent: Thursday, April 03, 2003 1:11 PM
To: West, Gregory (G.S.); McDonagh, Scot (S.M.); Schemanske, Jennifer (J.H.)
Cc: Walker, Rick (R.); Kramer, Michael (M.T.)
Subject: RE: Accelerator pedal issue

What about 1PP's and FEU's? Those are saleable units that would have potentially included the affected parts.

---Original Message---

From: West, Gregory (G.S.)
Sent: Thursday, April 03, 2003 1:06 PM
To: Hollister, Dave (D.); McDonagh, Scot (S.M.); Schemanske, Jennifer (J.H.)
Cc: Walker, Rick (R.); Kramer, Michael (M.T.)
Subject: RE: Accelerator pedal issue

The supplier correlation issue was prior to production.

---Original Message---

From: Hollister, Dave (D.)
Sent: Thursday, April 03, 2003 12:44 PM
To: McDonagh, Scot (S.M.); West, Gregory (G.S.); Schemanske, Jennifer (J.H.)
Cc: Walker, Rick (R.); Kramer, Michael (M.T.)
Subject: RE: Accelerator pedal issue

Are any field actions (i.e. ONP) planned for vehicles built during the period of time that the pedal manufacturer had a correlation problem?

---Original Message---

From: McDonagh, Scot (S.M.)
Sent: Thursday, April 03, 2003 11:36 AM
To: West, Gregory (G.S.); Schemanske, Jennifer (J.H.)
Cc: Walker, Rick (R.); Hollister, Dave (D.)
Subject: RE: Accelerator pedal issue

Hi Greg- Yes, Please have WMCO test and verify this is same/same EOL failure. Thank you

Scot McDonagh

PS03-044 20032

6.0L Swat Team
>8500 FT QRT Leader
Phone- (313)390-4598
Fax- (313)845-0983
SMCDONAG@FORD.COM

CONFIDENTIAL

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I already have the pedal back from that truck. The pedal was made 5/3/02 which was when the supplier has a correlation issue at their EOL and therefore many of their pedals were bad. Does this require follow up to determine if the pedal is bad?

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Greg/Scott,

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311W611 - Throttle pedal sensor inop (406246) - G. West

Jennifer Schemanske
P131 Durability Verification
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Sent: Thursday, April 03, 2003 9:38 AM
To: McDonagh, Scot (S.M.); Schemanske, Jennifer (J.H.); Kuster, Paul (P.C.); West, Gregory (G.S.)
Cc: Kramer, Michael (M.T.)
Subject: RE: 4/3/03 P131/J1137 Durability PAT Agenda

Thank you Scot!

Jennifer - please include this in the Durability deck if you haven't already run copies.
Thanks,
Dave

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From: McDonagh, Scot (S.M.)
Sent: Thursday, April 03, 2003 9:28 AM
To: Hollister, Dave (D.)
Cc: Kramer, Michael (M.T.)
Subject: RE: 4/3/03 P131/J1137 Durability PAT Agenda

Root-Cause = ICP/Calibration issues prior to R13 release. FCSD will release the enclosed Warranty Action Notice(WAN) on 4-11-03.

FEB3-644 23983



- Analysis of a significant number of returned Electronic Throttle Control pedals (both fixed and adjustable) indicates functionally correct pedals are being replaced under warranty.
 - Dealer personnel are asked to follow the latest, 2003 Powertrain Control/Emission Diagnostics Manual, for 6.0L Diesel, on-board Diagnostics (Section 5), containing a pinpoint test for the accelerator pedal. This procedure will diagnose a faulty pedal, wiring, or unseated connector, any of which may be associated with the following DTC codes: (2138, 2139, 2140, 2122, 2123, 2127, 2128, 2132, 2133).
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Scot McDonagh
 6.0L Swat Team
 >8500 PT QRT Leader
 Phone- (313)390-4598
 Fax- (313)845-0983
 SMCDONAG@FORD.COM

---Original Message---

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 Sent: Thursday, April 03, 2003 9:19 AM
 To: McDonagh, Scot (S.M.)
 Cc: Kramer, Michael (M.T.)
 Subject: FW: 4/3/03 P131/K137 Durability PAT Agents

This durability incident (to be reviewed today) sounds very much like what we are hearing from the field:

VEHICLE: 311W611 <http://www.durja.ford.com/pls/durja/b_extdly.objinfo?v_veh=311W611> G INCIDENT:
 Driver reported no throttle response (Nix:K04767) DATE: 28-JAN-03 ODO: 18489 M TEST: R360C1 %COMPL.:
 69 CPSC 03.00.00 Crer: STATUS: SERVICEABILITY: N REPORTED: UPDATE No: STATUS: OPEN
 SHIPPED TO: SHIPPING DATE: INVOICE No: ACTION: Investigate/repair no throttle response
 Mechanic checked throttle pedal wiring and found all to be ok. Test drove vehicle and was unable to duplicate
 reported condition. Released to durability. DATE: 28-JAN-03 ODO: 18489 M PARTS: PICS/DOCS:
 REPLIES:

---Original Message---

From: Scheranske, Jennifer (J.H.)
 Sent: Wednesday, April 02, 2003 6:06 PM
 To: Abdallah, Abdallah (A.); Abdulkar, Nasser (N.S.); Ahmed, Tufail (T.); Ajvor, Philippe (P.E.); Arnold, Greg (G.W.); Bai, Jiamin (J.); Bailey, Tom (T.L.); Bearse, Tom (T.B.); Bhatia, Saejay (S.T.); Blundo, Lorenzo (L.); Blaha, Milan (M.J.); Blackford, Bob (R.G.); Sledzka, Jeff (J.M.); Bonhard, Bruce (B.B.); Borillo, Jose (J.L.); Borges, Claudia (C.R.); Brennan, Patrick (P.M.); Bruck, Al (A.L.); Brzenchek, Dave (D.); Bultz, Jeremy (J.D.); Carpenter, Rory (R.R.); Christensen, Jeff (J.S.); Cole, Leonard (L.); Cooke, Ken (K.L.); Cornelier, Karen (K.); D'Antonio, John (J.E.); De Guise, Michael (M.P.); DeFoss, Matthew (M.); Dickson, Donna (D.L.); Drawe, Mike (M.W.); Dunaway, Scott (S.S.); Dupuis, Larry (L.L.); Edford, Al (A.S.); Egeroff, Robert (R.G.); Feak, Brian (B.); Finkbeiner, Bulch (D.E.); Fullerton, Ray (R.R.); Galindo, Ricardo (R.G.); Girt, Dan (D.); Goru, Mehar (M.); Graham, Michael (M.B.); Greene, Lisa (L.A.); Hall, Robert (R.T.); Harbelle, Duane (D.G.); He, Haidong (H.); Henderson, Robert (R.L.); Henderson, Tamara (T.L.); Hoffbar, Dave (D.); Hopkins, Charles (C.F.); Home, Heather (H.); Howell, Joseph (J.); Ickas, Bill (B.K.); Jablonski, Mary (M.K.); Jacobson, Alan (A.L.); Jainapur, Raghu (R.); Jassal, Abhinav (A.K.); Jones, Jennifer (J.O.); Jones, Shannon (S.J.); Kearney, Todd (T.); Kinoy, Tim (T.); Kuchhar, Nand (N.K.); Koziska, Randy (R.H.); Kowalski, George (G.S.); Kramer, Michael (M.T.); Kueber, Paul (P.C.); Kulk, An (A.M.); Kwasniewcz, Chris (C.L.); Lenz, Carrie (C.G.); Lingg, Dan (D.J.); Little III, John (J.F.); Lipsky, Lawrence (L.J.); Lohman, Lynn (L.A.); Lu, Yuci (Y.); MacLean, Martin (M.K.); Madril, David (D.R.); Malins, Mark (D.M.); McComb, Ronald (R.J.); McHorton, Michael (M.C.); Meyer, Robert (R.H.); Miller, Cary (C.D.); Miller, Gary (G.A.); Mitchell, James (J.W.); Molnar, Valerie (V.); Moore, Joanne (J.M.); Murty, Richard (R.D.); Nichols, Gary (G.S.); Paea, Joseph (J.R.); Parker, Beverly Ann (B.A.); Pasius, Anthony (A.); Patel, Jayesh (J.V.); Peretick, Jim (J.); Polasek, John (J.A.); Polizzi, Pietro (P.G.); Reyes, Pete (P.D.); Rose, Roger (R.M.); Rowsek, Jim (J.L.); Rozalski, Oskar (O.M.); Russell, John (J.); Salwata, John (J.L.); Schaefer, Andy (A.P.); Schwela, George (G.R.); Scheranske, Jennifer (J.H.); Sheriff, Luth (L.S.); Sharma, Vipon (V.K.); Shelley, Donna (D.J.); Shepard, Gail (G.); Shu, Kus-Tien (K.T.); Siedlecki, Tad (T.J.); Sliwick, Scott (S.P.); Spenser, Shane (S.L.); Srinivasan, Arund (A.); Stephen Dimitroff (E-mail); Stephens, Walter (W.L.); Stolz, Jeffrey (J.A.); Sunilnarayanas, Sunil (S.); Syed, Moqeen (M.A.); Talamonti, Joe (J.S.); Tagarden, Charlie (C.B.); Thomas Bredfeld (T.E.) (TBredfeld@visteon.com); Valshtay, Dheval (D.N.); Warren, Tony (A.R.); Watts, David (D.E.);

Webb, David (D.A.); West, Gregory (G.S.); Williams, James (J.P.); Winnard, Nancy Smith (N.W.); Wood, Nancy (N.E.); Zaman, Ishak (I.A.)

Subject: 4/3/03 P131/U137 Durability PAT Agenda

4/3/03 P131/U137 Durability PAT Agenda

12:30-1:30 Conference Rm 1J-D69

Vehicle status

FEU 313W184 Vehicle 60% Trailer Tow, 100% PT, 91% Structures complete - Awaiting park brake cable
FEU 318T634 Trailer Tow 100%, 100% PT, 28% Structures complete - Test
Harley 313W547 Structures 50% complete - Steering cycles
MCR 516W693 Trailer Tow 11% complete - Awaiting trailer hitch
MCR 516W694 Trailer Tow 8% complete - Awaiting M6 transmission and hitch
MCR 516W695 Structures 21% complete - Steering cycles
MCR 516W696 Trailer tow 25% complete - Test
MCR 516W992 Structures 25% complete - Test

Body - Robert Hall

313W184 - S/M crack in right rear shotgun (409872)
516W693 - Front door glass slap during S&R eval (410002)
516W695 - S&R eval - Door seal creak noise (409995)
318T634 - Slow LF seat belt retractor (405485) - Ishak Zaman
318T634 - LF bottom seat cushion broken down in middle (406427) - Nancy Wood

Fleet Issues

318T733 - Cupholder gaps misaligned (403445)
318T733 - Front hood seal hard contact (403440)
318T730 - Right front door pin stripe tape misaligned (402704)
318T730 - Imperfection in front bumper chrome (403438)

Approved by Will Bonilla, CR still open

C1139003 Torque fall off at seat bolts
C11262121 Front grille loose
C11239654 Front seat armrest squeak - Directed to fix, concern will be written
C11247771 Pallet spot welds at D pillar
C11252044 RIBS tailgate latch spring broken - Release still in A status
C11268758 U137 Excessive dust intrusion
C11347781 Loose headlamps
C11374658 Rear cab cross member cracked - Test a few more parts, complete by 4/17

Alternator - Walt Stephens

C11471859 Alternator not charging

Powertrain Concerns - J. Hollister

C11433456 Axle shaft u-joint cracked - Todd Keamey - release sched for 4/2
C11450118 Rear u-joint worn - R. Henderson
C11454917 Trans range sensor sticking - J. Bonilla
C11469658 Zero compression in #9,10 cylinders (6.8L MCR-399626) - Ron McComb
C11454992 M6 Trans failed - B. Blatchford
C11477726 Transmission shifting improperly during OCC test - R. Kokoaka - Testing on wire harness at 3rd tier supplier expected to complete 4/10
C11186626 Rear driveshaft loss of function - R. Egnolf
C11465170 Trans reverse gear is inop - J. Bonilla
516W694 - Manual trans hard to shift/ trans grinding (410005/410188) - B. Blatchford
318W622 - R&R rear driveshaft due to squeak (408883) - R. Henderson
311W611 - Throttle pedal sensor inop (406246) - G. West

Approved by Will Bonilla, CR still open

C11420373 Trans shift cable loose - J. Bonilla - Testing planned completion 3/7/2003
C11471105 Front fuel tank strap broken - M. Graham - Building 4 A to B testing to begin 4/4
C11455010 Rear axle leak - J. Russell

Engines - D. Lingg

318W622 - Check engine lite on, repeated 6 times, engine misfire at idle (408954/9238/9260/9546/9548/9262)
318W622 - R&R leaking exhaust pipe at accordion joint (408885)

313W184 - Engine rear main seal leaking (405561)
311W612 - G/GC A/C inoperative while in chamber (405761) (primary failure happened on wiring harness that supply power to the High pressure switch which is part of the engine harness) - Naseer suggests use C11466138

Fleet issues

318T730 - Front diff displays fluid seep (402828)
318W815 - Transmission fluid leak (405569)
318W815 - Transmission tube corrosion (405570)

Climate Control - N. AbdulNour

C11447004 Blend door module inop

Chassis - N. Smith

318T634 - Leakage at s/gear output shaft after slowing cycles (409889) - K. Love
313W184 - Steering linkage tie rod end R/H castle nut loose (410059)
516W992 - Front track bar broken at RH attachment (410491) - M. Syed
516W992 - RR axle tube brake line clip unlocked (410465)
516W695 - Loose rear axle brake tube clip (410426)
313W547 - Hub cap retaining clip broken during installation (409893)
318W671 - Cracking trans x member (406911) - Testing expected complete by 4/2
318T634 - Stone pocked LR/RR lower caliper dust covers (408912) - A. Abdallah
318T634 - Worn r/brake pads & RR slider pin frozen in caliper (409266) - A. Abdallah
313W184 - Parking inop on grades (409755) - D. Pauken
313W184 - Parking brake controller inop (409759) - D. Pauken
313W184 - Park brake actuator spring out of position/pedal stuck in released position (408881/409215) - D. Pauken
C11435604 P/S lines loose at LH rad bracket
C11350979 Power steering line fitting - Corrosion
313W184 - R&L rear cab mounts worn (410058) - B. Robison
313W184 - Rear spring rear hanger lower 2 rivets sheared (407656) - Bob Wolters
C11395766 Rr spring front eye bolts off scribe
C11449157 FESM Loss of torque issues - TRIAL IS SCHEDULED FOR 3/13 AND 3/14/2003
C11474704 Rotor in hat section bolts backed out

Review 4/10

C11197599 Distorted rear spring shackle bushing - testing due to complete 4/10
C11211530 Sector shaft - on-going work
C11428307 Rear spring front eye bolt broke - Testing done 4/10/03
C11322643 Rear springs broke - ES test complete 4/14/03
C11479973 R&L lower shock brackets are loose - L. Lobman, testing in queue at Bldg 4
C11412430/C11412953 R/R spring broken - Springs available 5/12/03

Approved by Will Baddie, CR still open

C11420470 Broken LP spring - Drawings due 3/28, Notice still A status
C11239043 F450 rear spring hanger

Forecast Dial In #: 32.36737

International Dial In #: 1.313.323.6737

Toll free Dial In #: 1.800.367.3840

Participant Passcode: 12697777

Jennifer Schemanski

P131 Durability Verification

(313) 323-8906

From: Carr, Richard (R.T.)
Sent: Tuesday, March 04, 2003 5:11 PM
To: Dixon, Mark (M.R.); Abar, Robert (R.B.)
Cc: Carr, Richard (R.T.); Case, Joseph (J.E.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)

Importance: High

Mark, attached is our input for PT As-Installed - Accelerator Controls, AIS, Mounts



Roadmap
I-PNTS-AC-all-Quest

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

From: Abar, Robert (R.B.)
Sent: Monday, March 03, 2003 1:58 PM
To: Carr, Richard (R.T.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)
Importance: High

Robert B. Abar

Manager, Powertrain Subsystem - L/M

(313) 84-84247 FAX:(313) 24-89073 rabar@ford.com
Room: 1CP20/Plouffe CLM Mail Stop: LM410

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

From: Dixon, Mark (M.R.)
Sent: Monday, March 03, 2003 12:59 PM
To: Abar, Robert (R.B.); Allan, Timothy (T.R.); Adler, Ira (I.E.); Doran, Alan (A.R.); Gielegghem, Tom (T.A.); Hanson, Habib (H.); Hepburn, Jeffrey (J.S.); Polasek, John (J.A.); Szmajdek, Paul (P.J.); Scaparo, John (J.); Schanz, Tom (T.S.); Sheward, Gail (G.); Soltz, Mike (M.W.); Whitehouse, Keith (K.J.); Zoghbi, Z. (Z.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)
Importance: High

Per Brian's note below, Tom Gielegghem and I have been asked to consolidate the Cluster roadmap information from the PT As-Installed QBs.

I have taken the form created by the Chassis QB and modified it for PT As-Installed. Please populate the "Unexpended" and "Current & Future" sheets with your cluster roadmap information. Note that the financial data should be reported in \$millions and that data for each action is requested both by cluster and by 2003 CY month.

Please forward back to me by COB Tuesday (March 4) and I will consolidate to support Brian's Thursday, 6:30 AM meeting.

Sony for the short lead time.

Thanks,



Roadmap PT As
Instal-all-Quest

FE03-044 37636

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

From: Gleghorn, Tom (T.A.)
Sent: Monday, March 03, 2003 10:00 AM
To: Dorn, Mark (M.R.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)
Importance: High

Tom Gleghorn

Manager, Powertrain Attributes, Standards, and AFV Calibration
GCE-CAPE, FPC-A, MD #3, Office 1AE12
Phone: 313-31-74799
FAX: 313-82-18020
TGIELEGH@ford.com

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

From: Wolfe, Brian (B.C.)
Sent: Saturday, March 01, 2003 9:58 AM
To: Gail Sheard; Jeffrey Hepburn; Jim Auler; Mike Solis; Robert Abar; Robb Wright; Timothy Allen; Tom Gleghorn
Cc: Polanski, John (J.A.); Dorn, Mark (M.R.); Schram, Tim (T.D.); Scapano, John (.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)
Importance: High

As a follow up to our discussion Friday this is a Performa that the chassis team has provided, it is quite a good summary as it provides the cluster split and the functional split.

I did not mention one item, I need to go back again this Thursday to have our entire plan rolled up. For many of you I have this from the review on Feb. 20th. However, I do need a further update to support this review.

Tom, please coordinate getting this deck pulled together. I would like you to attend the meeting with me this Thursday morning (8:30-7:30).

I would like to use the attached pro-forma.

Brian Wolfe

Director - CAE
North American Engineering
Phone 313-84-37966

Quarterback Team:
 PT As-Installed:
Accelerator Controls
AIS and Mounts

SUV & Body on Frame							T. T. & Command			M & L FWD/AMD		Small FWD/RWD				
Engine
...
...
...
...
...

Total by CY
 2008 CY

Roadmap

	min	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Parts Pricing	\$0.000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Labor Time	\$0.000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Others (Recall)	\$2.300	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30
Subtotal	\$2.300	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30	\$2.30
Design	\$1.476	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48
Manufacturing	\$0.000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Serviceability	\$0.000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal	\$1.476	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48	\$1.48
Roadmap Actions	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78	\$3.78

PERC-844 37838



Quarterback Team:
 FT As-Installed:
 Accelerator Controls AIS
 and Mounts

BIU & Body on Frame										T. T. & Components			M & L PWD/AWD		Small PWD/AWD										
100	111	116	28	104	128	63	27	25		202	271	280				17	480			290	178	148			

Unexpended Affairs

Item	1000	2000	Value	100	111	116	28	104	128	63	27	25	202	271	280	17	480	290	178	148	
Accelerator Pedals/AIS/Mounts																					
Action P1			\$0.000																		
Action P2			\$0.000																		
Action P3			\$0.000																		
Action P4			\$0.000																		
Subtotal			\$0.000																		

Accelerator Pedals/AIS/Mounts																					

Subtotal																					

PERC-044 37838

Quarterback Team:
 FT As-Installed:
 Accelerator Controls AIS
 and Mounts



Current and Future

Item	Q1	Q2	Q3	Q4	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
Accelerator Controls	Page													
- Improved P&H 2000 MY 7.2L -4000 Fixed Points	Q Week	\$0.100												
- Vol Red. Of 2000 MY 7.2L -4000 by 40% on Acc. Points	Q Week	\$1.500												
- Improve 2000 1/4 S.4 -4000 Acc. Points	Q Year	\$0.500												
- Improve 2000 1/4 S.4 -4000 Acc. Points	Q Week	\$0.500												
AI Insurance	Page													
- ACSEA Action on 2000 to 2000 -2000	A Year	\$0.000												
- Vol Red. Of 2000 MY 7.2L -4000 by 10% from 2000 MY 2000 to 2000	A Year	\$0.000												
- Improve 2000 1/4 S.4 -4000 AIS	Q Year	\$0.000												
Mounts	Page													
- Boost Action		\$0.000												
- PTM Action		\$0.000												
- Turbocharger Action		\$0.000												
- Fueler Action		\$0.000												
- Water Action		\$0.000												
Subtotal		\$1.470												

- Action #1	\$0.000													
- Action #2	\$0.000													
Subtotal	\$0.000													

- Action #1	\$ -													
- Action #2	\$ -													
Subtotal	\$ -													

7000-044 37000

From: Abar, Robert (R.B.)
Sent: Tuesday, March 04, 2003 5:58 PM
To: Carr, Richard (R.T.); Dixon, Mark (M.R.)
Cc: Cass, Joseph (J.E.); Abar, Robert (R.B.)
Subject: RE: Consolidate Roadmap by Veh line/cluster (template)

Revised to delete the duplicate info that was baked into hidden area of the Labor Time area and showing up as a sub-total of 2.3M, after moving it to Other



Roadmap
MNTS-AC-all-Clus

Robert B. Abar

Manager, Powertrain Subsystem - LM

(313) 84-64267 FAX:(313) 26-58073 rbar@ford.com
Room: 1CP90Rotunda Ct #4 Mail Drop: LM410

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

From: Carr, Richard (R.T.)
Sent: Tuesday, March 04, 2003 5:11 PM
To: Dixon, Mark (M.R.); Abar, Robert (R.B.)
Cc: Carr, Richard (R.T.); Cass, Joseph (J.E.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)
Importance: High

Mark, attached is our input for PT As-Installed - Accelerator Controls, AIS, Mounts

<< File: Roadmap AIS-MNTS-AC-all-Clusters-3-04-03.xls >>

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From: Abar, Robert (R.B.)
Sent: Monday, March 03, 2003 1:58 PM
To: Carr, Richard (R.T.)
Subject: FW: Consolidate Roadmap by Veh line/cluster (template)
Importance: High

Robert B. Abar

Manager, Powertrain Subsystem - LM

(313) 84-64267 FAX:(313) 26-58073 rbar@ford.com
Room: 1CP90Rotunda Ct #4 Mail Drop: LM410

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From: Dixon, Mark (M.R.)
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To: Abar, Robert (R.B.); Allen, Timothy (T.R.); Auler, Jim (J.E.); Dona, Alvin (A.R.); Gleeghen, Tom (T.A.); Hanson, Heath (H.); Heptson, Jeffrey (J.S.); Palansk, John (J.A.); Sarsandich, Russ (R.); Scapino, John (J.); Schram, Tim (T.D.); Sharnoff, Gail (G.); Soltis, Mike (M.W.); Whitehouse, Keith (K.J.); Ziegler, Z. (Z.)
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PE88-844 37831

Please forward back to me by COB Tuesday (March 4) and I will consolidate to support Brian's Thursday, 6:30 AM meeting.

Sony for the short lead time.

Thanks.

<< File: Roadmap PT An Instal-All-Clusters.xls >>

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

From: Geleghem, Tom (T.A.)
Sent: Monday, March 03, 2003 10:09 AM
To: Oboen, Mark (M.R.)
Subject: FW: Consolidate Roadmap by Veh InstCluster (template)
Importance: High

Tom Geleghem

Manager, Powertrain Attributes, Standards, and AFV Calibration
GCE-CAPE, FPC-A, MD #3, Office 1AE12
Phone: 313-31-74789
FAX: 313-62-18020
TGIELEGH@ford.com

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Sent: Saturday, March 01, 2003 9:58 AM
To: Gail Sherrard; Jeffrey Hepburn; Jim Auler; Mike Solitz; Robert Abar; Robin Wright; Timothy Allen; Tom Geleghem
Cc: Polonski, John (J.A.); Oboen, Mark (M.R.); Schwan, Tim (T.D.); Scapera, John (.)
Subject: FW: Consolidate Roadmap by Veh InstCluster (template)
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I would like to use the attached pro-forma.

Brian Wolfe

Director - CAPE
North American Engineering
Phone 313-64-57366

Quarterback Team:
 PT As-Installed:
 Accelerator Controls
 AIS and Mounts

SUV & Body on Frame										T, T. & Commercial			M & L PWD/AVD		Small PWD/RWS				
12/01	12/02	12/03	12/04	12/05	12/06	12/07	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18	12/19	12/20

Total by CY
 2003 by

Roadmap

	2003	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q1	Q2	Q3	Q4
Parts Pricing	\$6,000	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
Labor Time	\$6,000	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
Others (Recall)	\$2,200	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55
Subtotal	\$2,200	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55
Design	\$1,475	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37
Manufacturing	\$0,000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Serviceability	\$0,000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal	\$1,475	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37	\$0.37
Roadmap Actions	\$2,78	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70

PENG-044 37833

Quarterback Team:
 PT As-Installed:
 Accelerator Controls AIS
 and Mounts



Total by QTY

Unexpended Actions

Item	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Accelerator Pedals/AIS/Mounts																						
- Action #1	\$1,000	\$1,000																				
- Action #2	\$3,500	\$3,500																				
- Action #3	\$2,500	\$2,500																				
- Action #4	\$2,500	\$2,500																				
Subtotal	\$9,500	\$9,500																				

Accelerator Pedals/AIS/Mounts

Item	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
- Action #1	\$1,000	\$1,000																				
- Action #2	\$3,500	\$3,500																				
- Action #3	\$2,500	\$2,500																				
- Action #4	\$2,500	\$2,500																				
- Action #5	\$3,000	\$3,000																				
- Action #6	\$3,000	\$3,000																				
- Action #7	\$3,000	\$3,000																				
Subtotal	\$21,000	\$21,000																				

Accelerator Pedals/AIS/Mounts

Item	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
- Part# 3000 MY 7.2L, 4000 AIS, Pedals	\$1,700	\$1,700																				
- Part# 3000 MY 7.2L, 4000 AIS, Pedals	\$1,300	\$1,300																				
Subtotal	\$3,000	\$3,000																				

PERS-044 37834

From: Carr, Richard (R.T.)
Sent: Friday, February 28, 2003 8:18 AM
To: Case, Joseph (J.E.)



Attachments
Action1.xls (22 KB)

Powertrain As-Installed

Air Induction/Mounts/ Accelerator Controls Sub-Team

Team	MY	Vehicle Line	Engine	CCC	Issue	Action Item	Help Required	Month Incorporated
AIS	1999 - 2001	F250HD/350/450/550	7.3L Diesel		After air intake moved from inner fender to radiator, a dust capacity issue surfaced	Air Filter design/supplier reworking actions to improve dust capacity. Higher capacity filters will reduce repeat repairs	Complete	Numerous improvements 12/1/2000, 5/1/01, 8/17/01, 9/1/03
						New Service Kit released	Complete	4/1/02
AIS	1999 - 2000	F250HD/350/450/550	7.3L Diesel	Oil Engine Oil Leaks Oil Under Oil Leaks Oil Other Engine Trouble	6C648 Engine Charge Air Cooler Warranty	TBD	Definition from O&R Activity	TBD
Mounts	1999	Escort			Front Engine Mounts	99 MY vehicles reach 3/98		8/2/03
Accel Controls	2002-2003	F250HD/350/450/550	7.3L Diesel		Teleflex Adjustable Pedal (recall) Contamination/Intermittent signal	Add Phenolic Resin	Complete	10/17/02
						Revised Lubricant	Complete	11/18/02
						Use applicator to apply switch track Lubricant	Complete	12/18/02
Accel Controls						Warranty Sharing with Teleflex	Purchasing Lead - D. Vailicky	TBD 2003

FERRIS-04 37856

Roadmap Actions1.xls

Rick Carr 5/17/2004

Powertrain As-Installed

Air Induction/Mounts/ Accelerator Controls Sub-Team

Team	MY	Vehicle Line	Engine	CCC	Issue	Action Item	Help Required	Month Incorporated
AIS	1999 - 2001	F250HD/350/450/550	7.3L Diesel		After air intake moved from inner fender to radiator, a dust capacity issue surfaced	Air Filter design/supplier reworking actions to improve dust capacity. Higher capacity filters will reduce repeat repairs	Complete	Numerous improvements 12/1/2000, 5/1/01, 8/17/01, 9/1/03
						New Service Kit released	Complete	
AIS	1999 - 2000	F250HD/350/450/550	7.3L Diesel	LIS Engine Oil Leaks LIS Leaks Oil Leaks D80 Other Engine Troubles	5C646 Engine Charge Air Cooler Warranty	TBD	Definition from D&R Activity	TBD
Mounts	1999	Escort			Front Engine Mounts	99 MY vehicles reach 3/99		8/2/03
Accel Controls	2002-2003	F250HD/350/450/550	7.3L Diesel		Teleflex Adjustable Pedal (recall) Contamination/Intermittent signal	Add Phenolic Resin	Complete	10/17/02
						Revise Lubricant	Complete	11/18/02
						Use applicator to apply switch track Lubricant	Complete	12/16/02
Accel Controls					Warranty Sharing with Teleflex	Purchasing Lead - D. Velicky	TBD 2003	

98216 044 31839

From: Abar, Robert (R.B.)
Sent: Wednesday, June 04, 2003 11:55 AM
To: Case, Joseph (J.E.)
Subject: FW: Short info

Robert B. Abar
Manager, Powertrain

(313) 84-34347 FAX:(313) 84-88073 rbar@ford.com
Room: 1CP23Rokunda Ct #4 Mail Dep: LM410

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

From: Abar, Robert (R.B.)
Sent: Wednesday, June 04, 2003 8:10 AM
To: Casey, Joe (J.A.)
Subject: FW: Short info

Info for Wolfe assignment

Robert B. Abar
Manager, Powertrain

(313) 84-64247 FAX:(313) 84-88073 rbar@ford.com
Room: 1CP23Rokunda Ct #4 Mail Dep: LM410

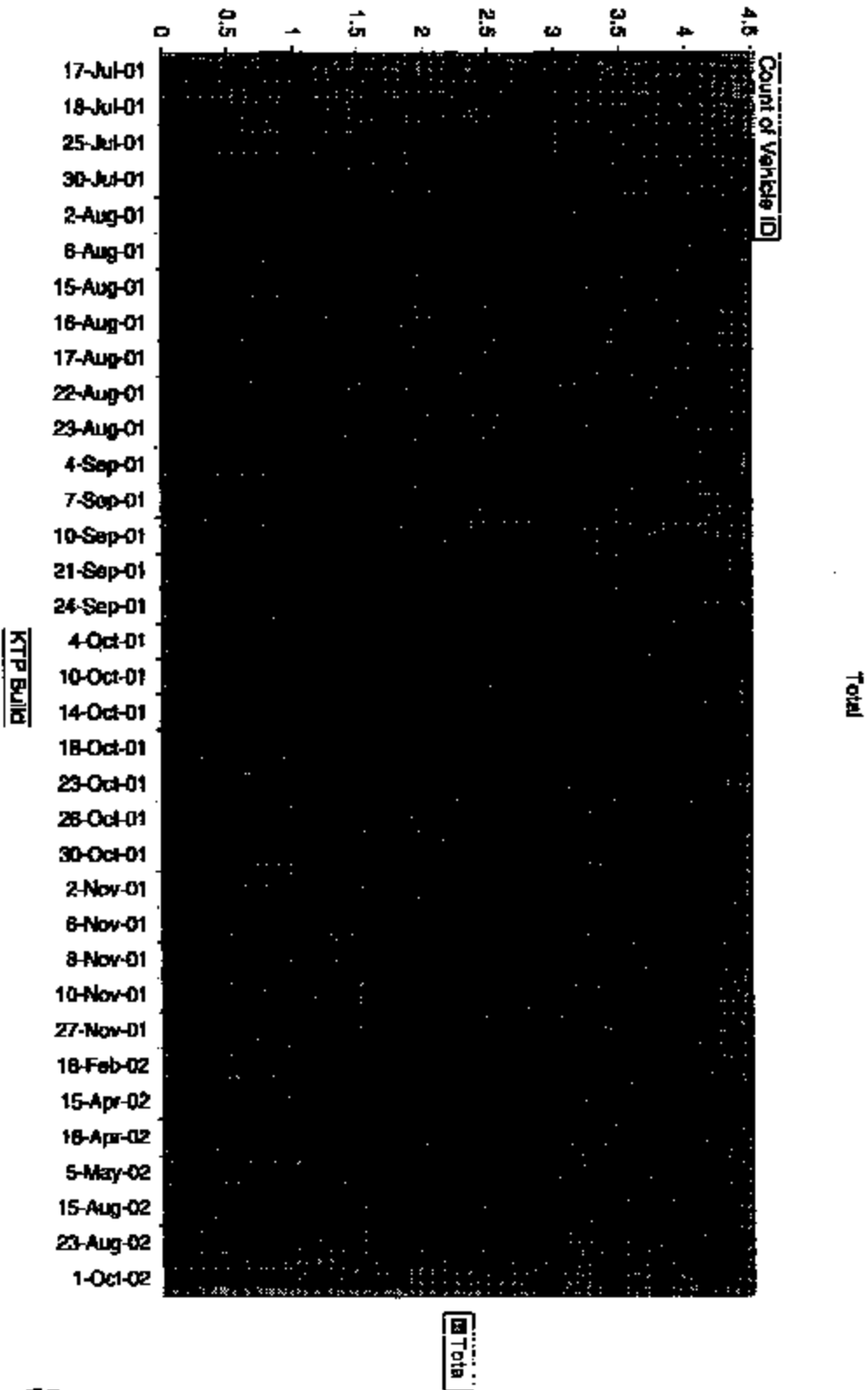
-----Original Message-----

From: West, Gregory (G.S.)
Sent: Tuesday, June 03, 2003 4:19 PM
To: Abar, Robert (R.B.)
Subject: FW: Short info

FYI, this is a list of trucks that Williams got failed pedals back from the field.
Note the KTP build dates pretty much ended late November 2002.

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

From: Miers, Jerry [mailto:jmiers@wmc.com]
Sent: Tuesday, June 03, 2003 4:10 PM
To: 'gwest2@ford.com'
Subject: Short info



Count of Vehicle ID	Total
KTP Build	
17-Jul-01	1
18-Jul-01	3
25-Jul-01	2
30-Jul-01	2
2-Aug-01	1
6-Aug-01	1
15-Aug-01	1
16-Aug-01	1
17-Aug-01	1
22-Aug-01	2
23-Aug-01	1
4-Sep-01	2
7-Sep-01	1
10-Sep-01	1
21-Sep-01	1
24-Sep-01	1
4-Oct-01	1
10-Oct-01	3
14-Oct-01	1
18-Oct-01	1
23-Oct-01	2
28-Oct-01	1
30-Oct-01	1
2-Nov-01	1
6-Nov-01	4
8-Nov-01	1
10-Nov-01	1
27-Nov-01	1
18-Feb-02	1
15-Apr-02	1
18-Apr-02	1
5-May-02	3
15-Aug-02	1
23-Aug-02	1
1-Oct-02	1
Grand Total	49

1FTX21F82	28-Aug-01	17-Jul-01	15-Oct-01	9/25/2002	14332	F250 4x4
1FTSX31F42	11-Jun-01	18-Jul-01	8-Sep-01	7/30/2002	15775	F350 4x4
1FTSX31F42	27-Jun-02	18-Jul-01	8-Sep-01	8/15/2002	16360	F350 4x4
1FTSX31F42	27-Jun-02	18-Jul-01	8-Sep-01	8/15/2002	16360	F350 4x4
1FDXF46F20	14-Jun-01	25-Jul-01	21-Sep-01	7/29/2002	15739	F450 4x2
1FDXF46F20	28-Aug-01	25-Jul-01	21-Sep-01	7/30/2002	15751	F450 4x2
1FDXF47F52	19-Jun-01	30-Jul-01	1-Oct-01	9/13/2002	14071	F450 4x4
1FDAF56FX2	18-Jun-01	30-Jul-01	9-Oct-01	4/22/2002	8900	F550 4x2
1FTWW32F7	27-Jun-02	2-Aug-01	11-Oct-01	9/16/2002	8488	F350 4x2
1FDWF36F8	27-Jun-01	8-Aug-01	20-Aug-01	5/14/2002	121	F350 4x4
1FDAF56F82	23-Oct-01	15-Aug-01	2-Apr-01	5/30/2002	3989	F550 4x2
1FTNW21F1	11-Jul-01	18-Aug-01	6-Oct-01	1/16/2002	5889	F250 4x4
1FTNW20F4	17-Jul-01	17-Aug-01	5-Oct-01	5/13/2002	3858	F250 4x2
1FTSX31F22	26-Jul-01	22-Aug-01	31-Aug-01	9/24/2002	68139	F350 4x4
1FTWW20F4	28-Aug-01	22-Aug-01	23-Oct-01	2/20/2002	3575	F250 4x2
1FDXF46F52	18-Dec-01	23-Aug-01	19-Feb-02	10/21/2002	8509	F450 4x2
1FTSW31F32	6-Aug-01	4-Sep-01	13-Sep-01	10/11/2002	34128	F350 4x4
1FDWF36F3	20-Jun-02	4-Sep-01	28-Jun-02	10/9/2002	11257	F350 4x2
1FTNW20F8	31-Dec-01	7-Sep-01	8-Nov-01	6/8/2002	15328	F250 4x2
1FDAF57FX2	9-Aug-01	10-Sep-01	3-Oct-01	3/28/2002	336	F550 4x4
1FTSX31F32		21-Sep-01	19-Oct-01	12/3/2001	1407	F350 4x4
1FTNW21F8	29-Aug-01	24-Sep-01	21-Dec-01	12/26/2001	2002	F250 4x4
1FTSX31F32	5-Sep-01	4-Oct-01	20-Oct-01	7/18/2002	20891	F350 4x4
1FTSW31F2	28-Aug-01	10-Oct-01	23-Oct-01	1/30/2002	6229	F350 4x4
1FTSW31F2	12-Sep-01	10-Oct-01	23-Oct-01	1/28/2002	6222	F350 4x4
1FDAF56FX2	12-Sep-01	10-Oct-01	25-Jan-02	3/21/2002	1004	F350 4x2
1FTX21F82	31-Dec-01	14-Oct-01	28-Mar-02	4/12/2002	517	F250 4x4
1FDAF56F32	31-Dec-01	18-Oct-01	31-May-02	7/5/2002	2222	F550 4x2
1FTNW21F8	27-Sep-01	23-Oct-01	29-Nov-01	3/5/2002	4788	F250 4x4
1FTNW21F8	27-Sep-01	23-Oct-01	29-Nov-01	3/4/2002	4732	F250 4x4
1FTNW21F4	20-Jul-01	28-Oct-01	###	3/8/2002	215	F250 4x4
1FTNW20F8	4-Oct-01	30-Oct-01	21-Jun-01	9/30/2002	5708	F250 4x2
1FTNW21F8	24-Jul-01	2-Nov-01	10-Dec-01	1/8/2002	636	F250 4x4
1FTNW21F8	9-Oct-01	8-Nov-01	27-Mar-02	4/5/2002	1292	F250 4x4
1FTWW33F1	9-Oct-01	6-Nov-01	13-Nov-01	8/20/2002	5570	F350 4x4
1FTNW21F8	18-Jan-02	6-Nov-01	27-Mar-02	4/18/2002	1352	F250 4x4
1FTWW33F1	15-Jul-02	8-Nov-01	19-Nov-01	8/19/2002	5584	F350 4x4
1FTWW33F7	10-Oct-01	8-Nov-01	21-Dec-01	1/28/2002	1300	F350 4x4
1FTNF21F72	15-Oct-01	10-Nov-01	8-Dec-01	8/8/2002	19088	F250 4x4
1FTSW31F12	28-Aug-01	27-Nov-01	28-Dec-01	2/4/2002	3811	F350 4x4
1FDAF56F72	4-Feb-02	18-Feb-02	3-Apr-02	4/29/2002	185	F550 4x2
1FTWW33F8	27-Mar-02	15-Apr-02	10-May-02	10/25/2002	9161	F350 4x4
1FTSW30F12	3-Apr-02	18-Apr-02	7-Sep-02	10/14/2002	4297	F350 4x2
1FTWX33F02	17-Apr-02	6-May-02	28-Aug-02	9/4/2002	574	F350 4x4
1FTNW21FX	23-Apr-02	5-May-02	28-Sep-02	11/8/2002	3275	F250 4x4
1FDWX37F52	17-Apr-25	5-May-02	31-Jul-02	8/3/2002	881	F350 4x4
3FTSW31F02	19-Jun-02	15-Aug-02	24-Oct-02	7/12/2002	14777	F350 4x4
1FDXF46F52	18-Jun-02	23-Aug-02	19-Feb-02	10/23/2002	8577	F450 4x2
1FDAF56F02	20-Jun-02	1-Oct-02	21-Jun-02	7/8/2002	310	F550 4x2

From: Kramer, Michael (M.T.)
Sent: Monday, November 11, 2002 5:13 PM
To: Kramer, Michael (M.T.)
Subject: RE: Pedal reliability analysis

for files

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT & OPD PT PMT (non-MCR)

Six Sigma Black Belt

Phone/fax: (313) 594-2003

Page: (313) 201-8862 (beep); <<http://m4.detroit.ford.com/cis/teseeae?>> (internal text); <<http://m4main1.com>> (external text)

Email: mikramer1 (internal); mikramer1@ford.com (external)

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

From: Griffin, Jacqueline (J.)
Sent: Monday, November 11, 2002 4:55 PM
To: Kramer, Michael (M.T.)
Subject: RE: Pedal reliability analysis

I have included two files. One has USA sold and repaired only and the second file has all of North America. Please review these to make sure I have given you the correct information. I used 150,000 miles for the mileage projection and 120 months for the TIS projection. Please let me know if you need anything else.

<< File: Adjustable Pedal for P131-U137 NA.ppt >> << File: Adjustable Pedal for P131-U137 USA.ppt >>

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

From: Kramer, Michael (M.T.)
Sent: Monday, November 11, 2002 10:44 AM
To: Griffin, Jacqueline (J.)
Subject: Pedal reliability analysis

Attached is what was previously provided by Raghu. I dropped off the AWS input statement info. on your chair earlier this morning.

<< File: reliability reports (all slides).ppt >>

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT & OPD PT PMT (non-MCR)

Six Sigma Black Belt

Phone/fax: (313) 594-2003

Page: (313) 201-8862 (beep); <<http://m4.detroit.ford.com/cis/teseeae?>> (internal text); <<http://m4main1.com>> (external text)

Email: mikramer1 (internal); mikramer1@ford.com (external)

From: Abar, Robert (R.B.)
Sent: Wednesday, June 04, 2003 12:51 PM
To: West, Gregory (G.S.); Case, Joseph (J.E.)
Cc: Abar, Robert (R.B.)
Subject: FW: Short info

Sheet 5 or Chart 1 may be of interest as back up info

Robert B. Abar

Manager, Forestry

(313) 84-54247 FAX:(313) 24-08973 rbar@ford.com
Room: 1CP20Rotunda 01 #4 Mail Drop: LM410

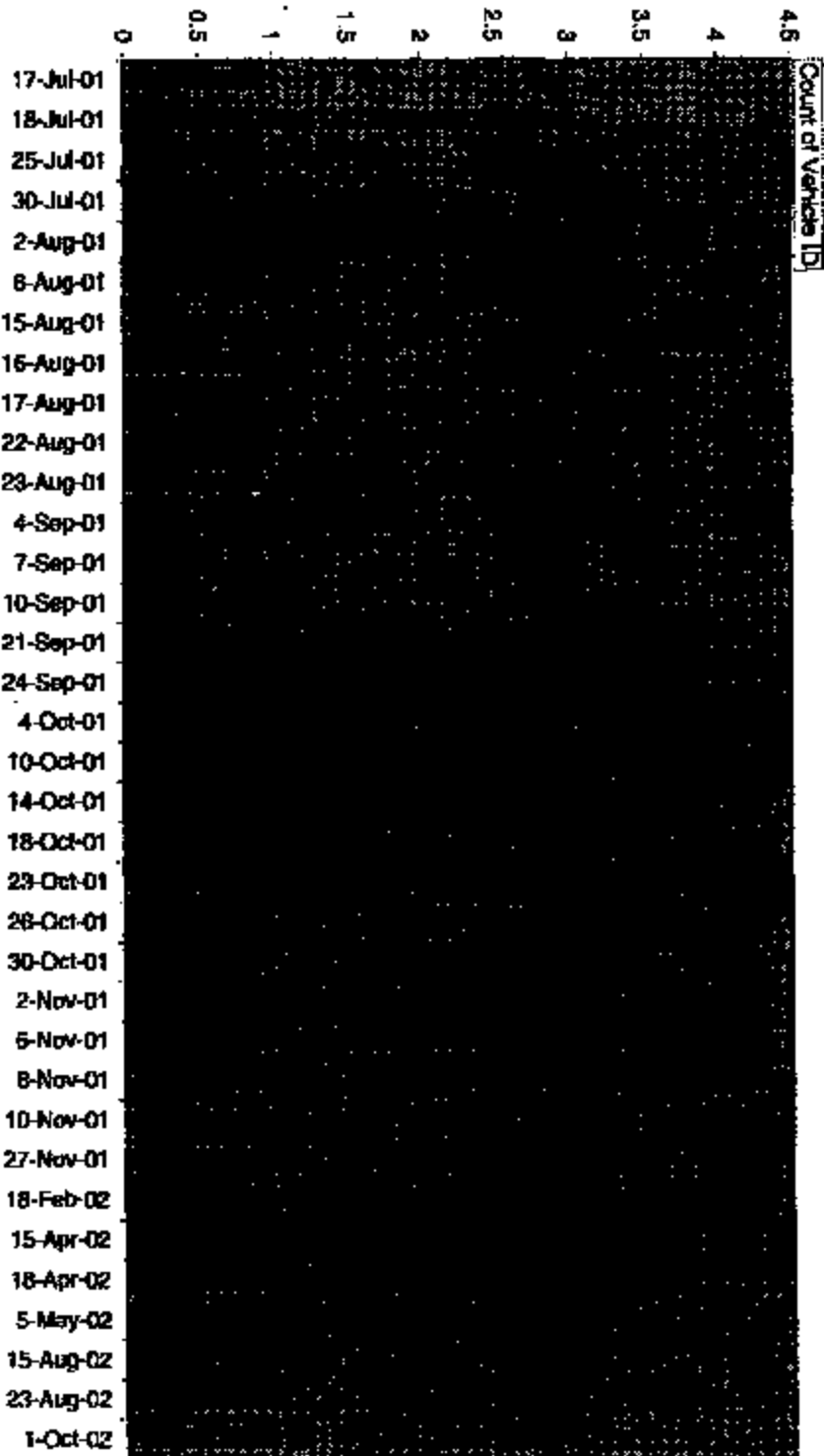
-----Original Message-----

From: West, Gregory (G.S.)
Sent: Tuesday, June 03, 2003 4:19 PM
To: Abar, Robert (R.B.)
Subject: FW: Short info

this is a list of trucks that Williams got failed pedals back from the field.
.....the KTP build dates pretty much ended late November 2002.

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

From: Miers, Jerry [mailto:jmiers@wmc.com]
Sent: Tuesday, June 03, 2003 4:10 PM
To: 'jwes2@ford.com'
Subject: Short info



KTP Build

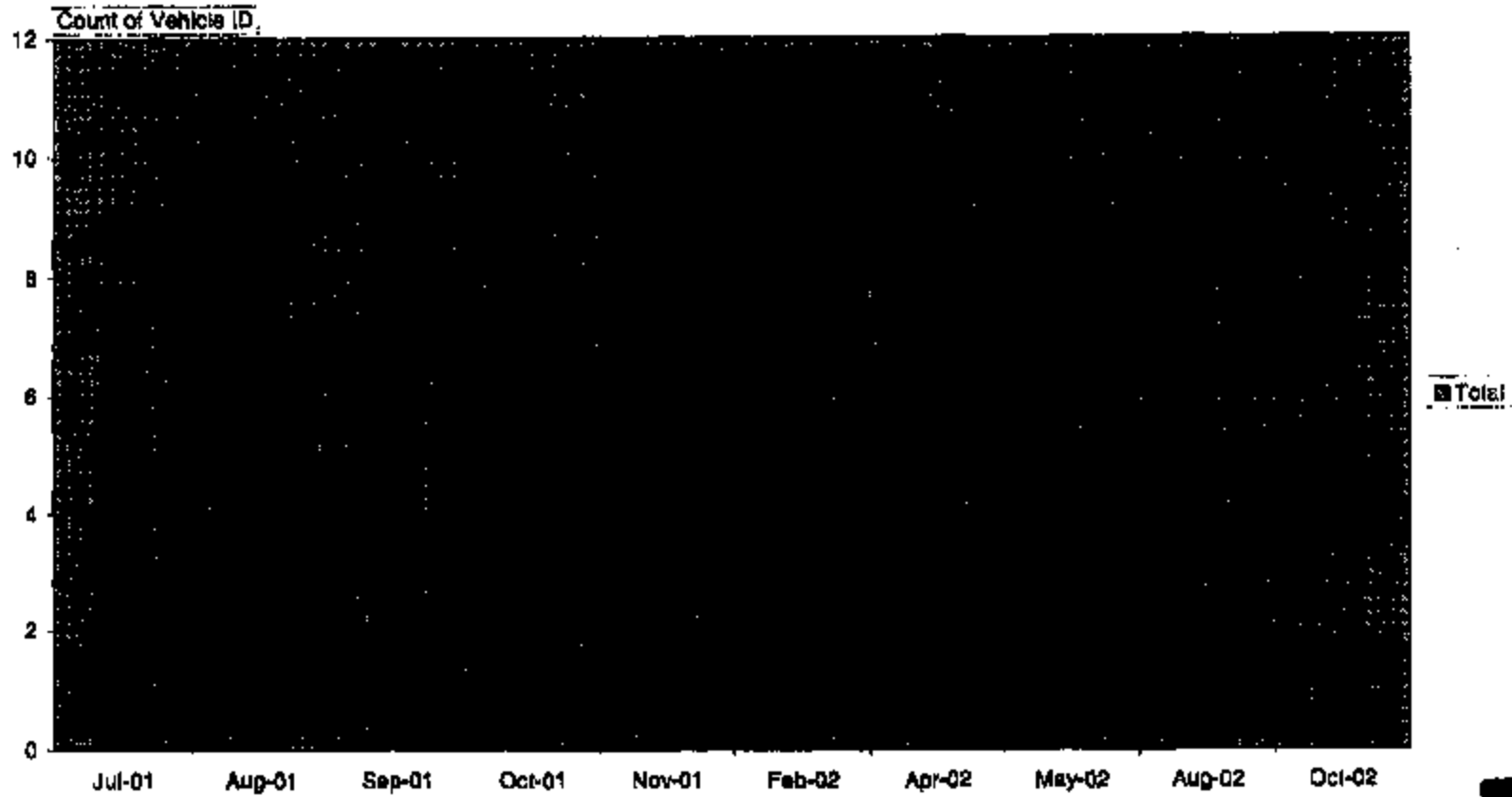
Total

Total



Count of Vehicle ID	
KTP Built	Total
17-Jul-01	1
18-Jul-01	3
25-Jul-01	2
30-Jul-01	2
2-Aug-01	1
6-Aug-01	1
15-Aug-01	1
16-Aug-01	1
17-Aug-01	1
22-Aug-01	2
23-Aug-01	1
4-Sep-01	2
7-Sep-01	1
10-Sep-01	1
21-Sep-01	1
24-Sep-01	1
4-Oct-01	1
10-Oct-01	3
14-Oct-01	1
16-Oct-01	1
23-Oct-01	2
25-Oct-01	1
30-Oct-01	1
2-Nov-01	1
6-Nov-01	4
8-Nov-01	1
10-Nov-01	1
27-Nov-01	1
18-Feb-02	1
15-Apr-02	1
18-Apr-02	1
5-May-02	3
15-Aug-02	1
23-Aug-02	1
1-Oct-02	1
Grand Total	49

Total

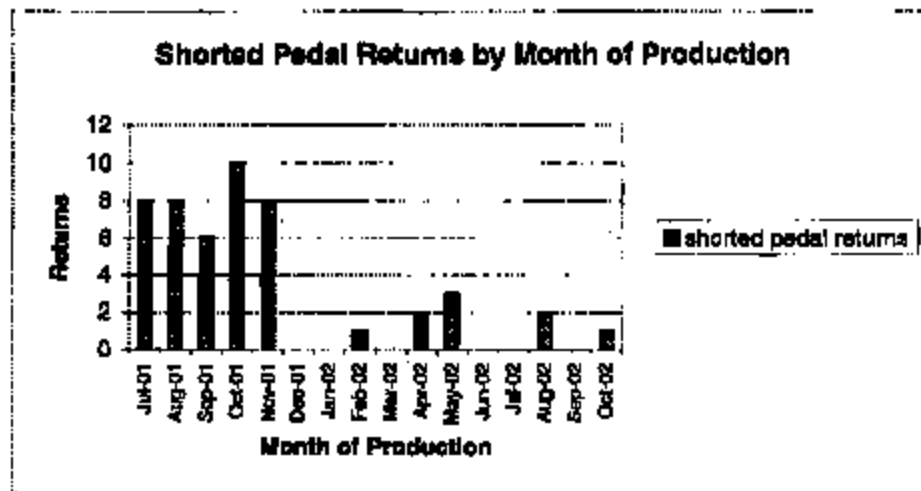


KTP Build

PERI-04 37539

Count of Vehicle ID	
KTP Bulid2	Total
Jul-01	8
Aug-01	8
Sep-01	6
Oct-01	10
Nov-01	8
Feb-02	1
Apr-02	2
May-02	3
Aug-02	2
Oct-02	1
Grand Total	49

Jul-01	8
Aug-01	8
Sep-01	6
Oct-01	10
Nov-01	8
Dec-01	0
Jan-02	0
Feb-02	1
Apr-02	2
May-02	3
Jun-02	0
Jul-02	0
Aug-02	2
Sep-02	0
Oct-02	1



WPS Bold	KTP Bold	ATWSD, 18	FC/Dep. 3	Miss	Vertical	Type	KTP Bold
1FTNX21F82	28-Aug-01	17-Jul-01	15-Oct-01	9/25/2002	14332	F250 4x4	Jul-01
1FTSX31F42	11-Jun-01	18-Jul-01	8-Sep-01	7/30/2002	15775	F350 4x4	Jul-01
1FTSX31F42	27-Jun-02	18-Jul-01	8-Sep-01	8/15/2002	16360	F350 4x4	Jul-01
1FTSX31F42	27-Jun-02	18-Jul-01	8-Sep-01	8/15/2002	16360	F350 4x4	Jul-01
1FDXF46F82	14-Jun-01	25-Jul-01	21-Sep-01	7/28/2002	15739	F450 4x2	Jul-01
1FDXF46F82	28-Aug-01	25-Jul-01	21-Sep-01	7/30/2002	15751	F450 4x2	Jul-01
1FDXF47F52	19-Jun-01	30-Jul-01	1-Oct-01	9/13/2002	14071	F450 4x4	Jul-01
1FDAF58FX2	19-Jun-01	30-Jul-01	9-Oct-01	4/22/2002	8900	F550 4x2	Jul-01
1FTWW32F7	27-Jun-02	2-Aug-01	11-Oct-01	9/16/2002	6488	F350 4x2	Aug-01
1FDWF38F82	27-Jun-01	8-Aug-01	20-Aug-01	5/14/2002	121	F350 4x4	Aug-01
1FDAF58F82	23-Oct-01	15-Aug-01	2-Apr-01	5/30/2002	3889	F350 4x2	Aug-01
1FTNW21F12	11-Jul-01	18-Aug-01	6-Oct-01	1/18/2002	5889	F250 4x4	Aug-01
1FTNW20F42	17-Jul-01	17-Aug-01	5-Oct-01	5/13/2002	3858	F250 4x2	Aug-01
1FTSX31F22	26-Jul-01	22-Aug-01	31-Aug-01	9/24/2002	88138	F350 4x4	Aug-01
1FTWW20F4	28-Aug-01	22-Aug-01	23-Oct-01	2/20/2002	3875	F250 4x2	Aug-01
1FDXF46F52	18-Dec-01	23-Aug-01	19-Feb-02	10/21/2002	8508	F450 4x2	Aug-01
1FTSW31F82	6-Aug-01	4-Sep-01	13-Sep-01	10/11/2002	34128	F350 4x4	Sep-01
1FDWF38F32	20-Jun-02	4-Sep-01	26-Jun-02	10/8/2002	11257	F350 4x2	Sep-01
1FTNW20F82	31-Dec-01	7-Sep-01	8-Nov-01	8/8/2002	15528	F250 4x2	Sep-01
1FDAF67FX2	9-Aug-01	10-Sep-01	3-Oct-01	3/28/2002	336	F550 4x4	Sep-01
1FTSX31F32		21-Sep-01	19-Oct-01	12/3/2001	1407	F350 4x4	Sep-01
1FTNW21F82	29-Aug-01	24-Sep-01	21-Dec-01	12/28/2001	2002	F250 4x4	Sep-01
1FTSX31F32	5-Sep-01	4-Oct-01	20-Oct-01	7/18/2002	20891	F350 4x4	Oct-01
1FTSW31F22	28-Aug-01	10-Oct-01	23-Oct-01	1/30/2002	6229	F350 4x4	Oct-01
1FTSW31F22	12-Sep-01	10-Oct-01	23-Oct-01	1/28/2002	6222	F350 4x4	Oct-01
1FDAF68FX2	12-Sep-01	10-Oct-01	25-Jan-02	3/21/2002	1004	F550 4x2	Oct-01
1FRNX21F82	31-Dec-01	14-Oct-01	28-Mar-02	4/12/2002	517	F250 4x4	Oct-01
1FDAF68F22	31-Dec-01	18-Oct-01	31-May-02	7/5/2002	2222	F550 4x2	Oct-01
1FTNW21F82	27-Sep-01	23-Oct-01	29-Nov-01	3/5/2002	4768	F250 4x4	Oct-01
1FTNW21F82	27-Sep-01	23-Oct-01	29-Nov-01	3/4/2002	4732	F250 4x4	Oct-01
1FTNW21F42	20-Jul-01	28-Oct-01	###	3/8/2002	215	F250 4x4	Oct-01
1FTNW20F82	4-Oct-01	30-Oct-01	21-Jun-01	9/30/2002	5708	F250 4x2	Oct-01
1FTNW21F82	24-Jul-01	2-Nov-01	10-Dec-01	1/8/2002	636	F250 4x4	Nov-01
1FTNW21F82	9-Oct-01	6-Nov-01	27-Mar-02	4/6/2002	1282	F250 4x4	Nov-01
1FTWW33F1	9-Oct-01	6-Nov-01	13-Nov-01	8/20/2002	5670	F350 4x4	Nov-01
1FTNW21F82	18-Jan-02	6-Nov-01	27-Mar-02	4/18/2002	1352	F250 4x4	Nov-01
1FTWW33F1	15-Jul-02	6-Nov-01	13-Nov-01	8/19/2002	5584	F350 4x4	Nov-01
1FTWW33F7	10-Oct-01	6-Nov-01	21-Dec-01	1/28/2002	1300	F350 4x4	Nov-01
1FTNF21F72	15-Oct-01	10-Nov-01	8-Dec-01	8/8/2002	19088	F250 4x4	Nov-01
1FTSW31F12	28-Aug-01	27-Nov-01	26-Dec-01	2/4/2002	3811	F350 4x4	Nov-01
1FDAF68F72	4-Feb-02	18-Feb-02	3-Apr-02	4/29/2002	185	F550 4x2	Feb-02
1FTWW33F8	27-Mar-02	13-Apr-02	10-May-02	10/25/2002	9161	F350 4x4	Apr-02
1FTSW30F12	3-Apr-02	18-Apr-02	7-Sep-02	10/14/2002	4297	F350 4x2	Apr-02
1FTWX33F02	17-Apr-02	5-May-02	28-Aug-02	9/4/2002	574	F350 4x4	May-02
1FTNW21FX2	23-Apr-02	5-May-02	28-Sep-02	11/8/2002	3275	F250 4x4	May-02
1FDWX37F52	17-Apr-25	5-May-02	31-Jul-02	9/3/2002	881	F350 4x4	May-02
3FTSW31F02	19-Jun-02	15-Aug-02	24-Oct-02	7/12/2002	14777	F350 4x4	Aug-02
1FDXF46F52	18-Jun-02	23-Aug-02	18-Feb-02	10/23/2002	8577	F450 4x2	Aug-02
1FDAF58F02	20-Jun-02	1-Oct-02	21-Jun-02	7/8/2002	310	F550 4x2	Oct-02

From: Kronberg, Arnold (A.W.)
Sent: Monday, September 23, 2002 3:18 PM
To: McDonagh, Scot (S.M.)
Cc: Liposky, Lawrence (L.J.); Kramer, Michael (M.T.); West, Gregory (G.S.)
Subject: RE: Diesel ETC Pedals

The operation is different on California and Federal calibrations.

Federal

On the federal the MIL will stay on as long as the fault is present.

California

On the California, the MIL will come on in the second consecutive drive cycle in which the fault occurs. If the fault clears, the MIL will extinguish after three consecutive drive cycles without a fault. Otherwise it stays on. After 40 consecutive warm up cycles, the code is erased from continuous memory.

Regards,

Arnold Kronberg

Diesel Powertrain Calibration
Phone: 313-246-8280 Fax: 313-337-1712 Pager: 888-442-0255
E-Mail: akronber@ford.com
Text page: (mailto:8884420255@airtouchpaging.com)

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

From: McDonagh, Scot (S.M.)
Sent: Monday, September 23, 2002 1:27 PM
To: Kronberg, Arnold (A.W.)
Cc: Liposky, Lawrence (L.J.); Kramer, Michael (M.T.); West, Gregory (G.S.)
Subject: Diesel ETC Pedals

Hi Arnie- When a P-131/U-137 trips a P0221 MIL light does the light stay on until the customer goes to the dealer and has the code cleared or does it go off until the pedal is a total failure ??

Scot G. McDonagh

Super-Duty/Excursion
Powertrain Quality Leader
Phone- (313) 337-8091
Fax- (313) 621-8083
E-Mail: smcdonag@ford.com

From: Mitchell, Vicky (V.B.)
Sent: Tuesday, August 06, 2002 8:19 AM
To: Flynn, Pat (J.P.); Williams, Brent (B.A.)
Cc: McDonagh, Scot (S.M.)
Subject: RE: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAIMS

Please note revised DTC Summary Report for your information and use:



Revised PEDAL DTC
Summary Repo...

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

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 06, 2002 7:25 AM
To: Mitchell, Vicky (V.B.); Flynn, Pat (J.P.); Williams, Brent (B.A.)
Cc: Kramer, Michael (M.T.); West, Gregory (G.S.); Upsoy, Lawrence (L.L.)
Subject: RE: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAIMS

Thanks Vicky-

Pat/Brent- Who at KTP could pull End-of-Line test data for the enclosed VIN'S ?? Teleflex Engineering requested this at yesterday's meeting. Please advise. Thanks.

<< File: PEDAL.xls >>

Scot G. McDonagh
Super-Duty/Excursion
Powertrain Quality Leader
Phone - (313) 337-8091
Pager - (734) 670-5742
Fax - (313) 621-8083
E-Mail: smcdonag@ford.com

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

From: Mitchell, Vicky (V.B.)
Sent: Monday, August 05, 2002 3:25 PM
To: McDonagh, Scot (S.M.); West, Gregory (G.S.); Upsoy, Lawrence (L.L.)
Cc: Kramer, Michael (M.T.)
Subject: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAIMS

Please note the attached file which contains 2002 Teleflex warranty "claims" and pareto's for your analysis and review. Any questions or concerns may be addressed to VMITCHEL or MKRAMER1.

<< File: PEDAL.xls >>

FORD-844 3877

**2002 MY Super Duty/Excursion
- 23CZ 9F836 - TELEFLEX PEDAL**



DTC CODE(S) SUMMARY REPORT

TOTAL # of TELEFLEX Claims: 1,450

DTC Code(s): # of Occurrences:

PO122	5*
PO123	7
PO221	237*
	<hr/>
	249
	<hr/>

*Revised

Engle, Jim (J.J.)

From: Pyle, Ken [kpyle@wmc.com]
Sent: Tuesday, September 23, 2003 4:28 PM
To: 'jengle2@ford.com'
Cc: Velal, Ron; Miers, Jerry

Jim,

As you requested, attached are the following documents:

1. Part Warranty Return Analysis - The process Williams follows to evaluate warranty parts returned from the dealerships.
2. Part Tear Down procedure - The process we follow to teardown ETCs to evaluate/determine failure mode.
3. Warranty IC Program - A pareto of failure modes associated IC (Ford single track) warranty parts returned to our facility.

Let me know if there is any additional information you require. Our email addresses are:

Ron Velal	Vice President - Williams Controls, Florida Operations	rvl@wmc.com
Jerry Miers	Quality Manager	jmiers@wmc.com
Ken Pyle	General Manager	kpyle@wmc.com

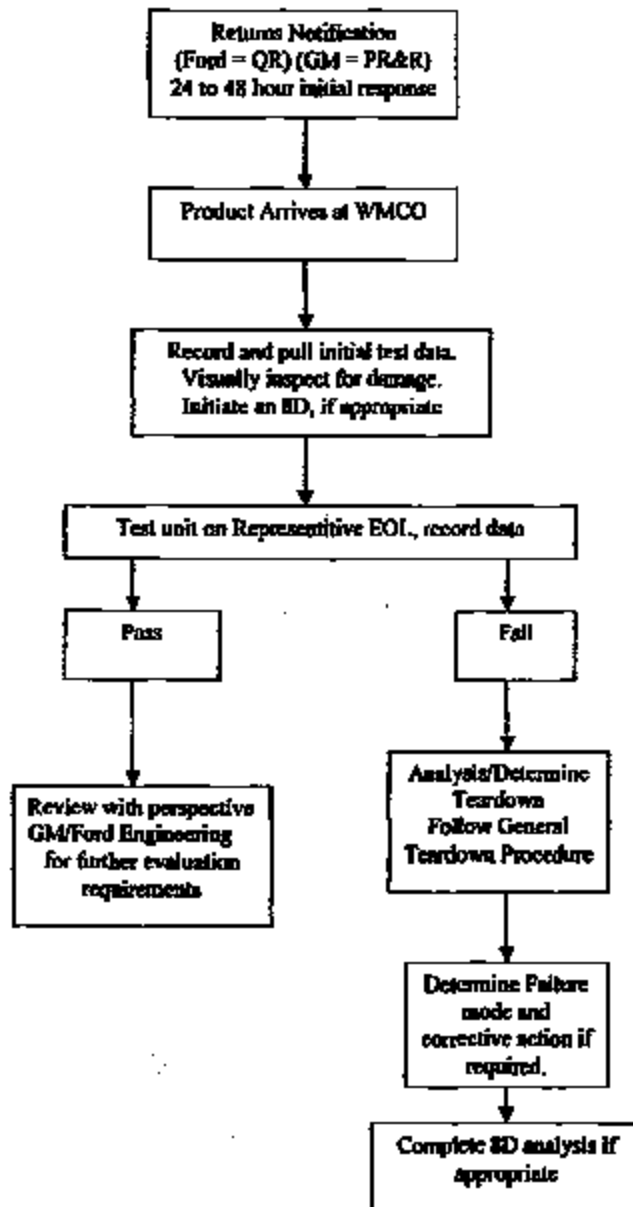
Ken Pyle
General Manager
Williams Control
(841)727-5566 x15

2/10/2004

PE83-844 38462


PRODUCED BY FORD SUBJECT TO PROTECTIVE ORDER

Part Return Analysis Procedure



PER3-844 38483

PRODUCED BY FORD SUBJECT TO PROTECTIVE ORDER

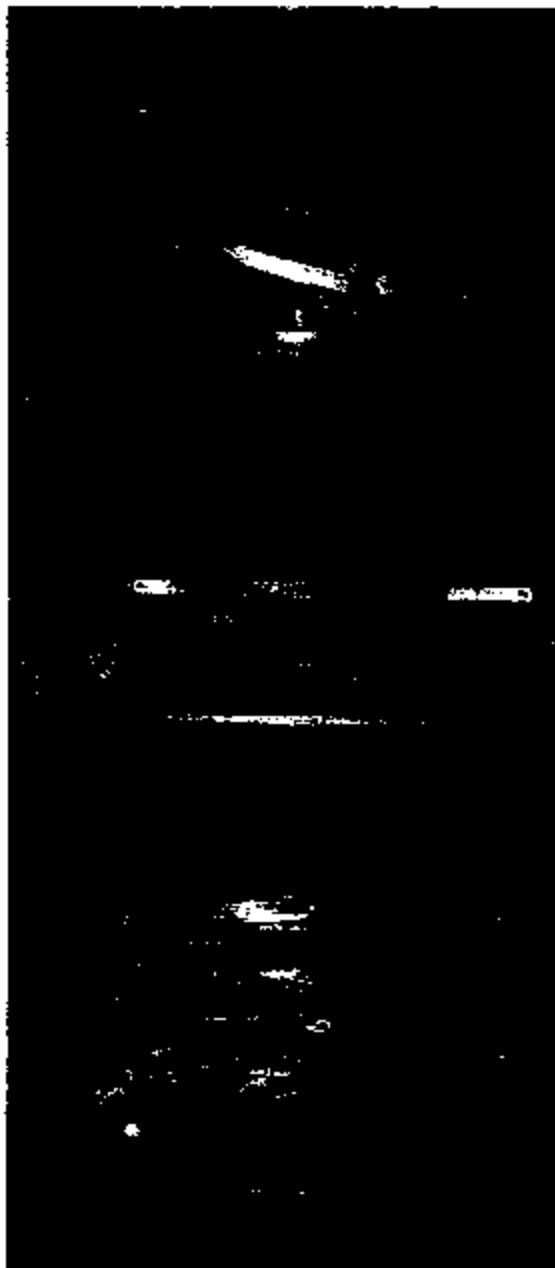


Procedure to teardown a GMX pedal

- Procedure to tear down when there is a need to inspect sensor internal components
- Only the spacer and the idle pin will be damaged by tear down
- Any deviation from this procedure should noted accordingly

PE83-041 38464

PRODUCED BY FORD SUBJECT TO PROTECTIVE ORDER



Examine the pedal
for marks that may
suggest mis-use,
transport damage or
any other possible
defect

Your basic tools
should consist of a
Hack saw, pair of
sharp snips and a
flat short handle
screw driver

Make sure that all
components are
saved after tear
down for later
identification and
proper archive

FEB-84 3845

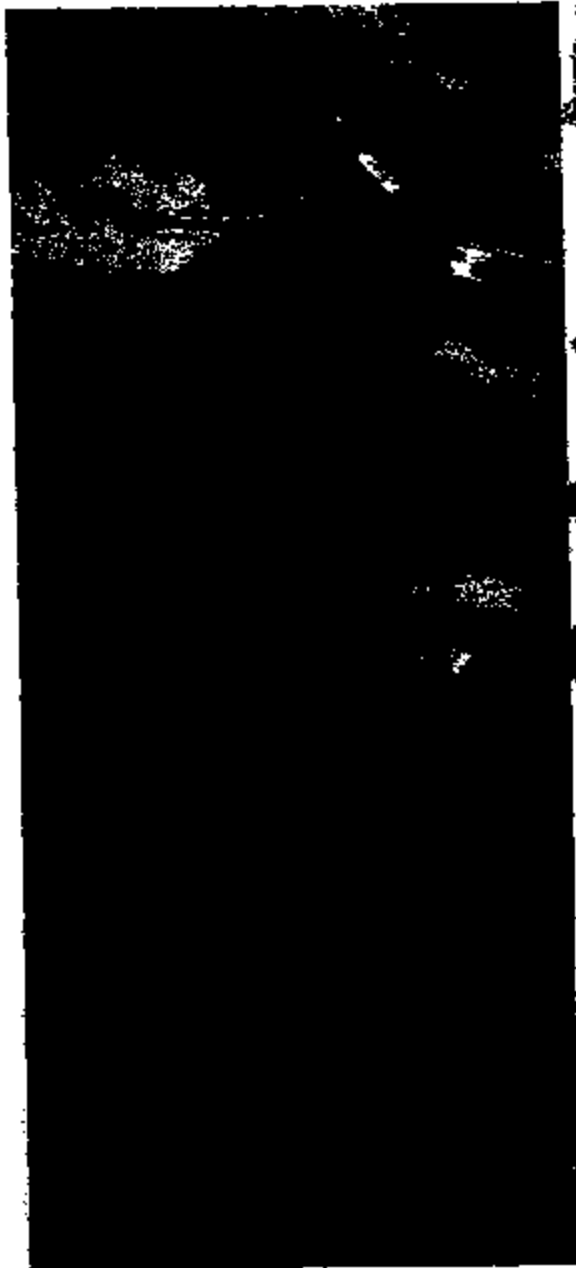


Insert the screw driver between the spacer and the bracket. Twist the screw driver using the plastic portion of the spacer.

Secure the bracket on a vise, ensuring only the bracket is clamped and that it is leveled.

Use the hack saw to cut the Idle pin. The cut should be on the inside wall of the bracket closest to the wall itself.

FEB-844 38488



Use the screw
to remove
the rivet head
the already cut
pin

Use the screw
to push
rest of the idle pin.
The debris
should remain in
place

With one hand,
secure the sensor
while with the
other hand gently
remove the debris
cover

FEB-94 38487

PRODUCED BY FORD SUBJECT TO PROTECTIVE ORDER

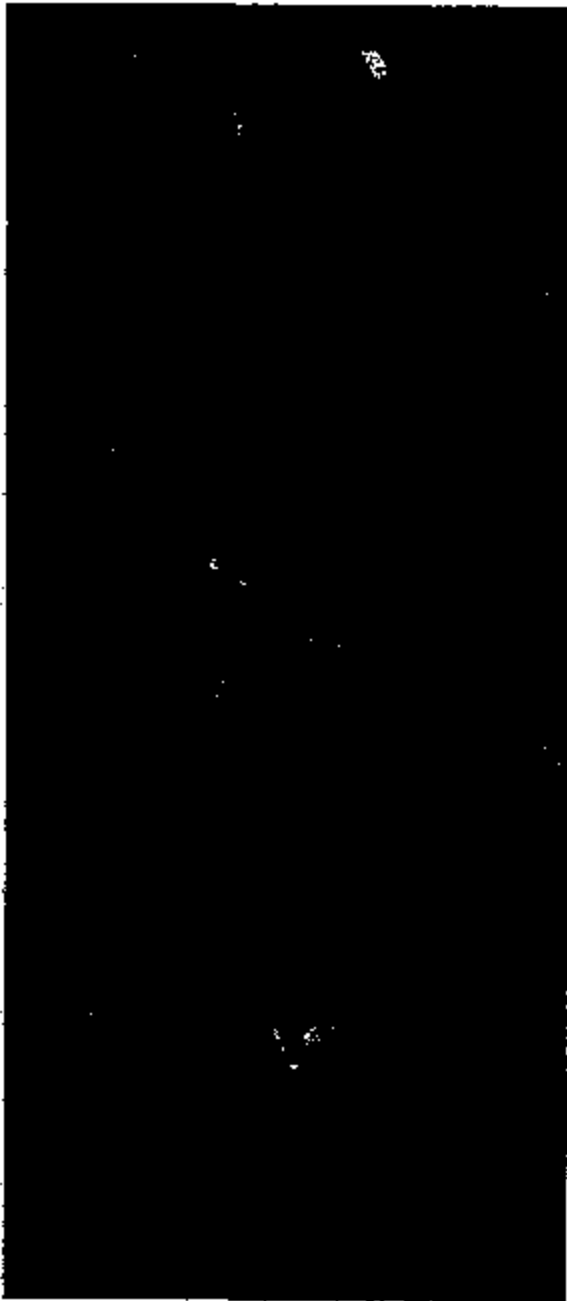


While looking
down the sensor
remove the sensor
from the base

Make sure that the
sensor is in the
CCW in reference
to the lever

With the sensor in
that position,
gently rotate the
lever until the "G"
tabs clear the
bracket

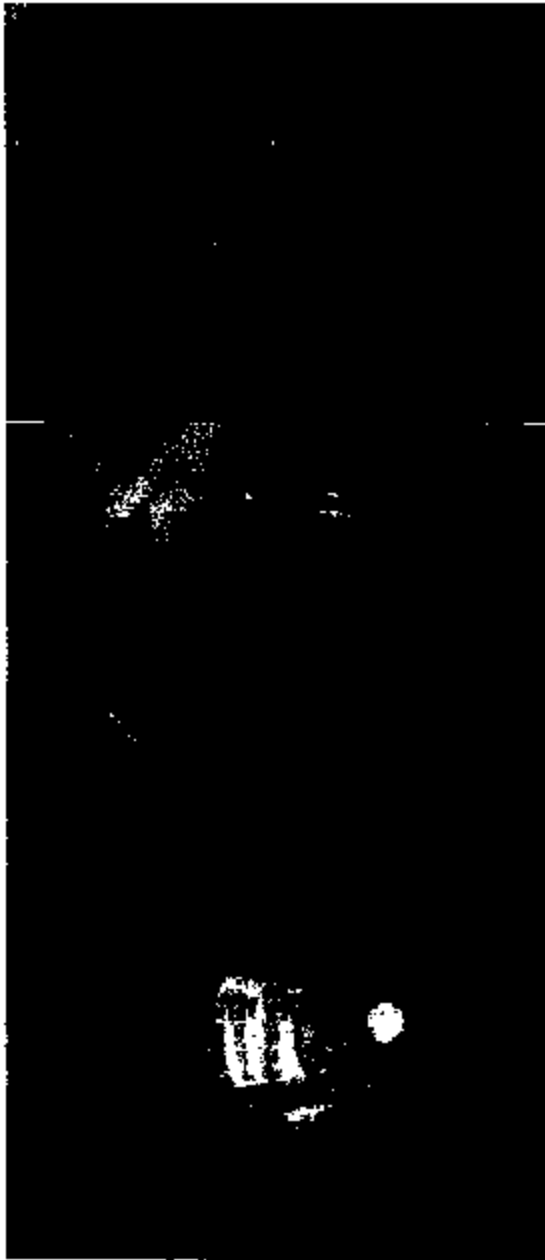
F802-644 30488



ave
will
out from
the brace

When using the
screw driver
release the
lever, insert the
screw driver
between the
housing and the
cover and twist
gently. Repeat this
operation thru out
the entire perimeter
of the sensor until
you feel the cover is
loose

PHS-044 38489



cover with sensor
is ready for
examination

If instructed to remove
the rotor, gently cut
the tabs that connect to
the brushes one by
one, make sure the cut
portion does not
"jump out"

After completion
the parts exposed
should look like this

FEB-84 3847B

Conroy, Jerry (J.R.)

From: Conroy, Jerry (J.R.)
Sent: Thursday, October 23, 2003 9:58 AM
To: Merrell, Robert (R.J.)
Cc: Lipoeky, Lawrence (L.J.); West, Gregory (G.S.); McDonagh, Scol (S.M.); Hartwig, Tom (T.T.)
Subject: Diesel Pedal Field Returns

Larry's group is trying to control & understand pedal replacements. They would like us to help them with culling out true failures coming back from the field. The purpose of this note is to get you started with helping them & to define some of the conditions I heard from talking with them.

1. Greg will be receiving parts & conduct an initial sort of the pedals. For pedals found where the dealer did not follow the WAN, he will be charging the dealer back for that repair. He will also cull out pedals where there is clear indications of a failure & send these directly to the appropriate suppliers for loaddown/root cause analysis.
2. For potential TNIs, he will supply you with these pedals & I asked him to try & determine which have the highest potential for TNI based on claims data supplied to him.
3. I would like you to get these installed on vehicles. Going in, Larry & Greg think some will show failure modes immediately on operation after installed. I hope this is that simple. For those, tag with recorded codes or conditions & get those parts back to Greg for supplier analysis.
4. For the pedals that do not show failure modes right off the bat, let's run them on for a reasonable period of time to see if we can detect an intermittent failure or duplicate the conditions that produce the customer failure mode. Important part here is Greg supplying the information available with the pedal so that we understand what conditions the customer experienced the failure mode & what condition the failure mode produced (i.e.: hesitation, lag, etc.).

PE83-044 38682

Conroy, Jerry (J.R.)

From: McDonagh, Scot (S.M.)
Sent: Thursday, October 23, 2003 10:14 AM
To: Conroy, Jerry (J.R.)
Subject: RE: Diesel Pedal Field Returns



7.3L - 6.0L or Both ??

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

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

From: Conroy, Jerry (J.R.)
Sent: Thursday, October 23, 2003 9:56 AM
To: Merrill, Robert (R.J.)
Cc: Lipsky, Lawrence (L.); West, Gregory (G.S.); McDonagh, Scot (S.M.); Harbick, Tom (T.T.)
Subject: Diesel Pedal Field Returns

Larry's group is trying to control & understand pedal replacements. They would like us to help them with cutting out true failures coming back from the field. The purpose of this note is to get you started with helping them & to define some of the conditions I heard from talking with them.

1. Greg will be receiving parts & conduct an initial sort of the pedals. For pedals found where the dealer did not follow the WAN, he will be charging the dealer back for that repair. He will also cut out pedals where there is clear indications of a failure & send these directly to the appropriate suppliers for teardown/root cause analysis.
2. For potential TN's, he will supply you with these pedals & I asked him to try & determine which have the highest potential for TN based on claims data supplied to him.
3. I would like you to get these installed on vehicles. Going in, Larry & Greg think some will show failure modes immediately on operation after installed. I hope life is that simple. For those, tag with recorded codes or conditions & get those parts back to Greg for supplier analysis.
4. For the pedals that do not show failure modes right off the bat, let's run them on for a reasonable period of time to see if we can detect an intermittent failure or duplicate the conditions that produce the customer failure mode. Important part here is Greg supplying the information available with the pedal so that we understand what conditions the customer experienced the failure mode & what condition the failure mode produced (i.e.: hesitation, lag, etc.).

FR03-044 38006

From: Shipp, Terri (T.L.)
Sent: Friday, March 07, 2003 8:25 AM
To: Liposky, Lawrence (L.J.); Abar, Robert (R.B.); Kramer, Michael (M.T.); West, Gregory (G.S.)
Cc: Reed Jr., Bill (W.P.); Gleeghem, Tom (T.A.)
Subject: RE: PT Quarterback Review - Emerging Issue - E-Tracker 328534

Larry - Below is the abbreviated pro-forma. As discussed last night, you may only have information for the "DEFINE VOICE OF THE CUSTOMER" section.



CD 6-Panel
Template.ppt

Terri Shipp

Ford Motor Company
P/T Attributes and Standards Department
NAE P/T Campaign Prevention Specialist
(Phone) 313-33-73831 / (Fax) 313-62-16020
(Pager) 313-795-1878
Cube 1AF12, MD #3, FPC-A
tslipp@ford.com <<mailto:tslipp@ford.com>>
www.ford.com <<http://www.ford.com>>

—Original Message—

From: Liposky, Lawrence (L.J.)
Sent: Friday, March 07, 2003 7:35 AM
To: Abar, Robert (R.B.); Kramer, Michael (M.T.); West, Gregory (G.S.); Shipp, Terri (T.L.)
Cc: Reed Jr., Bill (W.P.); Gleeghem, Tom (T.A.)
Subject: RE: PT Quarterback Review - Emerging Issue - E-Tracker 328534

Bob, Greg West is meeting with calibration today to run 4 Williams pedals across an instrumented truck. Also have verbal commitment from Teleflex to have 4 returned pedals here today by noon for same. Greg pulled warranty data and confirmed no DTC associated with any of these pedals. Out of all the pedals captured in AWS, three pedals have been reported with DTC codes but unfortunately have not been returned/found in the system.

Bob, I agree with statement of 6 panel. Had this discussion with Tom Gleeghem last night and had buy-in to update status one pager) by C.O.B. tonight so he may include in Tuesday's presentation. I will get status of Greg's findings out tonight. Terry, can you please forward pro-forma you need this in. Thanks

Larry Liposky
Supervisor - Accelerator Controls
Tough Truck / Outfitters
Phone 24-81726
Pager 798-0949

—Original Message—

From: Abar, Robert (R.B.)
Sent: Friday, March 07, 2003 6:58 AM
To: Kramer, Michael (M.T.); West, Gregory (G.S.)
Cc: Liposky, Lawrence (L.J.); Reed Jr., Bill (W.P.); Abar, Robert (R.B.)
Subject: RE: PT Quarterback Review - Emerging Issue - E-Tracker 328534

Mike,
Thanks for the dates and clarification (what is ICP?)

Agree we may not need all 6 panels, if the define phase panel has enough data to show that it is not a pedal assembly issue.

We still need to get closure of the E-tracker relative to the pedal assy and data is required to make that happen.

Robert B. Aber

Manager, Powertrain Subsystem - LM

(313) 84-54247 FAX:(313) 24-89673 rbar@ford.com
Room: 1CP20Fordola CI 24 Mail Drop: LHM10

---Original Message---

From: Kramer, Michael (M.T.)
Sent: Thursday, March 06, 2003 4:11 PM
To: Aber, Robert (R.B.)
Cc: West, Gregory (G.S.); Lipsky, Lawrence (L.J.); Reed Jr., Bill (W.P.)
Subject: RE: PT Quarterback Review - Emerging Issue - E-Tracker 328534

It would make sense if SOME of Greg's pedal warranty was related to system issues, however, I do not know if Greg has confirmed this or not through analysis of his warranty.

The data requested are as follows:

- 1) New ICP (not fuel pressure sensor) went into production 2/4/03. Could have a positive impact on pedal warranty.
- 2) Revised calibration in production 2/24/03. Could have a positive impact on pedal warranty

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT & OPD PT PMT (non-MCR)

Six Sigma Black Belt

Phone/fac (313) 594-2003

Page: (313) 201-9462 (beep); [http://m4.doubtn.ford.com/cal/employee?:\(internal text\); http://m4mail.com/ \(external text\)](mailto:mikr1@ford.com)

Email: mikr1@ford.com (internal); mikr1@ford.com (external)

---Original Message---

From: Aber, Robert (R.B.)
Sent: Thursday, March 06, 2003 11:20 AM
To: West, Gregory (G.S.); Lipsky, Lawrence (L.J.); Kramer, Michael (M.T.); Reed Jr., Bill (W.P.)
Cc: Aber, Robert (R.B.)
Subject: PT Quarterback Review - Emerging Issue - E-Tracker 328534
Importance: High

Greg / Larry / Bill,

Brian Wolfe asked to have 6 panel prepared on all of the emerging issues for his upcoming Quarterback Report out next Tuesday. This one is currently listed as Green, but he wants the 6 panels as back up.

From an earlier discussion today with Greg, it sounds like the pedal assy's from the 6.0L Diesel are being replaced due to issues with fuel pressure sensor and calibration.

Total of 45 pedal claims

> 38 pedal replacements

> 10 returned to supplier so far with no issue found

> those 10 are now coming to Greg for in vehicle verification.

Mike,

My call to you is to get production dates when the fuel pressure sensor and the calibration fixes were

ENTIRE PAGE
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incorporated to confirm that

BBI,

Is there a process to screen the "emerging issues" to make sure they are valid?
What is the process to close out this issue?

Robert B. Allen

Manager, Powertrain Subsystem - LM

(313) 64-64247 FAX:(313) 24-99973 rabal@ford.com
Room: 1CP20/Rouss's Ct #4 Mail Drop: LMM10

6-PANEL -- Emerging Issue Summary

E-Tracker ID #:	CCC:	VRT/QB:
Name:	Project Champion:	Organization:
Date Published:	Status:	Part #/ Process Name :
VFG / Functional Area Name:		Vehicle Name & Model Year:

DEFINE VOICE OF THE CUSTOMER

- Y=f(x) CASCADE:
- PROJECT CLASSIFICATION:
Total Potential Warranty Spending:
MY YTD Repairs:
MY Warranty Spending YTD:
- VOICE OF THE CUSTOMER:
- CTQ STATEMENT (Customer Requirement):
- DEFECT DEFINITION for Y (Engineering Metric):
- PROBLEM STATEMENT, SCOPE, AND GOAL

MEASURE CTQ (y) CAPABILITY

- MSA & Process Capability:

<u>Engineering Test</u>	<u>Requirement</u>
test name	spec
- CONTAINMENT (state reasoning if not required):

State action	name
details	

PERS-644 32888

ENTIRE PAGE
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6-PANEL – Emerging Issue Summary

E-Tracker ID #:	CCC:	VRT/QB:
Name:	Project Champion:	Organization:
Date Published:	Status:	Part # Process Name :
VFG / Functional Area Name:		Vehicle Name & Model Year:

ANALYZE $y=f(x)$

- Which Inputs (X_s) affect my Outputs most (with data)?
- How many samples do you need to draw conclusions?
- What level of confidence do you have in your conclusions?

IMPROVE $y=f(x)$

- What is the optimal $Y=f(x)$ solution?
- How was optimal solution verified? (Statistical proof that the solution works.)
- Key actions taken and work plan to improve. (Work plan must include: a) Permanent/interim actions, b) Sample size, c) Next steps if trial is successful, d) Next steps if trial is NOT successful, e) Part availability if trial is successful, f) Additional actions pending.)
- Validation of fix after implementation. (Before and after process capability of Y , showing variable-data histograms, attribute data, etc.)

CONTROL X 's

- Graphical (SPC Charts) or analytical proof showing that the process is in control over time, using internal indicators.
- What actions are taken to sustain the gains? (Example: Standard Operating Procedure changes (including control plan), permanent design or tooling change, etc.)

REPLICATION

- Who else across Ford Motor Company could benefit?
- Core Book Updates Required?

PEB3-041 32304

ENTIRE PAGE
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[REDACTED]

From: Christensen, Jeff (J.S.)
Sent: Friday, March 28, 2003 11:16 AM
To: West, Gregory (G.S.)
Cc: Kromberg, Arnold (A.W.); Williams, James (J.P.); Fulton, Brian (B.L.)
Subject: RE: FCPA Audit Truck - Accel Pedal Failure

IQ has already sent the pedal back to WMCO and has QR'd them.

Jeffrey S. Christensen
2004/2005 Launch - PTSE
P131/U137 Truck - KTP
Ph: 602-339-3811 Pager 1-800-670-6798 Fax 602-429-2111

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

From: West, Gregory (G.S.)
Sent: Friday, March 28, 2003 10:43 AM
To: Christensen, Jeff (J.S.)
Cc: Kromberg, Arnold (A.W.); Williams, James (J.P.); Fulton, Brian (B.L.)
Subject: RE: FCPA Audit Truck - Accel Pedal Failure

Jeff, can you replace that pedal and ship the bad one to me. I assume this is a WMCO pedal, they should be issued a QR and I will take responsibility to get the pedal to them after we've evaluated it in Dearborn. I'm at 2G-J12 in PDC.
Thanks.

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

From: Fulton, Brian (B.L.)
Sent: Friday, March 28, 2003 9:55 AM
To: Christensen, Jeff (J.S.); West, Gregory (G.S.)
Cc: Kromberg, Arnold (A.W.); Williams, James (J.P.)
Subject: RE: FCPA Audit Truck - Accel Pedal Failure

Jeff/Greg,

I took the data file C83222_4.txt and analyzed that compared to the pedal specification and did some conversion on the data similar to what the pedal strategy does. This particular pedal has a bad pedal track 1 (assuming 0, 1, 2 naming convention, 2nd track) when you are at or near 100%, and pedal track 2 is very close to the limits. The other file was of no use, it did not have pedal track 0 data in it and I could not make a comparison.

In the spreadsheet you will see the plot and numerical data from the Pedal SDS on a separate sheet and on the data sheet you will see the calculated values. The ones causing the problems are the ones highlighted in red. Also, where you see just a couple of red boxes does not cause problems because the strategy has to have a specific number of failures in sequence before it will light the MIL. The one where there are a number in a row is the cause of the failures.

<< File: KTP_vshC83222.xls >>

Brian Fulton

Diesel Powertrain Systems Technical Specialist
1-313-594-3365 R bfulton1@ford.com

"Vehicle Development Programs are like a roll of toilet paper, the closer you get to the end the faster it goes!"

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

From: Christensen, Jeff (J.S.)
Sent: Thursday, March 27, 2003 9:04 PM
To: Jerry Miers (E-mail); Fulton, Brian (B.L.); West, Gregory (G.S.)

PE83-844 38273

Cc: Krosberg, Arnold (A.W.); Williams, James (J.P.)
Subject: FCPA Acad Truck - Accel Pedal Failure

The attached files show data taken with a CarDAQ on accel pedal pids both with the original pedal that set MIL and exhibited no response and the replaced pedal. Note that the idle voltages on track 3 are significantly different (.96 vs .85 approx). Jerry these files should import into MS Excel very easily.

The VIN of the vehicle is used in the file names and the pedal serial number is 0860958 with a build date of 3/17/03. The DTCs set were 2138 and 2140.

Please email any questions or page me if you'd like to talk on Friday or over the weekend. I will be in the plant most of the day on Friday for 2004 1PP part signoff and will return a page but will not be at my desk much.

Thanks.

<< File: vehC83222.bit >> << File: C83222_4.bit >>

Jeffrey S. Christensen
2003 MY Launch - PTSE
Text Page JCHRIST8 / Dial Page 1-800-570-6738
502-339-3811 (KTP Office)

From: Compton, James (J.D.)
Sent: Monday, October 07, 2002 12:32 PM
To: Binger, Charlie (C.F.)
Subject: FW: STA support at Williams

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

From: Compton, James (J.D.)
Sent: Monday, October 07, 2002 12:31 PM
To: West, Gregory (G.S.)
Cc: Brennan, Patrick (P.M.); Patel, Mona (M.S.); Kronenberg, Audrey (A.R.); Lipsky, Lawrence (L.J.)
Subject: RE: STA support at Williams

Overload and KLT seem important to me to be passed, not just run. Will vehicles built with ETC that have not passed Overload and KLT be saleable? If not, they must pass, or no sense building and certainly no sense PPAP'ing! I guess we continue to say the same things, but come to different conclusions.

I will make arrangements to make a trip there myself ASAP to draw my own conclusions about Williams issues. I'm sorry, but after several months of struggling with the design, I think your 85% manufacturing issues is seriously overstated at this point in time. I do not feel at all comfortable that the circuit board design is settled. Once it is, I think they will be able to produce it. If not, they will not be able to PPAP (with continued high fallout), so if you want them to ship parts with over 10% fallout (for production), plan to approve WERS alerts to allow it, because we will not allow it as PPAP'd parts.

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

From: West, Gregory (G.S.)
Sent: Monday, October 07, 2002 10:48 AM
To: Compton, James (J.D.)
Cc: Brennan, Patrick (P.M.); Patel, Mona (M.S.); Kronenberg, Audrey (A.R.)
Subject: RE: STA support at Williams

Testing was completed with parts that were in spec, the only tests we need to complete/repeat after each element revision are overload and key life. 95% of their problem here is proving out the ability to manufacture parts.

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

From: Compton, James (J.D.)
Sent: Monday, October 07, 2002 10:30 AM
To: West, Gregory (G.S.)
Cc: Brennan, Patrick (P.M.); Patel, Mona (M.S.); Kronenberg, Audrey (A.R.)
Subject: RE: STA support at Williams

Greg, I'm confused. How can DV/PV be "complete" if we are still tweaking the design of the circuit board and they have tests that have not yet passed? Won't the tests have to be run again from parts produced after the design is where you want it? When were the parts run for the DV/PV tests that you state are completed? Isn't the definition of "completed" equal to "passed all DV/PV testing"?

I'm not trying to be difficult, just trying to understand how we could have even run parts for DV/PV yet, let alone passed/completed the testing. This is obviously important for us to have a valid PPAP, which I think is now sched for 11/22, nearly 3 weeks past Job1.

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

From: West, Gregory (G.S.)
Sent: Monday, October 07, 2002 7:27 AM
To: Compton, James (J.D.)
Cc: Brennan, Patrick (P.M.); Patel, Mona (M.S.)
Subject: RE: STA support at Williams

All DV/PV testing is complete. As you know they have not been successful with a KLT yet (started new one

10/5) and they fail water intrusion which we will look to obtain a deviation for.

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

From: Compton, James (J.D.)
Sent: Friday, October 04, 2002 4:47 PM
To: West, Gregory (G.S.)
Cc: Brennan, Patrick (P.M.); Patel, Mona (M.S.)
Subject: RE: STA support at Williams

I don't think so, but you can check with Om Bhasin to see if he has anyone.

We had a meeting here on the subject and a question came up that I could not answer....what is the status of DV and PV testing, have we passed either one yet?

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

From: West, Gregory (G.S.)
Sent: Friday, October 04, 2002 10:35 AM
To: Compton, James (J.D.)
Cc: Brennan, Patrick (P.M.)
Subject: RE: STA support at Williams

Thanks for the response Jim, do you think any of the powertrain STA people would have more experience with this type of component?

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

From: Compton, James (J.D.)
Sent: Friday, October 04, 2002 10:18 AM
To: West, Gregory (G.S.)
Cc: Guys, Philip (P.R.); Kronenberg, Audrey (A.R.); Polman, James (J.J.); Page, Michael (M.A.); Sheffield, Drew (D.L.); Wood, Mary (M.A.)
Subject: RE: STA support at Williams

I don't totally disagree with your analysis, but as usual, there are 2 views.

My view is that we (Ford) have given them a design that they cannot manufacture, so it won't matter if I send a Chassis Site Engineer down there because they still won't be able to manufacture the design we have given them (at least not yet). I would remind you that we (STA Chassis) called a meeting with you and Larry on this several months ago because we were worried about the manufacturability of the design, and in that meeting we basically all agreed that it was a pure design problem at that time. I don't see that anything has changed since then.

Rather than continue this age-old argument of who's problem it is, let me discuss it with my management to see what else we (STA) can do to help. My biggest problem is that their issues (for now) are all electrical issues with the ETC and my people are chassis site engs, specializing in assembly processes for chassis components, so they are not really qualified to assist them with electrical design/process issues. I happen to be an electrical engineer, so at least I understand what you are trying to do with the ETC. STA does have an electrical group and we also have some process specialists that may be of some assistance. I will check with each of those groups today to see if they can suggest anything that may help at Williams Controls.

Please be sure you understand that I absolutely want to help them, but right now I don't know how STA can help, so I don't want to just send someone down there to "babysit" with them....I will get back with you on this ASAP. I am very interested in solving the problems now because the P131 Program is at IB without a solid solution and I will get it eventually anyway, if Williams does not start sending good parts to KTP VERY SOON!

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

From: West, Gregory (G.S.)
Sent: Friday, October 04, 2002 8:26 AM
To: Compton, James (J.D.)
Cc: Guys, Philip (P.R.)
Subject: STA support at Williams

PE82-844 38613

Jim, tried to call but could not reach you so I'll send this note. I will call later but this is why I disagree with your

assessment that the issue at Williams is design and not manufacturing.

We have given them a spec/tolerance for output voltage and their manufacturing process is not yet capable and unfortunately for them not entirely predictable. We do not design the tools they use to screen their elements.

I spent many years doing plastic intakes and this situation is very much like the molding process. With intakes we set an insert hole location/tolerance and do to variations in the molding process some suppliers had difficulty holding their tolerances (Much like the variation Teleflex gets in the adj pedal plastic bracket between the two cavities in the 2 up mold). They may move a pin one direction and the end item insert hole could move in the opposite direction due to not having a handle on the injection process or uneven cooling within molds.

Williams is still learning how to predict how the end item will be effected by design changes to the tools that screen elements.

PER3-844 38514

From: Kramer, Michael (M.T.)
Sent: Thursday, August 01, 2002 9:21 AM
To: West, Gregory (G.S.)
Cc: Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (S.M.); Williams, Brent (B.A.); Flynn, Pat (J.P.); Kromberg, Arnold (A.W.)
Subject: RE: ETC Pedal Warranty Claims

A P0221 code is not expected to occur with the wiring short issue. A P0221 code being generated in conjunction with a wiring short suggests that the potentiometer is failing in range.

Please provide more specifics relative to the melted down sensors. Is your reference to "sensor" pertaining to the potentiometer or the idle validation switch? What is the voltage output of the returned pedal sensors? Good discussion material for this afternoon.

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series FTQRT

Six Sigma Black Belt

Phone/fac: (313) 584-2003

Page: (313) 201-9852 (beep); skramer1@ford.com (external text); [http://mkrainmail.com/](mailto:skramer1@ford.com) (external text)

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

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

From: West, Gregory (G.S.)
Sent: Thursday, August 01, 2002 9:04 AM
To: McDonagh, Scot (S.M.); Williams, Brent (B.A.); Flynn, Pat (J.P.)
Cc: Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)
Subject: RE: ETC Pedal Warranty Claims

I have a couple question I need some help with. Williams claims the majority of pedals returned with P0221 codes (142) failed due to the wiring shorts which melts the sensor down. Teleflex has 420 failures due to P0221, has the wiring warranty due to the shorts been more prevalent on Excursion?

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

From: McDonagh, Scot (S.M.)
Sent: Wednesday, July 31, 2002 7:59 AM
To: West, Gregory (G.S.)
Cc: Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)
Subject: ETC Pedal Warranty Claims

ETC Warranty/FYI

V41 SMOOTH RESPONSE PEDAL & SENSOR ASY 5/6/02 7/5/02 6125 TEXAS MOTORS FORD SUPER SINGLE CAB (SUPER CAB) PORT WORTH TX 817-2464921 2584 20824101 KENTUCKY TRUCK PLANT BUILD 1FTNX20P62E [REDACTED] \$364.52 CCC Desc: POOR PERFORMANCE/LACKS POWER **Cust/Comments:** C1ST REPORTS TRUCK WILL NOT ACCELERATE WHEN PEDAL IS DEPRESSIBLE **Mech/Comments:** KOEO PASS, KOER PASS, KOEC P0123, INJ EL PASS, CCT PASS, PINPOINT TEST DD, ADDITIONAL PINPOINT TEST CIRCUIT 20,355,357 FOR+ SHORT TO POWER IN HARNESS FROM AP TO PCM, REPLACED ACCEL PEDAL, (CLEARED, ROAD) TESTED, RETESTED

V44 MECHANICAL MALFUNCTION INDICATION CABLE-ADJ PETAL 6/14/02 7/24/02 13 LAVONIA FORD, INC. DOUBLE CAB (CREW CAB) LAVONIA GA 706-3561933 4101 1476701 KENTUCKY TRUCK PLANT BUILD 1FTNW20F42 [REDACTED] \$90.46 CCC Desc: OTHER ENGINE TROUBLES **Cust/Comments:** C1 STOMER STATE S ADJUSTASBLE PFDAL. (NOP. D50) **Mech/Comments:** OPEN IN MOTOR REPLACE PEDAL ADJ MOTOR

FE03-844 38175

Scot G. McDonagh

Super-Duty/Excursion

Powertrain Quality Leader

Phone- (313) 337-8091

Pager- (734) 670-5742

Fax- (313) 621-8083

E-Mail: smcdonag@ford.com

From: Kramer, Michael (M.T.)
Sent: Thursday, August 01, 2002 9:21 AM
To: West, Gregory (G.S.)
Cc: Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (S.M.); Williams, Brent (B.A.); Flynn, Pat (J.P.); Kronberg, Arnold (A.W.)
Subject: RE: ETC Pedal Warranty Claims

A P0221 code is not expected to occur with the wiring short issue. A P0221 code being generated in conjunction with a wiring short suggests that the potentiometer is falling in range.

Please provide more specifics relative to the melted down sensors. Is your reference to "sensor" pertaining to the potentiometer or the idle validation switch? What is the voltage output of the returned pedal sensors? Good discussion material for this afternoon.

The company that builds and delivers the best products wins!

Mike Kramer
Supervisor, Super Duty/Excursion/E-Series PTQRT
Six Sigma Black Belt
Phone: (313) 594-2003
Fax: (313) 201-8882 (loop); <mike.kramer@ford.com> (external text); <http://www.ford.com> (external text)
Email: mikramer1@ford.com (external); mikramer1@ford.com (external)

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

From: West, Gregory (G.S.)
Sent: Thursday, August 01, 2002 9:04 AM
To: McDonagh, Scot (S.M.); Williams, Brent (B.A.); Flynn, Pat (J.P.)
Cc: Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)
Subject: RE: ETC Pedal Warranty Claims

I have a couple question I need some help with. Williams claims the majority of pedals returned with P0221 codes (142) failed due to the wiring shorts which melts the sensor down. Teleflex has 420 failures due to P0221, has the wiring warranty due to the shorts been more prevalent on Excursion?

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

From: McDonagh, Scot (S.M.)
Sent: Wednesday, July 31, 2002 7:59 AM
To: West, Gregory (G.S.)
Cc: Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)
Subject: ETC Pedal Warranty Claims

ETC Warranty/FYI

V41 SMOOTH RESPONSE PEDAL & SENSOR ASY 5A602 7/5A02 6125 TEXAS MOTORS FORD SUPER SINGLE CAB (SUPER CAB) FORT WORTH TX 817-2464921 2584 26824101 KENTUCKY TRUCK PLANT BUILD 1F1TX20F62E [REDACTED] \$364.52 CCC Desc: POOR PERFORMANCE/LACKS POWER Cust.Comments: CUST REPORTS TRUCK WILL NOT ACCELERATE WHEN PEDAL IS DEPRESSED. Mech.Comments: KOEO PASS, KOER PASS, KOEC P0123 INU EL PASS, CCT PASS, PINPOINT TEST DD, ADDITIONAL PINPOINT TEST CIRCUIT 20.355.357 FOR + SHORT TO POWER IN LEARNSS FROM AP TO PCM, REPLACED ACCEL PEDAL. CLEARED. ROAD TESTED, RETESTED

V44 MECHANICAL MALFUNCTION INDICATION CABLE-ADJ PETAL 6/14A02 7/24A02 13 LAYONIA FORD, INC. DOUBLE CAB (CREW CAB) LAYONIA GA 706-3561933 4101 1476701 KENTUCKY TRUCK PLANT BUILD 1F1TW20F42E [REDACTED] \$90.46 CCC Desc: OTHER ENGINE TROUBLES Cust.Comments: CUSTOMER STATE S ADJUSTABLE PEDAL INUP. D50 Mech.Comments: OPT IN MOTOR REPLACE PEDAL ADJ MOTOR

PEB3-044 26188

Scot G. McDonagh

Super-Duty/Excursion

Powertrain Quality Leader

Phone- (313) 337-8091

Pager- (734) 670-5742

Fax- (313) 621-8083

E-Mail: smcdonag@ford.com

From: Christensen, Jeff (J.S.)
Sent: Friday, March 28, 2003 11:15 AM
To: West, Gregory (G.S.)
Cc: Kronberg, Arnold (A.W.); Williams, James (J.P.); Fulton, Brian (B.L.)
Subject: RE: FCPA Audit Truck - Accel Pedal Failure

IQ has already sent the pedal back to WMCO and has QR'd them.

Jeffrey S. Christensen
2004/2005 Launch - FTSE
P131/U137 Truck - KTP
Ph: 502-338-3811 Pager 1-800-570-8738 Fax 502-428-2111

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

From: West, Gregory (G.S.)
Sent: Friday, March 28, 2003 10:43 AM
To: Christensen, Jeff (J.S.)
Cc: Kronberg, Arnold (A.W.); Williams, James (J.P.); Fulton, Brian (B.L.)
Subject: RE: FCPA Audit Truck - Accel Pedal Failure

Jeff, can you replace that pedal and ship the bad one to me. I assume this is a WMCO pedal, they should be issued a QR and I will take responsibility to get the pedal to them after we've evaluated it in Dearborn. I'm at 2G-J12 in PDC.
Thanks.

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

From: Fulton, Brian (B.L.)
Sent: Friday, March 28, 2003 9:35 AM
To: Christensen, Jeff (J.S.); West, Gregory (G.S.)
Cc: Kronberg, Arnold (A.W.); Williams, James (J.P.)
Subject: RE: FCPA Audit Truck - Accel Pedal Failure

Jeff/Greg,

I took the data file C83222_4.txt and analyzed that compared to the pedal specification and did some conversion on the data similar to what the pedal strategy does. This particular pedal has a bad pedal track 1 (assuming 0, 1, 2 naming convention, 2nd track) when you are at or near 100%, and pedal track 2 is very close to the limits. The other file was of no use, it did not have pedal track 0 data in it and I could not make a comparison.

In the spreadsheet you will see the plot and numerical data from the Pedal SDS on a separate sheet and on the data sheet you will see the calculated values. The ones causing the problems are the ones highlighted in red. Also, where you see just a couple of red boxes does not cause problems because the strategy has to have a specific number of failures in sequence before it will light the MIL. The one where there are a number in a row is the cause of the failures.

« File: KTP_vehC83222.xls »

Brian Fulton

Diesel Powertrain Systems Technical Specialist
☎1-313-594-3365 ✉bfulton1@ford.com

"Vehicle Development Programs are like a roll of toilet paper, the closer you get to the end the faster it goes!"

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

From: Christensen, Jeff (J.S.)
Sent: Thursday, March 27, 2003 9:01 PM
To: Jerry Hens (E-mail); Fulton, Brian (B.L.); West, Gregory (G.S.)

FEB3-044 38171

Cc: Kronenberg, Arnold (A.W.); Williams, James (J.P.)
Subject: FCPA Audit Truck - Accel Pedal Failure

The attached files show data taken with a CarDAQ on accel pedal pids both with the original pedal that set MIL and exhibited no response and the replaced pedal. Note that the idle voltages on track 3 are significantly different (.96 vs .86 approx). Jerry these files should import into MS Excel very easily.

The VIN of the vehicle is used in the file names and the pedal serial number is 0660958 with a build date of 3/17/03. The DTCs set were 2138 and 2140.

Please email any questions or page me if you'd like to talk on Friday or over the weekend. I will be in the plant most of the day on Friday for 2004 1PP part signoff and will return a page but will not be at my desk much.

Thanks.

<< File: vehC83222.bt >> << File: C83222_4.bt >>

Jeffrey S. Christensen
2003 MY Launch - PTSE
Text Page JCHRIST8 / Dial Page 1-800-570-6738
502-338-3811 (KTP Office)

From: Christensen, Jeff (J.S.)
Sent: Thursday, April 10, 2003 9:01 AM
To: Williams, James (J.P.); West, Gregory (G.S.); Lemke, Mark (M.J.); Fulton, Brian (B.L.)
Subject: RE: WMCO pedal that failed at KTP audit

I sent you and Jerry Miers all kinds of data that showed what the problem was.....npl my backside!

Jeffrey S. Christensen
2004/2005 Launch - PTSE
P131/U137 Truck - KTP
Ph: 502-339-3811 Pager 1-800-570-6738 Fax 502-429-2111

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

From: Williams, James (J.P.)
Sent: Thursday, April 10, 2003 8:58 AM
To: West, Gregory (G.S.); Lemke, Mark (M.J.); Fulton, Brian (B.L.)
Cc: Christensen, Jeff (J.S.)
Subject: RE: WMCO pedal that failed at KTP audit

Yes we. But in this case the engine would go to idle while you held the pedal at 11% throttle position and would not accelerate once it went to idle. You had to let off the pedal and start all over again. Jeff Christensen and I replaced the pedal and could not duplicate the concern. We unplugged the original pedal and reseated the connector but that did not help. The pedal still would not respond when being held at a steady state position.

James Williams
PTSE Engineering Supervisor
Kentucky Truck Plant - PVT
(502) 429-2678

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

From: West, Gregory (G.S.)
Sent: Thursday, April 10, 2003 9:16 AM
To: Lemke, Mark (M.J.); Fulton, Brian (B.L.); Williams, James (J.P.)
Subject: WMCO pedal that failed at KTP audit

Mark/Brian, I have received the pedal back from Williams Controls that failed the audit at KTP several weeks ago. Williams Controls did not find any issues with this pedal, would you please install it in your truck and review the output (for several weeks if necessary) to see if the pedal is truly OK.

Jim, does KTP use the 6.0L diesel online pinpoint test that the dealers use to diagnose fault codes related to pedals, wiring or connector issues?

From: West, Gregory (G.S.)
Sent: Wednesday, November 12, 2003 7:49 AM
To: Love, Keith (K.A.)
Cc: Williams Jr., James (J.P.); Thomas, Gregory (G.B.)
Subject: RE: Another Thought

I reviewed my alerts and i only see that we dd this action on 3 track parts so the CSP would not apply. Good thought though.
Greg/Jim, can you confirm my statement that we never alerted an adjustable pedal in for a fixed on 2002 7.3L vehicles.

— Original Message —
From: Love, Keith (K.A.)
Sent: Tuesday, November 11, 2003 5:13 PM
To: West, Gregory (G.S.)
Subject: Another Thought

If we installed a disabled adjustable pedal to fixed, can we expect a grease migration on these vehicles and possible pedal malfunction? Presumably, if they were not coded adjustable in the VOC, they might not have been part of the CSP.

Keith A. Love
Automotive Safety Office
Fairlane Plaza South Suite 500
Phone (313) 380-1932
Fax (313) 584-2288

PEES-044 38428



From: Thomas, Gregory (G.B.)
Sent: Monday, November 17, 2003 9:28 AM
To: West, Gregory (G.S.); Love, Keith (K.A.)
Cc: Williams Jr., James (J.P.)
Subject: RE: Another Thought

No alerts that I am aware of.

Best Regards,
Gregory B. Thomas
PTSE Resident Engineer, KTP.
phone (502) 339-3690, fax (502) 429-2941, page (502) 336-6566

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Wednesday, November 12, 2003 7:49 AM
To: Love, Keith (K.A.)
Cc: Williams Jr., James (J.P.); Thomas, Gregory (G.B.)
Subject: RE: Another Thought

I reviewed my alerts and I only see that we did this action on 3 truck parts so the CSP would not apply. Good thought though.
Greg/Jim, can you confirm my statement that we never alerted an adjustable pedal in for a fixed on 2002 7.3L vehicles.

-----Original Message-----
From: Love, Keith (K.A.)
Sent: Tuesday, November 11, 2003 5:13 PM
To: West, Gregory (G.S.)
Subject: Another Thought

If we installed a disabled adjustable pedal to fixed, can we expect a grease migration on these vehicles and possible pedal malfunction? Presumably, if they were not coded adjustable in the VOC, they might not have been part of the CSP.

Keith A. Love
Automotive Safety Office
Fairlane Plaza South Suite 500
Phone (313) 390-1932
Fax (313) 594-2268

PE02-044 38426

TSB - revised 6/6/03

Accelerator pedal assembly (-9F836-) with repeat repairs for failed pedal sensor on 2002 MY F-SD with 7.3L Diesel (built before Dec 2001)

On subject vehicles that are experiencing repeat repairs of -9F836- accelerator pedal assemblies and/or diagnostic codes P0122, or P0123, or P0221 verify that no shorting or chafing condition exist on the 14401 wire assembly at the left hand shock tower.

The accelerator pedal circuits at connector C2040 14401 Accelerator pedal position sensor are as follows:
pin 6 circuit 640 (RD/YE) Voltage supplied in Start and Run (overload protected)
pin 7 circuit 1283 (RD/LG) Idle validation switch, signal
pin 8 circuit 355 (GY/WH) Accelerator pedal position sensor, signal
pin 9 circuit 357 (YE/WH) Accelerator pedal position sensor, ground
pin 10 circuit 351 (BN/RD) Reference voltage

All of these circuits except 640 route near the shock tower and should be inspected.

If damage or wiring circuits touch or route near the left hand shock tower, repair the shorted or damaged wire and add convolutes to protect the wire or use a wire tie strap to retain wiring clear of the shock tower.

PE80-044 38427



From: West, Gregory (G.S.)
Sent: Wednesday, November 15, 2006 1:48 PM
To: Love, Keith (K.A.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

FYI

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

From: MacLeod, Randy (mailto:Randy.MacLeod@seco.com)
Sent: Friday, June 06, 2003 9:00 AM
To: McConnell, Roger A.
Cc: Abar, Robert (R.B.); West, Gregory (G.S.)
Subject: RE: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures

Roger,

We have a warranty issue with the ETC circuits near the shock tower area in 2002 MY P131/U137. Greg West (313) 845-8401 is requesting that we confirm his statements in the TSB which is attached. The 640 circuit is in the 14401 and does not go underhood. Greg is requesting the history of design changes to this area to see if this concern was addressed in the past so he can know which vehicles to target.

Randy MacLeod, AFL systems, <mailto:Randy.MacLeod@seco.com>
(313)436-8708 Fax:(313)436-8780 Pager:(313)796-8028

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

From: West, Gregory (G.S.) (mailto:gregwest2@ford.com)
Sent: Friday, June 06, 2003 9:13 AM
To: 'Randy.MacLeod@seco.com'
Cc: Abar, Robert (R.B.)
Subject: FW: Request to have TSB for Wire Chafing Affecting Accelerator Pedal Failures
Importance: High

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

Thanks

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

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

All,
Updated TSB for your review.

FE03-844 38428

Curt,

2/20/2004

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

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

Robert E. Aber
Manager, Powertrain

(313) 84-6437 FAX:(313) 24-88073 raber@ford.com
Room: 1CP25/Richards Ct #4 Mail Drop: LHM10

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

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

Curt,
Updated draft to start thru the TSB process.

Robert E. Aber
Manager, Powertrain

(313) 84-6437 FAX:(313) 24-88073 raber@ford.com
Room: 1CP25/Richards Ct #4 Mail Drop: LHM10

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

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

I have updated electrical statements.

Brent Williams

Electrical PVT - Super Duty/Excursion - KTP
Phone: 502-429-2979
Pager: 502-336-7286
Email: bwilla8@ford.com

720-844 38438

-----Original Message-----
From: Aber, Robert (R.B.)

2/20/2004

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

Rough draft of TSB content is attached below.

[Handwritten scribble]

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

[Handwritten scribble]

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

Curt,
What else will the team need to supply?

Robert S. Abar
Manager, Powertrain

(313) 84-64247 FAX:(313) 24-88073 rabar@ford.com
Room: 1CP26/Retunda Ct #4 Mail Drop: LM410

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

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

[Handwritten scribble]

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

[Handwritten scribble]

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

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

[Handwritten scribble]

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

[Handwritten scribble]

Robert S. Abar
Manager, Powertrain

PHS-844 38431

(313) 84-64247 FAX:(313) 24-88073 rabar@ford.com
Room: 1CP26/Retunda Ct #4 Mail Drop: LM410

2/20/2004

[Redacted area]

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

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

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

Brent Williams

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

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

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

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

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

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

into connectors C139 for Pickup & C133 for Excursion

From there into C175 at powertrain control module

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

Robert B. Abar
Manager, Powertrain

PH03-844 38432

(312) 84-8427 FAX(312) 24-8873 rbar@ford.com
Room: MCP20/Robards C174 Mail Drop: 14890

2/20/2004



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

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

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

Thanks.

Brent Williams

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

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

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

Brent / Curt,

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

Highest frequency of repeat repairs are in the early builds when the wire chafing issue was a potential as indicated by the following data on repeat repairs. (this data includes repeats for earlier level -DA and fix level -DE pedal assys)

- Jul 01 - 6
- Aug 01 - 6
- Sep 01 - 12
- Oct 01 - 38
- Nov 01 - 30
- Dec 01 - 41
- Jan 02 - 51
- Feb 02 - 6
- Mar 02 - 7
- Apr 02 - 2
- May 02 - 4
- Jun 02 - 3
- Jul 02 - 0

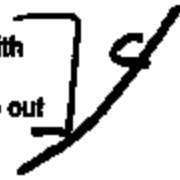
FR83-844 38433

2/20/2004

Au 02 - 4
Sept 02 - 4



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



Robert B. Abar
Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 rbar@ford.com
Room: 1CP26/Robusta Ct 64 Mail Drop: LM410

-----Original Message-----
From: West, Gregory (G.S.)
Sent: Tuesday, May 06, 2003 3:53 PM
To: Abar, Robert (R.B.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:42 PM
To: West, Gregory (G.S.)
Cc: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

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

-----Original Message-----
From: Williams, Brent (B.A.)
Sent: Tuesday, May 06, 2003 3:34 PM
To: West, Craig (C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LCX010

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

Brent Williams
Electrical PVT - Super Duty/Excursion - KTP

FEB3-044 38434

2/20/2004



Phone: 502-429-2979
Pager: 502-336-7285
Email: bwilla8@ford.com

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

From: Leese, Michael (M.V.)
Sent: Thursday, October 04, 2001 11:14 AM
To: Williams, Brent (B.A.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC0010

FYI...

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

Thank you, best regards and have a great TODAY!

Michael V. Leese

F51/F527 Plant Vehicle Team- Electrical EEE/BBaT
Kentucky Truck Fleet
ph: (502) 429-2506, pager: (502) 706-705
email: mieese1@ford.com

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

From: Evenhouse, Phil (P.J.)
Sent: Thursday, October 04, 2001 8:49 AM
To: Aylite, Albert (A.P.); Michalek, Gregory (G.B.); Kuziak, Kurt (K.M.); Schamm, Jesse (J.); Mondlovich, Michael (M.); Gardner, James (J.R.); Klein, Mark (M.A.); Bonnema, Grant (G.); Leese, Michael (M.V.); Smith, Ryan (R.E.)
Cc: Barrett, Malcolm (M.C.)
Subject: FW: PICTURES OF F550 SHOCK TOWER INTERFERENCE CQIS #11LC0010

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

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

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

PE83-844 38428

2/20/2004



Phil Everhouse, 79294

Tech Hotline Diesel Group Leader

—Original Message—

From: GCHUNT@aol.com [mailto:GCHUNT@aol.com]

Sent: Wednesday, October 03, 2001 1:30 PM

To: PEVENHOU@ford.com

Subject: PICTURES OF F550 SHOCK TOWER INTERFERENCE

HERE YOU GO...LET ME KNOW IF YOU HAVE ANY QUESTIONS...623-842-8691

2/20/2004

F550-844 38438

[REDACTED]

From: McCullough, Marcella (N.M.)
Sent: Monday, February 10, 2003 10:50 AM
To: Broady, Linda (L.L.); Shaver, Michael (P.M.); Taylor, Michael (M.); McCarty, Bill (W.D.)
Cc: Reed Jr., Bill (W.P.); Dunlavy, Brian (B.L.); Slachta, Joseph (J.F.)
Subject: FW: KTP trip summary for EOL Issues

FYI on Williams pedal at KTP. This issue is still there and you should be aware of the situation. In the event this should be place on the constraint management report, Joe Slachta is the CBG buyer. I wanted to follow up as committed to Bill Reed. Now that you have the latest, Brian Dunlavy will assume the lead.

Joe, please keep Mike Shaver and Brian Dunlavy updated on the progress with this situation. Linda Broady is Constraint Manager for KTP and she should also be kept in the loop. Brian has assumed my responsibilities. Thank you for your feedback and support.

Marcella McCullough
x04373

—Original Message—

From: Slachta, Joseph (J.F.)
Sent: Monday, February 10, 2003 11:09 AM
To: McCullough, Marcella (N.M.)
Cc: Freitag, Rich (R.A.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Wauk, John (J.G.); Sheffield, Drew (D.L.); Gilbert, Timothy (T.); Slachta, Joseph (J.F.)
Subject: RE: KTP trip summary for EOL Issues

The situation at Williams is deteriorating in regards to their daily shipments and we are back into premium transportation. I spoke with Tim Gilbert this morning and he advised me that KTP currently has 1.9 DOH and the he was in the process of contacting Williams to determine what their shipment were over this weekend. Williams was shipping 720/day week of 1/27/03 and KTP was up to 5.0 DOH but over the weekend of 2/1 & 2/2 Williams encountered a quality problem with one of their purchased parts and did not make any shipments over that weekend. When I spoke to Drew Homovec, Williams Director of Sales on 2/3/03 he told me that that issue was resolved and shipment of 720/day would resume that week. I spoke with Williams VP Ron Velet late on Friday 2/7/03 and he advised me that their yield has gone down again as a result of the tightened guard band that engineering has imposed on the electronic sensor. Ron also advised me that they were meeting with our engineering to get the guard band tolerance loosened because based on their own test data the drift that they have seen after 2 millions cycles does not warrant the more restrictive guard band. I've placed a call to Larry Liposky, our engineering supervisor to determine our engineering's position on the loosened guard band.

In the short run it looks that we will continue to have supply issues with Williams unless they are able to stabilize their process and increase their yield. Engineering is currently testing ETC pedals from two other suppliers but production from these suppliers would be 6 to 8 months away if the results of our testing is ok.

JOSEPH F. SLACHTA
BUYER, BRAKE SYSTEMS
GLOBAL CHASSIS COMMODITY MANAGEMENT
VPO MD440
PHONE 313 594-1200 FAX SAME AS PHONE

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

From: Freitag, Rich (R.A.)
Sent: Friday, February 07, 2003 1:04 PM
To: McCullough, Marcella (M.M.); Slachta, Joseph (J.F.)
Subject: RE: KTP trip summary for EOL issues

JOE----PLEASE REVIEW BELOW AND REPLY APPROPRIATELY.

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, February 04, 2003 9:56 AM
To: Reed Jr., Bill (W.P.); Freitag, Rich (R.A.)
Cc: Durlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

Bill, I have not received any more feedback from the buyer. You can see that I sent a message to him asking for feedback and I have yet to receive any replies. Rich, since you are Core Superior can you assist Bill with these answers on the pedal? I sent an email to Joe Slachta and we have not heard anything back.

Brian, will have to follow up on this issue since he now has lead on all open issues. I have given him the one pager that you provided from Phil. I also suggest that you speak with your PVT Supervisor because he can also provide more feedback on the status of this issue. Thanks.

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

From: Reed Jr., Bill (W.P.)
Sent: Monday, February 03, 2003 8:11 PM
To: McCullough, Marcella (M.M.)
Subject: RE: KTP trip summary for EOL issues

This is an accelerator pedal, not a brake pedal.

So what happened? What's the conclusion? Phil Guys wants to do-source these guys... is everything suddenly ok? Any feedback on why they had a problem?

Regards,

Bill Reed (brved1@ford.com)

PVT Manager, Kentucky Truck Plant
Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586
Text page at: 5023367586@airtruckplant.com

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

From: McCullough, Marcella (M.M.)
Sent: Monday, February 03, 2003 6:13 PM
To: Reed Jr., Bill (W.P.)
Subject: RE: KTP trip summary for EOL issues

FYI

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

From: Harris, Eddie (E.L.)
Sent: Monday, February 03, 2003 6:01 PM
To: McCullough, Marcella (M.M.); Page, Michael (M.A.); Williams Jr., James (J.P.)
Cc: Durlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

The supplier is maintaining production levels to support KTP and we have had no additional quality issues

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

From: McCullough, Marcella (M.M.)

FEB03-844 32648

Sent: Monday, February 03, 2003 3:32 PM
To: Page, Michael (M.A.); Martin, Eddie (E.L.); Williams Jr., James (J.P.)
Cc: Dunlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

All: Please provide any feedback on the status of this brake pedal. Bill Reed needs an update. Thanks

Best Regards,
Marcella McCullough
Purchasing Project Manager >8500 Team
313-84-57402
mmccull8@ford.com

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

From: Page, Michael (M.A.)
Sent: Thursday, January 23, 2003 9:37 AM
To: Martin, Eddie (E.L.); Williams Jr., James (J.P.)
Cc: McCullough, Marcella (M.M.); Dunlavy, Brian (B.L.)
Subject: FW: KTP trip summary for EOL issues

FYI...Fred is our STA site engineer, on-site at Williams assessing situation.

Sincerely,

Michael A. Page
STA Resident Mgr., KTP
mpage@ford.com
Phone: 502-429-2779; Fax: 2941;
Pager: 313-795-0792

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

From: Polman, James (J.L.)
Sent: Wednesday, January 22, 2003 9:10 PM
To: Hawkins, Fred (F.W.)
Cc: Turner, Steve (S.F.); Patel, Mona (M.S.); Page, Michael (M.A.); Gahl, Lorman (L.D.)
Subject: RE: KTP trip summary for EOL issues

Fred, I would like to recommend to Williams to build a bank of parts before they continue breaking their chip. They have never been able to break the chip with in a 7 day window. They need to build a minimum of 4 weeks of bank before continuing with design actions. The team needs to decide on the exact bank quantity. Thanks

James Polman
STA Manager NAT Residents
Pager 888 405 1888

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

From: Hawkins, Fred (F.W.)
Sent: Wednesday, January 22, 2003 5:11 PM
To: Turner, Steve (S.F.); Patel, Mona (M.S.)

PE83-644 32847

Cc: Page, Michael (M.A.); Gehl, Lorman (L.D.); Polman, James (J.J.); Hawkins, Fred (F.W.)
Subject: RE: KTP trip summary for EOL issues

If Williams Controls continues at their current build rate, they will be able to support KTP. They met their committed daily ship number of 720 yesterday and today will surpass their mark, as they just put last shipment on dock for daily total of 900 parts. At current yield of approx. 70 % at their EOL tester, they're projecting to be out of daily expedited ground shipments by 1/27, and caught up with their release backlog by 2/1. Additionally they are planning on bringing a second shift on in their clean room next week for training, with additional production from that shift beginning 1st week of February. They worked last Saturday and Sunday and plan to work future Saturdays and Sundays until they are caught back up with their backlog. They plan to cautiously make improvements to improve their yield as they gain on their backlog and stabilize their production flow.

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

From: Polman, James (J.J.)
Sent: Wednesday, January 22, 2003 8:11 AM
To: Turner, Steve (S.F.)
Cc: Polman, James (J.J.); Page, Michael (M.A.); Hawkins, Fred (F.W.); Patel, Mona (M.S.); Gehl, Lorman (L.D.)
Subject: RE: KTP trip summary for EOL issues

Engineering allowed the supplier to make a tweak to their chip. With the problems we had in the past with the supplier tweaking their chip, engineering didn't have the supplier run a bank of parts before making the change. There has been conference call concerning the issue involving Mike Page and the Site Engineer.

James Polman
STA Manager NAT Residents
Pager 888 405 1888

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

From: Turner, Steve (S.F.)
Sent: Wednesday, January 22, 2003 7:47 AM
To: Polman, James (J.J.); Page, Michael (M.A.)
Cc: Hawkins, Fred (F.W.); Patel, Mona (M.S.); Gehl, Lorman (L.D.)
Subject: FW: KTP trip summary for EOL issues

Jim & Mike -- we need to be certain our Site STA activity is engaged on this. Got a page last night that raised a shortage concern for this part. I recommend a joint STA assessment be prepared on where we are today in terms of the quality concerns as well as the near term supply status.

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

From: Shaver, Mickal (M.A.)
Sent: Tuesday, January 21, 2003 5:38 PM
To: Singer, Charlie (C.F.); Turner, Steve (S.F.); Hawkins, Fred (F.W.); Conrad, Eric (E.E.)
Subject: FW: KTP trip summary for EOL issues

guys-- you need to be aware of the communications below re: williams controls

Mike Shaver
Purchasing Manager
North American Operations
x-33-73864 mshaver@ford.com
Admin. Asst. Sheri Digue x-33-39838 sdigue@ford.com

PH3-044 32548

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

From: McCullough, Marcella (N.M.)
Sent: Tuesday, January 21, 2003 4:43 PM
To: Shaver, Michael (P.M.); McCarthy, Bill (W.D.); Taylor, Michael (M.L.); Freitag, Rich (R.A.); Slachta, Joseph (J.F.)
Cc: Sheffield, Drew (D.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); West, Gregory (G.S.); Williams Jr., James (J.P.)
Subject: FW: KTP trip summary for EOL issues

Critical Supply shortage for Supplier Code D638E-Williams Control.

As a reminder, this email was sent last week to key Buyers and STA Managers to get involved in the issues per the request of the plant PVT Manager, Bill Reed and CE, Phil Guys. Therefore, I am resending this information as an awareness for this group because of the manufacturing and testing issues that surround Williams for the EOL.

For further information on non-performance contact James Williams, KTP PVT Supervisor. Thank you.

Best Regards,
Marcella McCullough
Purchasing Project Manager >8500 Team
313-84-57402
<mmccull8@ford.com>

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

From: McCullough, Marcella (N.M.)
Sent: Tuesday, January 14, 2003 12:27 PM
To: Slachta, Joseph (J.F.)
Cc: Coble, Jared (J.C.); Dunlevy, Brian (B.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); Freitag, Rich (R.A.); Taylor, Michael (M.L.)
Subject: FW: KTP trip summary for EOL issues

Joe, FYI. Your supplier (Williams Control) is in the hot seat again. This time the Phil Guys—Chief Engineer wants to resource them. Please be engaged in the discussions and contact Mike Page, Resident STA for further details.

Best Regards,
Marcella McCullough
Purchasing Project Manager >8500 Team
313-84-57402
<mmccull8@ford.com>

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

From: Page, Michael (M.A.)
Sent: Tuesday, January 14, 2003 11:37 AM
To: McCullough, Marcella (N.M.)
Subject: FW: KTP trip summary for EOL issues

Sorry Marcella...you were supposed to be in the distribution.

Sincerely,

Michael A. Page
STA Resident Mgr., KTP
mpage@ford.com
Phone: 502-428-2779; Fax: 2941;
Pager: 313-795-0792

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

From: Page, Michael (M.A.)
Sent: Tuesday, January 14, 2003 11:34 AM

To: Gehl, Lorman (L.D.)
Cc: Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Hawkins, Fred (F.W.)
Subject: FW: KTP trip summary for EDL issues

~~CONFIDENTIAL~~

Taxman... Just received this note from Marcella regarding a serious opportunity to immediately address some blatantly obvious manufacturing shortfalls for the fixed accel pedal at Williams Controls. As you can see, Phil Guys is recommending resourcing of this part immediately, due to the absence of adequate manuf controls and poor PD disciplines. Pls get involved at Williams. If you aren't already, to understand, contain and resolve the current manufacturing issues. I might suggest you contact Greg West for any further detail required, surrounding this concern. I will be asked the status, nature of process enhancements at Williams as a result of your efforts, so please advise as to recovery plan status, ASAP.
Please include me as team member if daily call-in meetings are determined to be needed. Thanks for your help, in advance.

ps. It is my belief that there will be a sizeable chargeback attached to the QR for this issue.

Sincerely,

Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

Phone: 502-429-2779; Fax: 2941;

Pager: 313-795-0792

"The information contained herein is FORD PROPRIETARY information and may include FORD CONFIDENTIAL information as defined in Ford's Global Information Standard. Reproduction of this document, disclosure of its information, and use for any purpose other than the conduct of business with Ford is expressly prohibited."

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, January 14, 2003 9:30 AM
To: Page, Michael (M.A.)
Subject: FW: KTP trip summary for EDL issues

FYI. This will probably hit us. Thanks.

Best Regards,

Marcella McCullough

Purchasing Project Manager >8500 Team

313-84-57402

mmccull@ford.com

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

From: Reed Jr., Bill (W.P.)
Sent: Monday, January 13, 2003 6:10 AM
To: McCullough, Marcella (M.M.)
Cc: Williams Jr., James (J.P.)
Subject: FW: KTP trip summary for EDL issues

Info. If you are not involved in this yet, you will need to be. Please get in touch with Jim Williams. Thanks.

Regards,

Bill Reed (breed1@ford.com)

PVT Manager, Kentucky Truck Plant

Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586

Text page at: 5023367586@airtouchpaging.com

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

PER3-644 32856

From: Guys, Philip (P.R.)
Sent: Friday, January 10, 2003 9:50 AM
To: West, Gregory (G.S.); Liposky, Lawrence (L.J.); Thompson, Greg (G.J.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)
Subject: RE: KTP trip summary for EDL issues

we need to have plan to desource Williams. Brennan - what do we have?

Phil Guys
 Chief Engineer
 Tough Truck Powertrain
 (313) 594-9906

---Original Message---

From: West, Gregory (G.S.)
Sent: Thursday, January 09, 2003 6:37 PM
To: Liposky, Lawrence (L.J.); Thompson, Greg (G.J.); Guys, Philip (P.R.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)
Cc: West, Gregory (G.S.)
Subject: KTP trip summary for EDL issues

<< File: KTPeolISSUES.doc >>

[REDACTED]

From: Reed Jr., Bill (W.P.)
Sent: Tuesday, February 11, 2003 8:09 AM
To: DeVuono, Susan (S.B.); Martin, Eddie (E.L.); Williams Jr., James (J.P.); Kramer, Michael (M.T.)
Subject: FW: KTP trip summary for EOL issues

Info

Regards,

Bill Reed (breed1@ford.com)

FVT Manager, Kentucky Truck Plant

Phone (502) 429-2586 Fax (502) 429-2111 Page (582) 336-7586

Text page at: 5023367586@airtouchpaging.com

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

From: McCullough, Marcella (M.M.)
Sent: Monday, February 10, 2003 10:50 AM
To: Broady, Linda (L.L.); Shaver, Michael (P.M.); Taylor, Michael (M.); McCarty, Bill (W.D.)
Cc: Reed Jr., Bill (W.P.); Dunlavy, Brian (B.L.); Slachta, Joseph (J.F.)
Subject: FW: KTP trip summary for EOL issues

FYI on Williams pedal at KTP. This issue is still there and you should be aware of the situation. In the event this should be place on the constraint management report, Joe Slachta is the CBG buyer. I wanted to follow up as committed to Bill Reed. Now that you have the latest, Brian Dunlavy will assume the lead.

Joe, please keep Mike Shaver and Brian Dunlavy updated on the progress with this situation. Linda Broady is Constraint Manager for KTP and she should also be kept in the loop. Brian has assumed my responsibilities. Thank you for your feedback and support.

Marcella McCullough

x04373

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

From: Slachta, Joseph (J.F.)
Sent: Monday, February 10, 2003 10:09 AM
To: McCullough, Marcella (M.M.)
Cc: Preitag, Rich (R.A.); Lipsky, Lawrence (L.L.); West, Gregory (G.S.); Whitt, John (J.G.); Sheffield, Drew (D.L.); Gilbert, Timothy (T.); Slachta, Joseph (J.F.)
Subject: RE: KTP trip summary for EOL issues

The situation at Williams is deteriorating in regards to their daily shipments and we are back into premium transportation. I spoke with Tim Gilbert this morning and he advised me that KTP currently has 1.9 DOH and the he was in the process of contacting Williams to determine what their shipment were over this weekend. Williams was shipping 720/day week of 1/27/03 and KTP was up to 5.0 DOH but over the weekend of 2/1 & 2/2 Williams encountered a quality problem with one of their purchased parts and did not make any shipments over that weekend. When I spoke to Drew Homovec, Williams Director of Sales on 2/3/03 he told me that that issue was resolved and shipment of 720/day would resume that week. I spoke with Williams VP Ron Velet late on Friday 2/7/03 and he advised me that their yield has gone down again as a result of the

002-044 28100

lightened guard band that engineering has imposed on the electronic sensor. Ron also advised me that they were meeting with our engineering to get the guard band tolerance loosened because based on their own test data the drift that they have seen after 2 millions cycles does not warrant the more restrictive guard band. I've placed a call to Larry Liposky, our engineering supervisor to determine our engineering's position on the loosened guard band.

In the short run it looks that we will continue to have supply issues with Williams unless they are able to stabilize their process and increase their yield. Engineering is currently testing ETC pedals from two other suppliers but production from these suppliers would be 6 to 8 months away if the results of our testing is ok.

JOSEPH F. SLACHTA
BUYER, BRAKE SYSTEMS
GLOBAL CHASSIS COMMODITY MANAGEMENT
VPO MD440
PHONE 313 584-1200 FAX SAME AS PHONE

—Original Message—

From: Freitag, Rich (R.A.)
Sent: Friday, February 07, 2003 1:04 PM
To: McCullough, Marcella (N.M.); Slachta, Joseph (J.F.)
Subject: RE: KTP trip summary for EDL issues

JOE—PLEASE REVIEW BELOW AND REPLY APPROPRIATELY.

—Original Message—

From: McCullough, Marcella (N.M.)
Sent: Tuesday, February 04, 2003 9:56 AM
To: Reed Jr., Bill (W.P.); Freitag, Rich (R.A.)
Cc: Durlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EDL issues

Bill, I have not received any more feedback from the buyer. You can see that I sent a message to him asking for feedback and I have yet to receive any replies. Rich, since you are Core Superior can you assist Bill with these answers on the pedal? I sent an email to Joe Slachta and we have not heard anything back.

Brian, will have to follow up on this issue since he now has lead on all open issues. I have given him the one pager that you provided from Phil. I also suggest that you speak with your PVT Supervisor because he can also provide more feedback on the status of this issue. Thanks.

—Original Message—

From: Reed Jr., Bill (W.P.)
Sent: Monday, February 03, 2003 12:11 PM
To: McCullough, Marcella (N.M.)
Subject: RE: KTP trip summary for EDL issues

This is an accelerator pedal, not a brake pedal.

So what happened? What's the conclusion? Phil Guys wants to de-source these guys... is everything suddenly ok? Any feedback on why they had a problem?

Regards,

Bill Reed (breed1@ford.com)

PVT Manager, Kentucky Truck Plant
Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586
Text page at: 5023367586@airtomchpaging.com

PEB3-844 28181

Internal

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

From: McCullough, Marcella (N.M.)
Sent: Monday, February 03, 2003 6:13 PM
To: Reed Jr., Bill (W.P.)
Subject: FW: KTP trip summary for EOL issues

FYI

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

From: Martin, Eddie (E.L.)
Sent: Monday, February 03, 2003 6:01 PM
To: McCullough, Marcella (N.M.); Page, Michael (M.A.); Williams Jr., James (J.P.)
Cc: Dunlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

the supplier is maintaining production levels to support KTP and we have had no additional quality issues

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

From: McCullough, Marcella (N.M.)
Sent: Monday, February 03, 2003 3:32 PM
To: Page, Michael (M.A.); Martin, Eddie (E.L.); Williams Jr., James (J.P.)
Cc: Dunlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

All: Please provide any feedback on the status of this brake pedal. Bill Reed needs an update. Thanks

Best Regards,
Marcella McCullough
Purchasing Project Manager>8500 Team
313-84-57402
mmcculla@ford.com

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

From: Page, Michael (M.A.)
Sent: Thursday, January 23, 2003 9:37 AM
To: Martin, Eddie (E.L.); Williams Jr., James (J.P.)
Cc: McCullough, Marcella (N.M.); Dunlavy, Brian (B.L.)
Subject: FW: KTP trip summary for EOL issues

FYI...Fred is our STA site engineer, on-site at Williams assessing situation.

Sincerely,

Michael A. Page
STA Resident Mgr., KTP
mpage@ford.com
Phone: 502-429-2779; Fax: 2641;
Pager: 313-795-0792

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

From: Polman, James (J.J.)
Sent: Wednesday, January 22, 2003 9:10 PM
To: Hamilton, Fred (F.W.)
Cc: Turner, Steve (S.F.); Patsl, Nora (N.S.); Page, Michael (M.A.); Galt, Lozman (L.D.)
Subject: RE: KTP trip summary for EOL issues

Fred, I would like to recommend to Williams to build a bank of parts before they continue tweaking their chip. They have never been able to tweak the chip with in a 7 day window. They need to build a minimum of

FE03-044 38102

4 weeks of bank before continuing with design actions. The team needs to decide on the exact bank quantity.
Thanks

James Polman
STA Manager NAT Residents
Pager 888 405 1868

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

From: Hawkins, Fred (F.W.)
Sent: Wednesday, January 22, 2003 5:11 PM
To: Turner, Steve (S.F.); Patel, Mona (M.S.)
Cc: Page, Michael (M.A.); Gehl, Loosan (L.D.); Polman, James (J.J.); Hawkins, Fred (F.W.)
Subject: RE: KTP trip summary for EOL issues

If Williams Controls continues at their current build rate, they will be able to support KTP. They met their committed daily ship number of 720 yesterday and today will surpass their mark, as they just put last shipment on dock for daily total of 900 parts. At current yield of approx. 70 % at their EOL tester, they're projecting to be out of daily expected ground shipments by 1/27, and caught up with their release backlog by 2/1. Additionally they are planning on bringing a second shift on in their clean room next week for training, with additional production from that shift beginning 1st week of February. They worked last Saturday and Sunday and plan to work future Saturdays and Sundays until they are caught back up with their backlog. They plan to cautiously make improvements to improve their yield as they gain on their backlog and stabilize their production flow.

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

From: Polman, James (J.J.)
Sent: Wednesday, January 22, 2003 8:11 AM
To: Turner, Steve (S.F.)
Cc: Polman, James (J.J.); Page, Michael (M.A.); Hawkins, Fred (F.W.); Patel, Mona (M.S.); Gehl, Loosan (L.D.)
Subject: RE: KTP trip summary for EOL issues

Engineering allowed the supplier to make a tweak to their chip. With the problems we had in the past with the supplier tweaking their chip, engineering didn't have the supplier run a bank of parts before making the change. There has been conference call concerning the issue involving Mike Page and the Site Engineer.

James Polman
STA Manager NAT Residents
Pager 888 405 1868

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

From: Turner, Steve (S.F.)
Sent: Wednesday, January 22, 2003 7:47 AM
To: Polman, James (J.J.); Page, Michael (M.A.)
Cc: Hawkins, Fred (F.W.); Patel, Mona (M.S.); Gehl, Loosan (L.D.)
Subject: FW: KTP trip summary for EOL issues

Jim & Mike — we need to be certain our Site STA activity is engaged on this. Got a page last night that raised a shortage concern for this part. I recommend a joint STA assessment be prepared on where we are today in

PS03-044 36183

terms of the quality concerns as well as the near term supply status.

[REDACTED]

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

From: Shaver, Michael (P.M.)
Sent: Tuesday, January 21, 2003 5:38 PM
To: Singer, Charlie (C.F.); Turner, Steve (S.F.); Hawks, Fred (F.W.); Conrad, Eric (E.E.)
Subject: FW: KTP trip summary for EOL issues

guys-- you need to be aware of the communications below re: williams controls

Mike Shaver

Purchasing Manager
North American Operations
x-33-73884 mshaver@ford.com
Admin. Asst. Sheri Digue x-32-31836 sdigue@ford.com

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, January 21, 2003 4:43 PM
To: Shaver, Michael (P.M.); McCarty, Bill (W.D.); Taylor, Michael (M.L.); Freitag, Rich (R.A.); Slachta, Joseph (J.F.)
Cc: Sheffield, Drew (D.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); West, Gregory (G.S.); Williams Jr., James (J.P.)
Subject: FW: KTP trip summary for EOL issues

Critical Supply shortage for Supplier Code O638E—Williams Control.

As a reminder, this email was sent last week to key Buyers and STA Managers to get involved in the issues per the request of the plant PVT Manager, Bill Reed and CE, Phil Guys. Therefore, I am resending this information as an awareness for this group because of the manufacturing and testing issues that surround Williams for the EOL.

For further information on non-performance contact James Williams, KTP PVT Supervisor. Thank you.

*Best Regards,
Marcella McCullough
Purchasing Project Manager>8500 Team
313-84-57402
mmccull8@ford.com>*

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, January 14, 2003 12:27 PM
To: Slachta, Joseph (J.F.)
Cc: Coble, Jared (J.C.); Dunlevy, Brian (B.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); Freitag, Rich (R.A.); Taylor, Michael (M.L.)
Subject: FW: KTP trip summary for EOL issues

Joe, FYI. Your supplier (Williams Control) is in the hot seat again. This time the Phil Guys—Chief Engineer wants to resource them. Please be engaged in the discussions and contact Mike Page, Resident STA for further details.

*Best Regards,
Marcella McCullough
Purchasing Project Manager>8500 Team
313-84-57402
mmccull8@ford.com>*

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

From: Page, Michael (M.A.)
Sent: Tuesday, January 14, 2003 11:37 AM
To: McCullough, Marcella (M.M.)

313-84-38184

Subject: FW: KTP trip summary for EOL issues

Sorry Marcella...you were supposed to be in the distribution.

Sincerely;

Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

Phone: 502-429-2778; Fax: 2941;

Pager: 313-795-0792

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---Original Message---

From: Page, Michael (M.A.)
Sent: Tuesday, January 14, 2003 11:34 AM
To: Goh, Laxman (L.D.)
Cc: Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Hawkins, Fred (F.W.)
Subject: FW: KTP trip summary for EOL issues

Laxman... Just received this note from Marcella regarding a serious opportunity to immediately address some blatantly obvious manufacturing shortfalls for the fixed accel pedal at Williams Controls. As you can see, Phil Guys is recommending resourcing of this part immediately, due to the absence of adequate manuf controls and poor PD disciplines. Pls get involved at Williams, if you aren't already, to understand, contain and resolve the current manufacturing issues. I might suggest you contact Greg West for any further detail required, surrounding this concern. I will be asked the status, nature of process enhancements at Williams as a result of your efforts, so please advise as to recovery plan status, ASAP. Please include me as team member if daily call-in meetings are determined to be needed. Thanks for your help, in advance.

ps. It is my belief that there will be a sizeable chargeback attached to the QR for this issue.

Sincerely;

Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

Phone: 502-429-2778; Fax: 2941;

Pager: 313-795-0792

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---Original Message---

From: McCullough, Marcella (M.H.)
Sent: Tuesday, January 14, 2003 9:30 AM
To: Page, Michael (M.A.)
Subject: FW: KTP trip summary for EOL issues

FYI. This will probably hit us. thanks.

Best Regards,

Marcella McCullough

Purchasing Project Manager >8500 Team

313-84-57402

<mmcull8@ford.com>

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

From: Reed Jr., Bill (W.P.)
Sent: Monday, January 13, 2003 6:10 AM
To: McDuffough, Marofo (N.M.)
Cc: Williams Jr., James (J.P.)
Subject: FW: KTP trip summary for EOL issues

Info. If you are not involved in this yet, you will need to be. Please get in touch with Jim Williams. Thanks.

Regards,

Bill Reed (breed1@ford.com)

PVT Manager, Kentucky Truck Plant
Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586
Text page at: 5023367586@airtouchpaging.com

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

From: Guys, Philip (P.R.)
Sent: Friday, January 10, 2003 9:50 AM
To: West, Gregory (G.S.); Lipsky, Lawrence (L.I.); Thompson, Greg (G.J.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)
Subject: RE: KTP trip summary for EOL issues

we need to have plan to deaource Williams. Brennan - what do we have?

Phil Guys

Chief Engineer
Tough Truck Powertrain
(318) 594-9900

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

From: West, Gregory (G.S.)
Sent: Thursday, January 09, 2003 6:37 PM
To: Lipsky, Lawrence (L.I.); Thompson, Greg (G.J.); Guys, Philip (P.R.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)
Cc: West, Gregory (G.S.)
Subject: KTP trip summary for EOL issues

<< File: KTPeolISSUES.doc >>

~~CONFIDENTIAL~~

From: Reed Jr., Bill (W.P.)
Sent: Tuesday, February 11, 2003 6:08 AM
To: DeVuono, Susan (S.B.); Martin, Eddie (E.L.); Williams Jr., James (J.P.); Kramer, Michael (M.T.)
Subject: FW: KTP trip summary for EOL issues

Info

Regards,

Bill Reed (breed1@ford.com)

PVT Manager, Kentucky Truck Plant
Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586
Text page at: 5023367586@airtochpaging.com

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

From: McCullough, Marcella (N.M.)
Sent: Monday, February 10, 2003 10:50 AM
To: Broady, Linda (L.L.); Shaver, Michael (P.M.); Taylor, Michael (M.); McCarty, Bill (W.D.)
Cc: Reed Jr., Bill (W.P.); Dunlavy, Brian (B.L.); Slachta, Joseph (J.F.)
Subject: FW: KTP trip summary for EDL issues

FYI on Williams pedal at KTP. This issue is still there and you should be aware of the situation. In the event this should be place on the constraint management report, Joe Slachta is the CBG buyer. I wanted to follow up as committed to Bill Reed. Now that you have the latest, Brian Dunlavy will assume the lead.

Joe, please keep Mike Shaver and Brian Dunlavy updated on the progress with this situation. Linda Broady is Constraint Manager for KTP and she should also be kept in the loop. Brian has assumed my responsibilities. Thank you for your feedback and support.

Marcella McCullough
x04373

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

From: Slachta, Joseph (J.F.)
Sent: Monday, February 10, 2003 10:09 AM
To: McCullough, Marcella (N.M.)
Cc: Freitag, Rich (R.A.); Liposky, Lawrence (L.J.); West, Gregory (G.S.); Witek, John (J.G.); Sheffield, Drew (D.L.); Gilbert, Timothy (T.); Slachta, Joseph (J.F.)
Subject: RE: KTP trip summary for EOL issues

The situation at Williams is deteriorating in regards to their daily shipments and we are back into premium transportation. I spoke with Tim Gilbert this morning and he advised me that KTP currently has 1.9 DOH and the he was in the process of contacting Williams to determine what their shipment were over this weekend. Williams was shipping 720/day week of 1/27/03 and KTP was up to 5.0 DOH but over the weekend of 2/1 & 2/2 Williams encountered a quality problem with one of their purchased parts and did not make any shipments over that weekend. When I spoke to Drew Homovec, Williams Director of Sales on 2/3/03 he told me that that issue was resolved and shipment of 720/day would resume that week. I spoke with Williams VP Ron Velat late on Friday 2/7/03 and he advised me that their yield has gone down again as a result of the

PE03-044 38183

tightened guard band that engineering has imposed on the electronic sensor. Ron also advised me that they were meeting with our engineering to get the guard band tolerance loosened because based on their own test data the drift that they have seen after 2 millions cycles does not warrant the more restrictive guard band. I placed a call to Larry Liposky, our engineering supervisor to determine our engineering's position on the loosened guard band.

In the short run it looks that we will continue to have supply issues with Williams unless they are able to stabilize their process and increase their yield. Engineering is currently testing ETC pedals from two other suppliers but production from these suppliers would be 6 to 8 months away if the results of our testing is ok.

JOSEPH F. SLACHTA
BUYER, BRAKE SYSTEMS
GLOBAL CHASSIS COMMODITY MANAGEMENT
VPO MD440
PHONE 313 594-1200 FAX SAME AS PHONE

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

From: Freitag, Rich (R.A.)
Sent: Friday, February 07, 2003 1:04 PM
To: McCullough, Marcella (M.M.); Slachta, Joseph (J.F.)
Subject: RE: KIP trip summary for EOL issues

JOE---PLEASE REVIEW BELOW AND REPLY APPROPRIATELY.

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, February 04, 2003 9:56 AM
To: Reed Jr., Bill (W.P.); Freitag, Rich (R.A.)
Cc: Dunfee, Brian (B.L.)
Subject: RE: KIP trip summary for EOL issues

Bill, I have not received any more feedback from the buyer. You can see that I sent a message to him asking for feedback and I have yet to receive any replies. Rich, since you are Core Superior can you assist Bill with these answers on the pedal? I sent an email to Joe Slachta and we have not heard anything back.

Brian, will have to follow up on this issue since he now has lead on all open issues. I have given him the one pager that you provided from Phil. I also suggest that you speak with your PVT Supervisor because he can also provide more feedback on the status of this issue. Thanks.

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

From: Reed Jr., Bill (W.P.)
Sent: Monday, February 03, 2003 2:11 PM
To: McCullough, Marcella (M.M.)
Subject: RE: KIP trip summary for EOL issues

This is an accelerator pedal, not a brake pedal.

So what happened? What's the conclusion? Phil Guys wants to de-source these guys... is everything suddenly ok? Any feedback on why they had a problem?

Regards,

Bill Reed (breed1@ford.com)

PVT Manager, Kentucky Truck Plant
Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586
Text page at: 5023367586@airtouchpaging.com

PE23-044 20194

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

From: McCullough, Marcella (M.M.)
Sent: Monday, February 03, 2003 6:13 PM
To: Reed Jr., Bill (W.P.)
Subject: FW: KTP trip summary for EOL issues

FYI

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

From: Martin, Eddie (E.L.)
Sent: Monday, February 03, 2003 6:01 PM
To: McCullough, Marcella (M.M.); Page, Michael (M.A.); Williams Jr., James (J.P.)
Cc: Dunlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

the supplier is maintaining production levels to support KTP and we have had no additional quality issues

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

From: McCullough, Marcella (M.M.)
Sent: Monday, February 03, 2003 3:32 PM
To: Page, Michael (M.A.); Martin, Eddie (E.L.); Williams Jr., James (J.P.)
Cc: Dunlavy, Brian (B.L.)
Subject: RE: KTP trip summary for EOL issues

All: Please provide any feedback on the status of this brake pedal. Bill Reed needs an update. Thanks

Best Regards,
Marcella McCullough
Purchasing Project Manager >8500 Team
313-84-57402
mmccull8@ford.com

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

From: Page, Michael (M.A.)
Sent: Thursday, January 23, 2003 9:37 AM
To: Martin, Eddie (E.L.); Williams Jr., James (J.P.)
Cc: McCullough, Marcella (M.M.); Dunlavy, Brian (B.L.)
Subject: FW: KTP trip summary for EOL issues

FYI...Fred is our STA site engineer, on-site at Williams assessing situation.

Sincerely;

Michael A. Page
STA Resident Mgr., KTP
mpage@ford.com
Phone: 502-429-2779; Fax: 2941;
Pager: 313-795-0792

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

From: Pittman, James (J.J.)
Sent: Wednesday, January 22, 2003 9:10 PM
To: Hawkins, Fred (F.W.)
Cc: Turner, Steve (S.F.); Patel, Mona (M.S.); Page, Michael (M.A.); Gehl, Linman (L.D.)
Subject: RE: KTP trip summary for EOL issues

Fred, I would like to recommend to Williams to build a bank of parts before they continue tweaking their chip. They have never been able to tweak the chip within a 7 day window. They need to build a minimum of

FE03-044 38125

4 weeks of bank before continuing with design actions. The team needs to decide on the exact bank quantity.
Thanks

James Polman
STA Manager NAT Residents
Pager 888 405 1868

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—Original Message—

From: Hawkins, Fred (F.W.)
Sent: Wednesday, January 22, 2003 5:11 PM
To: Turner, Steve (S.F.); Patel, Mona (M.S.)
Cc: Page, Michael (M.A.); Gehl, Lauman (L.D.); Polman, James (J.J.); Hawkins, Fred (F.W.)
Subject: RE: KTP trip summary for EOL issues

If Williams Controls continues at their current build rate, they will be able to support KTP. They met their committed daily ship number of 720 yesterday and today will surpass their mark, as they just put last shipment on dock for daily total of 800 parts. At current yield of approx. 70 % at their EOL tester, they're projecting to be out of daily expedited ground shipments by 1/27, and caught up with their release backlog by 2/1. Additionally they are planning on bringing a second shift on in their clean room next week for training, with additional production from that shift beginning 1st week of February. They worked last Saturday and Sunday and plan to work future Saturdays and Sundays until they are caught back up with their backlog. They plan to cautiously make improvements to improve their yield as they gain on their backlog and stabilize their production flow.

—Original Message—

From: Polman, James (J.J.)
Sent: Wednesday, January 22, 2003 8:11 AM
To: Turner, Steve (S.F.)
Cc: Polman, James (J.J.); Page, Michael (M.A.); Hawkins, Fred (F.W.); Patel, Mona (M.S.); Gehl, Lauman (L.D.)
Subject: RE: KTP trip summary for EOL issues

Engineering allowed the supplier to make a tweak to their chip. With the problems we had in the past with the supplier tweaking their chip, engineering didn't have the supplier run a bank of parts before making the change. There has been conference call concerning the issue involving Mike Page and the Site Engineer.

James Polman
STA Manager NAT Residents
Pager 888 405 1868

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—Original Message—

From: Turner, Steve (S.F.)
Sent: Wednesday, January 22, 2003 7:47 AM
To: Polman, James (J.J.); Page, Michael (M.A.)
Cc: Hawkins, Fred (F.W.); Patel, Mona (M.S.); Gehl, Lauman (L.D.)
Subject: FW: KTP trip summary for EOL issues

Jim & Mike --- we need to be certain our Site STA activity is engaged on this. Got a page last night that raised a shortage concern for this part. I recommend a joint STA assessment be prepared on where we are today in

REC-044 38198

terms of the quality concerns as well as the near term supply status.

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

From: Shover, Michael (P.M.)
Sent: Tuesday, January 21, 2003 5:38 PM
To: Binger, Charlie (C.F.); Turner, Steve (S.F.); Hawkins, Fred (F.W.); Conrad, Eric (E.E.)
Subject: FW: KTP trip summary for EOL issues

guys- you need to be aware of the communications below re: williams controls

Mike Shover

Purchasing Manager
North American Operations
x-33-73884 mshover@ford.com
Admin. Asst. Sheri Digue x-32-31838 edigue@ford.com

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, January 21, 2003 4:43 PM
To: Shover, Michael (P.M.); McCarty, Bill (W.D.); Taylor, Michael (M.J.); Freitag, Rich (R.A.); Stichta, Joseph (J.F.)
Cc: Sheffield, Drew (D.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); West, Gregory (G.S.); Williams Jr., James (J.P.)
Subject: FW: KTP trip summary for EOL issues

Critical Supply shortage for Supplier Code D638E--Williams Control.

As a reminder, this email was sent last week to key Buyers and STA Managers to get involved in the issues per the request of the plant PVT Manager, Bill Reed and CE, Phil Guys. Therefore, I am resending this information as an awareness for this group because of the manufacturing and testing issues that surround Williams for the EOL.

For further information on non-performance contact James Williams, KTP PVT Supervisor. Thank you.

Best Regards,
Marcella McCullough
Purchasing Project Manager>8500 Team
313-84-57402
mmccull8@ford.com

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, January 14, 2003 12:27 PM
To: Stichta, Joseph (J.F.)
Cc: Coble, Jared (J.C.); Dunlavy, Brian (B.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); Freitag, Rich (R.A.); Taylor, Michael (M.J.)
Subject: FW: KTP trip summary for EOL issues

Joe, FYI. Your supplier (Williams Control) is in the hot seat again. This time the Phil Guys--Chief Engineer wants to resource them. Please be engaged in the discussions and contact Mike Page, Resident STA for further details.

Best Regards,
Marcella McCullough
Purchasing Project Manager>8500 Team
313-84-57402
mmccull8@ford.com

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

From: Page, Michael (M.A.)
Sent: Tuesday, January 14, 2003 11:37 AM
To: McCullough, Marcella (M.M.)

PEES-044 30187

Subject: FW: KTP trip summary for EOL issues

Sorry Marcella...you were supposed to be in the distribution.

Sincerely,

Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

Phone: 502-429-2779; Fax: 2941;

Pager: 313-795-0792

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

From: Page, Michael (M.A.)
Sent: Tuesday, January 14, 2003 11:34 AM
To: Gehl, Lauman (L.D.)
Cc: Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Hawkins, Fred (F.W.)
Subject: FW: KTP trip summary for EOL issues

Lauman... Just received this note from Marcella regarding a serious opportunity to immediately address some blatantly obvious manufacturing shortfalls for the fused accel pedal at Williams Controls. As you can see, Phil Guys is recommending resourcing of this part immediately, due to the absence of adequate manuf controls and poor PD disciplines. Pls get involved at Williams, if you aren't already, to understand, contain and resolve the current manufacturing issues. I might suggest you contact Greg West for any further detail required, surrounding this concern. I will be asked the status, nature of process enhancements at Williams as a result of your efforts, so please advise as to recovery plan status, ASAP.

Please include me as team member if daily call-in meetings are determined to be needed. Thanks for your help, in advance.

ps. It is my belief that there will be a sizeable chargeback attached to the QR for this issue.

Sincerely,

Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

Phone: 502-429-2779; Fax: 2941;

Pager: 313-795-0792

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

From: McCullough, Marcella (M.M.)
Sent: Tuesday, January 14, 2003 9:30 AM
To: Page, Michael (M.A.)
Subject: FW: KTP trip summary for EOL issues

FYI. This will probably hit us. thanks.

Best Regards,

Marcella McCullough

Purchasing Project Manager >8500 Team

313-84-57402

<mmccull@ford.com>

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

From: Reed Jr., Bill (W.P.)
Sent: Monday, January 13, 2003 6:10 AM
To: McCullough, Marcella (N.M.)
Cc: Williams Jr., James (J.P.)
Subject: RE: KTP trip summary for EOL issues

Info. If you are not involved in this yet, you will need to be. Please get in touch with Jim Williams. Thanks.

Regards,

Bill Reed (breed1@ford.com)

PVT Manager, Kentucky Truck Plant
Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 336-7586
Text page at: 5023367586@skrtouchpage.com

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

From: Guys, Philip (P.R.)
Sent: Friday, January 10, 2003 9:50 AM
To: West, Gregory (G.S.); Lipsky, Lawrence (L.J.); Thompson, Greg (G.J.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)
Subject: RE: KTP trip summary for EOL issues

we need to have plan to desource Williams. Brennan - what do we have?

Phil Guys
Chief Engineer
Tough Truck Powertrain
(313) 684-9908

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

From: West, Gregory (G.S.)
Sent: Thursday, January 09, 2003 6:37 PM
To: Lipsky, Lawrence (L.J.); Thompson, Greg (G.J.); Guys, Philip (P.R.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)
Cc: West, Gregory (G.S.)
Subject: KTP trip summary for EOL issues

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~~CONFIDENTIAL~~

From: Page, Michael (M.A.)
Sent: Wednesday, February 12, 2003 8:20 AM
To: Williams Jr., James (J.P.); Reed Jr., Bill (W.P.); Martin, Eddie (E.L.)
Subject: FW: KTP trip summary for EOL issues

FYI..... Fred Hawkins is the STA S&E Mgr for Williams' Sarasota facility.

Sincerely,

Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

Phone: 502-429-2779; Fax: 2941;

Pager: 313-795-0782

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

From: Fleming, Roger (R.W.)
Sent: Wednesday, February 12, 2003 8:00 AM
To: Hawkins, Fred (F.W.)
Cc: Taylor, Michael (M.J.); Page, Michael (M.A.); Patel, Mona (M.S.); Binger, Charlie (C.F.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Shaver, Michael (P.N.); Slachta, Joseph (J.F.); Gilbert, Timothy (T.)
Subject: RE: KTP trip summary for EOL issues

Fred, thanks for the update on Williams...problem appears to be an assignable event with their supply chain. I like the idea of them adding a second shift as this should expand their output. Thanks again, Roger

Roger W. Fleming

NAT STA P131 Program Manager

PDC - 2nd Floor - Cube 2AC05

rflemin1@ford.com

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

From: Hawkins, Fred (F.W.)
Sent: Tuesday, February 11, 2003 5:08 PM
To: Fleming, Roger (R.W.)
Cc: Taylor, Michael (M.J.); Page, Michael (M.A.); Patel, Mona (M.S.); Binger, Charlie (C.F.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Shaver, Michael (P.N.); Slachta, Joseph (J.F.); Gilbert, Timothy (T.)
Subject: RE: KTP trip summary for EOL issues

Roger, the issue at Williams that led to the current tight supply situation was caused by a lack of parts from one of their Tier 2's, resulting in their inability to run production this past weekend, 2/8 & 2/9 as planned. Williams says that a miscommunication between their sensor brush supplier, Haraeus in Frankfurt Germany, caused the stock outage over the weekend. However, they have received expedited shipments and are now back on track with that supplier. They have assured me that they have communicated properly with their remaining sub-suppliers. Williams is still committed to shipping 720 a day vs. KTP's avg. daily usage of 650 and shipped 1080 yesterday, 2/10.

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I've instructed Williams to reinstitute sending the Daily Product Position sheet we were using to monitor their status in late January so that we can monitor the situation closely. They will be sending it to myself, Tim Gilbert in Supply Chain Mgmt, and Joe Slachta. Based on their performance we will reintroduce daily conference calls if necessary. At current build rate of 720/day it will take until end of next week until they are back up to desired float level.

I confirmed with Williams and Ford PD that this latest issue was not caused by a decrease in yield as a result of the tightened guard band that engineering imposed in mid January. Williams is currently achieving 70 - 75% yield at their EOL tester. They plan to bring on a 2nd shift in their clean room next week which will allow them to re-implement their in-process 'element' test and should improve their EOL yield.

—Original Message—

From: Fleming, Roger (R.W.)
Sent: Tuesday, February 11, 2003 8:00 AM
To: Taylor, Michael (M.J.); Hawkins, Fred (F.W.); Page, Michael (M.A.)
Subject: RE: KTP btp summary for EOL issues

Mike, yesterday morning I was in conversation with Fred Hawkins (STA Commodity Manager - Chassis)...on this issue. I have not forgotten your request and have been working with the site STA Engineer to get recent status. Fred Hawkins assured me yesterday...that he would get back into this with Williams for most current status. Fred, looks like they are needing some additional assistance. Thanks, Roger

Mike, heads up...looks like Williams is starting to fall back on their supply commitments.

Roger W. Fleming

NAT STA P131 Program Manager
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—Original Message—

From: Taylor, Michael (M.J.)
Sent: Monday, February 10, 2003 1:09 PM
To: Fleming, Roger (R.W.)
Subject: FW: KTP btp summary for EOL issues

Roger.....not good news.

Mike Taylor
Purchasing Director - Tough Trucks
(313)-694-7448 - mtaylor4@ford.com

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—Original Message—

From: Shaver, Michael (P.H.)

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