

**EA04-006**  
**FORD**  
**5/13/2005**  
**ATTACHMENT J**  
**BOOK 8 OF 11**  
**PART 2 OF 4**

**From:** Monday, February 11, 2003 12:01 PM  
**To:** Binger, Charlie (C.F.)  
**Cc:** Patel, Mans (M.S.); Taylor, Michael (M.I.); Dunlavy, Brian (B.L.)  
**Subject:** FW: KTP trip summary for EOL issues

Hi Charlie- a heads-up for you— appears that the situation at Williams is deteriorating again.... see the notes below. May get critical supply/ managed constraint viability-- yield and t-2 quality issues. Mike.

*Mike Shaver*

**Purchasing Manager**  
**North American Operations**  
x-33-73884 mshaver@ford.com  
Admin. Asst. Sheri Diggs x-32-31838 sdiggs@ford.com

—Original Message—

**From:** McCullough, Marcella (M.M.)  
**Sent:** Monday, February 10, 2003 10:50 AM  
**To:** Broody, 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 Broody 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:** Fretag, Rich (R.A.); Uposky, Laurence (L.J.); West, Gregory (G.S.); Whuk, 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 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.

CONFIDENTIAL

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: Dunlavy, 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 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

-----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](mailto: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](mailto:mpage@ford.com)  
Phone: 502-429-2779; Fax: 2941;  
Pager: 313-785-0782

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

**From:** Polman, James (J.J.)  
**Sent:** Wednesday, January 22, 2003 9:10 PM  
**To:** Hawkins, Fred (F.W.)  
**Cc:** Turner, Steve (S.P.); Peter, Mona (M.S.); Page, Michael (M.A.); Gehl, 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 tweaking 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

FE03-044 32548

*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.); Gels, 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.); Gels, 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 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.); Gels, 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.

PE83-844 32841

~~CONFIDENTIAL~~

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

**From:** Shaver, Michael (P.M.)  
**Sent:** Tuesday, January 21, 2003 5:38 PM  
**To:** Singer, Charlie (C.F.); Turner, Steve (S.F.); Hawkins, Fred (F.W.); Conzai, 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-32-91838 sdigue@ford.com

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

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

Critical Supply shortage for Supplier Code 0638E-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](mailto:mmccull8@ford.com)

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

**From:** McCullough, Marcella (N.M.)  
**Sent:** Tuesday, January 14, 2003 12:27 PM  
**To:** Sachis, 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.I.)  
**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](mailto: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: 502-429-2779; 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, Louisa (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

Laxmen... 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

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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—

FEB2-044 32643

**From:** Reed Jr., Bill (W.P.)  
**Sent:** Monday, January 13, 2003 6:10 AM  
**To:** McCallough, Marcela (M.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)

**FVT 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.); Upokly, 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) 594-9908**

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

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, January 09, 2003 6:37 PM  
**To:** Upokly, 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

<< File: KTPeolISSUES.doc >>



~~CONFIDENTIAL~~

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**From:** Kramer, Michael (M.T.)  
**Sent:** Thursday, March 13, 2003 8:51 AM  
**To:** Franz, Katherine (K.A.); Ball, Deanna (D.M.); Divakaruni, Ramana (R.)  
**Cc:** McDonagh, Scot (S.M.); West, Gregory (G.S.); Abar, Robert (R.B.); Kramer, Michael (M.T.)  
**Subject:** RE: Emerging Issue - Heads Up

The accelerator pedal mentioned below is a PTSE item. The PTQRT/PTSE is aware of this issue and has been investigating. The lead for any needed resolution actions is the PTQRT/PTSE. The diesel QB activity does not need to worry about this one.

It is very likely (and field returned pedals support) that 6.0L pedals are presently being replaced incorrectly due to other system issues (like ICP's, calibrations prior to R13, etc).

*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) 394-2003  
Pager: (313) 201-8832 (beep); <[http://m4.deebom.ford.com/cel/biz/logs?](mailto:m4.deebom.ford.com/cel/biz/logs?)> (external text); [http://mikramail.com/](mailto:mikramail.com/) (external text)  
Email: mikramer1 (internal); mikramer1@ford.com (external)

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

**From:** Franz, Katherine (K.A.)  
**Sent:** Wednesday, March 12, 2003 1:39 PM  
**To:** Kramer, Michael (M.T.); Ball, Deanna (D.M.); Divakaruni, Ramana (R.)  
**Subject:** FW: Emerging Issue - Heads Up

FYI

Regards,  
Katherine A. Franz  
Diesel Engine Quarterback  
✉ [kfranz1@ford.com](mailto:kfranz1@ford.com)  
☎ Tel: (313) 337.2508

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

**From:** Abar, Robert (R.B.)  
**Sent:** Wednesday, March 12, 2003 1:11 PM  
**To:** Mazzella, Gary (S.R.); Franz, Katherine (K.A.)  
**Cc:** Abar, Robert (R.B.)  
**Subject:** Emerging Issue - Heads Up

Gary / Katherine,

Emerging issue 328534 (F250HD/F350/F450/F550 for CCC=D38 engine hesitates and surges) was opened 2/13/03 against accelerator controls by the warranty analysts and has recently gone RED. Their basis for selecting the accelerator controls was based on a combined pareto of 7.3L and 6.0L applications. The 7.3L accelerator controls is a known issue that is in the process of being recalled.

I wanted you to be aware that based on our review this morning of the 2003 MY data for CCC=D38 when it is split by 7.3L & 6.0L the accelerator pedal doesn't appear as the top pareto item on the 6.0L. There are several engine, fuel system, and calibration items that are higher on the 6.0L pareto that would appear to be

FEB3-044 30005

what are the real prime drivers behind the emerging issue and hopefully you are already aware and addressing them.

We are pursuing the accelerator controls portion of this and are trying to drive for closure in the very near future. Given that accelerator controls don't appear to be the prime driver for the emerging issue from my perspective, the attention may then get focused on the engine systems in the very near future.

*Robert S. Abar*

Manager, Powertrain

(313) 84-54247      FAX: (313) 24-88073      rbar@ford.com  
Room: 1CP20/Rotunda G2 #4      Mail Drop: LM410

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

From: Case, Joseph (J.E.)  
Sent: Wednesday, March 12, 2003 8:08 AM  
To: Abar, Robert (R.B.); Carr, Richard (R.T.)  
Subject:

<< File: Diesel ECI.xls >>

Joe Case

Lincoln-Mercury Powertrain

Quality Strategy

(313) 39-86223 RC4

(248) 34-46491 Wixom

**[REDACTED]**

---

**From:** Aber, Robert (R.B.)  
**Sent:** Thursday, March 13, 2003 7:17 AM  
**To:** Kramer, Michael (M.T.)  
**Cc:** McDonagh, Scot (S.M.); West, Gregory (G.S.); Franz, Katherine (K.A.); Ball, Deanna (D.M.); Divakaruni, Ramana (R.)  
**Subject:** RE: Emerging Issue - Heads Up

Mike,

Agree that the accel pedal is PTSE. The note was meant to point out that the pedal doesn't appear to be the major item in the emerging issue and that other areas need to be investigated and resolved to prevent this from growing any further. Also as the pedal issue get reported out the results will highlight the other areas in the parade and potentially trigger new emerging issue categories.

*Robert B. Aber*

Manager, Powertrain

(313) 84-54247 FAX:(313) 24-89073 raban@ford.com  
Room: 1CP20/Rotunda C1 #4 Mail Drop: LHM1D

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

**From:** Kramer, Michael (M.T.)  
**Sent:** Thursday, March 13, 2003 6:51 AM  
**To:** Franz, Katherine (K.A.); Ball, Deanna (D.M.); Divakaruni, Ramana (R.)  
**Cc:** McDonagh, Scot (S.M.); West, Gregory (G.S.); Aber, Robert (R.B.); Kramer, Michael (M.T.)  
**Subject:** RE: Emerging Issue - Heads Up

The accelerator pedal mentioned below is a PTSE item. The PTQRT/PTSE is aware of this issue and has been investigating. The lead for any needed resolution actions is the PTQRT/PTSE. The diesel QB activity does not need to worry about this one.

It is very likely (and field returned pedals support) that 6.0L pedals are presently being replaced incorrectly due to other system issues (like ICP's calibrations prior to R13, etc).

***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) 204-0632 (beep): <mailto:mkramer1@ford.com> (internal text); <http://myemail.ford.com> (external text)

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

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

**From:** Franz, Katherine (K.A.)  
**Sent:** Wednesday, March 12, 2003 1:39 PM  
**To:** Kramer, Michael (M.T.); Ball, Deanna (D.M.); Divakaruni, Ramana (R.)  
**Subject:** FW: Emerging Issue - Heads Up

FYI

Regards,

Katherine A. Franz

Diesel Engine Quarterback

[kfranz1@ford.com](mailto:kfranz1@ford.com)

Tel: (313) 337-2506

FEB3-844 38883

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

**From:** Abar, Robert (R.B.)  
**Sent:** Wednesday, March 12, 2003 1:11 PM  
**To:** Mazzella, Gary (G.R.); Franz, Katherine (K.A.)  
**Cc:** Abar, Robert (R.B.)  
**Subject:** Emerging Issue - Heads Up

Gary / Katherine,

Emerging issue 328534 (F250HD/F350/F450/F550 for CCC=D38 engine hesitates and surges) was opened 2/13/03 against accelerator controls by the warranty analysts and has recently gone RED. Their basis for selecting the accelerator controls was based on a combined pareto of 7.3L and 6.0L applications. The 7.3L accelerator controls is a known issue that is in the process of being recalled.

I wanted you to be aware that based on our review this morning of the 2003 MY data for CCC=D38 when it is split by 7.3L & 6.0L the accelerator pedal doesn't appear as the top pareto item on the 6.0L. There are several engine, fuel system, and calibration items that are higher on the 6.0L pareto that would appear to be what are the real prime drivers behind the emerging issue and hopefully you are already aware and addressing them.

We are pursuing the accelerator controls portion of this and are trying to drive for closure in the very near future. Given that accelerator controls don't appear to be the prime driver for the emerging issue from my perspective, the attention may then get focused on the engine systems in the very near future.

*Robert B. Abar*  
Manager, Powertrain

(313) 64-64247 FAX:(313) 24-89073 rabar@ford.com  
Room: 1CP20/Rokunda CI #4 Mail Drop: LM410

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

**From:** Case, Joseph (J.E.)  
**Sent:** Wednesday, March 12, 2003 8:06 AM  
**To:** Abar, Robert (R.B.); Carr, Richard (R.T.)  
**Subject:**

<< File: Diesel ECL.xls >>

Joe Case  
Lincoln-Mercury Powertrain  
Quality Strategy  
(313) 39-06223 RC4  
(248) 34-46491 Wixom

**Shipp, Terri (T.L.)**

**From:** Liening, Gerald (.)  
**Sent:** Tuesday, August 26, 2003 9:56 AM  
**To:** Shipp, Terri (T.L.)  
**Subject:** RE: Attachment for Campaign Prevent Specialist Staffing Meeting

Can we meet for 1/2 hour later today to discuss how best to update the Powertrain content? My schedule is pretty open - I will come over to your desk if that works for you. Let me know - thanks.

Jerry Liening  
CP&AR - GCQ  
500 TWCTDR Office 2-11  
32-38780  
[gliening@ford.com](mailto:gliening@ford.com) <<mailto:gliening@ford.com>>

-----Original Message-----  
**From:** Shipp, Terri (T.L.)  
**Sent:** Tuesday, August 26, 2003 9:38 AM  
**To:** Liening, Gerald (.)  
**Cc:** Masoff, Bruce (B.J.); Gleaghen, Tom (T.A.); Woodring, Chris (C.A.)  
**Subject:** FW: Attachment for Campaign Prevent Specialist Staffing Meeting

Jerry,

I noticed one more potential error on slide 18 "Preliminary '03 CYTD FSA Alignment by System - PAC Process Output". Are you reporting the number of completed PACs through July 30, the number of Recalls or the number of FSA?

Accelerator Controls has had 2 FSA that were approved by FRC from Jan 2003 - July 2003. 03B03 (Accelerator Pedal) was approved on 1/29/03 and 03S03 (Speed Control Cable) was approved on 7/28/03.

Also, I report the Fuel Issues for CAPE and Chris Woodring has been reporting through me that there have been no Fuel issues. Can you send me the Fuel FSA number so I can add it to my fuel metrics.

Finally, I am attaching a picture that illustrates the various areas that are referred to by the term "Powertrain". You can see that Fuel, Engine, Transmission, Throttle Controls, P/T Mounts, AIS, Exhaust Systems, Axle, Half Shafts, and so on are all considered Powertrain.

<< File: WHATisPT.gif >>

The categories, for myself, Rachel Hefner, Al Raquepau, Doug White, Mike Sullivan, Paul Plants, Dave Garrett, Chris Woodring, Dave Luhrs and Peter Charlick, need to be specified since we are all Powertrain CPSs. It is very confusing when you only call out Paul Plants, Dave Garrett, Chris Woodring, Dave Luhrs and Peter Charlick areas. It makes the rest of the engineering community believe that Rachel Hefner, Al Raquepau, Doug White, Mike Sullivan and I cover all of the rest of the areas in Powertrain. This is not true. I hope this figure helps.

Please let me know if you have any questions.

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-52-16020  
(Pager) 313-795-1678

Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

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

**From:** Chutkan, Denise (.)  
**Sent:** Monday, August 25, 2003 2:42 PM  
**To:** Clement, Charles (C.A.); Harmer, Robert (R.L.); Anin, Mike (M.I.); Liening, Gerald (.) ; Gaglio, David (D.V.); Trout, Brooke (B.T.); Holden, David (D.K.); Merideth, Marcus (M.E.); Bluffel, Steve (S.L.); Zane, Jim (J.E.); Sammut, Joe (J.P.); Bejune, David (D.C.); DeCoppo, Lynn (L.D.); Paga, Greg (G.G.); Kralick, John (J.F.); Clemens, Roger (R.D.); Dockstader, Bob (Robert G.); Maddarly, Tom (G.T.); Davis, Jeffrey (J.S.); Hattbough, Jihad (J.H.); Janakusich, Tom (T.D.); Eisenhauer, Gary (G.D.); Schmidt, Norm (N.G.); Woodring, Chris (C.A.); Lohrs, David (D.A.); Charick, Peter (P.C.); Wolff, Brian (B.C.); Clayton, Chris (C.N.); Blackburn, Thomas (T.J.); Coorua, Pat (P.D.); Barzydd, Rob (R.M.); Lyall, Kevin (K.M.); Skinner, Sandra (S.A.); Vecht, Paul (P.F.); Rossi, Roberto (R.A.); Shipp, Terri (T.L.); White, Douglas (D.B.); Riatt, Jerry (J.T.); Haffner, Rachel (R.E.); Guys, Philip (P.A.); Stuhren, Michael (M.B.); Pitts, Kimberly (K.L.); Pao, Yi-Hsin (Y.-H.)  
**Subject:** Attachment for Campaign Prevent Specialist Staffing Meeting

Attachment for meeting scheduled on August 29 @ 1pm. If you have any questions please contact Jerry Liening.

Jerry Liening  
CP&AR - 6CQ  
500 TWCTDR Office 2-11  
32-38780  
[qliening@ford.com](mailto:qliening@ford.com) <<mailto:qliening@ford.com>>

---

**From:** McDonagh, Scot (S.M.)  
**Sent:** Thursday, September 27, 2001 12:38 PM  
**To:** Klein, Mark (M.A.); Christensen, Jeff (J.S.); "Jmiers (E-mail)"; "Don Sillanpaa"; "Kpyfe (E-mail)"; Williams, Brent (B.A.)  
**Cc:** Patel, Sam (S.N.)  
**Subject:** Williams Control ETC Issues

**Gentleman- Please review the enclosed comments from Mark Klein at the Diesel Hotline and provide feedback. Mark may be giving us some insight on our recent ETC Pedal failures.**

Thank you,

---Original Message---

**From:** Klein, Mark (M.A.)  
**Sent:** Thursday, September 27, 2001 12:21 PM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** RE: Hotline Input

Scot,

On our concerns with the 2002 no AP response we have found that the Idle Validation part of the switch is burning out and we have had 2 different dealers that have repaired these concerns by installing a new pedal and instead of the 12v charging system voltage going to the Idle Validation part of the switch they install the 5v vehicle reference and they are fine and released to the customers. Both of these vehicle with the 12v at the Idle Validation switch would repeatedly have the switch go open as soon as they try to cancel the vehicle. Is the new Idle validation switch made to be a 12v switch or a 5v switch ?? We have noticed that the pcm will see as low as 3.5v and let the vehicle accelerate.

The dealers have stated that if they take the switch apart they can see were it is burned out.

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, September 28, 2001 8:39 AM  
**To:** McDaniel, Jerry (J.); Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
**Cc:** Klein, Mark (M.A.); Gilpin, Leary (L.W.); "Jmlers (E-mail)"; "Kpyte (E-mail)"; "Don Silanpaa"; Patel, Sam (S.N.); Christensen, Jeff (J.B.)  
**Subject:** RE: Williams Control ETC Issues

Thanks Jerry

Mark- Can you verify correct pin-out ??

Brent- Are you working with AFL to correct the connector lock/orientation issue ??

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

**From:** McDaniel, Jerry (J.)  
**Sent:** Friday, September 28, 2001 5:15 AM  
**To:** Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
**Cc:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Subject:** RE: Williams Control ETC Issues

We are wired the same way as 2001MY is. The schematic end view is incorrect for 2002MY. It shows the wrong connector view and if you look at it wrong you could wire it up 180 degrees off because no connector lock is shown to orientate the connector. I have asked AFL repeatedly to fix this. I double checked the print and it is wired correctly. If the connector is pinned out correctly then you probably have a component (ETC) design issue. Attached is the correct pinout for the ETC. Make sure they are wired correctly.

<< File: ETC Pinout.bmp >>

*Jerry W. McDaniel*  
Ford Motor Co.  
2002 P131 & U137 Electrical Systems Engineer  
PDC 2DK31 Phone (313) 24-81555

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

**From:** Stockman, Michael (M.G.)  
**Sent:** Thursday, September 27, 2001 2:39 PM  
**To:** Williams, Brent (B.A.); Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
**Cc:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Subject:** RE: Williams Control ETC Issues

You are correct...

Both 12 volts Run/Start (Circuit 840 RD-YL)  
AND  
5 volts Vref (Circuit 355 GY-WH) are routed to the ETC assembly.

12 Volts comes from the PDU and 5 volts is generated in the PCM.

I was under the impression that the IVS was a 12 volt input switch and that Circuit 355 was a dedicated 5 Volt input for the ETC Throttle input only.

Is a 12 Volt IVS new for 2002 or was this carry-over from 2001?

Was there any changes to the ETC assembly for 2002?

PE83-844 38558





*Michael Stockman*

Product Design Engineer  
2002 P131 / U137  
Tough Truck Electrical Systems  
Voice Mail & FAX: (313) 84-50805  
Pager: (313) 813-8217  
Ford Text Page: MSTOCKMA

---Original Message---

From: Williams, Brent (B.A.)  
Sent: Thursday, September 27, 2001 1:09 PM  
To: Burdette, Dave (D.W.); Stockman, Michael (M.G.); McDaniel, Jerry (J.)  
Subject: FW: Williams Control ETC Issues

comment on below!

---Original Message---

From: McDonagh, Scott (S.M.)  
Sent: Thursday, September 27, 2001 12:38 PM  
To: Klein, Mark (M.A.); Christiansen, Jeff (J.S.); Jmlers (E-mail); Don Silanpas; Kyle (E-mail); Williams, Brent (B.A.)  
Cc: Patel, Sam (S.N.)  
Subject: Williams Control ETC Issues

**Gentleman- Please review the enclosed comments from Mark Klein at the Diesel Hotline and provide feedback. Mark may be giving us some insight on our recent ETC Pedal failures.**

Thank you,

---Original Message---

From: Klein, Mark (M.A.)  
Sent: Thursday, September 27, 2001 12:21 PM  
To: McDonagh, Scott (S.M.)  
Subject: RE: Hotline Input

Scot,

On our concerns with the 2002 no AP response we have found that the Idle Validation part of the switch is burning out and we have had 2 different dealers that have repaired these concerns by installing a new pedal and instead of the 12v charging system voltage going to the Idle Validation part of the switch they install the 5v vehicle reference and they are fine and released to the customers. Both of these vehicle with the 12v at the Idle Validation switch would repeatedly have the switch go open as soon as they try to cancel the vehicle.

Is the new Idle validation switch made to be a 12v switch or a 5v switch ?? We have noticed that the pcm will see as low as 3.5v and let the vehicle accelerate.

The dealers have stated that if they take the switch apart they can see were it is burned out.

PER3-044 38508

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

From: Kehn, Mark (M.A.)  
Sent: Thursday, September 27, 2001 12:21 PM  
To: McDonagh, Scott (S.M.)  
Subject: RE: Hotline Input

Scott,

On our concerns with the 2002 no AP response we have found that the Idle Validation part of the switch is turning out and we have had 2 different dealers that have repaired these concerns by installing a new pedal and instead of the 12v charging system voltage going to the Idle Validation part of the switch they install the 5v vehicle reference and they are fine and released to the customers. Both of these vehicle with the 12v at the Idle Validation switch would repeatedly have the switch go open as soon as they try to cancel the vehicle.

Is the new Idle validation switch made to be a 12v switch or a 5v switch ?? We have noticed that the pcm will see as low as 3.5v and let the vehicle accelerate.

The dealers have stated that if they take the switch apart they can see were it is burned out.

PCB-044 20074



**From:** Compton, James (J.D.)  
**Sent:** Friday, October 04, 2002 10:20 AM  
**To:** Larsen, Peter (P.B.); Rochon, Gregory (G.S.)  
**Cc:** Patel, Mona (M.S.); Binger, Charlie (C.F.); Turner, Steve (S.F.)  
**Subject:** FW: STA support at Williams

Any suggestions? PD is trying to pass the ball to us now that the heat is on.

-----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.); Polner, 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

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 affected by design changes to the tools that screen elements.



---

**From:** Stockman, Michael (M.G.)  
**Sent:** Friday, September 28, 2001 9:49 AM  
**To:** McDaniel, Jerry (J.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
**Cc:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Subject:** RE: Williams Control ETC Issues

Mark found that there is a short in the 12A581 due to wire chafing and this is what caused the concern.

Thanks Jerry!

*Michael Stockman*

Product Design Engineer  
2002 P131 / U137  
Tough Truck Electrical Systems  
Voice Mail & FAX: (313) 84-50605  
Pager: (313) 813-9217  
Ford Text Page: M8STOCKMA

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

**From:** McDaniel, Jerry (J.)  
**Sent:** Friday, September 28, 2001 5:15 AM  
**To:** Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
**Cc:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Subject:** RE: Williams Control ETC Issues

We are wired the same way as 2001MY is. The schematic end view is incorrect for 2002MY. It shows the wrong connector view and if you look at it wrong you could wire it up 180 degrees off because no connector lock is shown to orientate the connector. I have asked AFL repeatedly to fix this. I double checked the print and it is wired correctly. If the connector is pinned out correctly then you probably have a component (ETC) design issue. Attached is the correct pinout for the ETC. Make sure they are wired correctly.

<< File: ETC Pinout.bmp >>

*Jerry W. McDaniel*

Ford Motor Co.  
2002 P131 & U137 Electrical Systems Engineer  
PDC 20K31 Phone (313) 24-81555

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

**From:** Stockman, Michael (M.G.)  
**Sent:** Thursday, September 27, 2001 2:39 PM  
**To:** Williams, Brent (B.A.); Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
**Cc:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Subject:** RE: Williams Control ETC Issues

You are correct...

Both 12 volts Run/Start (Circuit 640 RD-YL)  
AND  
5 volts Vref (Circuit 355 GY-WH) are routed to the ETC assembly.

12 Volts comes from the PDU and 5 volts is generated in the PCM.

I was under the impression that the IVS was a 12 volt input switch and that Circuit 355 was a dedicated 5 Volt input for the ETC Throttle input only.



is a 12 Volt (VS) new for 2002 or was this carry-over from 2001?

Was there any changes to the ETC assembly for 2002?

## *Michael Stockman*

Product Design Engineer  
2002 P131 / U137  
Tough Truck Electrical Systems  
Voice Mail & FAX: (313) 84-5695  
Pager: (313) 813-8217  
Ford Text Page: MSTOCKMA

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

From: Williams, Brent (S.A.)  
Sent: Thursday, September 27, 2001 1:09 PM  
To: Burdick, Dave (D.W.); Stockman, Michael (M.G.); McDaniel, Jerry (J.)  
Subject: FW: Williams Control ETC Issues

comment on below!

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

From: McDonagh, Scot (S.M.)  
Sent: Thursday, September 27, 2001 12:38 PM  
To: Klein, Mark (M.A.); Christensen, Jeff (J.S.); Jimlers (E-mail); Don Silbepad; Koyle (E-mail); Williams, Brent (S.A.)  
Cc: Patel, Sam (S.N.)  
Subject: Williams Control ETC Issues

**Gentleman- Please review the enclosed comments from Mark Klein at the Diesel Hotline and provide feedback. Mark may be giving us some insight on our recent ETC Pedal failures.**

Thank you,

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

From: Klein, Mark (M.A.)  
Sent: Thursday, September 27, 2001 12:31 PM  
To: McDonagh, Scot (S.M.)  
Subject: RE: Motive Input

Scot,

On our concerns with the 2002 no AP response we have found that the Idle Validation part of the switch is burning out and we have had 2 different dealers that have repaired these concerns by installing a new pedal and instead of the 12v charging system voltage going to the Idle Validation part of the switch they install the 5v vehicle reference and they are fine and released to the customers. Both of these vehicle with the 12v at the Idle Validation switch would repeatedly have the switch go open as soon as they try to cancel the vehicle.

Is the new Idle validation switch made to be a 12v switch or a 5v switch ?? We have noticed that the pcm will see as low as 3.5v and let the vehicle accelerate.

The dealers have stated that if they take the switch apart they can see where it is burned out.



---

**From:** Williams, Brent (B.A.)  
**Sent:** Tuesday, October 02, 2001 12:54 PM  
**To:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Christensen, Jeff (J.S.); McDaniel, Jerry (J.); Burdette, Dave (D.W.); Stockman, Michael (M.G.); Rahman, Nayeema (N.); Leese, Michael (M.V.)  
**Subject:** RE: Williams Control ETC Issues

This orientation that Jerry mentioned IS ONLY in our INTERNAL schematics, NOT in any published literature! The more and more information that I receive on this concern, it appears NOT to be electrical. If anyone that you know of believes this to be an electrical wiring issue, please have them contact me or Jerry with more information. This is not to say that we have not found any "wiring" related issues in the investigation since 2 claims that are legitimate "pinched/shorted" wiring but as far as the system related (when harness is built correctly and not shorted), Wiring is correct. Please let me know if you feel any of my statements are incorrect.

**Brent A. Williams,**  
P131/U137 Plant Vehicle Team - Electrical EESE/RV&T  
Office phone: 502-429-2979  
Pager: 502-338-7285  
Text Page: bwillia8, E-mail: bwillia8@ford.com

-----Original Message-----  
**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, October 02, 2001 12:28 PM  
**To:** Klein, Mark (M.A.); Williams, Brent (B.A.)  
**Cc:** Patel, Sam (S.N.); Christensen, Jeff (J.S.)  
**Subject:** FW: Williams Control ETC Issues

**Mark/Brent-FYI on Electrical connector Schematic orientation...Any questions ??**

-----Original Message-----  
**From:** McDaniel, Jerry (J.)  
**Sent:** Tuesday, October 02, 2001 12:03 PM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** FW: Williams Control ETC Issues

Updated Connector end view from AFL.

<< File: ETC.pdf >>

**Jerry W. McDaniel**  
Ford Motor Co.  
2002 P131 & U137 Electrical Systems Engineer  
POC 2DK31 Phone (313) 24-81555

-----Original Message-----  
**From:** McDaniel, Jerry (J.)  
**Sent:** Friday, September 28, 2001 11:28 AM  
**To:** McDonagh, Scot (S.M.)  
**Cc:** Walling, James (AFL)  
**Subject:** RE: Williams Control ETC Issues

I will get them to correct it. The new person at AFL has been very proactive in getting the schematics in good shape. The previous guy was like beating my head against a wall. Like I said the print is correct which is what they build to and the schematic is not exactly incorrect just unclear. Unclear is not a good thing but we will correct it.

*Jerry W. McDaniel*

Ford Motor Co.  
2002 P131 & U137 Electrical Systems Engineer  
PDC 2DK31 Phone (313) 24-81555

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

From: McDonagh, Scott (S.M.)  
Sent: Friday, September 28, 2001 11:25 AM  
To: McDaniel, Jerry (J.)  
Subject: RE: Williams Control ETC Issues

**Oops...My Bad- I misread your initial note. Have you got a target close date on this from AFL ?? Do they need a push from Powertrain Management ??**

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

From: McDaniel, Jerry (J.)  
Sent: Friday, September 28, 2001 11:16 AM  
To: McDonagh, Scott (S.M.); Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
Cc: Klein, Mark (M.A.); Gilpin, Leary (L.W.); Jimers (E-mail); Kyle (E-mail); Don Sillarpal; Patel, Sam (S.N.); Christensen, Jeff (J.S.)  
Subject: RE: Williams Control ETC Issues

I am working with AFL to correct end view on schematics. Please note that the wiring print is correct and the harnesses are being built correctly. If the pinouts were 180 degrees out the vehicle would not run.

*Jerry W. McDaniel*

Ford Motor Co.  
2002 P131 & U137 Electrical Systems Engineer  
PDC 2DK31 Phone (313) 24-81555

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

From: McDonagh, Scott (S.M.)  
Sent: Friday, September 28, 2001 8:39 AM  
To: McDaniel, Jerry (J.); Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
Cc: Klein, Mark (M.A.); Gilpin, Leary (L.W.); Jimers (E-mail); Kyle (E-mail); Don Sillarpal; Patel, Sam (S.N.); Christensen, Jeff (J.S.)  
Subject: RE: Williams Control ETC Issues

Thanks Jerry

**Mark- Can you verify correct pin-out ??**

**Brent- Are you working with AFL to correct the connector lock/orientation issue ??**

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

From: McDaniel, Jerry (J.)  
Sent: Friday, September 28, 2001 5:15 AM  
To: Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.)  
Cc: McDonagh, Scott (S.M.); Klein, Mark (M.A.)  
Subject: RE: Williams Control ETC Issues

We are wired the same way as 2001MY is. The schematic end view is incorrect for 2002MY. It shows the wrong connector view and if you look at it wrong you could wire it up 180 degrees off because no connector lock is shown to orientate the connector. I have asked AFL repeatedly to fix this. I double checked the print and it is wired correctly. If the connector is pinned out correctly then you probably have a component (ETC) design issue. Attached is the correct pinout for the ETC. Make sure they are wired correctly.



**From:** Armbruster, Phil (P.J.)  
**Sent:** Thursday, April 03, 2003 8:55 AM  
**To:** West, Gregory (G.S.); McDonagh, Scot (S.M.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: ETC Pedals

Scot,  
April 11

Greg,  
Here is the current wording. Please let me know if you concur with this wording?

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 adjustable) indicates functionally correct pedals are being replaced under warranty.
- Dealer personnel are asked to follow the latest, 2003 Powertrain Control/Emissions 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.

I tried to not alter the intent but tried to make it more in line with our general WAN direction.

**Phil Armbruster**  
FCSD Program Mgr. - Warranty/Commodity Task Force  
☎: +1-313-39-04821 FAX: +1-313-33-76784  
✉: parmibus@ford.com

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

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, April 02, 2003 7:35 AM  
**To:** McDonagh, Scot (S.M.); Armbruster, Phil (P.J.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: ETC Pedals

Phil, can you give Scot a date when the WAN for the accel pedal will be issued. Thanks

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, April 02, 2003 7:15 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: ETC Pedals

Who has the Lead to release ?? We need a firm release date. Thanks

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

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

**From:** West, Gregory (G.S.)

PE83-844 38881

**Sent:** Tuesday, April 01, 2003 3:48 PM  
**To:** McDonagh, Scot (S.M.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: ETC Pedals

I believe it's due to go out mid April.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, April 01, 2003 3:05 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** ETC Pedals

**Did you issue a Warranty Action Notice enabling dealer Charge-Backs for ETC pedal returns for dealers that do not utilize Diagnostic Pinpoint Testing ??**

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

---

**From:** McCullough, Marcella (N.M.)  
**Sent:** Monday, February 03, 2003 8:13 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  
[mmcull@ford.com](mailto:mmcull@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](mailto:mpage@ford.com)  
Phone: 502-429-2779; Fax: 2941;  
Pager: 313-785-0792

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It. Reproduction of this document, disclosure of the information, and use for any purpose other than the conduct of business with Ford is expressly prohibited\*

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

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

PE03-044 32858

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 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, Loren (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, Loren (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, Loren (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, Michael (P.M.)  
Sent: Tuesday, January 21, 2003 5:38 PM  
To: Singer, Charles (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-33-73884 mahaver@ford.com  
Admin. Asst. Sheri Digue x-32-31838 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.J.); Freitag, Rich (R.A.); Sachta, 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: Sachta, Joseph (J.F.)  
Cc: Coble, Jared (J.C.); Dunbar, 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.)

PE03-844 32568

Sent: Tuesday, January 14, 2003 11:37 AM  
To: McCullough, Marcella (M.N.)  
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](mailto: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, Loeman (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 discipline. 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](mailto:mpage@ford.com)

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

Pager: 313-795-0792

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---Original Message---

From: McCullough, Marcella (M.N.)  
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>](mailto:mmccull@ford.com)*

PE83-044 32881

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

**From:** Reed Jr., Bill (W.P.)  
**Sent:** Monday, January 13, 2003 6:10 AM  
**To:** McCullough, Marcetta (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) 419-2111 Page (502) 336-7586**  
**Text page at: 5023367586@airtouchpogtag.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) 594-9906**

-----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

<< File: KTPedIssues.doc >>

**From:** McCullough, Marcella (N.M.)  
**Sent:** Tuesday, February 04, 2003 9:58 AM  
**To:** Reed Jr., Bill (W.P.); Freitag, Rich (R.A.)  
**Cc:** Dunlavy, 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 (N.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 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**

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

**From:** McCullough, Marcella (N.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:** 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

PE83-844 32852



*Best Regards,*  
**Marcella McCullough**  
**Purchasing Project Manager >8500 Team**  
313-84-57402  
<mmccull@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.); Durnavy, 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: 313-765-0762

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

**From:** Polman, 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, Loran (L.O.)  
**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 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.)  
**Cc:** Page, Michael (M.A.); Gehl, Loran (L.O.); 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

FE03-044 32853

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, Nona (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, Nona (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, Michael (P.M.)  
**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-33-73984 mshaver@ford.com  
Admin. Asst. Sher Digue x-33-31838 sdigue@ford.com

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

**From:** McCullough, Marcelle (M.M.)  
**Sent:** Tuesday, January 21, 2003 4:43 PM  
**To:** Shaver, Michael (P.M.); McCarty, Bill (W.D.); Taylor, Michael (M.J.); Freitag, Rich (R.A.); Slichta, Joseph (J.P.)  
**Cc:** Sheffield, Drew (D.L.); Page, Michael (M.A.); Road Jr., Bill (W.P.); West, Gregory (G.S.); Williams Jr., James (J.P.)

PE80-044 32824

Subject: FW: KTP trip summary for EOL issues

Critical Supply shortage for Supplier Code 0838E--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](mailto:mmccull8@ford.com)

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

From: McCullough, Marcella (N.M.)  
Sent: Tuesday, January 14, 2003 12:27 PM  
To: Slichta, Joseph (J.F.)  
Cc: Cobia, Jared (J.C.); Dunlavy, 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](mailto: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](mailto:mpage@ford.com)

Phone: 502-428-2779; Fax: 2941;

Pager: 313-796-0792

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

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

Loaman... 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 market controls and poor PD disciplines. Pts 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 (N.M.)  
Sent: Tuesday, January 14, 2003 9:36 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

[mmcull18@ford.com](mailto:mmcull18@ford.com)

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

From: Reed Jr., Bill (W.P.)  
Sent: Monday, January 13, 2003 6:16 AM  
To: McCullough, Marcella (N.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](mailto:breed1@ford.com))

PVT Manager, Kentucky Truck Plant

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

Text page at: [5023367586@airteachpaging.com](mailto:5023367586@airteachpaging.com)

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

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

<< File: KTPacISSUES.doc >>

From: Shore, John (J.)  
Sent: Tuesday, November 12, 2002 9:56 AM  
To: Kramer, Michael (M.T.); West, Gregory (G.S.)  
Cc: Hirtzel, Rich (R.J.); Jaeger, Sharon (S.A.)  
Subject: 02X50 Adjustable Pedal Sales Data - As Requested.

Sales data on both adjustable (top) and fixed (bottom).

SERVICE PART: 2C3Z- 9F836-DE\_\_ PEDAL  
RECEIVING LOCATION: \_\_\_\_\_ DEMAND GROUP: \_\_  
CUSTOMER TYPE: \_\_\_\_\_ BACKCAST: Y  
SDI Code:

A  
C MONTH YEAR Quantity Replaced Part Number Message

11	2002	485		
10	2002	1498	2C3Z- 9F836-DA	REPLACED
09	2002	1184		
08	2002	1231		
07	2002	1105		
06	2002	695		
05	2002	445		
04	2002	188		
03	2002	94		
02	2002	52		
01	2002	43		
12	2001	27		
11	2001	22		
10	2001	15		
09	2001	10		
08	2001	2		
07	2001	0		
06	2001	0		
05	2001	0		
04	2001	0		
03	2001	0		

SERVICE PART: 1C3Z- 9F836-BA\_\_ PEDAL  
RECEIVING LOCATION: \_\_\_\_\_ DEMAND GROUP: \_\_  
CUSTOMER TYPE: \_\_\_\_\_ BACKCAST: Y  
SDI Code:

A  
C MONTH YEAR Quantity Replaced Part Number Message

11	2002	217		
10	2002	785		
09	2002	766		
08	2002	834		
07	2002	805		
06	2002	612		
05	2002	578		
04	2002	537	2C3Z- 9F836-AA	REPLACED
03	2002	493		

02	2002	491
01	2002	506
12	2001	489
11	2001	482
10	2001	567
09	2001	488
08	2001	573
07	2001	464
06	2001	416
05	2001	310
04	2001	196
03	2001	99
02	2001	53
01	2001	54
12	2000	44
11	2000	35
10	2000	22
09	2000	16
08	2000	0
07	2000	0
06	2000	0
05	2000	0

***John Stone***

Recall Parts Program Manager  
Ford Customer Service Division  
Office - 734 266-9789 FAX - 734 266-1166  
Page - 734 797-5991 E-mail - [Jstone@Ford.com](mailto:Jstone@Ford.com)  
Mail Drop MD-44 1313C NPDC

**[REDACTED]**

---

**From:** Kramer, Michael (M.T.)  
**Sent:** Friday, August 30, 2002 7:36 AM  
**To:** West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Cc:** McDonagh, Scot (S.M.); Hollister, Dave (D.); Williams Jr., James (J.P.); 'akelbi@thxauto.com';  
Kramer, Michael (M.T.)  
**Subject:** FW: Teleflex 02 ETC Diesel Accel Pedal

Please ask Teleflex to provide a summary comparing the P131/U137 ETC pedal issues with the H215 ETC pedal issues. An answer of "not related" (or similar) is not acceptable.

*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) 894-2063

**Page:** (313) 201-8052 (week) [skramer@ford.com](mailto:skramer@ford.com) (internal text); [mikram@ford.com](mailto:mikram@ford.com) (external text)

**Email:** mikram@ford.com; mikram@ford.com (internal)

—Original Message—

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, August 30, 2002 7:09 AM  
**To:** Kramer, Michael (M.T.); Hollister, Dave (D.); Lopez, Miguel (M.A.)  
**Subject:** RE: Teleflex 02 ETC Diesel Accel Pedal

As you can see by the enclosed E-Mail P-131/U-137 is not the only problem Teleflex is experiencing. Thanks



H215 Teleflex - DAT  
throttle p...

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

—Original Message—

**From:** Kramer, Michael (M.T.)  
**Sent:** Thursday, August 29, 2002 4:49 PM  
**To:** McDonagh, Scot (S.M.); Hollister, Dave (D.)  
**Subject:** FW: Teleflex 02 ETC Diesel Accel Pedal

Info.

*The company that builds and delivers the best products wins!*

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series FTQRT**

FE83-844 32621



**From:** Lopez, Miguel (M.A.)  
**Sent:** Thursday, August 29, 2002 12:20 PM  
**To:** 'Dean Kuchta'; 'John Matias'  
**Cc:** Serrano I, Luis (L.); Vargas Torres, Sergio (S.); Rivera, Jose (J.); Lopez, Miguel (M.A.); Ramirez Castellanos, Victor (VM.); Vilalobos, Luis (L.); Flores, Elsa (E.); Olvera, Rene (R.); Zuniga Sr., Jose (J.); McDonagh, Scot (S.M.); Kramer, Michael (M.T.); Gomez, Roberto (L.R.); Babber VIII, Richard (R.S.); Loza, Rene (R.); West, Gregory (G.S.); 'John Haubner'; 'John Szalay'; 'Ayler Kashi'; 'Kelly Canon'; Lopez, Miguel (M.A.)  
**Subject:** H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA  
**Importance:** High  
**Follow Up Flag:** Follow up  
**Due By:** Thursday, August 29, 2002 2:00 PM  
**Flag Status:** Flagged

Dean, John Matias,

This week CUAP has had 4 pedals not responding at all during the drive evaluation, these pedals are used on vehicles with a CAT engine, Ford part # YC35-9F929-AA. Serial numbers of pedals are:

F2G25AN / A88601  
F2G25AN / A88377  
F2G25AN / A88537  
F2G26AN / A88703

IQ has raised the concern W20672 and it is in the process to ship them to your facility. So please confirm if the address below is correct:

Teleflex Automotive LTD  
7346 State Rte 120  
Lyons OH, 43633

*Best Regards*

*Miguel Angel Lopez*  
CUAP PVT- H215 PTSE Resident  
mlopez3@ford.com  
Ph Ford ext 91-943-7622 or 011-52-55-5899 7622 fax: 5899-7257



**From:** Kramer, Michael (M.T.)  
**Sent:** Friday, August 23, 2002 5:38 PM  
**To:** Afey III, David (D.)  
**Cc:** Kramer, Michael (M.T.); Williams Jr., James (J.P.); Liposky, Lawrence (L.J.)  
**Subject:** Need help with Wabash

**Importance:** High

Per our conversation yesterday.

We are presently facing a potential stop build (not in effect yet) on approx. 30% of Super Duty and 50% of Excursion production due to a quality issue with 7.3L (Diesel) Teleflex adjustable electronic throttle pedals. Wabash is the Tier II supplier to Teleflex. Wabash and Teleflex MUST work efficiently together to resolve this issue ASAP. Would you please reinforce with that Ford expect Wabash's personal commitment and 110% participation.

As you are aware, if we have to pull the trigger on this stop build it will have a significant financial impact on all parties involved.

***The company that builds and delivers the best products wins!***

**Mike Kramer**


**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**St: Sigma Black Belt**

**Phone/Fac:** (313) 694-2000

**Pager:** (313) 201-0852 (cell); [mailto:mikr@ford.com](mailto:mailto:mikr@ford.com) (internal); [mike.kramer@ford.com](mailto:mike.kramer@ford.com) (external lead)

**Email:** [mikramer1@ford.com](mailto:mikramer1@ford.com) (internal); [mikramer1@ford.com](mailto:mikramer1@ford.com) (external)



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**From:** Liposky, Lawrence (L.J.)  
**Sent:** Friday, August 23, 2002 9:52 AM  
**To:** Guys, Philip (P.R.); Jackson, Lawrence (L.W.)  
**Cc:** Kramer, Michael (M.T.); Thompson, Greg (G.J.); Sherard, Gail (G.); West, Gregory (G.S.)  
**Subject:** FW: Volumes at KTP

Phil, volumes affected by Stop Ship at KTP. These are Diesel specific, about 30% of total production. Larry, thanks for follow up.

Larry Liposky  
Supervisor - Tough Truck  
Accelerator/VMV Components  
Phone 24-81726  
Pager 788-0949

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

**From:** Jackson, Lawrence (L.W.)  
**Sent:** Friday, August 23, 2002 9:01 AM  
**To:** Liposky, Lawrence (L.J.)  
**Subject:** RE: Volumes at KTP

The current average daily usage of the adjustable pedal is: 120/day (137), 320/day (131). Average daily production (137+131) is 1420 units per day. Based on the usage rates shown, diesel adjustable pedals represent approximately 30% of total production at KTP.

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

**From:** Liposky, Lawrence (L.J.)  
**Sent:** Friday, August 23, 2002 8:24 AM  
**To:** Williams X., James (J.P.); Jackson, Lawrence (L.W.)  
**Cc:** Thompson, Greg (G.J.); Sherard, Gail (G.); West, Gregory (G.S.); Kramer, Michael (M.T.)  
**Subject:** Volumes at KTP

Jim, you mentioned last night more complexity was affected by the stop ship of diesel adjustable pedals. Need clarification for Phil and team. Please advise. Are assumption was much of Excursion and small affect on Super Duty F-Series.

Larry Liposky  
Supervisor - Tough Truck  
Accelerator/VMV Components  
Phone 24-81726  
Pager 788-0949

---

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, July 30, 2002 2:29 PM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: 7.3 pedal

I can get you one, give me a couple weeks.

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Tuesday, July 30, 2002 9:20 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Clary, Brian (B.S.)  
**Subject:** RE: 7.3 pedal

Greg,

I'd love to put the power adjust pedal in my truck and see if that fixes the check engine light idle WOT issue. I can give you the new manual pedal you let me try back if you want it too.

Thanks for your help.

Jeff

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

**From:** Clary, Brian (B.S.)  
**Sent:** Tuesday, July 30, 2002 8:55 AM  
**To:** Baer, Jeffrey (J.C.)  
**Cc:** West, Gregory (G.S.)  
**Subject:** RE: 7.3 pedal

I talked with Greg and he says if you want to get an adjustable pedal for your truck just let him know and he can get one for you. Just let him know. He can get one whenever you need it. Hope this helps.

*Brian Clary*

Accelerator Controls D&R  
POC 1H-F88  
MD 271  
phone: 313-248-1940  
pager: 313-783-8006  
fax: 313-248-2568  
bclary@ford.com

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Monday, July 29, 2002 3:39 PM  
**To:** Clary, Brian (B.S.)  
**Subject:** 7.3 pedal

Brian,

Good to meet you last week. Just wanted to touch base and let you know that I'm still looking for a power adjust pedal to fix the FMEM idle problem with the 7.3 L diesel truck. I might be able to order one through GPIRS for our 2004 program if there's not one laying around here. Anyhow, I appreciate the input you gave me regarding what's going on with it.

Thanks,

Jeffrey C. Baer

Ford Motor Company

Powertrain Engineer

Product Development Center (1B-C+2)

Ford/Harley-Davidson Alliance

Ph: 313-317-7081

E-mail: jbaerj@ford.com

**From:** Clary, Brian (B.S.)  
**Sent:** Tuesday, July 30, 2002 8:55 AM  
**To:** Baer, Jeffrey (J.C.)  
**Cc:** West, Gregory (G.S.)  
**Subject:** RE: 7.3 pedal

I talked with Greg and he says if you want to get an adjustable pedal for your truck just let him know and he can get one for you. Just let him know. He can get one whenever you need it. Hope this helps.

*Brian Clary*  
Accelerator Controls D&R  
PDC 1H-F68  
MD 271  
phone: 313-248-1940  
pager: 313-793-8008  
fax: 313-248-2558  
bclary@ford.com

-----Original Message-----  
**From:** Baer, Jeffrey (J.C.)  
**Sent:** Monday, July 29, 2002 3:39 PM  
**To:** Clary, Brian (B.S.)  
**Subject:** 7.3 pedal

Brian,

Good to meet you last week. Just wanted to touch base and let you know that I'm still looking for a power adjust pedal to fix the FMEM idle problem with the 7.3 L diesel truck. I might be able to order one through GPIRS for our 2004 program if there's not one laying around here. Anyhow, I appreciate the input you gave me regarding what's going on with it.

Thanks,

Jeffrey C. Baer  
Ford Motor Company  
Powertrain Engineer  
Product Development Center (1B-C-12)  
Ford/Harley-Davidson Alliance  
Ph: 313-327-7002  
E-mail: jbaer5@ford.com

---

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, June 25, 2003 10:27 AM  
**To:** McDonagh, Scot (S.M.); Wash, Chris (C.J.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Chris, if this request is for the pre 2002 (FB1A) 7.3L pedals I don't need to continue to get them back. Scot, the SSM only applies to 2002 vehicles.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, June 25, 2003 10:21 AM  
**To:** Wash, Chris (C.J.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Greg- 7.3L ETC Pedals are included in WPRC request# 20249. Chris needs to know if you would like to continue 7.3L returns ??

I'm assuming yes as we just released the enclosed 7.3L SSM. Please advise. Thanks

<< Message: SSM# 16913- 7.3L accelerator Pedal wire chaffing >>

**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:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, June 25, 2003 7:56 AM  
**To:** Wash, Chris (C.J.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.); Hendricks, Jerry (J.D.)  
**Subject:** RE: Cummins ETC Pedals

Thanks Chris-

**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:** Wash, Chris (C.J.)  
**Sent:** Wednesday, June 25, 2003 7:51 AM  
**To:** McDonagh, Scot (S.M.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Scot, Request will be turned off today # 20249. -Chris

-----Original Message-----  
From: McDonagh, Scot (S.M.)  
Sent: Tuesday, June 24, 2003 2:06 PM  
To: Wash, Chris (C.I.); West, Gregory (G.S.)  
Cc: Kramer, Michael (M.T.)  
Subject: Cummins ETC Pedals

Hi Chris- Please turn off WPRC request# 20249(Base Part# 9F836-Cummins Engine ETC Pedals). Thank you

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



---

**From:** Wash, Chris (C.J.)  
**Sent:** Wednesday, June 25, 2003 10:29 AM  
**To:** West, Gregory (G.S.); McDonagh, Scot (S.M.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Request # 20249 is off.

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

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, June 25, 2003 10:27 AM  
**To:** McDonagh, Scot (S.M.); Wash, Chris (C.J.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Chris, if this request is for the pre 2002 (F81A) 7.3L pedals I don't need to continue to get them back. Scot, the SSM only applies to 2002 vehicles.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, June 25, 2003 10:21 AM  
**To:** Wash, Chris (C.J.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Greg- 7.3L ETC Pedals are included in WPRC request# 20249. Chris needs to know if you would like to continue 7.3L returns ??

I'm assuming yes as we just released the enclosed 7.3L SSM. Please advise. Thanks

<< Message: SSM# 16913- 7.3L accelerator Pedal wire chaffing >>

**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:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, June 25, 2003 7:56 AM  
**To:** Wash, Chris (C.J.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.); Hendricks, Jerry (J.D.)  
**Subject:** RE: Cummins ETC Pedals

Thanks Chris-

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

FE83-044 2000

—Original Message—

**From:** West, Chris (C.J.)  
**Sent:** Wednesday, June 25, 2003 7:51 AM  
**To:** McDonagh, Scot (S.M.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: Cummins ETC Pedals

Scot, Request will be turned off today # 20249. -Chris

—Original Message—

**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, June 24, 2003 2:06 PM  
**To:** West, Chris (C.J.); West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** Cummins ETC Pedals

Hi Chris- Please turn off WPRC request# 20249(Base Part# 9F836-Cummins Engine ETC Pedals). Thank you

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

**From:** West, Gregory (G.S.)  
**Sent:** Monday, May 06, 2002 8:01 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: 7.3l accel pedal failure

I sit at 28849 and have a pedal here with your name on it. I'll be away from me desk all morning.

-----Original Message-----  
**From:** West, Gregory (G.S.)  
**Sent:** Monday, May 06, 2002 7:52 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: 7.3l accel pedal failure

I would like to swap pedals with you to have the supplier evaluate. I'm going tomorrow to visit the supplier, any way you can pick up a pedal from my desk and swap with yours? It has 1 wiring connector and 3 10mm bolts, should take you about 5 minutes.

-----Original Message-----  
**From:** Baer, Jeffrey (J.C.)  
**Sent:** Thursday, May 02, 2002 3:42 PM  
**To:** West, Gregory (G.S.)  
**Subject:** 7.3l accel pedal failure

Greg,

I work on the 2003 H-D P226 program w/ Chris Loehar and he says maybe you can help me out. My personal truck is a 2002 F-250 diesel w/ manual 6-speed. I have 20,000 miles on it, and I first noticed this condition at about 4000 miles. When the pedal is pushed all the way to the floor firmly, the yellow check engine is illuminated and the engine goes to idle until the pedal is released. Have you witnessed this in the field anywhere? It's really annoying and I haven't had a dealer look at it yet. My hunch is that when depressed firmly to the floor, the system reads infinite resistance and the calibration strategy sends the system into idle.

Please let me know what's going on here if possible. My truck is here everyday so if you are willing to you can come take a look at it any time.

Thanks,

Jeffrey C. Baer  
Ford Motor Company  
Powertrain Engineer  
Product Development Center (1B-C42)  
Ford/Harley-Davidson Alliance  
Ph: 313-527-7081  
E-mail: jbaerj@ford.com

**From:** Currie, David (D.J.)  
**Sent:** Thursday, March 28, 2002 7:54 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: My Powerstroke

Did you ever pull any codes out of the truck? When you say kill the engine do you mean it actually stalls or do you mean that it does not come off idle. A bad pedal will leave the engine at idle it will not stall the engine. If it is stalling I think you are more likely to have an issue with VREF shorting out somewhere. In the early months of production, including yours, there was an issue with wire chafing in four locations....Left front upper shock tower, left side transfer case wiring support bracket, driver's seat track pinching harness on floor, and left rear parking brake bracket. If you are looking for a good local diesel service dealer.....it is kind of a haul depending on where you live....Brighton Ford is very good.

Regards,

David J. Currie

**7.3L Diesel & 2004, 6.0L Diesel Calibration**

**Phone: 313-845-0597**  
**Pager: 313-795-9794**  
**Fax: 313-337-1712**

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Wednesday, March 27, 2002 4:41 PM  
**To:** Currie, David (D.J.)  
**Subject:** RE: My Powerstroke

I'm now on my next assignment at PDC, and want to talk to the pedal engineer, I assume he/she is here. Do you know who that is? I'm pretty convinced that it's the pedal and since you said there have been some issues in the past with it. I probably pushed on it too hard and somehow deformed it to where you can get out of the resistance range on the potentiometer, killing the engine.

Let me know what you think, sorry to pester you again with this. It's just kind of an annoyance, and I don't trust a dealer to just replace it if the problem exists elsewhere in the field.

Thanks,

Jeffrey C. Baer

Ford Motor Company

Powertrain Engineer

Product Development Center (1B-C12)

Ford/Harley-Davidson Alliance

Ph: 313-317-7082

E-mail: jbaer3@Ford.com

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

**From:** Currie, David (D.J.)

**Sent:** Wednesday, January 09, 2002 10:23 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: My Powerstroke

I am not offended. I actually have not calibrated the manuals. I just inherited them. I have done the automatic calibration since 1999 model year. I understand the constant quest for more power. Let me know when you pull a code.....

Regards,

David J. Currie

**7.3L Diesel Calibration**

**Phone:** 313-845-0597  
**Fax:** 313-786-8784  
**Fax:** 313-337-1712

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Wednesday, January 09, 2002 9:54 AM  
**To:** Currie, David (D.J.)  
**Subject:** RE: My Powerstroke

I don't have anything to tow yet (all my money is going into my truck), so I'm one of those guys that has a big truck w/o much need for it, yet. I grew up on a farm in PA though, and I have a rather large frame, so I'm used to driving 3/4 ton trucks. My dad as a Ram w/ Cummins, and my powerstroke blows it away. It is the best purchase I've ever made. I love it. I have the 6-speed, so if the clutch goes bad for some reason, I can replace it myself if need be. That's a huge flywheel though! Hope I didn't offend you by putting a chip in it, I think the calibration w/ the chip was good too, just wanted to see what I could get out of it. I have been around diesels a long time and have learned to keep the air, oil, and water clean, so hopefully my truck will last a long time.

I went out this a.m. w/ my NGS and tried to get a DTC code but nothing was stored. I wonder if there is something wrong w/ the pedal itself. If you don't mind, I'll keep driving it and checking it till the code comes back, and then let you know. I really appreciate your help.

**Jeffrey C. Baer**  
Ford Motor Co.  
FCG-Powertrain  
2003 Panther Launch, PMT  
Wixom Assembly  
(248)596-2459

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

**From:** Currie, David (D.J.)  
**Sent:** Wednesday, January 09, 2002 9:27 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: My Powerstroke

Have you had the pedal replaced? We did switch suppliers recently and there were some issues there. There are also some other electrical issues. The entire electrical architecture of the vehicle changed for 2002 Model Year. There are some issues with VREF shorting in two or three different locales. If you can get the code that is being set let me know what that is. It will point to either the wiring or the pedal itself. Let me know.....

As a side note to do you pull a trailer with this truck at all or use it mostly unloaded? The chips have not caused many engine failures mostly auto trans and clutch/flywheel issues. If you are driving it mostly unloaded you will probably not run into any durability issues. Just keep the oil clean (regular changes) and use good fuel. You should enjoy a lot of care free miles out it. I love them!!!

Regards,

David J. Currie

### 7.3L Diesel Calibration

Phone: 313-845-0897  
Pager: 313-785-8784  
Fax: 313-337-1712

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

From: Baer, Jeffrey (J.C.)  
Sent: Wednesday, January 09, 2002 8:22 AM  
To: Currie, David (D.J.)  
Subject: RE: My Powerstroke

Thanks. I would tend to agree, however, it did this b/c I put the chip in, which leads me to believe that perhaps I'm pushing the potentiometer right out of range, maybe to infinite resistance. I pulled the chip out and it still does it. I don't normally drive with my foot exerting massive efforts on the pedal, so it's not really a problem for me. However, this is a condition that I would think we probably don't want to exist in the field.

I'm using a Superchip, 80 hp, 115 ft.-lbs. torque. When I bought it, I considered the warranty and was told directly from several websites (Diablo, Superchip, Hypertech, etc.): "You are protected by the Magauson-Moss warranty - Federal Trade Commission Improvement Act. This was passed in 1975. The dealer must prove that the aftermarket item caused the problem before they can deny warranty. It also states that any aftermarket item which improves safety or performance, does not void the manufactures original warranty unless it is otherwise stated in the vehicles owner's manual."

From a manufacturer's perspective, how does the chip explicitly void my warranty? The only code I got after repeated incident with warm engine, KOER, KOEO was a throttle position code. I don't have the exact number, but I can put the NGS on it again and see what I get.

Thanks for you time,

Jeffrey C. Baer  
Ford Motor Co.  
FCG-Powertrain  
2003 Panther Launch, PMT  
Wixom Assembly  
(248)896-2469

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

From: Currie, David (D.J.)  
Sent: Wednesday, January 09, 2002 8:11 AM  
To: Baer, Jeffrey (J.C.)  
Subject: FW: My Powerstroke

Jeff-

I am the calibrator for the 2002, 7.3L Program. The problem is most likely with your aftermarket chip. The guys that develop those do a wonderful job of creating power but unfortunately they do not do a good job of an entire system overview.

What codes if any are being set? If you retrieve the codes and I can tell you what fault mode they setting with their chip. Which chip are you using? You know that technically they void your warranty right? Let me know what you find code wise.....

Regards,

David J. Currie

### 7.3L Diesel Calibration

Phone: 313-848-0597  
Pager: 313-788-8784  
Fax: 313-337-1712

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

From: Finckun, Jonathan (J.R.)  
Sent: Tuesday, January 08, 2002 4:16 PM  
To: Currie, David (D.J.)  
Subject: FW: My Powerstroke

I don't know who is spreading rumors that I am doing 2002 calibration. I wish it were true, but.....

Jonathan R. Finckun  
TVC Powertrain Development  
6.0L Diesel  
Office: 313-848-7982  
Pager: 313-788-7577  
E-mail: jfinckun@ford.com

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

From: Baer, Jeffrey (J.C.)  
Sent: Tuesday, January 08, 2002 3:21 PM  
To: Finckun, Jonathan (J.R.)  
Subject: My Powerstroke

Jonathan,

Hi, my name is Jeff Baer, I'm a powertrain FCG. Through a grapevine of several people, I understand that you work in calibration for the 2002. I bought a 2002 Powerstroke, 6-speed, 4x4, supercab, short bed in September. I actually have 11,000 miles on it already.

I have a quick question. When I really stomp on it, unloaded, and push the pedal to the floor, the engine will cut out and the yellow engine light will come on. I have put an NGS on it and can't quite figure out what's going on. The calibration code is AEB2 I believe. I first noticed this at about 7,000 miles. I put a superchip (80 hp, 115 torque) in at 10,000 miles, and the problem still persisted. If I approach wide open gently, this doesn't happen.

I don't expect any miracles, but thought you might be interested in knowing this condition I'm experiencing. The only mods I've done have been:

K&N filter @ 3000 miles  
Superchip @ 10,000 miles  
Autometer boost gauge to A-pillar @ 8,000 miles

Do you have any idea what I can do to fix this or is it a calibration issue that you all are aware of? I'd appreciate any kind of response that you can offer.

Thanks,

Jeffrey C. Beer  
Ford Motor Co.  
FCG-Powertrain  
2003 Panther Launch, PMT  
Wixom Assembly  
(248)596-2459

[REDACTED]



---

From: Matthews, Steve (S.D.)  
Sent: Tuesday, January 21, 2003 7:50 AM  
To: Kramer, Michael (M.T.)  
Subject: F Series/Excursion VOQ Data

Mike,

Sorry for confusion regarding the VOQ data and the concern of invalid VINS provided in 2 of the VOQ reports.

- ODI # 8012549 shows the VIN as: 1FMS43F22E [REDACTED]  
When I entered this VIN into the AWS On-Line system, I received a message indicating the VIN is invalid. I reviewed the VIN and I believe the incorrect portion was the missing character "U" as a portion of the body code in the VIN. I resubmitted the VIN as 1FMSU43F22E [REDACTED] and the VIN was accepted. At this point I was able to confirm the vehicle is a 2002 Excursion, equipped with adjustable pedals.
- ODI # 8021223 shows the VIN as: 1FTNW21S32E [REDACTED]  
When I entered this VIN into the AWS On-Line system, I received a message indicating the VIN is invalid. I reviewed the VIN and I believe the incorrect portion was the character "S" which is representing the engine code in the VIN. I resubmitted the VIN as 1FTNW21E32E [REDACTED] and the VIN was accepted. At this point I was able to confirm the vehicle is a 2002 F 250 Super Duty, equipped with adjustable pedals.

I did not alter the VINS in the spread sheet as I did not want to change the data in the reports. Someone may feel I inappropriately misrepresented the data in some fashion. I should have either omitted the words indicating an inaccurate VIN in the F Series Super Duty data or included a better description for both categories.

If you wish, I can update the previous email and resend it to you once more.

*Steve Matthews*

Enhanced Concern Identification  
313.248.7770

**From:** Kramer, Michael (M.T.)  
**Sent:** Thursday, January 16, 2003 4:57 PM  
**To:** Kramer, Michael (M.T.)  
**Subject:** RE: 2002 and 2003 F Series Super Duty and Excursion Adjustable Pedal

for files

***The company that builds and delivers the best products wins!***

**Mike Kramer**

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

**Six Sigma Black Belt**

**Phone/fac: (913) 694-2003**

**Page: (913) 201-9852 (voep); <[mike.kramer@ford.com](mailto:mike.kramer@ford.com)> (internal lead); <[mike@mkmtmk.com](mailto:mike@mkmtmk.com)> (external lead)**

**Email: mkramer1 (internal); <[mikramer1@ford.com](mailto:mikramer1@ford.com)> (external)**

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

**From:** Matthews, Steve (S.D.)  
**Sent:** Thursday, January 16, 2003 4:18 PM  
**To:** Kramer, Michael (M.T.)  
**Subject:** FW: 2002 and 2003 F Series Super Duty and Excursion Adjustable Pedal

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

**From:** Matthews, Steve (S.D.)  
**Sent:** Thursday, January 16, 2003 4:04 PM  
**To:** Kramer, Michael (M.T.)  
**Cc:** Jones, Rick (W.P.)  
**Subject:** 2002 and 2003 F Series Super Duty and Excursion Adjustable Pedal

Mike,

Attached to this email is an excel file listing the specific vehicle VINs that I was able to identify, that have CQIS reports or VOQ (NHTSA) reports regarding the function of the accelerator pedal/throttle pedal on 2002 and 2003 F Series Super Duty and 2002 and 2003 Excursion vehicle lines. The counts include only vehicles equipped with adjustable pedals.

There are reports of similar concerns on vehicles equipped with non-adjustable (fixed) pedals. I have not included those reports in the counts provided below.

A summary of the CQIS reports:

<b>F Series Super Duty:</b>	<b>191 distinct VINs for 2002 MY</b>
	<b>3 distinct VINs for 2003 MY</b>
<b>Excursion:</b>	<b>35 distinct VINs for 2002 MY</b>
	<b>0 distinct VINs for 2003 MY</b>

I did not identify any CQIS reports indicating there have been any accidents or injuries related to this concern.

**PEB3-844 12841**

A summary of the VOQ (NHTSA) reports:

F Series Super Duty: 2 distinct reports for 2002 MY  
(1 of the VOQ reports has an invalid VIN so I was not to confirm whether or not the vehicle was equipped with adjustable pedals)

Excursion: 2 distinct reports for 2002 MY

VOQ report, ODI # 8012549, (2002 MY Excursion) indicates the vehicle was involved in an accident and 6 people were injured. The AWS data for this vehicle indicates it is equipped with adjustable pedals, and the pedal assembly was replaced on September 5, 2002 by Stan Martin Ford, Inc., located in Hudson, New York.

<< File: 2002 and 2003 F Super Duty & Excursion Adjustable Pedal Accel Pedal CQIS & VOQ data.xls >>

Please contact me if you have any questions regarding the information provided.

*Steve Matthews*

Enhanced Concern Identification  
313.248.7770

**From:** Currie, David (D.J.)  
**Sent:** Wednesday, January 09, 2002 10:23 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: My Powerstroke

I am not offended. I actually have not calibrated the manuals. I just inherited them. I have done the automatic calibration since 1999 model year. I understand the constant quest for more power. Let me know when you pull a code.....

Regards,

David J. Currie

**7.3L Diesel Calibration**

**Phone:** 313-845-0597  
**Pager:** 313-795-8794  
**Fax:** 313-337-1712

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Wednesday, January 09, 2002 9:54 AM  
**To:** Currie, David (D.J.)  
**Subject:** RE: My Powerstroke

I don't have anything to tow yet (all my money is going into my truck), so I'm one of those guys that has a big truck w/o much need for it, yet. I grew up on a farm in PA though, and I have a rather large frame, so I'm used to driving 3/4 ton trucks. My dad as a Ram w/ Cummins, and my powerstroke blows it away. It is the best purchase I've ever made. I love it. I have the 6-speed, so if the clutch goes bad for some reason, I can replace it myself if need be. That's a huge flywheel though! Hope I didn't offend you by putting a chip in it, I think the calibration w/ the chip was good too, just wanted to see what I could get out of it. I have been around diesels a long time and have learned to keep the air, oil, and water clean, so hopefully my truck will last a long time.

I went out this a.m. w/ my NGS and tried to get a DTC code but nothing was stored. I wonder if there is something wrong w/ the pedal itself. If you don't mind, I'll keep driving it and checking it till the code comes back, and then let you know. I really appreciate your help.

**Jeffrey C. Baer**  
Ford Motor Co.  
FCG-Powertrain  
2008 Panther Launch, PMT  
Wiscon Assembly  
(248)596-2458

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

**From:** Currie, David (D.J.)  
**Sent:** Wednesday, January 09, 2002 9:27 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: My Powerstroke

Have you had the pedal replaced? We did switch suppliers recently and there were some issues there. There

are also some other electrical issues. The entire electrical architecture of the vehicle changed for 2002 Model Year. There are some issues with VREF shorting in two or three different locales. If you can get the code that is being set let me know what that is. It will point to either the wiring or the pedal itself. Let me know.....

As a side note to do you pull a trailer with this truck at all or use it mostly unloaded? The chips have not caused many engine failures mostly auto trans and clutch/flywheel issues. If you are driving it mostly unloaded you will probably not run into any durability issues. Just keep the oil clean (regular changes) and use good fuel. You should enjoy a lot of care free miles out it. I love them!!!

Regards,

David J. Currie

**7.3L Diesel Calibration**

**Phone: 313-848-0697**  
**Fax: 313-795-8794**  
**Fax: 313-337-1712**

-----Original Message-----  
From: Beer, Jeffrey (J.C.)  
Sent: Wednesday, January 09, 2002 4:22 AM  
To: Currie, David (D.J.)  
Subject: RE: My Powerstroke

Thanks. I would tend to agree, however, it did this b/f I put the chip in, which leads me to believe that perhaps I'm pushing the potentiometer right out of range, maybe to infinite resistance. I pulled the chip out and it still does it. I don't normally drive with my foot exerting massive efforts on the pedal, so it's not really a problem for me. However, this is a condition that I would think we probably don't want to exist in the field.

I'm using a Superchip, 60 hp, 115 ft.-lbs. torque. When I bought it, I considered the warranty and was told directly from several websites (Diablo, Superchip, Hypertech, etc.): "You are protected by the Magnuson-Moss warranty - Federal Trade Commission Improvement Act. This was passed in 1975. The dealer must prove that the aftermarket item caused the problem before they can deny warranty. It also states that any aftermarket item which improves safety or performance, does not void the manufactures original warranty unless it is otherwise stated in the vehicles owner's manual."

From a manufacturer's perspective, how does the chip explicitly void my warranty? The only code I got after repeated incident with warm engine, KOER, KOEO was a throttle position code. I don't have the exact number, but I can put the NGS on it again and see what I get.

Thanks for you time,

**Jeffrey C. Beer**  
**Ford Motor Co.**  
**FCG-Powertrain**  
**2003 Panther Launch, PMT**  
**Wixom Assembly**  
**(248)566-2458**

-----Original Message-----  
From: Currie, David (D.J.)  
Sent: Wednesday, January 09, 2002 5:11 AM

To: Baer, Jeffrey (J.C.)  
Subject: FW: My Powerstroke

Jeff-

I am the calibrator for the 2002, 7.3L Program. The problem is most likely with your aftermarket chip. The guys that develop those do a wonderful job of creating power but unfortunately they do not do a good job of an entire system overview.

What codes if any are being set? If you retrieve the codes and I can tell you what fault mode they setting with their chip. Which chip are you using? You know that technically they void your warranty right? Let me know what you find code wise.....

Regards,

David J. Currie

#### 7.3L Diesel Calibration

Phone: 313-845-8897  
Pager: 313-788-9794  
Fax: 313-337-1712

#### -----Original Message-----

From: Finckus, Jonathan (J.R.)  
Sent: Tuesday, January 08, 2002 4:16 PM  
To: Currie, David (D.J.)  
Subject: FW: My Powerstroke

I don't know who is spreading rumors that I am doing 2002 calibration. I wish it were true, but.....

Jonathan R. Finckus  
TVC Powertrain Development  
EOL Diesel  
Office: 313-845-7682  
Pager: 313-788-7871  
E-mail: jfinckus@ford.com

#### -----Original Message-----

From: Baer, Jeffrey (J.C.)  
Sent: Tuesday, January 08, 2002 3:21 PM  
To: Finckus, Jonathan (J.R.)  
Subject: My Powerstroke

Jonathan,

Hi, my name is Jeff Baer, I'm a powertrain FCG. Through a grapevine of several people, I understand that you work in calibration for the 2002. I bought a 2002 Powerstroke, 6-speed, 4x4, supercab, short bed in September. I actually have 11,000 miles on it already.

I have a quick question. When I really stomp on it, unloaded, and push the pedal to the floor, the engine will cut out and the yellow engine light will come on. I have put an NGS on it and can't quite figure out what's going on. The calibration code is AEB2 I believe. I first noticed this at about 7,000 miles. I put a superchip (80 hp, 115 torque) in at 10,000 miles, and the problem still persisted. If I approach wide open gently, this doesn't happen.

I don't expect any miracles, but thought you might be interested in knowing this condition I'm experiencing. The only mods I've done have been:

K&N filter @ 3000 miles  
Superchip @ 10,000 miles  
Autometer boost gauge to A-pillar @ 8,000 miles

Do you have any idea what I can do to fix this or is it a calibration issue that you all are aware of? I'd appreciate any kind of response that you can offer.

Thanks,

Jeffrey C. Beer  
Ford Motor Co.  
FCG-Powertrain  
2003 Panther Launch, PMT  
Wixom Assembly  
(248)598-2459

**From:** Currie, David (D.J.)  
**Sent:** Wednesday, January 09, 2002 9:27 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** RE: My Powerstroke

Have you had the pedal replaced? We did switch suppliers recently and there were some issues there. There are also some other electrical issues. The entire electrical architecture of the vehicle changed for 2002 Model Year. There are some issues with VREF shorting in two or three different locales. If you can get the code that is being set let me know what that is. It will point to either the wiring or the pedal itself. Let me know....

As a side note to do you pull a trailer with this truck at all or use it mostly unloaded? The chips have not caused many engine failures mostly auto trans and clutch/flywheel issues. If you are driving it mostly unloaded you will probably not run into any durability issues. Just keep the oil clean (regular changes) and use good fuel. You should enjoy a lot of care free miles out of it. I love them!!

Regards,

David J. Currie

#### 7.3L Diesel Calibration

**Phone:** 313-845-0387  
**Pager:** 313-785-8784  
**Fax:** 313-337-1712

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Wednesday, January 09, 2002 11:22 AM  
**To:** Currie, David (D.J.)  
**Subject:** RE: My Powerstroke

Thanks. I would tend to agree, however, it did this b/f I put the chip in, which leads me to believe that perhaps I'm pushing the potentiometer right out of range, maybe to infinite resistance. I pulled the chip out and it still does it. I don't normally drive with my foot exerting massive efforts on the pedal, so it's not really a problem for me. However, this is a condition that I would think we probably don't want to exist in the field.

I'm using a Superchip, 60 hp, 115 ft.-lbs. torque. When I bought it, I considered the warranty and was told directly from several websites (Diablo, Superchip, Hypertech, etc.): "You are protected by the Magnuson-Moss warranty - Federal Trade Commission Improvement Act. This was passed in 1975. The dealer must prove that the aftermarket item caused the problem before they can deny warranty. It also states that any aftermarket item which improves safety or performance, does not void the manufacturer's original warranty unless it is otherwise stated in the vehicle's owner's manual."

From a manufacturer's perspective, how does the chip explicitly void my warranty? The only code I got after repeated incident with warm engine, KOER, KOEO was a throttle position code. I don't have the exact number, but I can put the NGS on it again and see what I get.

Thanks for you time,

Jeffrey C. Baer  
Ford Motor Co.



FCG-Powertrain  
2003 Panther Launch, FMT  
Wixom Assembly  
(248)596-2459

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

From: Currie, David (D.J.)  
Sent: Wednesday, January 09, 2002 8:11 AM  
To: Baer, Jeffrey (J.C.)  
Subject: FW: My Powerstroke

Jeff-

I am the calibrator for the 2002, 7.3L Program. The problem is most likely with your aftermarket chip. The guys that develop those do a wonderful job of creating power but unfortunately they do not do a good job of an entire system overview.

What codes if any are being set? If you retrieve the codes and I can tell you what fault mode they setting with their chip. Which chip are you using? You know that technically they void your warranty right? Let me know what you find code wise.....

Regards,

David J. Currie

#### 7.3L Diesel Calibration

Phone: 313-845-8387  
Pager: 313-785-0784  
Fax: 313-337-1712

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

From: Fincham, Jonathan (J.R.)  
Sent: Tuesday, January 08, 2002 4:16 PM  
To: Currie, David (D.J.)  
Subject: FW: My Powerstroke

I don't know who is spreading rumors that I am doing 2002 calibration. I wish it were true, but.....

Jonathan R. Fincham  
TVC Powertrain Development  
8.0L Diesel  
Office: 313-846-7882  
Pager: 313-783-7571  
E-mail: jfincham@ford.com

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

From: Baer, Jeffrey (J.C.)  
Sent: Tuesday, January 08, 2002 3:21 PM  
To: Fincham, Jonathan (J.R.)  
Subject: My Powerstroke

Jonathan,

Hi, my name is Jeff Baer, I'm a powertrain FCG. Through a grapevine of several people, I understand that you work in calibration for the 2002. I bought a 2002 Powerstroke, 8-speed, 4x4, supercab, short bed in September. I actually have 11,000 miles on it already.

I have a quick question. When I really stomp on it, unloaded, and push the pedal to the floor, the engine will cut out and the yellow engine light will come on. I have put an NGS on it and can't quite figure out what's going on. The calibration code is AEB2 I believe. I first noticed this at about 7,000 miles. I put a superchip (60 hp, 115 torque) in at 10,000 miles, and the problem still persisted. If I approach wide open gently, this doesn't happen.

I don't expect any miracles, but thought you might be interested in knowing this condition I'm experiencing. The only mods I've done have been:

K&N filter @ 3000 miles  
Superchip @ 10,000 miles  
Autometer boost gauge to A-pillar @ 8,000 miles

Do you have any idea what I can do to fix this or is it a calibration issue that you all are aware of? I'd appreciate any kind of response that you can offer.

Thanks,

Jeffrey C. Beer  
Ford Motor Co.  
FCG-Powertrain  
2003 Panther Launch, PMT  
Whom Assembly  
(248)596-2459

---

**From:** Currie, David (D.J.)  
**Sent:** Wednesday, January 09, 2002 8:11 AM  
**To:** Baer, Jeffrey (J.C.)  
**Subject:** FW: My Powerstroke

Jeff

I am the calibrator for the 2002, 7.3L Program. The problem is most likely with your aftermarket chip. The guys that develop those do a wonderful job of creating power but unfortunately they do not do a good job of an entire system overview.

What codes if any are being set? If you retrieve the codes and I can tell you what fault mode they setting with their chip. Which chip are you using? You know that technically they void your warranty right? Let me know what you find code wise.....

Regards,

David J. Currie

#### 7.3L Diesel Calibration

**Phone:** 313-845-0697  
**Pager:** 313-795-9794  
**Fax:** 313-337-1712

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

**From:** Fincham, Jonathan (J.R.)  
**Sent:** Tuesday, January 08, 2002 4:16 PM  
**To:** Currie, David (D.J.)  
**Subject:** FW: My Powerstroke

I don't know who is spreading rumors that I am doing 2002 calibration. I wish it were true, but.....

**Jonathan R. Fincham**  
TYC Powertrain Development  
G.D. Diesel  
Office: 313-845-7992  
Pager: 313-795-7571  
E-mail: jfincham@ford.com

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

**From:** Baer, Jeffrey (J.C.)  
**Sent:** Tuesday, January 08, 2002 3:21 PM  
**To:** Fincham, Jonathan (J.R.)  
**Subject:** My Powerstroke

Jonathan,

Hi, my name is Jeff Baer, I'm a powertrain FCG. Through a grapevine of several people, I understand that you work in calibration for the 2002. I bought a 2002 Powerstroke, 6-speed, 4x4, supercab, short bed in September. I actually have 11,000 miles on it already.

I have a quick question. When I really stomp on it, unloaded, and push the pedal to the floor, the engine will cut out and the yellow engine light will come on. I have put an NGS on it and can't quite figure out what's going on. The calibration code is AEB2 I believe. I first noticed this at about 7,000 miles. I put a superchip

(60 hp, 115 torque) in at 10,000 miles, and the problem still persisted. If I approach wide open gently, this doesn't happen.

I don't expect any miracles, but thought you might be interested in knowing this condition I'm experiencing. The only mods I've done have been:

K&N filter @ 3000 miles  
Superchip @ 10,000 miles  
Autometer boost gauge to A-pillar @ 8,000 miles

Do you have any idea what I can do to fix this or is it a calibration issue that you all are aware of? I'd appreciate any kind of response that you can offer.

Thanks,

Jeffrey C. Bear  
Ford Motor Co.  
FCG-Powertrain  
2003 Panther Launch, PMT  
Wixom Assembly  
(248)596-2459

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, January 08, 2003 11:08 AM  
**To:** Kramer, Michael (M.T.); Hale, Curt (B.C.); Smith, Ryan (R.E.)  
**Cc:** McDonagh, Scot (S.M.)  
**Subject:** RE: ETC Service Parts

I've checked and the following parts are released for service.  
1C34-9F836-BB 7.3L fixed  
2C34-9F836-DG 7.3L adj  
3C44-9F836-AC 6.0L

-----Original Message-----  
**From:** Kramer, Michael (M.T.)  
**Sent:** Wednesday, January 08, 2003 7:08 AM  
**To:** Hale, Curt (B.C.); West, Gregory (G.S.); Smith, Ryan (R.E.)  
**Cc:** McDonagh, Scot (S.M.)  
**Subject:** RE: ETC Service Parts

Greg  
Please confirm WERS releases are correct.

Curt/Ryan  
If Greg confirms that the WERS releases are correct, please follow-up with the FCSD PS&L folks.

***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) 594-2803  
Page: (313) 201-6882 (web): [mikr@m4.detroit.ford.com/sul/index.asp?](mailto:mikr@m4.detroit.ford.com/sul/index.asp?) (internal text); [mikr@fordmail.com](mailto:mikr@fordmail.com) (external text)  
Email: [mkramer1@ford.com](mailto:mkramer1@ford.com) (internal); [mkramer1@ford.com](mailto:mkramer1@ford.com) (external)

-----Original Message-----  
**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, January 07, 2003 3:15 PM  
**To:** Hale, Curt (B.C.); West, Gregory (G.S.)  
**Cc:** Smith, Ryan (R.E.); Kramer, Michael (M.T.)  
**Subject:** ETC Service Parts

Greg- FCSD says that service parts for both WC & TFX pedals are not available ??  
Please advise. Thank you

**Scot G. McDonagh**  
Super-Duty/Excursion  
Powertrain Quality Leader  
Phone- (313) 337-8091  
Fax- (313) 621-6082  
E-Mail: [smcdonag@ford.com](mailto:smcdonag@ford.com)

-----Original Message-----  
**From:** Hale, Curt (B.C.)  
**Sent:** Tuesday, January 07, 2003 2:56 PM  
**To:** McDonagh, Scot (S.M.)

**Cc:** West, Gregory (G.S.); Smith, Ryan (R.E.)  
**Subject:** RE:

Scot,

I don't know if their supposed to be or not but the below are not available in service:

1C34-8F836-BA  
2C34-8F836-DG  
3C44-8F836-AB

### B. Curtis Hale

FCSD PVT Program Manager  
F-Super Duty, Excursion  
502-429-2546 voice, 502-429-2941 fax

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, January 07, 2003 2:35 PM  
**To:** West, Gregory (G.S.); Smith, Ryan (R.E.); Nereid, Robert (R.I.)  
**Cc:** Kramer, Michael (M.T.); Hale, Curt (B.C.)  
**Subject:** RE:

Ryan- ETC Service parts should be available

	<u>Williams</u>	<u>Teleflex</u>
7.3L pre-fix	1C34-BA	2C34-DD
7.3L post fix	1C34-BB	2C34-DG
6.0L Job #1	3C44-AB	3C34-BE

Note: "Pre-fix" and "Post-fix" refer to the Williams overload issue and Teleflex oil migration issues.

**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:** West, Gregory (G.S.)  
**Sent:** Tuesday, January 07, 2003 2:20 PM  
**To:** McDonagh, Scot (S.M.); Smith, Ryan (R.E.); Nereid, Robert (R.I.)  
**Cc:** Kramer, Michael (M.T.); Hale, Curt (B.C.)  
**Subject:** RE:

What two issues??

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

From: McDonagh, Scot (S.M.)  
Sent: Tuesday, January 07, 2003 11:23 AM  
To: Smith, Ryan (R.E.); Herrell, Robert (R.J.); West, Gregory (G.S.)  
Cc: Kratner, Michael (M.T.); Hale, Curt (B.C.)  
Subject: RE:

Bob/Greg- Please advise on FCSD inquiry. Thanks

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

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

From: Smith, Ryan (R.E.)  
Sent: Tuesday, January 07, 2003 11:14 AM  
To: McDonagh, Scot (S.M.)  
Subject: PW:

What is the latest on these two issues?

*Ryan Smith* ([rsmit291@ford.com](mailto:rsmit291@ford.com))  
PVT & Field Support, Product Concern Engineer.  
F250-550, F650-750, Excursion  
(313)32-21785 Fax: 33-78337  
Mail Drop: Diagnostic Service Center II, 28

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

From: Ayotte, Albert (A.P.)  
Sent: Tuesday, January 07, 2003 11:12 AM  
To: Smith, Ryan (R.E.)  
Subject:

Ryan,

Do we have anything new on the 7.3i AP concerns? When can we expect revised parts to be available?  
Also is there any new information on the cold start rolling idles?

Thanks,

*Al Ayotte*  
Diesel Service Engineer  
Ford Technical Hotline  
1700 Fairlane Dr #226  
Allen Park, MI 48101  
313-31(78348)

~~CONFIDENTIAL~~

**Shipp, Terri (T.L.)**

**From:** Shipp, Terri (T.L.)  
**Sent:** Tuesday, August 26, 2003 9:38 AM  
**To:** Liening, Gerald (.)  
**Cc:** Maaroff, Bruce (B.J.); Gleegham, Tom (T.A.); Woodring, Chris (C.A.)  
**Subject:** FW: Attachment for Campaign Prevent Specialist Staffing Meeting

Jerry,

I noticed one more potential error on slide 19 "Preliminary '03 CYTD FSA Alignment by System - PAC Process Output". Are you reporting the number of completed PACs through July 30, the number of Recalls or the number of FSA?

Accelerator Controls has had 2 FSA that were approved by FRC from Jan 2003 - July 2003. 03B03 (Accelerator Pedal) was approved on 1/29/03 and 03S03 (Speed Control Cable) was approved on 7/28/03.

Also, I report the Fuel issues for CAPE and Chris Woodring has been reporting through me that there have been no Fuel issues. Can you send me the Fuel FSA number so I can add it to my fuel metrics.

Finally, I am attaching a picture that illustrates the various areas that are referred to by the term "Powertrain". You can see that Fuel, Engine, Transmission, Throttle Controls, P/T Mounts, AIS, Exhaust Systems, Axle, Half Shafts, and so on are all considered Powertrain.



WHATyPT.gif

The categories, for myself, Rachel Hefner, Al Raquepau, Doug White, Mike Sullivan, Paul Plante, Dave Garrett, Chris Woodring, Dave Luhrs and Peter Charlick, need to be specified since we are all Powertrain CPAs. It is very confusing when you only call out Paul Plante, Dave Garrett, Chris Woodring, Dave Luhrs and Peter Charlick areas. It makes the rest of the engineering community believe that Rachel Hefner, Al Raquepau, Doug White, Mike Sullivan and I cover all of the rest of the areas in Powertrain. This is not true. I hope this figure helps.

Please let me know if you have any questions.

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-82-16020  
(Pager) 313-795-1678  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

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

**From:** Chairman, Denise (.)  
**Sent:** Monday, August 25, 2003 2:42 PM  
**To:** Clement, Charles (C.A.); Hanner, Robert (R.J.); Arin, Mike (M.I.); Liening, Gerald (.); Oglio, David (D.V.); Trout, Brooks (B.L.); Holden, Daniel (D.K.); Merideth, Marcus (M.E.); Bradford, Steve (S.L.); Zane, Jim (J.E.); Sammut, Joe (J.P.); Bajona, Daniel (D.C.); DalDeppo, Lynn (L.D.); Page, Greg (G.G.); Kralk, John (J.F.); Clemens, Roger (R.D.); DeGardner, Bob (Robert G.); Hedderly, Tom (G.T.); Cavis, Jeffrey (J.S.); Habibouche, Jihad (J.H.); Jandrusch, Tom (T.D.); Eisenhauer, Gary (G.D.); Schmidt, Norm (N.G.); Woodring, Chris (C.A.); Luhrs, David (D.A.); Charlick, Peter (P.C.); Wolfe, Brian (B.C.); Clayton, Chris (C.N.); Blackburn, Thomas (T.J.); Oserza, Pat (P.D.); Burzycki, Rob (R.M.); Lyell, Kevin (K.M.); Skinnar, Sandra (S.A.); Vagh, Paul (P.P.); Rossi, Roberto



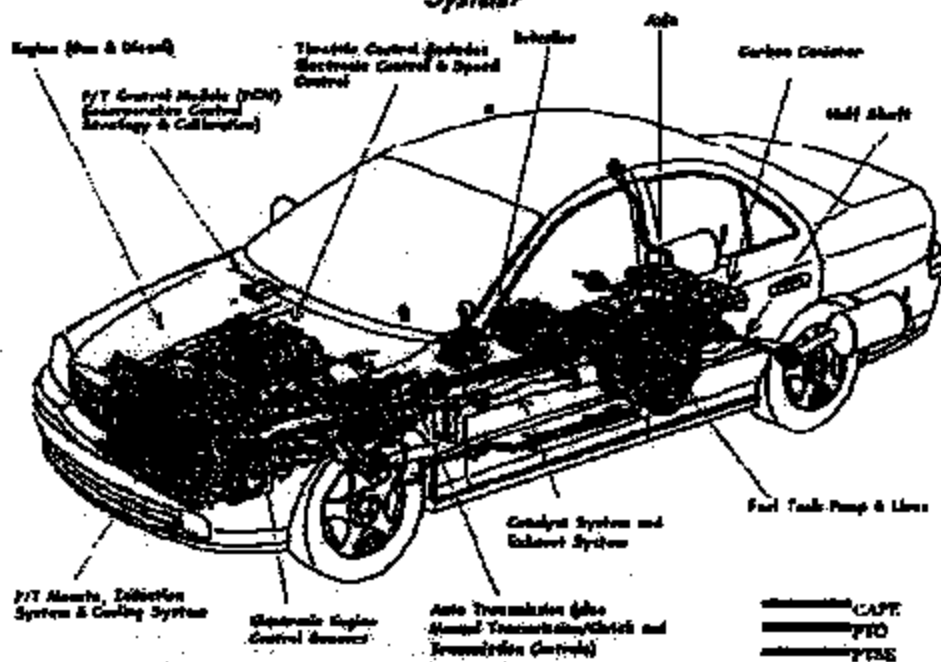
(R.A.); Shipp, Terri (T.L.); White, Douglas (D.B.); Kary, Jerry (G.T.); Meher, Rachel (R.E.); Goye, Philip (P.J.); Sullivan, Michael (M.B.); Pritz, Kimberly (K.L.); Pan, Yi-Hsin (Y.-H.)

**Subject:** Attachment for Campaign Prevent Specialist Staffing Meeting

Attachment for meeting scheduled on August 29 @ 1pm. If you have any questions please contact Jerry Lening.

Jerry Lening  
CP&AR - GCQ  
500 TWCTDR Office 2-11  
32-38780  
[jlening@ford.com](mailto:jlening@ford.com) <<mailto:jlening@ford.com>>

**Powertrain North America: What is Included in the Powertrain System?**



**Shipp, Terri (T.L.)**

**From:** Shipp, Terri (T.L.)  
**Sent:** Wednesday, March 05, 2003 1:18 PM  
**To:** Gleighearn, Tom (T.A.)  
**Subject:** FW: 2003 North American Field Service Action Summary - thru FebREVISION

Tom,

FYI - Below are the FSA through February 2003. As you know, there are two related to P/T Subsystems: 03B03 F-Series O-8500 APPS issue and 03B04 F-Series U-8500 Cold No Start issue. So far this year, there has been a total of 6 US FSAs.

**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  
[ts hipp@ford.com](mailto:ts hipp@ford.com) <<mailto:ts hipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

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

**From:** Roberts, Michael (M.J.)  
**Sent:** Wednesday, March 05, 2003 11:37 AM  
**To:** Roberts, Michael (M.J.); Anis, Mike (M.L.); Balist, Gary (G.S.); Bernaty, Terry (T.L.); Bauer, Jonathan (J.P.); Bajars, David (D.C.); Bennett, Mike (M.L.); Baudelaire, Philip (P.R.); Blackburn, Thomas (T.L.); Banks, Brian (.); Blythe, Deane (W.D.); Brody, Julie (J.A.); Brown, Robert (R.D.); Brownell, Sherry (S.R.); Brush, Tera (T.); Burzycki, Rob (R.M.); Campbell, Arnie (A.T.); Casced, Roon (R.A.); Charlick, Peter (P.C.); Chaudhri, Kiran (K.A.); Christensen, Irls (K.S.); Cragg, David (D.V.); Clayton, Chris (C.H.); Claudia, Roger (R.D.); Cohen, Brian (B.E.); Custer, Joseph (J.M.); DeCarlo, Jim (J.); Dearing-Thomson, Zandr (Z.F.); Desmet, Susan (S.M.); Dierker Jr., Joseph (J.B.); Eisenhauer, Gary (G.D.); Esch, Eddy (B.); Ewen, James (J.S.); Fika, Craig (C.W.); Foster, Tom (T.E.); Garrett, Dave (D.M.); Gaunt, Frank (F.); Gilford, Jennifer (J.); Gombel, Ken (K.M.); Gosser, Louise (L.K.); Hablan, Mitchell (M.J.); Harris, Kimberly (L.); Heltzer, Rachel (R.E.); Jendruch, Tom (T.D.); Johnson, Jim (J.S.); Kathan, Dana (D.J.); Khan, Mohammed (M.); Kimmmerling, Ed (E.E.); King, Michelle (M.); Kintrea, Kenan (K.); Koer, Kurt (K.W.); Knecht, Bob (B.); Kopska, Charles (C.R.); Lewis, Cody (C.B.); Lyon, Frank (F.M.); Liu, Jena (J.); Libotte, Brian (B.W.); Logel, Jay (J.D.); Loft, Brian (B.T.); Luhrs, David (D.A.); Lyall, Kevin (K.M.); Maddox, John (J.M.); Masloff, Bruce (B.L.); Mardell, Mitch (M.P.); Matsui, Steven (S.N.); McKinley, Lori (L.A.); Marder, Julie (J.A.); Markath, Marous (M.E.); Moran, Denise (D.M.); Nalamith, Murray (M.P.); Noll, Jeffrey (J.P.); Nozato, Erich (E.L.); O'Donnell, Ed (E.A.); O'Hall, Ann (A.R.); Owsak, Greg (G.G.); Page, Greg (G.G.); Patel, Bharat (B.C.); Patel, Bharat (B.J.); Pearce, Randy (.); Panta, Paul (P.G.); Raquepau, Aiden (A.P.); Ray, Glenn (G.E.); Richards, Michael (M.D.); Rosselli, Dawn (D.M.); Ross, Roberto (R.A.); Saraso, Bob (B.); Schmidt, Norm (N.G.); Schranek, Joseph (J.E.); Shipp, Terri (T.L.); Shora, John (J.); Siko, Anthony (A.J.); Stewart, Greg (G.); Swenney, Stephanie (S.L.); Szalay, Michael (M.A.); Thomas, Lawrence (L.B.); Tokarsky, Michael (M.); Trout, Brock (B.T.); Vach, Paul (P.F.); Villaruel, Nemesio (N.); Weidner, Martin (M.C.); Vonaha, James (J.P.); Wenz, Donald (D.D.); White, Douglas (D.B.); Wine, Doris (D.); Woodring, Chris (C.A.); Yu, Dave (D.); Zane, Jim (J.E.); Zuffata, Kelly (K.H.); Moroz, Brian (B.F.)

**Subject:** RE: 2003 North American Field Service Action Summary - thru FebREVISION

Please delete previous version sent this morning. This revised copy has an update to the Summary page reflecting "G Customer Satisfaction Programs".



2003\_FSA\_NA\_FR  
Approved\_ThruF...

Mike

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

From  
Sent:  
To:

Roberts, Michael (M.J.)  
Wednesday, March 05, 2003 7:49 AM  
Amin, Mike (M.J.); Baird, Gary (G.S.); Barnaby, Terry (T.L.); Bauer, Jonathan (J.P.); Bejune, Daniel (D.C.); Bennett, Mike (M.L.);  
Beuchebane, Philip (P.R.); Blackburn, Thomas (T.J.); Blanton, Brian (L.); Blythe, Deane (W.D.); Braboy, Julie (J.A.); Brown, Robert  
(R.D.); Brownell, Sherry (S.B.); Brush, Tara (T.); Burzycki, Rob (R.M.); Campbell, Arnie (A.T.); Cassel, Reem (R.A.); Charick, Peter  
(P.C.); Chaudhri, Kiran (K.A.); Christensen, Kile (K.S.); Cigala, David (D.V.); Clayton, Chris (C.N.); Demers, Roger (R.D.); Culver,  
Brian (B.E.); Custer, Joseph (J.M.); DeCarlo, Jim (J.); Dearing-Thornton, Zach (Z.F.); Desmet, Susan (S.M.); Dierker Jr., Joseph  
(J.B.); Eisenhauer, Gary (G.D.); Esch, Becky (B.); Eum, James (J.S.); Fike, Craig (C.W.); Foster, Tom (T.E.); Gamett, Dave (D.M.);  
Gaurt, Frank (F.); Gilhool, Jennifer (J.); Goebel, Ken (K.M.); Goccar, Louise (L.K.); Habian, Mitchell (M.L.); Harris, Kimberly (L.);  
Hehrer, Rachel (R.P.); Jendrosch, Tom (T.D.); Johnson, Jim (J.S.); Katinas, Dana (D.I.); Khan, Mohamamad (M.); Knefferting, Ed  
(E.E.); King, Michelle (M.); Kirona, Katrina (K.); Kiser, Kurt (K.W.); Kriedel, Bob (R.); Kopelka, Charles (C.A.); Lewis, Cody (C.B.);  
Ligon, Frank (F.M.); Liu, Jane (J.); Lizzite, Brian (B.W.); Lopez, Jay (J.D.); Lott, Brian (B.T.); Lyles, David (D.A.); Lysik, Kevin  
(K.M.); Macdonald, John (J.M.); Maeroff, Bruce (B.J.); Mandell, Mitch (M.P.); Marbut, Steven (S.M.); McCloskey, Lori (L.A.); Merder,  
John (J.A.); Merrith, Marcus (M.E.); Moran, Denise (D.M.); Nabanish, Murray (M.P.); Noff, Jeffrey (J.P.); Nowka, Erich (E.L.);  
O'Donnell, Ed (E.A.); O'Neill, Ann (A.R.); Oswald, Greg (G.G.); Page, Greg (G.G.); Pabel, Bharat (B.C.); Pabel, Bharat (B.I.); Pearce,  
Randy (R.); Harris, Paul (P.G.); Raqqapan, Alden (A.P.); Ray, Glenn (G.E.); Richards, Michael (M.D.); Roberts, Dawn (D.M.); Ross,  
Roberto (R.A.); Sannes, Bob (B.); Schmidt, Norm (N.G.); Schramck, Joseph (J.E.); Shipg, Terri (T.L.); Shora, John (J.); Sitts,  
Bethany (B.J.); Smeart, Greg (G.); Sweeney, Stephanie (S.L.); Szalay, Michael (M.A.); Thomas, Lawrence (L.B.); Tokarsky, Michael  
(M.); Trout, Brooks (B.T.); Vagh, Paul (P.F.); Williams, Marveta (M.); Voelker, Martin (M.C.); Vandale, James (J.P.); Waser,  
Donald (D.D.); White, Douglas (D.B.); Wilksh, Kevin (K.); Wilne, Chris (C.); Woodring, Chris (C.A.); Ye, Dave (D.); Zana, Jim (J.E.);  
Zubiate, Kelly (K.H.)

Subject: 2003 North American Field Service Action Summary - Thru Feb

THE ATTACHED DOCUMENT IS FORD MOTOR COMPANY SECRET.

If the data in the attachment is no longer relevant for your current position, OR  
if you know of someone who should be added/removed, please send me a note and I will update my  
distribution list.

<< File: 2003\_FSAe\_NA\_FRCapproved\_ThruFeb.pdf >>

Take care,

Mike Roberts

*Ford Motor Company*

*Recruit/Service Programs - Metrics/Systems Administrator*

*and GCamp Development - Business Team Member*

*Co-mentors*

*DSCZ\_AlexPark (313) 248-7588*

*ITek\_Dewborn (313) 206-8316*

**Shipp, Terri (T.L.)**

**From:** Shipp, Terri (T.L.)  
**Sent:** Wednesday, February 25, 2004 9:07 AM  
**To:** Gleagham, Tom (T.A.)  
**Subject:** 2003 North American Field Service Action Summary - through December 2003

Tom,

Below is the complete Field Service Action Report for the 2003 CY. I thought I would bring to your attention the number of CAPE/PTSE/Diesel/SVT FSA.



2003\_FSAs\_NA\_FR  
Approved\_Thru ...

The numbers below are greater than the Dashboard numbers because the Dashboard include CAPE issues only.

Total number of FSA in 2003 CY: 43

Total number of CAPE/PTSE/Diesel/SVT FSA in 2003 CY: 18 (~42%)

**Accelerator Control FSA: 2**

- 03B03 - Adjustable Accelerator Pedal Sensor
- 03S03 - Speed Control Cable

**Engine Calibration: 4**

- 03E02 - Focus SVT R11 Service Calibration (SVT Issue with Release Process in Europe)
- 03B04 - 4.6L Cold No-Start Due to Calibration Error
- 03B06 - FICM & PCM Cold Start Calibration Update (Diesel Issue)
- 03T02 - Powertrain Control Module Refresh (Diesel Issue)

**Engine OBDII Calibration: 2**

- 03E03 - 6.0L Superduty OBDII CAN Protocol
- 03E06 - Evaporative System Monitor

**Exhaust: 1**

- 03E01 - Service Catalyst

**Labels: 6**

- 03E04 - Non-California Vehicle with California VECI Labels (International Diesel Issue)
- 03L12 - 6.0L Engine Emission Control Information Label (International Diesel Issue)
- 03L14 - EVAP Label with incorrect vacuum diagram
- 03L15 - Industrial Engine Emission Label (Power Products Engine only)
- 03L16 - Incorrect VECI Label & SMOG Graphic (Unclear with activity owns SMOG Label)
- 03L17 - SMOG Index Label (Unclear with activity owns SMOG Label)

**Fuel: 3**

- 03B08 - Crown Vic NGV Fuel Tank
- 03E05 - EVAP Canister Fresh Air Hose
- 03N01 - Fuel Delivery Module

- Please let me know if you have any questions.

*Terri Shipp*

Ford Motor Company

P/T Attributes and Standards Department

NAE P/T Campaign Prevention Specialist

(Phone) 313-33-73831 / (Fax) 313-62-18020

(Pager) 313-795-1878

Cube 1AF12, MD #3, FPC-A

[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>

[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

[REDACTED]

---

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, January 14, 2003 8:55 AM  
**To:** Lipoaky, 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.)  
**Subject:** RE: KTP trip summary for EOL issues

The following alerts were written for the EOL issues:

A11456048 opened the EOL pedal limits.

A11454219 was an on site mod to change fixed pedals to adjustable pedals for the trucks parked on the lot to get them shipped to customers. This was done before we were able to open the EOL pedal limits.

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

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, January 09, 2003 6:37 PM  
**To:** Lipoaky, 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

<< File: KTPeolISSUES.doc >>

---

**From:** West, Gregory (G.S.)  
**Sent:** Friday, January 10, 2003 1:23 PM  
**To:** Reed Jr., Bill (W.P.); Jerry Miers (E-mail); Ken Pyle (E-mail)  
**Cc:** Liposky, Lawrence (L.J.); Williams Jr., James (J.P.)  
**Subject:** RE: KTP trip summary for EOL issues

Ken/Jerry, per Bill's note below I know we're having a call at 4 today to discuss status of issues and required changes but if you haven't started the 8D would you please. Thanks.

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

**From:** Reed Jr., Bill (W.P.)  
**Sent:** Thursday, January 09, 2003 7:06 PM  
**To:** West, Gregory (G.S.)  
**Subject:** RE: KTP trip summary for EOL issues

Thanks Greg. Good summary. When do you expect an 8D and workplan out of Williams?

Regards,

*Bill Reed* (breed1@ford.com)

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

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

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, January 09, 2003 6:37 PM  
**To:** Liposky, Lawrence (L.J.); Thompson, Greg (G.J.); Gays, 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 >>



**[REDACTED]**

---

**From:** Guys, Philip (P.R.)  
**Sent:** Friday, January 10, 2003 9:50 AM  
**To:** West, Gregory (G.S.); Liposky, Lawrence (L.L.); 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) 584-9908

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

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, January 09, 2003 6:37 PM  
**To:** Liposky, Lawrence (L.L.); 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: KTPedISSUES.doc >>

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, October 29, 2002 8:00 AM  
**To:** Kramer, Michael (M.T.); McDonagh, Scot (S.M.)  
**Subject:** RE: Daily Teleflex Issue Resolution

**WASH**

TFX part number is changing from 2C34-9F836-DF to DG (currently being released) with the PCA's to resolve the filed issues.

WMCO changed from 3C44-9F836-AA to AB to resolve the overload issue.

Today won't work for the call in, I thought we were waiting until after the mid November PQQR to determine what we tell service?

—Original Appointment—

**From:** McDonagh, Scot (S.M.) On Behalf Of Liposky, Lawrence (L.L.)  
**Sent:** Monday, October 28, 2002 1:13 PM  
**To:** West, Gregory (G.S.); Kramer, Michael (M.T.); Smith, Ryan (R.E.)  
**Subject:** FW: Daily Teleflex Issue Resolution  
**When:** Tuesday, October 29, 2002 11:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** Call In

Greg- Is this time open on your schedule ?? If yes, Please use this time slot to dial-in and discuss. FCSD is requesting input on the P0123 issue. They want to know what we are going to do to inform the field of the fixes ?? SSM/TSB ?? Also, Mike Kramer requested I get part#'s for both the WMCO & TFX Pedals (7.3L and 6.0L) Pre/Post engineering changes to address both the P0123 & P0221 issues. WMCO has requested 100% of their pedals be returned and I need to provide Chris Wash with correct up to date part#'s.

—Original Appointment—

**From:** Liposky, Lawrence (L.L.)  
**Sent:** Monday, August 26, 2002 7:51 AM  
**To:** Liposky, Lawrence (L.L.); West, Gregory (G.S.); Kramer, Michael (M.T.); Gibby, James (J.K.); Conrad, James (J.A.); 'lpolson@fcauto.com'; 'skubal@fcauto.com'; 'gsausole@fcauto.com'; McDonagh, Scot (S.M.); Miller, Cary (C.D.); Williams Jr., James (J.P.); Thompson, Greg (G.L.)  
**Cc:** Guys, Philip (P.R.); Sherard, Gail (G.); Thompson, Greg (G.L.); Slacits, Joseph (J.F.); Burrows, Jim (J.A.)  
**Subject:** Daily Teleflex Issue Resolution  
**When:** Tuesday, October 29, 2002 11:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** Call In

Call In with Teleflex, Ford (Engineering +KTP), and Wabash to track progress of 02 Diesel ETC Pedal  
We are using Mike Kramer's QRT #

(877) 870-3431  
Code 7362370 #

[REDACTED]

From: Greg Braniff [gbraniff@tfxauto.com]  
Sent: Monday, November 11, 2002 8:35 AM  
To: West Gregory (G.S.)  
Cc: Dean Kuchta (E-mail); Wash Chris (C.J.); Kramer Michael (M.T.); McDonagh Scot (S.M.)  
Subject: Re: RE: ETC Returns

All warranty returns should go to Kendallville.

Greg Braniff  
Teleflex Automotive  
Ph 248-616-3107  
Cell 248-840-1840  
gbraniff@tfxauto.com

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

From: "West, Gregory (G.S.)" <gwest2@ford.com>  
Date: Monday, November 11, 2002 7:57 am  
Subject: RE: ETC Returns

> Dean/Greg, per the note below please confirm the location for returns.

>

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

> > From: McDonagh, Scot (S.M.)  
> > Sent: Monday, November 11, 2002 7:15 AM  
> > To: West, Gregory (G.S.)  
> > Cc: Wash, Chris (C.J.); Kramer, Michael (M.T.)  
> > Subject: ETC Returns

> >

> > Greg- Please confirm TFX shipping address for ETC returns. Chris  
> > has several locations in his records(Kendallville-Troy etc.).

> >

> > Thank you,

> >

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

> >

> >

>

~~CONFIDENTIAL~~

---

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, October 29, 2002 12:29 PM  
**To:** Kramer, Michael (M.T.)  
**Cc:** McDonagh, Scot (S.M.); Smith, Ryan (R.E.); Hale, Curt (B.C.); Toporek, John (J.T.)  
**Subject:** RE: Daily Teleflex Issue Resolution

	<u>Williams</u>	<u>Teleflex</u>
7.3L pre-fix	1C34-BA	2C34-DD
7.3L post fix	1C34-BB	2C34-DG (in release process)
8.0L Job #1	3C44-AB ??	3C34-BE

Note: "Pre-fix" and "Post-fix" refer to the Williams overload issue and Teleflex oil migration issues. Please respond by COB today.

*The company that builds and delivers the best products wins!*

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

Phone/fac: (313) 994-2003

Page: (313) 201-8852 (e-mail: [mikrkr@vm4.danrcom.ford.com](mailto:mikrkr@vm4.danrcom.ford.com) or [mikrkr@ford.com](mailto:mikrkr@ford.com)) (internal text: [mikrkr@mail.ford.com](mailto:mikrkr@mail.ford.com)) (external text)

Email: [mikrkr1@ford.com](mailto:mikrkr1@ford.com) (internal); [mikrkr1@ford.com](mailto:mikrkr1@ford.com) (external)

—Original Message—

**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, October 29, 2002 9:34 AM  
**To:** West, Gregory (G.S.); Kramer, Michael (M.T.); Smith, Ryan (R.E.); Hale, Curt (B.C.)  
**Subject:** RE: Daily Teleflex Issue Resolution

FCSD is requesting answers on what we should tell the field. Should we release an SSM referring to the enclosed/updated part#'s ??

**Scot G. McDonagh**

**Super-Duty/Excursion**

**Powertrain Quality Leader**

Phone- (313) 337-8091

Fax- (313) 621-8083

E-Mail: [smcdonag@ford.com](mailto:smcdonag@ford.com)

—Original Message—

**From:** West, Gregory (G.S.)  
**Sent:** Tuesday, October 29, 2002 8:00 AM  
**To:** Kramer, Michael (M.T.); McDonagh, Scot (S.M.)  
**Subject:** RE: Daily Teleflex Issue Resolution

TFX part number is changing from 2C34-9F836-DF to DG (currently being released) with the PCA's to resolve the field issues.

WMCO changed from 3C44-9F836-AA to AB to resolve the overload issue.

Today won't work for the call in, I thought we were waiting until after the mid November PDQR to determine what we tell service?

PE83-644 38823

EPC

—Original Appointment—

From: McDonagh, Scot (S.M.) On Behalf Of Uposky, Lawrence (L.L.)  
Sent: Monday, October 28, 2002 1:13 PM  
To: West, Gregory (G.S.); Kramer, Michael (M.T.); Smith, Ryan (R.E.)  
Subject: PW: Daily Teleflex Issue Resolution  
When: Tuesday, October 29, 2002 11:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).  
Where: Call In

Greg- Is this time open on your schedule ?? If yes, Please use this time slot to dial-in and discuss. FCSD is requesting input on the P0123 issue. They want to know what we are going to do to inform the field of the fixes ?? SSM/TSB ?? Also, Mike Kramer requested I get part#'s for both the WMCO & TFX Pedals (7.3L and 6.0L) Pre/Post engineering changes to address both the P0123 & P0221 issues. WMCO has requested 100% of their pedals be returned and I need to provide Chris Wash with correct up to date part#'s.

—Original Appointment—

From: Uposky, Lawrence (L.L.)  
Sent: Monday, August 26, 2002 7:51 AM  
To: Uposky, Lawrence (L.L.); West, Gregory (G.S.); Kramer, Michael (M.T.); Gilbey, James (J.K.); Conrad, James (J.A.); 'jpatzom@fzusa.com'; 'alesto@fzusa.com'; 'jmauset@fzusa.com'; McDonagh, Scot (S.M.); Miller, Cary (C.D.); Williams Jr., James (J.P.); Thompson, Greg (G.L.)  
Cc: Grys, Philip (P.R.); Shepard, Gail (G.); Thompson, Greg (G.L.); Slechta, Joseph (J.F.); Burrows, Jim (J.A.)  
Subject: Daily Teleflex Issue Resolution  
When: Tuesday, October 29, 2002 11:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).  
Where: Call In

Call In with Teleflex, Ford (Engineering +KTP), and Wabash to track progress of 02 Diesel ETC Pedal  
We are using Mike Kramer's QRT #

(877) 870-3431  
Code 7362370 #

From: Westenberg, Joanne (J.L.)  
 Sent: Thursday, September 26, 2002 3:39 PM  
 To: Hiding, Robert (R.J.)  
 Cc: West, Gregory (G.S.); Mercier, Julie (J.A.); McDonagh, Scot (S.M.)  
 Subject: RE: 7.3L Adjustable Accelerator pedal - Extract Request

Bob,

Below are volumes, build dates and search criteria on the above issue. Also below is a market breakdown report which should be attached to the 14D and referenced in Sect. 1.D. It is the 14D author's responsibility to insure that the criteria in the 14D is such that accurate vehicle counts can be obtained from NAVIS, and that I am informed of any changes to the vehicle population criteria. Please review the search criteria and volumes below, and let me know if any changes need to be made to the search criteria.



02x50.mkt  
 02x50.mkt

**Criteria: Note: V062=M is for Adj Pedal & 99=F is for 7.3 engine**

CRITERIA GROUPINGS:	
VIN GROUP AA	2002-2003 Exclusion 7.3L w/Adjustable Pedal
LAST MODIFIED:	28-Sep-2002 1:29 PM (JWESTENB)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	EXCLUSION
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL VEHICLE ORDER CODE: 62-62 = M : 99-99 = F
VIN GROUP BB	2002-2003 F250 thru F550 7.3L w/Adjustable Pedal
LAST MODIFIED:	28-Sep-2002 1:18 PM (JWESTENB)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	F-SERIES OVER 8500 GVW
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL VEHICLE ORDER CODE: 62-62 = M : 99-99 = F

**Build Dates:**

DATE	2002 MODEL YEAR	2003 MODEL YEAR
	EARLIEST PRODUCTION DATE	LATEST PRODUCTION
CAMPAIGN	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
KENTUCKY TRUCK PLANT BUILD	20-MAR-2001	30-JUN-2002
QUALITIAN PLANT BUILD	31-JUL-2001	21-DEC-2001
DATE	2003 MODEL YEAR	2003 MODEL YEAR
	EARLIEST PRODUCTION DATE	LATEST PRODUCTION
CAMPAIGN	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
KENTUCKY TRUCK PLANT BUILD	28-MAR-2002	24-SEP-2002

**Volumes by Model & MY:**

VEHICLE LINE TOTALS	2002	2003	Total
Ford			
F-SERIES OVER 8500 GVW	63,670	17,721	81,391
EXCLUSION	12,300	3,153	15,453

GRAND TOTAL

75,870

24,874

98,244

*Joanne L. Westenberg*

FSA Coordinator  
FCSID/Recall & Service Programs Department  
DSCII - Cube 776  
Tel: 313-99-02787 Fax: 313-84-51024  
jwesterb@ford.com

---Original Message---

From: Mercier, Julie (J.A.)  
Sent: Monday, September 23, 2002 1:28 PM  
To: Westenberg, Joanne (J.L.)  
Cc: West, Gregory (G.S.); Hilding, Robert (R.J.)  
Subject: RE: 7.3L Adjustable Accelerator pedal - Extract Request

Joanne, Can you handle this request?

*Best Regards*

*Julie Mercier*

FSA Coordinator  
FCSID/Recall & Service Programs  
DSCII #775  
(313) 317-9266 Fax: 845-1024  
jmercier@ford.com

---Original Message---

From: Hilding, Robert (R.J.)  
Sent: Monday, September 23, 2002 1:25 PM  
To: Mercier, Julie (J.A.)  
Cc: West, Gregory (G.S.)  
Subject: FW: 7.3L Adjustable Accelerator pedal

Dear Julie,

We need a NAVIS extract for 2002 and 2003 F-250 thru F-550 and Excursion, with adjustable accelerator pedals. This is for the Tech Review for October 10.

---Original Message---

From: Kramer, Michael (M.T.)  
Sent: Monday, September 23, 2002 1:23 PM  
To: Hilding, Robert (R.J.)  
Cc: West, Gregory (G.S.); McDonagh, Scot (S.M.)  
Subject: 7.3L Adjustable Accelerator pedal

Per the order guide on the web, the option code for adjustable pedals is 62M (WE WANT ONLY 2002 MY and 2003 MY 7.3L APPLICATIONS WITH ADJUSTABLE PEDALS!). I am making this distinction because there are also adjustable pedals available for gas applications which are completely different and not applicable to this 14D.

Super Duty - adjustable pedals are an option.

Excursion - adjustable pedals are standard on Limited and Eddie Bauer and optional on other packages.

Please have Julie double check this info. The above is my understanding by looking at the order guides and some related discussions with Pre-Prod.

FE03-044 30027

*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) 294-8862 (cell); [http://www.ford.com/california?;](http://www.ford.com/california?) (Internet text); [http://msm.com/](mailto:mikr@msm.com) (external text)

Email: [mikramer1@external:mikramer@sixsig.com](mailto:mikramer1@external.mikramer@sixsig.com) (external)



---

**From:** Kramer, Michael (M.T.)  
**Sent:** Monday, September 23, 2002 1:23 PM  
**To:** Hiding, Robert (R.J.)  
**Cc:** West, Gregory (G.S.); McDonagh, Scot (S.M.)  
**Subject:** 7.3L Adjustable Accelerator pedal

Per the order guide on the web, the option code for adjustable pedals is 62M (WE WANT ONLY 2002 MY and 2003 MY 7.3L APPLICATIONS WITH ADJUSTABLE PEDALS!). I am making this distinction because there are also adjustable pedals available for gas applications which are completely different and not applicable to this 14D.

Super Duty - adjustable pedals are an option.

Excursion - adjustable pedals are standard on Limited and Eddie Bauer and optional on other packages.

Please have Julie double check this info. The above is my understanding by looking at the order guides and some related discussions with Pre-Prod.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

**Phone/fax:** (313) 694-2903

**Fax:** (313) 201-0652 (beep); [http://my.ford.com/mail/address/?](mailto:mikram@ford.com) (internal link); [http://my.ford.com/mail/address/?](mailto:mikram@ford.com) (external link)

**Email:** [mikram@ford.com](mailto:mikram@ford.com) (internal); [mikram1@exc.com](mailto:mikram1@exc.com) (external)

**[REDACTED]**

---

**From:** Kramer, Michael (M.T.)  
**Sent:** Friday, September 20, 2002 12:23 PM  
**To:** West, Gregory (G.S.)  
**Cc:** McDonagh, Scot (S.M.); Williams Jr., James (J.P.); Liposky, Lawrence (L.J.)  
**Subject:** RE: ETC Pedals

Per Bill Osborne's request at the PDQR and the upcoming Tech. Review (10/10/02), please keep the pressure on to develop a more robust action to prevent oil migration. What is required to have this action/s identified and at least partially tested by 10/10/02?

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

**Phone/Fax:** (313) 594-2003

**Pager:** (313) 207-6852 (loop); [http://ford.distribution.ford.com/cal/getpage?;](http://ford.distribution.ford.com/cal/getpage?) (internal text); [http://myaima1.com/;](http://myaima1.com/) (external text)

**Email:** mkramer1 (internal); [mkramer1@ford.com](mailto:mkramer1@ford.com) (external)

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

**From:** West, Gregory (G.S.)  
**Sent:** Friday, September 20, 2002 8:24 AM  
**To:** McDonagh, Scot (S.M.); Kramer, Michael (M.T.)  
**Subject:** RE: ETC Pedals

I can't do it today so let's go with the original plan of next Monday.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, September 20, 2002 7:02 AM  
**To:** West, Gregory (G.S.); Kramer, Michael (M.T.)  
**Subject:** ETC Pedals

Are we continuing our daily 11:00am TFX reviews to discuss the "Moat" design per Bill Osborne's request at the PDQR ??

**Scot G. McDonagh**

**Super-Duty/Excursion**

**Powertrain Quality Leader**

**Phone - (313) 337-8091**

**Fax - (313) 621-8083**

**E-Mail: [smcdonag@ford.com](mailto:smcdonag@ford.com)**

**From:** Christie Forbes-Green [cforbes@fcauto.com]  
**Sent:** Wednesday, September 11, 2002 11:22 AM  
**To:** West Gregory (G.S.)  
**Cc:** Syed Hasan (E-mail); Liposky Lawrence (L.J.); Lopez Miguel (M.A.); McDonagh Scot (S.M.); Babber VII Richard (R.S.)  
**Subject:** Re: RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC 35-9F829-AA

  
Christie Forbes-Green  
cforbes@fcauto.com  
Syed,

Please contact Rich and see what he needs from Teleflex....I will assist with any WERs's issues or updates.

Thanks

Thanks and Have a Good Day!

Christie Forbes-Green  
Project Team Administrator  
Teleflex Automotive  
248-616-3130

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

**From:** "West, Gregory (G.S.)" <gwest2@ford.com>  
**Date:** Wednesday, September 11, 2002 10:59 am  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC 35-9F929-AA

> Christie/Syed, per the note below please contact Rich Babber for  
> any H215 Cat and Cummins pedal issues. His number is 313-7309667.  
> I pulled the following notices for the no cost record changes to  
> your prints.  
> FB1A-9F929-AA is 11204852-076  
> YC35-9F929-AA is 11204852-077

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

> **From:** McDonagh, Scot (S.M.)  
> **Sent:** Wednesday, September 11, 2002 10:43 AM  
> **To:** Babber VIII, Richard (R.S.)  
> **CC:** Kramer, Michael (M.T.); West, Gregory (G.S.); Liposky, Lawrence  
> (L.J.); Lopez, Miguel (M.A.)  
> **Subject:** RE: H215 Teleflex - CAT throttle pedal not responding -  
> Part #  
> YC35-9F929-AA

> Thanks Rich- Greg West wasn't sure if he still had D&R  
> responsibility. Have a great day

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

PE85-644 38837

>  
>  
>

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

> From: Bebbler VIII, Richard (R.S.)  
> Sent: Wednesday, September 11, 2002 9:57 AM  
> To: McDonagh, Scot (S.M.)  
> Subject: RE: H215 Teleflex - CAT throttle pedal not responding -  
> Part #  
> YC35-9F929-AA

>

>

> I do.

>

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

> From: McDonagh, Scot (S.M.)  
> Sent: Wednesday, September 11, 2002 7:57 AM  
> To: Bebbler VIII, Richard (R.S.); Hendricks, Jerry (J.D.); Liposky,  
> Lawrence (L.J.)  
> Cc: Kramer, Michael (M.T.); West, Gregory (G.S.); Lopez, Miguel (M.A.)  
> Subject: RE: H215 Teleflex - CAT throttle pedal not responding -  
> Part #  
> YC35-9F929-AA

>

>

> Who currently has D&R Engineering responsibility at Ford Motor for  
> H215 ETC's ?? Please advise.  
> Thank you

>

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

>

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

> From: Bebbler VIII, Richard (R.S.)  
> Sent: Wednesday, September 11, 2002 7:53 AM  
> To: McDonagh, Scot (S.M.)  
> Subject: Out of Office AutoReply: H215 Teleflex - CAT throttle  
> pedal not  
> responding - Part # YC35-9F929-AA

>

>

> Please call me at 734-231-3048 if you have an urgent need.I am  
> gone on 9/10/02, return wednesday.I am down in fort Wayne., In.

>

---

**Full Name:** Christie Forbes-Green  
**Last Name:** Forbes-Green  
**First Name:** Christie  
**Job Title:** Project Team Administrator

**Business:** 248-616-3190  
**Mobile:** 248-640-1632  
**Business Fax:** 248-616-3810

**E-mail:** [cforbes@tfcauto.com](mailto:cforbes@tfcauto.com)

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, September 11, 2002 11:00 AM  
**To:** 'Christie Forbes-Green'; Syed Hasan (E-mail)  
**Cc:** Liposky, Lawrence (L.J.); Lopez, Miguel (M.A.); McDonagh, Scot (S.M.); Bebbler VIII, Richard (R.S.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

Christie/Syed, per the note below please contact Rich Bebbler for any H215 Cat and Cummins pedal issues. His number is 313-7309667. I pulled the following notices for the no cost record changes to your prints.

F81A-9F929-AA is 11204852-076

YC35-9F929-AA is 11204852-077

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, September 11, 2002 10:43 AM  
**To:** Bebbler VIII, Richard (R.S.)  
**Cc:** Kramer, Michael (M.T.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Lopez, Miguel (M.A.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

Thanks Rich- Greg West wasn't sure if he still had D&R responsibility. Have a great day

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

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

**From:** Bebbler VIII, Richard (R.S.)  
**Sent:** Wednesday, September 11, 2002 9:57 AM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

I do.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, September 11, 2002 7:57 AM  
**To:** Bebbler VIII, Richard (R.S.); Hendricks, Jerry (J.D.); Liposky, Lawrence (L.J.)  
**Cc:** Kramer, Michael (M.T.); West, Gregory (G.S.); Lopez, Miguel (M.A.)  
**Subject:** RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

Who currently has D&R Engineering responsibility at Ford Motor for H215 ETC's ??  
Please advise.  
Thank you

PE83-644 38048

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

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

From: Bebbler VIII, Richard (R.S.)  
Sent: Wednesday, September 11, 2002 7:53 AM  
To: McDonagh, Scot (S.M.)  
Subject: Out of Office AutoReply: H215 Teleflex - CAT throttle pedal not responding - Part # YC15-9F929-AA

Please call me at 734-231-3048 if you have an urgent need. I am gone on 9/10/02, return wednesday. I am down in fort Wayne , In.

**From:** Lopez, Miguel (M.A.)  
**Sent:** Thursday, August 29, 2002 12:20 PM  
**To:** 'Dean Kuchta'; 'John Matias'  
**Cc:** Santoyo I, Luis (L.); Vargas Torres, Sergio (S.); Rivera, Jose (J.); Lopez, Miguel (M.A.); Ramirez Castellanos, Vicio (VM.); Villalobos, Luisa (L.); Flores, Elsa (E.); Olvera, Rene (R.); Zuniga Sr., Jose (J.); McDonagh, Scot (S.M.); Kramer, Michael (M.T.); Gomez, Roberto (I.R.); Bebbler VII, Richard (R.S.); Loza, Rene (R.); West, Gregory (G.S.); 'John Haubner'; 'John Szalay'; 'Avia Kala'; 'Kelly Canon'; Lopez, Miguel (M.A.)  
**Subject:** H215 Teleflex - CAT throttle pedal not responding - Part # YC35-9F929-AA

**Importance:** High

**Follow Up Flag:** Follow up  
**Due By:** Thursday, August 29, 2002 2:00 PM  
**Flag Status:** Flagged

Dean, John Matias,

This week CUAP has had 4 pedals not responding at all during the drive evaluation, these pedals are used on vehicles with a CAT engine, Ford part # YC35-9F929-AA. Serial numbers of pedals are:

F2G25AN / A68601  
F2G25AN / A68377  
F2G25AN / A68537  
F2G28AN / A68703

IQ has raised the concern W20672 and it is in the process to ship them to your facility. So please confirm if the address below is correct:

Teleflex Automotive LTD  
7348 State Rte 120  
Lyons OH, 43533

*Best Regards*

*Miguel Angel Lopez*

CUAP PVT- H215 PTSB Resident

[mlopez@ford.com](mailto:mlopez@ford.com)

PH Ford ext 91-943-7622 or 011-52-55-5899 7622 fax 5899-7257



**[REDACTED]**

---

**From:** Flynn, Pat (J.P.)  
**Sent:** Tuesday, August 06, 2002 11:03 AM  
**To:** Mitchell, Vicky (V.B.); Williams, Brent (B.A.); Williams Jr., James (J.P.); Jackson, Lawrence (L.W.); Kramer, Michael (M.T.); West, Gregory (G.S.); Lipojky, Lawrence (L.J.)  
**Cc:** McDonagh, Scot (S.M.)  
**Subject:** RE: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAIMS

P0221 is caused by AP (potentiometer) voltage out of range when IVS switches.  
This switch point is calibrated at supplier.

Causes in our experience at KT:  
Supplier calibration not centered in spec.  
Switches losing calibration.

Causes:

Pedal mounting plate distortion  
Causes: pedal not bolted to floor pan correctly (e.g. insulation trapped between plate and floor)  
pedal mounting plate distorting over time.  
Switches wearing

Suggest bolting returned parts into a test fixture and testing the switch timing  
Essentially recal the assembly to see where it is in the spec.  
Compare that to the initial cal of the part when manufactured (supplier has record by serial #)

Pat Flynn 502-429-2338 pflynn8@ford.com Kentucky Truck Text Page 502-342-3962 FAX 502-429-2941

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

**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:

<< File: Revised PEDAL DTC Summary Report.xls >>

-----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.); Lipojky, Lawrence (L.J.)  
**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) 870-5742  
Fax - (313) 621-8083  
E-Mail: smcdonag@Ford.com



---Original Message---

From: Mitchell, Vicky (V.M.)  
Sent: Monday, August 05, 2002 3:25 PM  
To: McDonagh, Scott (S.M.); West, Gregory (G.S.); Lipsky, Lawrence (L.L.)  
Cc: Kramer, Michael (M.T.)  
Subject: 2002 MY Super Duty / Excursion Z3CZ 9F836 TELEPLEX 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 >>

**From:** Kramer, Michael (M.T.)  
**Sent:** Friday, July 26, 2002 12:25 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (S.M.)  
**Subject:** RE: ETC Pedals

Please continue to keep priority on investigating these pedal concerns. I am getting more concerned.

*The company that builds and delivers the best products wins!*

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series FTQRT**

**Six Sigma Black Belt**

**Phone/Fax:** (313) 594-2003

**Fax:** (313) 261-6652 (Fax); <mailto:mikr@ford.com> (Internal); <mailto:mikr@ford.com> (Internal)

**Email:** [mikramer1@ford.com](mailto:mikramer1@ford.com) (Internal)

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, July 26, 2002 12:16 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)  
**Subject:** ETC Pedals

**FYI- Can you retrieve this pedal assembly for analysis ??**

V44 MECHANICAL MALFUNCTION INDICATION PEDAL & SENSOR ASY 6/28/02 7/18/02 3 TEXAN FORD, INC. SUPER SINGLE CAB (SUPER CAB) KATY TX 281-5799106 4617 368222A KENTUCKY TRUCK PLANT BUILD 1F1N220P82HD59264 \$342.79 CCC Desc: OTHER ENGINE TROUBLES ~~Carl.Comments~~ ACCEL. PEDAL DOES NOT WORK. IN WHEN YOU PRESS ON THE PEDAL W YOUR FOOT THE ENGINE DIES NOT IN. ~~Mech.Comments~~ 3 UNSOLD UNIT CC#2 FP:TP PERFORMED DYSRI. DIAG. STEPS 1 5 RETRIEVED CODES P0122 AND P0123 PERFORMED PIN POINT TEST STEPS 1 6 FOUND THROTTLE PEDAL TO NB BE FAULTY. REPLACED THROTTLE PEDAL. ROAD TESTED OK.

**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](mailto:smcdonag@ford.com)**

**From:** Kramer, Michael (M.T.)  
**Sent:** Friday, July 26, 2002 12:25 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (S.M.)  
**Subject:** RE: ETC Pedals

Please continue to keep priority on investigating these pedal concerns. I am getting more concerned.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series FTQRT**

**Six Sigma Black Belt**

**Phone/fax:** (313) 694-2003

**Page:** (313) 201-8882 (deep); <mailto:mikram@ford.com> (internal text); <mailto:mikram@ford.com> (external text)

**Email:** [mikram@ford.com](mailto:mikram@ford.com) (internal); [mikram@ford.com](mailto:mikram@ford.com) (external)

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, July 26, 2002 12:16 PM  
**To:** West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)  
**Subject:** ETC Pedals

**FYI- Can you retrieve this pedal assembly for analysis ??**

V44 MECHANICAL MALFUNCTION INDICATION PEDAL, & SENSOR ASY 6/28/02 7/18/02 3 TEXAN FORD, INC. SUPER SINGLE CAB (SUPER CAB) KATY TX 281-6799100 4617 368222A KENTUCKY TRUCK PLANT BUILD 1FTUX20F82E [REDACTED] S342.79 CCC Desc: OTHER ENGINE TROUBLES Cost Comments: ACCEL. PEDAL DOES NOT WORK. IE WHEN YOU PRESS ON THE PEDAL W YOUR FOOT THE ENGINE DOES NOT IN. Mech Comments: 3 UNSOLD UNIT CC-42 FP-TP PERFORMED DIESEL DIAG. STEPS 1 5 RETRIEVED CODES P0121 AND P0123 PERFORMED PIN POINT TEST STEPS 1 6 FOUND THROTTLE PEDAL TO BE BE FAULTY. REPLACED THROTTLE PEDAL. ROAD TESTED OK.

**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](mailto:smcdonag@ford.com)**



**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 24, 2001 12:19 PM  
**To:** 'rjcdhp1@cs.com'  
**Subject:** AP concern on 3FTNW21F91M [REDACTED]

RJ,

I checked with engineering on AP concern on construction truck. For now check for wiring harness chafing near shock tower. Still checking further. Will let you know.

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: deberha2@ford.com

From: Miers, Jerry [jmiers@wmcu.com]  
Sent: Wednesday, December 19, 2001 9:02 AM  
To: McDonagh, Scot (S.M.)  
Subject: RE: ETC Field Return

2420 Trailmate Drive  
Sarasota Florida 34243

Send to my Attention.  
How are we doing from a quality stand point.  
This is the first I have heard from anyone in sometime.  
Can you give some specifics to the evaluation needs.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Wednesday, December 19, 2001 8:58 AM  
To: Sillanpaa, Don; Miers, Jerzy; Pyle, Ken  
Cc: Williams Jr., James (J.P.)  
Subject: ETC Field Return

Gentleman- Can you send me your shipping address ?? I have a field return I would like to send for evaluation. Thank you.

Scot G. McDonagh  
0/8500# F-Series/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Pager-(313)796-9663  
Fax-(313)248-9333  
E-Mail:smcdonag@ford.com

**From:** Ayotte, Albert (A.P.)  
**Sent:** Tuesday, September 04, 2001 8:04 PM  
**To:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123

Thanks for the info Dan, it sounded customer induced.  
AI

----- Original Message -----  
**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, September 04, 2001 8:00 PM  
**To:** Ayotte, Albert (A.P.)  
**Cc:** Wels, Mark (M.A.)  
**Subject:** P0123

Mark and AI,

I verified that the P0123 sets if you want to have someone write an ISM.

CSQI002                      CCIS Indicator Summary                      09/04/01 19:57:54                      1 of 1

Rpt#: 11DG8028 NHL                      Rpt: 09/04/2001                      Odom: 16,429 M  
Rvw:    File:    Folder:                      Images: 0                      Print Smy/Disp Detail(P/D):  
Vehicle: 2001 F250 4X4,GRW CAB,PICKUP                      3FTNW21F81M                      Bld: 03/01/2001  
Engine: 7.3L DI                      Cmb: 1F71860A                      Trans: 4R100 D                      Axle:                      A/C: YES  
Dealer Id: 05965 WATSON QUALITY FORD                      Ph#: (801) 968-7000  
State: Mississippi                      City: Jackson                      Orig/Caller: EDDIE GRIFFIN  
Symptom: 6 11 5 00 DRVABLE/HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Addl Sym: P0123 DEAD PEDAL,                      St: CCRG/EPRC:                      Rvw:    Dt:  
Fac    Caus. Comp:                      -                      Condition Code:  
Hotline: AAYOTTE                      Phone: 313 317-8348                      Regn Cd: 23                      Memphis - 23  
Engineering:                      Phone:                      TAR:  
Dir Contact:                      Phone:                      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR  
AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.  
HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE  
RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPEN  
NG DURING NORMAL DRIVING  
ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS  
INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123  
SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER  
REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I  
COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT  
HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: deberha2@ford.com

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, September 04, 2001 8:00 PM  
**To:** Ayotte, Albert (A.P.)  
**Cc:** Klein, Mark (MLA.)  
**Subject:** P0123

Mark and Al,

I verified that the P0123 sets if you want to have someone write an ISM.

CSQI002 CGIS Indicator Summary 09/04/01 19:57:54 1 of 1

Rpt#: 1IDG8028 NHL Rpt: 09/04/2001 Odom: 16,429 M  
Rvw: File: Folder: Images: 0 Print Smy/Disp Detail(P/D):  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP 3FTNW21F91M Bld: 03/01/2001  
Engine: 7.3L DI Cmb: 1F71950A Trans: 4R100 D Axle: A/C: YES  
Dealer Id: 05965 WATSON QUALITY FORD Ph#: (601) 968-7000  
State: Mississippi City: Jackson Orig/Call: EDDIE GRIFFIN  
Symptom: 8 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Addl Sym: P0123 DEAD PEDAL St: CCRG/EPRC: Rvw: DI:  
Fb: Caus. Comp: Condition Code:  
Hotline: AAYOTTE Phone: 313 317-9348 Regn Cd: 29 Memphis - 23  
Engineering: Phone: TAR:  
Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENING DURING NORMAL DRIVING

ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123 SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)



**From:** Miers, Jerry [jmiers@mmco.com]  
**Sent:** Friday, August 03, 2001 1:09 PM  
**To:** McDonagh, Scot (S.M.); Pyle, Ken; Sillanpaa, Don  
**Cc:** Christensen, Jeff (J.S.); West, Gregory (G.S.)  
**Subject:** RE: ETC Pedal Improvements

Cost has not been developed or discussed at this point.  
Still looking at feasibility. Design is complete, prototyping  
is on the board next.

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

**From:** McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
**Sent:** Friday, August 03, 2001 11:47 AM  
**To:** Miers, Jerry; Pyle, Ken; Sillanpaa, Don  
**Cc:** Christensen, Jeff (J.S.); West, Gregory (G.S.)  
**Subject:** RE: ETC Pedal Improvements

Jerry- What about cost/cpu ?? Have you discussed with Jeff and Greg ??

Scot G. McDonagh  
0/8500# F-Series/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Pager-(313)796-9663  
Fax-(313)248-9333  
mailto:smcdonag@ford.com

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

**From:** Miers, Jerry [mailto:jmiers@mmco.com]  
**Sent:** Thursday, August 02, 2001 10:02 AM  
**To:** 'McDonagh, Scot (S.M.)'; Pyle, Ken; Sillanpaa, Don  
**Cc:** Christensen, Jeff (J.S.); West, Gregory (G.S.)  
**Subject:** RE: ETC Pedal Improvements

We are looking into it,  
the major portion of the timing is  
in the tool-up. We should be able to  
reduce that.



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

**From:** McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
**Sent:** Thursday, August 02, 2001 9:36 AM  
**To:** Miers, Jerry; Pyle, Ken; Sillanpaa, Don  
**Cc:** Christensen, Jeff (J.S.); West, Gregory (G.S.)  
**Subject:** RE: ETC Pedal Improvements

Thanks Jerry- You are NOT on today's QRT agenda. I'm just following up on  
our earlier agreement. Is there anyway we can reduce the (20) week project  
completion date ??

Greg/Jeff- Any input ??

Scot G. McDonagh

FEB3-044 3893

0/8500# F-Series/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Pager-(313)796-9663  
Fax-(313)248-9333  
mailto:smcdonag@ford.com

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

From: Miers, Jerry [mailto:jmiers@wmc.com]  
Sent: Thursday, August 02, 2001 9:22 AM  
To: 'McDonagh, Scot (S.M.)'; Pyle, Ken; Sillanpaa, Don  
Cc: Christensen, Jeff (J.S.); West, Gregory (G.S.)  
Subject: RE: ETC Pedal Improvements

Scot, are we on the agenda for today.  
No cost has been determined however  
timing has been supplied to Mr. Christensen  
and Mr. West. Project completion timing is  
20 week and we are already a day or two ahead of  
schedule.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Thursday, August 02, 2001 9:17 AM  
To: Miers, Jerry; Pyle, Ken; Sillanpaa, Don  
Cc: Christensen, Jeff (J.S.); West, Gregory (G.S.)  
Subject: ETC Pedal Improvements  
Importance: High

Gentleman- Do you have design change cost & timing for Pedal Robustness  
improvements ??  
Please advise. Thank you.

Scot G. McDonagh  
0/8500# F-Series/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Pager-(313)796-9663  
Fax-(313)248-9333  
mailto:smcdonag@ford.com

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, September 04, 2001 8:05 PM  
**To:** Ayotte, Albert (A.P.)  
**Subject:** RE: P0123

No problem. The guy must drive like a nut.  
-Dan

----- Original Message -----  
**From:** Ayotte, Albert (A.P.)  
**Sent:** Tuesday, September 04, 2001 7:04 PM  
**To:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123

Thanks for the info Dan, it sounded customer induced.  
AI

----- Original Message -----  
**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, September 04, 2001 8:00 PM  
**To:** Ayotte, Albert (A.P.)  
**Cc:** Stein, Mark (M.A.)  
**Subject:** P0123

Mark and AI,

I verified that the P0123 sets if you want to have someone write an ISM.

CSQ1002                      CQIS Indicator Summary                      09/04/01 19:57:54                      1 of 1

Rpt#: 11DG8028 NHL                      Rpt: 09/04/2001 Odom: 16,429 M  
Rvw: File: Folder:                      Images: 0 Print Smy/Disp Detail(P/D):  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP                      3FTNW21F91M                      Bld: 03/01/2001  
Engine: 7.3L DI                      Cals: 1F719S0A                      Trans: 4R100 D                      Axle:                      A/C: YES  
Dealer Id: 05985 WATSON QUALITY FORD                      Ph#: (801) 956-7000  
State: Mississippi City: Jackson                      Orig/Callr: EDDIE GRIFFIN  
Symptom: 8 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Add Sym: P0123 DEAD PEDAL                      St: CCRG/EPRC:                      Rvw: Dt:  
Fic: Caus. Comp:                      -                      Condition Code:  
Hotline: AAYOTTE                      Phone: 313 317-9348                      Regn Ctr: 23 Memphis - 23  
Engineering:                      Phone:                      TAR:  
Dir Contact:                      Phone:                      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR  
AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.  
HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE  
RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENI  
NG DURING NORMAL DRIVING  
ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FC8D - REG - MEMPHIS  
INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123  
SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER  
REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I  
COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT  
HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

Regards,

**Den Eberhart**  
**Customer Service Engineer**  
**Market area C3 - Southern Mississippi**  
**Ford Customer Service Division - Memphis Region**  
**Phone: 901-753-3032**  
**Email: [deberha2@ford.com](mailto:deberha2@ford.com)**

**From:** Kramer, Michael (M.T.)  
**Sent:** Tuesday, October 01, 2002 7:38 AM  
**To:** Kramer, Michael (M.T.)  
**Subject:** RE: 7.3L Adjustable Accelerator pedal - Extract Request

for files

*The company that builds and delivers the best products wins!*

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

**Phone/fac (313) 694-2003**

**Page:** (313) 201-8652 (e-mail: [mailto:mikram1@ford.com](mailto:mailto:mikram1@ford.com)) (internal fax): [mailto:mikram1@ford.com](mailto:mailto:mikram1@ford.com) (external fax)

**Email:** [mikram1@ford.com](mailto:mikram1@ford.com) (internal); [mikram1@ford.com](mailto:mikram1@ford.com) (external)

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, September 27, 2002 7:20 AM  
**To:** Kramer, Michael (M.T.); Upsoley, Lawrence (L.L.); Williams Jr., James (J.P.)  
**Subject:** RE: 7.3L Adjustable Accelerator pedal - Extract Request

**FYI on CCRG 14D. Thanks**

**Scot G. McDonagh**

**Super-Duty/Excursion**

**Powertrain Quality Leader**

**Phone- (313) 337-8091**

**Fax- (313) 621-8083**

**E-Mail: [smcdonag@ford.com](mailto:smcdonag@ford.com)**

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

**From:** Westenberg, Jeanne (J.L.)  
**Sent:** Thursday, September 26, 2002 3:39 PM  
**To:** Hiking, Robert (R.J.)  
**Cc:** West, Gregory (G.S.); Mercier, Julie (J.A.); McDonagh, Scot (S.M.)  
**Subject:** RE: 7.3L Adjustable Accelerator pedal - Extract Request

Bob,

Below are volumes, build dates and search criteria on the above issue. Also below is a market breakdown report which should be attached to the 14D and referenced in Sect. 1.D. It is the 14D author's responsibility to insure that the criteria in the 14D is such that accurate vehicle counts can be obtained from NAVIS, and that I am informed of any changes to the vehicle population criteria. Please review the search criteria and volumes below, and let me know if any changes need to be made to the search criteria.

<< File: 02x50 mkt bkdwn.xls >>

**Criteria: Note: V062=M is for Adj Pedal & 99=F is for 7.3 engine**

<b>CRITERIA GROUPING(S):</b>	
<b>VIN GROUP AA:</b>	2002-2003 Excursion 7.3L w/Adjustable Pedal
<b>LAST MODIFIED:</b>	25-Sep-2002 1:29 PM (JWESTENB)
<b>MODEL YEAR:</b>	2002, 2003
<b>VEHICLE LINE:</b>	EXCURSION
<b>SELECTION CRITERIA:</b>	ASSEMBLY PLANT = ALL

PE83-044 32531

	VEHICLE ORDER CODE: 82-82 = M : 88-88 = F
VIN GROUP 88	2002-2003 F250 thru F550 7.3L w/Adjustable Pedal
LAST MODIFIED:	28-Sep-2002 1:18 PM (JWESTENB)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	F-SERIES OVER 8000 GVW
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL
	VEHICLE ORDER CODE: 82-82 = M : 88-88 = F

**Build Dates:**

	2002 MODEL YEAR EARLIEST PRODUCTION DATE	2002 MODEL YEAR LATEST PRODUCTION DATE
DATE		
CAMPAIGN	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
KENTUCKY TRUCK PLANT BUILD	20-MAR-2001	30-JUN-2002
QUANTILAN PLANT BUILD	31-JUL-2001	21-DEC-2001
	2003 MODEL YEAR EARLIEST PRODUCTION DATE	2003 MODEL YEAR LATEST PRODUCTION DATE
DATE		
CAMPAIGN	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
KENTUCKY TRUCK PLANT BUILD	28-MAR-2002	24-SEP-2002

**Volumes by Model & MY:**

VEHICLE LINE TOTALS	2002	2003	Total
Ford			
F-SERIES OVER 8000 GVW	81,870	17,721	99,591
EXCURSION	12,300	8,163	20,463
<b>GRAND TOTAL</b>	<b>94,170</b>	<b>25,884</b>	<b>120,054</b>

*Joanne L. Westenberg*

FSA Coordinator  
 FCSD Recall & Service Programs Department  
 DSCII - Code 774  
 Tel: 313-33-02787 Fax: 313-84-51024  
 jwestenb@ford.com

—Original Message—  
 From: Mercier, Julie (J.A.)  
 Sent: Monday, September 23, 2002 1:28 PM  
 To: Westenberg, Joanne (J.L.)  
 Cc: West, Gregory (G.S.); Hiking, Robert (R.L.)  
 Subject: RE: 7.3L Adjustable Accelerator pedal - Extract Request

Joanne, Can you handle this request?

*Best Regards*

*Julie Mercier*  
 FSA Coordinator  
 FCSD/Recall & Service Programs  
 DSCII #775  
 (313) 317-9266 Fax: 845-1024  
 jmercier@ford.com

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

From: Hiding, Robert (R.L.)  
Sent: Monday, September 23, 2002 1:25 PM  
To: Herder, Julie (J.A.)  
Cc: West, Gregory (G.S.)  
Subject: FW: 7.3L Adjustable Accelerator pedal

Dear Julie,

We need a NAVIS extract for 2002 and 2003 F-250 thru F-550 and Excursion, with adjustable accelerator pedals. This is for the Tech Review for October 10.

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

From: Kramer, Michael (M.T.)  
Sent: Monday, September 23, 2002 1:23 PM  
To: Hiding, Robert (R.L.)  
Cc: West, Gregory (G.S.); McDonagh, Scott (S.M.)  
Subject: 7.3L Adjustable Accelerator pedal

Per the order guide on the web, the option code for adjustable pedals is 62M (WE WANT ONLY 2002 MY and 2003 MY 7.3L APPLICATIONS WITH ADJUSTABLE PEDALS). I am making this distinction because there are also adjustable pedals available for gas applications which are completely different and not applicable to this 14D.

Super Duty - adjustable pedals are an option.

Excursion - adjustable pedals are standard on Limited and Eddie Bauer and optional on other packages.

Please have Julie double check this info. The above is my understanding by looking at the order guides and some related discussions with Pre-Prod.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

Phone/fac: (313) 894-2000

Pager: (313) 201-9852 (cell): [mkramer1@ford.com](mailto:mkramer1@ford.com) (internal use) (external use): [mikem@msi.com](mailto:mikem@msi.com) (external use)

Email: [mikramer1@ford.com](mailto:mikramer1@ford.com) (internal)

---

**From:** Hiding, Robert (R.J.)  
**Sent:** Tuesday, December 10, 2002 9:45 AM  
**To:** Esch, Becky (B.); Birtinger, Rebecca (R.J.)  
**Co:** Parks, James (J.); Oswald, Greg (G.G.); West, Gregory (G.S.); Kramer, Michael (M.F.)  
**Subject:** Tech Reviews for 12/12

Dear Becky,

Please reschedule the 12-1:00 TR for the F-150 Tie Rod End and add the F-Superduty accelerator pedal. See Below.

**Description:** 2002-2003 F-Superduty adjustable accelerator pedal  
**Date:** December 12, 2002  
**Time:** 3:00 - 3:30 pm  
**Location:** PDC 1B-A40  
**Phone requested**  
**Supplier involvement:** tbd  
**Invitees:** please use 12/5 TR list

**Description:** 1997-2002 F-150/Expedition/Navigator Tie Rod Ends  
**Date:** December 12, 2002  
**Time:** 3:30 - 4:00 pm  
**Phone required**  
**Location:** PDC 1B-A40  
**Supplier involvement:** none  
**Invitees:** please use 12/12 TR list, add Vasily Krivtsov