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

Monday, February 18, 2003 12:01 PM

Tec

Brigger, Charles (C.F.)

Patel, Mone (M.S.); Taylor, Michael (M.J.); Dunlavy, Briss (B.L.)

Subject

PW: KTP (No seminary for EOL ISSUES

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

Miko Sharer

Purchasing Manager North American Operations x-83-73984 mshaver@ford.com Admin. Asst. Shari Digue x-32-31838 edigue@ford.com

-Original Message

Prom:

Seed:

McCullough, Marcella (N.M.) Mcculloy, February 10, 2003 10:50 AM

Tes

Broady, Little (L.L.); Stewer, Michael (P.M.); Taylor, Michael (N.); McCarty, Bis (W.D.) Reed Jr., EM (W.P.); Durlavy, Brion (B.L.); Sherita, Joseph (J.F.)

Ċg

Subjects

FW: KTP trip purposary for BUL 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 Dunkavy updated on the progress with this situation. Linda Broady is Constraint Manager for KTP and she should also be kept in the loop. Brian has assumed my responsibilities. Thank you for your feedback and support.

Marcella McCullough x04373

Orkinsi Messace

Sachts, Joseph (LF.)

Honday, February 10, 2003 10:09 AM

McCallough, Marcalta (NLM.)

Protog, Rich (R.A.); Uposky, Laureace (L.L.); West, Gregory (G.S.); Wrut, John (J.G.); Sheffeld, Drew (D.L.); Gibert, Timothy

(T.); Sackta, Joseph (J.F.)

Stabled:

RE: KTP trip surrowry for BOL hours

The situation at Williams is deteriorating in regards to their daily shipments and we are back into premium transportation. I spoke with Tim Gäbert 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 shippment ware 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 shippments 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 shippment of 720/day would resume that week. It 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 becasue based on thier 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 engineerings 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 padais from two other suppliers but production from these suppliers would be 6 to  $\delta$  months away if the results of our testing is  $\delta k$ 

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

----Original Message

Franci

Freitig, Rich (R.A.)

Friday, February 67, 2003 1:04 PM

McOdough, Marcela (N.M.); Siachta, Joseph (J.F.)

RE: KTP trip summary for EOL bases

JOE——PLEASE REVIEW BELOW AND REPLY APPROPRIATELY.

--- Original Message

Frank

NcCulough, Marcala (N.H.)

Tuesday, February 04, 2003 9:56 A4 Reed Jr., Blf (W.P.); Freiling, Rich (R.A.)

Tos œ

Dunkey, Bain (B.L.)

RE: XTP trip surranary for EDE 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 on emall to Joe Slachta and we have not heard anything back.

Strian, 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 Mesonge

Read Jr., 88 (W.P.)

Monday, Palantary 03, 2003 8:11 PM

McCullough, Marcasta (N.M.)

RE- KTP trip summary for BOL 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 (breedl@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 Heesage

McCallough, Marcella (M.M.)

Monday, February 03, 2003 6:13 PM

Reed Jr., ER (W.P.)

PW: KTP trip summery for BOL Hours



#### Original Message -

From:

Martin, Eddle (E.L.) Monday, February 03, 2003 6:01 FM

Sent:

McCagough, Harcella (N.H.); Page, Michael (M.A.); Williams Ic., James (J.P.)

Tec Œ

Duniny, Brian (B.L.)

Subject:

RE KTP trip summary for BOL Sinces

the supplier is maintaining production levels to support KTP and we have find no additional quality issues -- Original Message

Freens

See to

McCullough, Marcolla (M.M.) Monday, Rebrusry 63, 2003 3:32 PM Page, Michael (M.A.); Martin, Eddie (E.L.); Williams Jr., James (J.P.)

Τœ Co

Dunksy, Brian (B.L.)

Subject

RE: KTP bip 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>

### --- Ciriginal Messaga

Frank

Page, Michael (M.A.)

Thursday, January 23, 2003 9:37 AM Martin, Eddie (E.L.); Williams Jr., James (1.P.)

Tex

McCallough, Marcella (HLML); Durkey, Briss (E.L.)

PW: KTP top summary for EOL lesses.

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

### Sincerely;

## Michael A. Page

STA Resident Mgr., KTP

mpage@ford\_com

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

Pager: 313-795-0792

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### ----Original Nessage

item:

Pointes, James (L.).)

Service .

Wednesday, Imperry 22, 2003 9:10 PM

TŒ

Hawkins, Fred (F.W.)

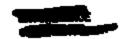
Turner, Steve (S.P.); Petel, Mono (M.S.); Page, Michael (M.A.); Gehl, Lauvan (L.D.)

Cubiect

ILE: KTP trip surrowary for BOL leaves

Fred, I would like to recommend to Williams to build a bank of parts before they continue tweating their chip. They have never been able to tweak 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





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--- Ordainal Massage

Hawkins, Fred (F.W.) Fram:

Seed: Wednesday, January 22, 2003 5:11 PM Ter

Turner, Steve (S.F.); Patel, Maria (M.S.)
Page, Hickard (M.A.); Selii, Liberton (L.D.); Polman, James (J.J.); Handins, Frad (F.W.) Œ

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 delity 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 Seturdays 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

Present Pointon, James (J.J.)

Wednesday, January 22, 2003 8:11 AM Sent:

Tee Tumer, Steve (5.F.)

Polman, James (J.1.); Page, Michael (M.A.); Hawkins, Red (F.W.); Fatel, None (M.S.); Gent, Lauman (L.D.)

SE: KTP into summary for EDL issues

Engineering allowed the supplier to make a tweek to their chip. With the problems we had in the past with the supplier tweeking 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 Palman STA Manager NAT Residents Pager 888 405 1868

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-Original Message-

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Frant: Turner, Stove (S.F.)

Wadneslay, January 22, 2003 7:47 AV داست To:

Polysan, Jorses (J.J.); Page, Michael (M.A.) Hawkins, Fred (F.W.); Publ., Mona (M.S.); Gekl, Liotnum (L.D.)

PW: KTP trip surrousy for BOL 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 PH

Singer, Charle (C.F.); Turner, Steve (S.F.); Hawkins, Fred (F.W.); Conrad, Eric (E.E.) Te:

PW: KTP trip summery for EOL lesues

guys—you need to be sware of the communications below re: williams controls

Miko Sharer

Purchasing Manager North American Operations x-33-73884 msheven@ford.com Admin. Ami. Shari Digue x-32-31634 edigue@fore.com

-Original Message-

Frens:

McCallough, Marcella (NLM.)

Senis

Tuesday, January 21, 2003 4:43 PM

To: Œ

Shaker, Michael (P.M.); McCarty, 88 (W.D.); Taylor, Michael (M.L.); Freitag, Sich (R.A.); Sachte, Joseph (J.F.) Shalfaici, Drew (D.L.); Page, Michael (M.A.); Reed Jr., 88 (W.P.); Wast, Gregory (G.S.); Williams Jr., James (J.P.)

Subject:

PW: KTP trip summary for EOL issues

Critical Supply shortage for Supplier Code 0638E-Wilkerns 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 Guya. 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. Thenk you.

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

-Original Message-

**Trees** 

NcOdough, Marcella (N.M.)

Sents

Tuesday, January 14, 2003 12:27 PM

Slachta, Joseph (J.F.)

0. Babjact Cobin, Jured (J.C.); Dunkny, Brian (B.L.); Page, Michael (M.A.); Reed Jr., Bill (W.P.); Freitag, Rich (R.A.); Taylor, Michael (M.J.)

FW: KTP trip summery for EOL issues

Joe, FYI. Your supplier (Williams Control) is in the hot seat again. This time the Phil Guya-Chief Engineer wents to resource them. Please he engaged in the discussions and contact tilks Page, Resident STA for further datalis.

Best Regards, Marcella McCullough

Purchasing Project Manager>8500 Team

313-84-57402

<mmccull8@ford.com>

-Original Measure-

Arens:

Page, Michael (HLA.)

Tensitry, January 14, 2003 11:37 AM

Tœ

McCallough, Marcella (N.M.)

FW: KTP trip summary for BOL leaves

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

"The information contained harde to FORO PROPRETARY information and may include FORO CONFIDENTIAL information as delined in Port's Global information Standard III. Reproduction of this focusion, electromic of the information, and can have any purpose other from the conduct of business with Ford in expressly professor.

-Original Message-

Froms

Page, Michael (N.A.)

Sept:

Tuesday, January 54, 2003 11:34 AN

To: Œ

Gehl, Laxoran (L.D.)

Reed Jr., Bill (W.P.); Williams Jr., James (J.P.); Hawldos, Fred (F.W.)

PW: KTP trip exercisely for BOL issues

Laxmen... Just received this note from Marcella regarding a serious opportunity to immediately address some biatantly obvious menufacturing 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 manuficontrols and poor PD disciplines. Pis 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 streable chargeback attached to the QR for this tasue.

Séricerely:

## Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

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

Pager: 313-795-0792

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Frych: See.

McCullough, Marcella (N.M.) Tuesday, January 14, 2003 9:30 AM

Page, Michael (M.A.)

FW: XTP trip summary for EOL issues

FY). This will probably bit us. thanks.

Best Regards, Marcella McCullough Purchasing Project Manager>8500 Team 313-84-57402 <mmccult8@ford.com>

Original Message

France

Reed Jr., Bill (W.P.)

**Gest** 

Monday, Jenusry 13, 2003 6:10 AM McCallough, Marcella (N.M.) Williams Jr., James (P.P.)

Ţœ

FW: KTP trip summary for EQL backs

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 (breed)@fort.com)

PVT Manager, Kentucky Truck Plant

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

Text page at: 5023367586@airtouckpaging.com

#### --- Original Message

Pent

Guys, Philip (P.R.)

Friday, January 10, 2003 9:50 AM

West, Gregory (G.S.); Liposky, Lawrence (L.I.); Thompson, Grag (G.I.); Brentan, Pablick (P.M.); Williams Jr., James (I.P.); Reed

Jr., 165 (W.P.)

Sandjace:

RE: KTP into surrenary for BOL legues

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

West, Gregory (G.S.)

Sent

Thursday, January 09, 2003 6:37 PM

Lipodky, Lawrence (L.J.); Thompson, Greg (G.J.); Guya, Philip (P.R.); Brewnen, Patrick (P.M.); Williams Jr., James (J.P.); Read Jr.,

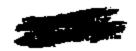
œ

ON (W.P.) West, Gregory (G.S.)

Statect:

KTP htp sunmiky for EOL leaves

<< File: KTPeoll\$\$UE\$.doc >>



Kramer, Michael (M.T.)

Bent:

Thursday, March 13, 2003 6:51 AM

To;

Frenz, Katherine (K.A.); Ball, Deanna (D.M.); Divekaruni, Ramena (R.)

Ct: Subject: McDonagh, Scot (S.M.); West, Gragory (G.S.); Abar, Robert (R.B.); Kramer, Michael (M.T.) 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 PTORT/PTSE. The diesel OB activity does not need to worry about this one.

It is very likely (and field returned pedata support) that 6.0L pedata 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)

Stx Sigma Black Belt

Phone/faic (313) 594-2003 Page:

(313) 201-9652 (beap); <a href="mailto:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ices:com/.ic

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#### -Griginal Message

Fame

Franz, Katherine (K.A.)

Sent

Wednesday, March 12, 2003 1:39 PM

Kramer, Michael (M.T.); Ball, Deanna (D.M.); Civakaruni, Ramana (R.)

FW: Emerging Issue - Heads Up

FYI

#### Regards,

Katherine A. Franz Diesel Engine Quarterbeck i≓ kdranz1@kord.com Tel: (313) 337.2506

#### -Original Message

Abar, Robert (R.S.)

Sant.

Wednesday, March 12, 2003 1:11 PM

Mazzella, Gary (G.R.); Franz, Ketherine (K.A.)

Abur, Robert (R.B.) Emerging Issue - Heads Up

#### Gary / Katherina.

Emerging issue 328534 (F250HD/F350/F450/F550 for CCC=D36 engine hesitates and surges) was opened. 2/13/03 against accelerator controls by the warranty analysis and has recently gone RED. Their basis for selecting the accelerator controls was based on a combined paredo 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=D36 when it is split by 7.3L & 6.0k. the accelerator pedal doesn't appear as the top paredo item on the 6.0k. There are several engine, fuel system, and calibration Items that are higher on the 6.0L paredo that would appear to be

PS83-844 36805

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

We are pursueing 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.



## Robort S. Aber Manager, Powertain

(313) 84-54247 FAX:(313) 24-89073 raben@feet.com Room: 1GP20/Rolunda Gt #4 Mail Drop: LM410

### -Original Message-

France: Case, Joseph (J.E.)

South Wednesday, March 52, 2003 8:08 AM Tee Abar, Robert (R.B.); Carr, Richard (R.T.)

Subject:

< FBe: Diesel ECLx/s >> Joe Case Lincoln-Mercury Powertrain Quality Strategy (313) 39-86223 RC4 (248) 34-46491 Wixom



Aber, Robert (R.B.)

Sent:

Thursday, March 13, 2003 7:17 AM

To:

Kramer, Michael (M.T.)

Ce:

McDonagh, Scot (S.M.); West, Gregory (G.S.); Franz, Katherine (K.A.); Ball, Deenna (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 eress 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 paredo and potentially trigger new emerging issue catagories.

## Robert B. Aber Manager, Powertrain

(313) 84-54247

FAX (313) 24-69073

mon.broi@reden

Room: 1CP20/Rotunda Ct #4

Mail Orop: LIMM10

#### --- Original Message

Fran:

Kramer, Michael (M.T.)

Sent

Thursday, March 13, 2003 6:51 A4

œ

Franz, Kutherine (K.A.); Bull, Deanne (D.M.); Orvakaruni, Ramana (R.) McDonegh, Sout (S.M.); West, Gregory (G.S.); Abar, Robert (R.B.); Kramer, Michael (M.T.)

RE: Emerging Essue - Heads Up

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It is very likely (and field returned pedals support) that 6.0t. 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

Page:

Бпий. micromeri (internet); (ritrameri Efford.com (externet)

### --- Original Message

Free:

Franz, Katherine (K.A.)

Serie:

Wednesday, March 12, 2003 1;29 PM Krawer, Michael (M.T.); Ball, Deanna (D.M.); Sivaltaruri, Ramana (R.)

Bublecti PW: Britisping Issue - Heads tip

#### Regarda,

Katherine A. Franz

Diesel Engine Osserlerback

Idranz1@ford.com

智 Telt (313) 337.2506



---Original Message ---

From:

Abar, Robert (R.R.)

Bentz

Wednesday, March 12, 2003 1:11 PM

Te:

Muzzella, Gary (G.R.); Prace, Katherine (K.A.) Abar, Robert (R.B.)

Ci;

Emerging Issue - Heads Up

### Gary / Katherine,

Emerging issue 328534 (F250HD/F350/F450/F550 for CCC=D36 engine healtates 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 paredo of 7.3L and 6.0L applications. The 7.3L accelerator controls is a known issue that is in the process of being recalled.

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We are pursueing 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.

Refert B. Aber Manager, Powerteski

\_\_\_\_

(312) 64-64247

FAX:(313) 24-89073

raber@ford.com

Room: 1CP20/Rokenda Cl #4

Med Drop: LM410

-- Original Message---

From

Case, Joseph (J.E.)

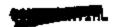
Sent: To: Wednesday, March 12, 2003 8:06 MS

Abar, Robert (R.B.); Carr, Richard (R.T.)

**Bublect**:

<< File: Diese: EClads >> Jee Case
Lincoln-Mercury Powertrain
Quality Strategy
(313) 39-06223 RC4

(248) 34-46491 Wixom



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

Froje:

Liening, Gerald (,)

Sent:

Tuesday, August 26, 2003 9:66 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 Lizzling
CP&AR - 6CQ
500 TWCTDR Office 2-II
32-38780
alientrig@ford.com < mailto:gilentrig@ford.com>

--- Original Message --

Freeza

Shipp, Tent (T.L.)

Sent:

Tuesday, August 26, 2003 9:38 AM

To;

Uering, Gerald (.)

Cc: Subject: Misroff, Bruce (B.J.); Geleghers, Tom (T.A.); Wooding, Chris (C.A.)

PW: Attachment for Campaign Prevent Specialist Shaffing Heating

Jerry.

I noticed one more potential error on silde 19 "Pretiminary '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 03803 (Speed Control Cable) was approved on 7/28/03.

Also, I report the Fuel leaves 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 edd it to may fuel metrics.

Finally, I am attaching a picture that illustrates the various grees that are referred to by the term "Powertrain".

You can see that Fuel, Engine, Transmission, Throttle Controls, P/T Mounts, AIS, Exhaust Systems, Axie, Half Shafts, and so on are all considered Powertrain.

<< File: WHATEPT.gif >>

The categories, for myself, Rachel Hefner, Al Requepeu, Doug White, Mike Sullivan, Paul Plante, Dave Garrett, Chira Woodring, Dave Luturs and Peter Charlick, need to be specified since we are all Powertrain; CPSs. It is very confusing when you only call out Paul Plante, Dave Gerrett, Chira Woodring, Dave Luturs 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. It 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) 313-795-1878

## Cube 1AF12, MD #3, FPC-A tshipp@ford.com <mailto:tshipp@ford.com www.ford.com <a href="mailto:red.com">http://www.ford.com</a>

-Original Message-

Chatman, Denise (-)

Cultival, Dente (.)

Monday, August 25, 2003 2:42 PM

Charlest, Charles (C.A.); Herman, Robert (R.L.); Amin, Mike (M.L.); Lipping, Gerald (.); Goglo, Dente (D.V.); Trout, Brooke (B.T.);

Holden, Dente (D.K.); Merkleth, Marcus (M.E.); Brukerd, Stave (S.L.); Zane, Jim (J.E.); Sammat, Jon (D.P.); Brigare, Daviet (D.C.);

DeCoppe, Lyon (L.D.); Pegg, Grag (G.G.); Markit, John (J.F.); Clement, Roger (R.D.); Doctstader, Bob (Robert G.); Hadderly, Toes

(G.T.); Onvia, Jeffrey (J.S.); Hatboucke, Shad (J.H.); Hanimusch, Toes (T.D.); Eisenhauer, Gary (G.D.); Schmidt, Norm (M.G.);

Woodring, Chris (C.A.); Lafres, David (D.A.); Charlick, Peter (P.C.); Wolfe, Brian (B.C.); Cayton, Chris (C.N.); Blackburt, Thomas

(T.L.); Courses, Pat (P.D.); Berzycki, Reb (R.M.); Lyali, Kavin (K.M.); Sidwer, Sandra (S.A.); Wegh, Paul (P.F.); Road, Roberto

(R.A.); Shigo, Terri (T.L.); White, Ousquer (D.B.); Elert, Jeny (G.T.); Hafter, Rachel (R.E.); Guys, Philip (P.A.); Subven, Mcheel

(M.R.); Peter Einberty (K.L.); Pere (H.H.); (Y.H.))

(M.B.); Pitini, Kinkherly (K.L.); Pao, Yi-Hein (Y.-H.)

Subjects

Attachement for Campaign Prevent Specialist Staffing Mosting

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

Jerry Liening CPAAR - 6CQ 500 TWCTDR Office 2-11 32-38780 gttentra@ford.com <mailto:glienina@ford.com>

McDonagh, Scot (S.M.)

Septi:

Thursday, September 27, 2001 12:38 PM

Ta:

Klein, Mark (M.A.); Christenson, Jeff (J.S.); "Jmiers (E-mail)"; "Don Silanpaa"; "Kpyle (E-mail)";

Williams, Brent (B.A.) Patel, Sam (S.N.)

Če: 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 fallures.

## Thank you,

-Original Message-

Promo

Kiein, Mark (N.A.)

Thursday, September 27, 2001 12:21 PM

Subject

McDarregh, Scat (S.K.) 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 line 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 carcel 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 apert they can see were it is burned out.





McDonagh, Scot (S.M.)

Sant:

Friday, September 28, 2001 8:39 AM

Te: Ce:

McDaniel, Jerry (J.); Stockman, Michael (M.G.); Williams, Brent (B.A.); Burdette, Dave (D.W.) Klein, Mark (M.A.); Glipin, Leany (L.W.); "Jimlers (E-mail); "Kpyle (E-mail); "Oon Silanpaa";

Patel, Sam (S.N.); Christenson, Jeff (J.S.)

Subject:

RE WMama 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

McDaniel, Jerry (7.)

Friday, September 28, 2001 5:15 AM

To:

Stockman, Michael (N.G.); Williams, Brank (B.A.); Burdette, Dave (D.W.)

McDonagh, Scot (S.M.); Iden, Mark (M.A.) RE: Williams Control ETC Issues

**Bullylect:** 

We are wired the same way as 2001 MY is. The schematic end view is incorrect for 2002 MY. 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 repeatedley to fix this, I double checked the print and it is wired correctly. If the connector is planted out correctly then you probably have a component (ETC) design issue. Attached is the correct pincul for the ETC. Make sure they are wired correctly.

<< File: ETC Pinout.bmp >>

Jong W. McDavid

Ford Mater Co.

2002 P131 & U137 Electrical Systems Engineer

PDC 20K31 Phone (313) 24-81555

--- Original Message

Program

Stockman, Michael (M.G.)

Service

Thursday, September 27, 2001 2:39 PM

m

Williams, Brant (B.A.); Buidatje, Dave (D.W.); McClaniei, Jerry (J.) McDonagh, Scot (S.M.); Klain, Marti (M.A.)

RE: Williams Control ETC leaves

You are correct....

Both 12 voits Fluis/Start (Circuit 640 RD-YL)

5 votta Vref (Circuit 355 GY-WH) are routed to the ETC essembly.

12 Volta comes from the PDJB and 5 volts is generated in the PCM.

I was under the impression that the IVS was a 12 witt 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?

PER3-844 34558



## Michael Stockman

Product Design Engineer 2002 P131 / U137

Tough Truck Electrical Systems Volce Mail & FAX: (313) 84-50605

Pager: (313) 813-9217 Ford Text Page: MSTOCKMA

---Original Massage

Williams, Brest (B.A.) Fran:

Sants

Thursday, September 27, 2001 1:09 PM

To:

Burdotte, Dave (D.W.); Stockman, Michael (M.G.); McDaniel, Jerry (J.) PW: Williams Control ETC Issues

#### comment on below!

---Original Message----

McDonagh, Stot (S.M.)

Seat: Tax

Thursday, September 27, 2001 12:38 PM Kieln, Mark (M.A.); Christanson, Juli (J.S.); 'Imiere (Senell); 'Don Silançası'; 'Kpyle (Senell); Williams, Brent (B.A.)

Patel, Sam (S.H.)

Subject:

Williams Control ETC Issues

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

## Thank you,

-Original Message

Klein, Mark (M.A.) Frenk:

Seeds

Thursday, September 27, 2001 12:21 PM

Τω Subject: McDonagh, Scot (S.M.) RE: Holline Impuit

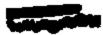
Scot.

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 kile validation switch made to be a 12v switch or a 5v switch ?? We have noticed that the pom wit 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.

PERS-244 38563



--- Original Message---

Transc Kiejin, Mark (M.A.)

Sept: Thursday, September 27, 2001 12:21 PM

Te: McDonagh, Sook (S.M.) Subject: RE: Holline 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 tine 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 pomwif 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.

Compton, James (J.D.)

Sent

Friday, October 04, 2002 10:20 AM

To:

Larsen, Peter (P.B.); Rochon, Gregory (G.S.)

Ces

Patel, Mona (M.S.); Binger, Charlie (C.F.); Turner, Sleve (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:

Complete, James (J.D.)

Sent

Friday, October 04, 2002 10:18 AM

Tœ Œ

West, Gregory (G.S.) Guys, Philip (P.R.); Kronenberg, Audrey (A.R.); Polman, Jemes (J.J.); Page, Hickeel (H.A.); Skeffield, Drew (D.L.); Wood, Mary

Sobject

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 Chassle) called a meeting with you end Larry on this several months ago because we were womed 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.

Plather 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 easist them with electrical design/process issues. I happen to be an electrical engineer, ac 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 assistence. 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 "babysh" with them....! 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 <u>VERY SOON</u>II

Original Massage-

Promi:

West, Gregory (G.S.)

Friday, October Q4, 2002 8:26 AM

Tes

Compton, James (J.D.) Guys, Philip (P.R.)

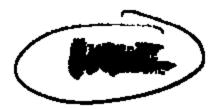
5TA support at Wittens

Jim, tried to call but could not reach you so I'll sand this note. I will call later but this is why I disagree with your assessment that the issue at Williams is design and not menufacturing.

We have given them a specifolerance 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

I spent many years doing plastic intakes and this situation is very much like the molding process. With intakes we get 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 apposite direction due to not having a handle on the injection process or uneven cooling within molds.

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



From: Sent:

Stockman, Michael (M.G.)

To:

Friday, September 28, 2001 9:49 AM

McDaniel, Jerry (J.); Williams, Brent (B.A.); Surdette, Deve (D.W.)

Ce:

McDonagh, Scot (S.M.); Klein, Mark (M.A.)

Şubject:

RE: Williams Control ETC Issues

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

Thanks Jerryl

## Michael Stockman

Product Cesion Engineer

2002 P131 / U137

Tough Truck Electrical Systems Volce Meil & FAX: (313) 84-50605

Pager: (313) 813-9217 Ford Text Page: MSTOCKMA

### -Original Massage-

From:

McDaniel, Jerry (J.)

Sent Tes

Friday, September 28, 2001 5:15 AM Studiman, Nichael (M.C.); Williams, Brant (B.A.); Burdistin, Dave (D.W.) NicDonagh, Scot (S.M.); Dieln, Hank (M.A.)

Ca

Subject:

RE Williams Control ETC (1990e)

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 repeatedley to fix this. I double checked the print and it is wired correctly. If the connector is planed out correctly then you probably heve a component (ETC) design issue. Attached is the correct pinout for the ETC. Make sure they are wired correctly.

P<< File: ETC Pinout.bmp >>

## Jony W. WiDanish

Ford Motor Co.

2002 P131 & U137 Electrical Systems Engineer

PDC 20K31 Phone (313) 24-81555

#### -Original Message

Prom:

Stockman, Michael (M.G.)

Seeds

Thursday, September 27, 2008 2:39 PM

Williams, Brent (B.A.); Burdette, Dave (D.W.); McDerfel, Jerry (),)

McDonagh, Scot (S.M.); Klein, Mark (M.A.) RE: Williams Control ETC Sesses

Subject

You are correct....

Both 12 volts Run/Start (Circuit 640 RD-YL)

AND

5 with Viral (Circuit 355 GY-WH) are routed to the ETC assembly. 12 Volts comes from the PDJB 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 \$55 was a dedicated 5 Volt input for the ETC Throttle input only.

PEB3-044 32552

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?

## Michael Stockman

Product Design Engineer 2002 P131 / LI137

Tough Truck Electrical Systems Voice Mail & FAX: (313) 84-50905

Peger: (313) 813-9217 Ford Text Page: MSTOCKMA

Original Message-

Williams, Beert (E.A.) Frank

Sent Thursday, September 27, 2001 1:09 874

Τoc Burdetta, Dave (D.W.); Stockmen, Michael (M.G.); McDaviel, Jerry (D.)

PW: Williams Carded ETC Issues

comment on below!

---Original Hestage-

McDonagh, Scot (S.M.) Freezi

test: Thursday, September 27, 2001 12:38 PM

Te: Kleh, Mark (M.A.); Christenson, Jeff (J.S.); "Imians (E-mail); "Don Silkatosa"; "Koyle (E-mail); Williams, Brent (B.A.)

œ Pabel, Sam (S.N.) 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,

Grighal Message

Klein, Mark (M.A.)

Thursday, September 27, 2001 12:21 PM Ph:Donagh, Scot (S.M.) Seed:

Ter Subjects RE: Hotime 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 kile 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 ldfe 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 pomwill 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.



Williams, Brent (B.A.)

Sent: Ta:

Tuesday, October 02, 2001 12:54 PM McDonagh, Scot (S.M.); Klein, Mark (M.A.)

Cee

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 in 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 Measage

Proces:

McDorcoph, Scot (S.AL)

Sont Tes

Tuenday, October 02, 2001 12:25 PM Heir, Hist (M.A.); Williams, Brent (B.A.) Patel, Sain (S.N.); Christensen, July (J.S.)

**Subjects** 

FW: Williams Control ETC Issues

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

-Original Message

Prome

McDaniel, Jerry (1.)

Tuesday, October 02, 2001, 12:03 PM

McDonagh, Scot (S.M.)

FW: Williams Control ETC Issues

Updated Connector and view from AFL.

<< Fite: ETC.pdf >>

Goog W. McDavid

Ford Motor Co.

2002 P131 & U137 Electrical Systems Engineer

PDC 2DK31 Phone (313) 24-81555

-Original Message

Property.

McDaniel, Jerry (1)

Sent

Friday, September 28, 2001 L1:26 AM

Tec

McDonegh, Scot (S.M.)

œ

Waling, James (APL)\* RE: Williams Combol ETC Issues

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

### Gove W. McDavid

Ford Motor Co.

2002 P131 & U137 Electrical Systems Engineer

PDC 20K31 Phone (313) 24-81555

#### -- Original Mestage

Francis

McDonagh, Scat (S.H.)

Sent:

Friday, September 28, 2001, 11:25 AM

SUbject:

McDarlei, Jerry (J.)

RE: Williams Control ETC houses

## 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 ??

## --- Crighal Messace

From:

McDaniel, Jeny (1.)

Sent: Tod

Friday, September 28, 2001 11:16 AM

McDonagh, Scot (S.M.); Stockman, Michael (M.G.); Williams, Brant (B.A.); Burdette, David (D.W.)

œ

Dain, Mark (M.A.); (Sipin, Laury (L.W.); "Imiers (E-mail)"; "Royle (E-mail)"; 'Don Stianpast'; Patel, Sam (S.N.); Christensen, Jeff

μsj

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 vahicle would not run.

## Georg W. McDavid

Ford Motor Co.

2002 P131 & U137 Electrical Systems Engineer

PDC 20K31 Phone (313) 24-81565

### -Original Materiage

Prom:

HcDoragh, Scot (S.M.)

Sout:

Friday, September 28, 2601 1:39 AM

Co

HcDarlel, Jerry (J.): Stockman, Michael (M.G.); Williams, Brent (B.A.): Burdetts, Cave (D.W.)

Dain, Mark (N.A.); Gliph, Leavy (L.W.); "Joslers (E-mail); "Doyle (E-mail); "Down Sillempas"; Patel, Sam (S.N.); Christenson, Jeff (J.S.)

RC: Williams Control ETC Japans

## Thanks Jerry

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

## Brent- Are you working with AFL to correct the connector lock/orientation issue 7?

-Original Ma

McComini, Jerry (1.)

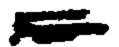
Te:

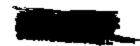
Pricity, Suptember 20, 2001 S.15 A4
Stockman, Michael (M.G.); Williams, Brent (R.A.); Stanletta, Carve (D.W.)
McDoragh, Scot (S.M.); Shin, Mark (M.A.)
RE: Williams Control ETC 1990ss

CC

We are wired the same way as 2001MY is. The achematic and 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 look is shown to orientate the connector. I have asked AFL repeatedley 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. Affected is the correct pinout for the ETC, Make sure they are wired correctly.







Ambruster, Phil (P.J.)

Sent:

Thursday, April 03, 2003 8:65 AM

To:

West, Gregory (G.S.); McDonegh, Scot (S.M.)

Cc:

Kramer, Michael (M.T.)

**Subject:** 

RE: ETC Pedels

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 intert, 2003 Powertrain Control/Emission Diagnostics Manual, for 6.0L Diesel, on-board Diagnostics (Section 5), containing a pimpoint test for the accelerator pedal. This procedure will diagnose a faulty pedal, wiring, or unseated connector, any of which may be amociated 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.

Lifted 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 ₩: +1-313-39-04621 FAX: +1-313-33-75784

: parmbrus@ford.com

-Original Message-

From

West, Gregory (G.S.)

Sent

Wednesday, April 02, 2003 7:39 AM

To:

McDonagh, Scot (S.M.); Armbruster, Phil (P.J.)

œ

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 Massage-

Promi:

McDonagh, Scot (S.M.)

Wednesday, April 02, 2003 7:15 AM Tor West, Gregory (G.5.)

œ

Kramer, Michael (M.T.)

RE: ETC Pedefic

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

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

-Otiginal Message-

West, Gegory (G.S.)

PER3-844 30001

Seriel:

Tez œ

Tuesday, April 01, 2003 3:46 PM McDaragh, Scot (S.M.) Kramer, Michael (M.T.) RE: ETC Pedals

Subject

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

---- Original Mesange----

From:

Tent:

McConagh, Scot (S.M.) Tuesday, April 01, 2003 3:05 PM West, Gragory (G.S.) Kramer, Hichael (N.T.)

Ten œ

Subject:

**ETC Pedals** 

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

Scot McDonagh 6.01. Swat Team >6500 PT QRT Leader Phone- (313)390-4598 Fex- (313)845-0983 SMCDONAG@FORD.COM

McCutlough, Marcella (N.M.)

Sent:

Monday, February 03, 2003 6:13 PM

Reed Jr., Bill (W.P.)

Subject:

FW: KTP trip eummary for EOL issues

### FΥI

Fran:

Martin, Eddle (E.L.)

Seek

To:

Microlley, February 03, 2003 6:91 PM McColleugh, Marcela (N.M.); Page, Microst (M.A.); Williams Jr., James (J.P.)

Dunkery, Brian (B.L.)

Suirject:

RE: KTP trip summary for EXL issues

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

McCallough, Marcalla (N.M.)

Te:

Monday, February 03, 2003 3:32 PM Page, Michael (M.A.); Martin, Eddis (E.L.); Williams Jr., James (J.P.)

œ

Dunievy, Orlan (B.L.)

žiujejecti.

RE: KTP trip summery for ESIL issues

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

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

### -Original Message-

Page, Micheel (M.A.)

Thursday, Jamesry 23, 2003 9;37 AM Martin, Eddle (ELL): Williams In., James (J.P.)

To: On

McCullaugh, Marcella (N.M.); Diselavy, Brian (S.L.)

FW: KTP trip summary for EOL insues

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

#### Sincerely,

## Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

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

Pager: 313-795-0792

The information contained homin to FCRO PROPRIE VARY information and may include FCRO CONFIGENTIAL information at delited in Fort's Global information Standard

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#### -Original Message

Front

Polman, James (J.J.)

Seab

Wednesday, Incurry 22, 2003 9:10 PM

To:

Hawlers, Fred (F.W.)

Turner, Steet (S.F.); Potel, Hona (M.S.); Page, Michael (M.A.); Gehl, Lauren (L.D.)

Subjects

RE: KIP trip summary for ECL because

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

Iames Polman STA Manager NAT Residents Pager 888 405 1868

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--- Original Message ---

Present Hawkins, Fred (F.W.)

Wiednesday, January 22, 2003 5:11 PM Serie: Tec

Turner, Steve (S.F.); Potet, Mores (M.S.) Page, Michael (M.A.); Gehl, Laoman (L.D.); Polman, James (J.1.); Hawkins, Fred (F.W.) œ

Subject, RE: KTP trig summary for ECH. 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 pents. 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

Pointan, James (1,1,) Fram:

Wadnesday, January 22, 2003 8:11 AM

Ŧ4: Turner, Steve (5.F.)

Pointen, James (L.J.); Page, Michael (H.A.); Hawkins, Fred (F.W.); Patel, Mona (H.S.); Gehi, Luoman (L.D.) œ

Subject: RE: KTP trip summery for ECIL issues

Engineering allowed the supptier to make a tweek to their chip. With the problems we had in the past with the supplier tweeking 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.

Iamos Polman STA Manager NAT Residents Pager 888 405 1868

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-Original Montage

Turner, Steve (S.F.) Freet

Waterstay, January 22, 2008 7:47 AR Carrie

Pointen, Joines (J.J.); Page, Michael (M.A.) Hamkins, Fred (F.W.); Pabel, More (M.S.); Gehl, Leeman (L.D.)

PW: KTP trio sammery for BOL assues

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 --

Freem:

Staver, Mchael (P.M.)

Stanto

Tuesday, Senusry 21, 2003 5:38 PM

Binger, Charlie (C.F.); Turner, Sieve (S.F.); Hawkins, Fred (F.W.); Conrad, Grit (E.E.) PW: KTP into summary for COL issues

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

Miko Shavce

Purchasing Manager North American Operations z-33-73884 mahaver@ford.com Admin. Augt, Sheri Digue x-32-31638 udigun@ford.com

-Original Massage

From:

McGallough, Mancella (N.N.)

Sent Τaş

Tuesday, January 21, 2003 4:43 PM Shaver, Michael (P.M.); McCarty, SM (W.D.); Taylor, Michael (M.L.); Freitag, Rich (R.A.); Slackta, Joseph (J.F.) Sheffield, Drew (D.L.); Page, Michael (M.A.); Read Jr., Bill (W.P.); West, Gregory (G.S.); Williams Jr., James (J.P.)

Q<sub>2</sub>

PW: KTP trip summary for BOL issues

Critical Supply shortage for Supplier Code O638E-Williams Control.

As a reminder, this email was sent last week to key Buyers and STA Managers to get involved in the issues per the request of the plant PVT Manager, Bill Reed and CE, Phill 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 Reyarás, Marcella McCullough Purchasing Project Manager>8500 Team 313-84-57402 <mmccull@ford.com>

-Original Message

Francis Seetz

McGallough, Marcella (N.M.)

Tuesday, January 14, 2003 12:27 PM

Stachta, Joseph (LF.)

Cobin, Bred (J.C.); Dunjary, Brian (B.L.); Page, Nichael (H.A.); Reed Jr., Sill (N.P.); Freitag, Rich (R.A.); Taylor, Michael (H.J.)

PW: KTP trip summary for BOL issues

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

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

-Original Message

Page, Michael (M.A.)

PER3-844 32568

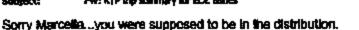
Tuesday, January 14, 2003 11:37 AM

\* # 15 1 1 1 1 1 1

Te:

McCullough, Marcella (N.N.)

PW: KIP trip summary for eCA bases



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 ----

Page, Nichael (M.A.)

Sent

Tuesday, January 14, 2003 11:34 AM

Ter

Gehl, Lassnam (L.D.)

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Reed Ir., BU (W.P.); Williams Ir., Itemes (1.P.); Hawkins, Fred (F.W.)

Subject:

FW: KTP trip summary for EOL issues

Laxman... Just received this note from Marcella regarding a serious opportunity to immediately address some blatantly obvious manufacturing shortfalls for the fixed accel pedal at Williams Controls. As you can see, Phil Guys is recommending resourcing of this part immediately, due to the absence of adequate manuf controls and poor PD disciplines. Plaget 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, pature 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 befief 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 Measurge-

From:

McCalough, Marcalla (NLNL)

Ted

Tuesday, January 14, 2003 9:30 AM Page, Michael (M.A.)

PW: KTP trip summary for EXL baues

FYI. This will probably hit us. thanks.

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

--- Original Message

Seed:

Reed Jr., Bill (M.P.) Horniay, January 13, 2003 6:10 AM McCullough, Marcella (N.M.)

To:

Williams Jr., James (J.P.)

Subject

FW: KTP trip summary for 60L 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 (breest@ford.com)

PVT Manager, Kentucky Truck Plant

Phone (502) 429-2586 Fax (502) 429-2111 Page (502) 334-7586

Text page at: 5023367586@airteuchpaging.com

-Original Message

Frien:

Guys, Philip (P.R.) Friday, January 10, 2003 9:50 AM

West, Gregory (G.S.); Liposky, Lawrence (L.L.); Thompson, Greg (G.L.); Brevnan, Petrick (P.M.); Williams Jr., James (LP.); Reed

3r., 88 (W.P.)

**Sobject**:

RE: KTP bip summary for ISOL issues

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

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

--- Criginal Message

France

West, Gregory (G.S.)

Sent: Tel

Thursday, January 09, 2003 6:37 PM

Upoday, Lawrence (L.J.); Thompson, Greg (G.J.); Guys, Philip (P.R.); Brennan, Pairick (P.M.); Williams Jr., James (J.P.); Reed Jr.,

ORI (W.P.)

Ċœ

West, Gregory (G.S.)

Sedgject:

KTP trip currency for EQL issues

File: KTPeolISSUES.doc >>



McCullough, Marcella (N.M.)

Sent:

Tuesday, February 04, 2003 9:56 AM

To:

Reed Jr., Bill (W.P.); Freitag, Rich (R.A.) Dunkeyy, Brian (S.L.)

Cc: 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

Franc

Read Ir., 58 (W.P.)

Sant:

Monday, February 03, 2003 8:11 PM

Tot

McCullough, Morcula (NLML) RE: KTP trip summary for BOL 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 oh? Any feedback on why they had a problem?

### Regards.

## Bill Reed (breedi@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-

Proper ! Seryt;

McCullough, Marcella (N.M.)

Monday, February 03, 2003 & 13 PM Reed Jr., EM (W.P.)

Subjects

PW: KTP hip summary for POL issues

### FYI

### -Crighal Message

Freen: Santa

Martin, Eddie (E.L.)

Tæ

Monday, February 03, 2003 6:01 PM

McCallough, Narcella (NLML); Page, Michael (M.A.); Williams Jr., James (J.P.)

œ

Curbwy, Brian (B.L.)

Subject:

RE: KTP trip summery for EDI. Issues

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

--- Original Message Proces:

McCallaugh, Marcella (N.M.)

Rent:

Monday, February 03, 2003 3:32 PM Page, Michael (M.A.); Martin, Edde (E.L.); Williams Jr., James (1.P.)

Ties

Durslevy, Brian (GLL.)

RE: KTP trip summary for EQL issues

All: Piesse provide any feedback on the status of this brake pedat. Bill Reed needs an update. Thenks

PE83-844 32852

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



-Original Message

From:

Page, Michael (M.A.)

Thursday, January 23, 2003 9:37 AM

To: Cc

Martin, Eddle (E.L.); Williams Jr., James (J.P.) McCelbugh, Marcella (N.M.); Durliny, Brien (S.L.)

PW: KTP telp summary for EOL leaves

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

Sincerety;

## Michael A. Page

STA Resident Mgr., KTP

mpage@ford.com

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

Pager: 313-795-0792

The Information continued bornin in POND PROPRIETARY Information and may include PORD COMMISSITIAL Information an defined in Pont's Global Intelligence of the Information and Information of this document, discharge of the Information, and one for any purpose other from the conduct of bosiness with Fond in augmenty problems. el in Forete Richel internation Standard

---- Original Message

France Sants

Poircan, James (J.J.)

Wednesday, January 22, 2003 9:10 PM

Hawkins, Fred (F.W.) Τœ

Ca

Turner, Steve (S.F.); Petel, Hone (M.S.); Pege, Nichael (M.A.); Gete, Leomen (L.O.)

Subject:

ICE: KTP trip summary for EOL bases

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

James Pohean

STA Manager NAT Residents

Pager 888 405 1888

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---Original Messace

Freeu

Hawkins, Fred (F.W.)

Sent **Z**an

Wednesday, January 22, 2003 5:11 PM

0=

Turner, Stave (S.F.); Petel, Mona (M.S.) Page, Michael (M.A.); Gehl, Exertan (L.D.); Polman, James (J.J.); Hawkins, Fred (F.W.)

RE: KTP trip summary for BOL leases

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 t cautiously make improvements to improve their yield as they gain on their backlog and stabilize their production flow.

----Original Message-

France (C Polyson, James (J.J.)

Weshesday, January 22, 2003 8:11 AM Sector

Tea Turrer, Stave (S.F.)

Pointes, James (J.J.); Page, Michael (N.A.); Hawitins, Fred (F.W.); Patel, Nons (M.S.); Geht, Laveners (L.D.)

RE: KTP trio summary for BOL bases

Engineering allowed the supplier to make a tweek to their chip. With the problems we had in the past with the supplier tweeking 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.

Janes Polman STA Manager NAT Residents Pager 888 405 1868

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-Criginal Message

franc Turner, Stave (5,7.)

Wednesday, January 22, 2003 7:47 AM Senia

Tee

Poirren, James (J.J.); Page, Michael (M.A.) Hawkins, Fred (F.W.); Pafal, Mona (M.S.); Gehl, Leonan (L.D.)

Subjects FW: KTP bip commany for EQL 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

Shaver, Hichael (P.M.) Proces

Tuesday, January 21, 2003 5:38 PM Seel-

To: Binger, Charle (C.F.); Turner, Stave (S.F.); Hawkins, Fred (F.W.); Consed, Eric (E.E.)

PW: KTP trip gummary for BOL losses

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

Mike Shaver

Purchasing Manager North American Operations x-33-73964 mshever@ford.com Admin. Asst. Shari Digue x-32-31838 adiqua@fund.com

Original Message

McOdough, Harcela (N.M.) Proces

Tuesday, January 21, 2003 4:43 PM

Shaver, (Richard (P.M.); McCorty, RM (W.D.); Toylor, Michael (M.J.); Freitay, Rich (R.A.); Siachta, Joseph (J.P.) Tes Sheffald, Drow (D.L.); Page, Michael (M.A.); Rend Jr., Elli (W.P.); West, Gregory (G.S.); Williams Jr., James (J.P.)

FW: KTP trip summary for EOL issues

Critical Supply shortage for Supplier Code OB38E--Williams Control.

As a reminder, this email was cent lest week to key Buyers and STA Managers to get involved in the issues per the request of the plant PVT Manager, Bfil 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:

HcCullough, Morcella (N.M.)

Seat To:

Tuesday, January 14, 2003 12:27 PM

œ

Sechts, Joseph (J.F.)

Cobia, Jared C.C.); Dunkny, Brian (B.L.); Page, Michael (M.A.); Ruezi Jr., 88 (W.P.); Freitag, Bich (R.A.); Taylor, Michael (M.I.)

FW: KTP bilp summary for EOL lesues **Bublects** 

ioe, FYI. Your supplier (Williams Control) is in the hot sest 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 <mmccull&@ford.com>

### ---- Original Message

Frant:

Page, Nichael (M.A.) Tunntay, January 14, 2003 11:37 AM

744

Habilbugh, Maraella (N.M.)

Siajett:

PW: KTP trip suffragry for BOL bases

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: 294f;

Pager: 313-795-0792

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### ----Original Massage

Franki

Seet: To:

Page, Michael (M.A.) Tuesday, January 34, 2003 \$1:34 AM

Gert, Laxanum (L.D.)

Roed Jr., Bill (W.P.); Williams Jr., Jaroes (J.P.); Hymidia, Fred (P.W.)

PV: KTP trip summary for BOL toxus

Laxman... Just received this note from Marcella regarding a serious opportunity to immediately address some

biatantly 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 manuficontrots and poor PD disciplines. Pts get involved at Williams, if you aren't already, to understand, contain and resolve i the current manufacturing issues. I might suggest you contact Greg West for any further detait 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 learn 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 streable 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 Necessary

McCullough, Marcella (N.M.)

Tuesday, January 14, 2003 9:30 AM

Page, Michael (M.A.) To:

**Subject:** PW: KTP trip summary for EDL asses.

FYI. This will probably hit us. thanks.

Best Regards, Marcella McCullough Purchasing Project Manager>8500 Team 31**3-84-574**02 <u><mmuccyll&@ford.com></u>

#### -Original Message ---

Reed 2:., \$4 (W.P.)

Stanto Tec

Manday, January 13, 2003 6:16 AM McCullough, Marcella (N.M.)

Williams Jr., James (J.P.)

PW: XTP trip summery for EOL bases

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

### Regards,

Bill Reed (breedl@ford.com)

PVT Manager, Kentucky Truck Plant

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

Text page at: 5013367586@airtouchpaging.com

#### -Original Message

GLAS, FRAID (P.R.) Frams

Friday, January 10, 2009 9:50 AV

Wool, Gregory (G.S.); Uposky, Lowrence (L.L.); Thompson, Grag (G.L.); Breaman, Patrick (P.M.); Williams Jr., James (J.P.); Reed

)r., ₩ (W.P.)

RE: KTP trip summary for EOL lames

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

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

# ----Original Message-

West, Gregory (G.S.)
Thursday, January 09, 2063 6:37 PM
Uposky, Laurence (L.I.); Thompson, Greg (G.I.); Guya, Philip (P.R.); Brennad, Patrick (P.M.); Williams Jr., James (I.P.); Reed Jr.,
Bill (W.P.)
West, Gregory (G.S.)

KIP trip surrelary for BOL Issues

<< File: KTPeoffSSUES.doc >>

Shore, John (J.) Front Tuesday, November 12, 2002 9:56 AM Sent: Kramer, Michael (M.T.); West, Gregory (G.S.) Hirtzet, Rich (R.J.); Jaeger, Sharon (S.A.) 02X50 Adjustable Pedal Sales Data - As Requested. To: Cc: Subject Sales data on both adjustable (top) and fixed (bottom). 2C3Z- 9F836-DE PEDAL SERVICE PART: RECEIVING LOCATION: DEMAND GROUP: CUSTOMER TYPE: BACKCAST: SDI Code: C MONTH YEAR Quantity Replaced Part Number Message 11 2002 485 1498 2C3Z- 9F836-DA REPLACED 10 2002 09 2002 1184 08 2002 1231 07 2002 1105 08 2002 695 05 2002 445 04 2002 188 03 2002 94 02 2002 52 01 2002 43 27 12 2001 22 11 2001 10 2001 15 09 2001 10 08 2001 2 07 2001 0 06 2001 0 05 2001 0 04 2001 0 03 2001 1C3Z- 9F836-BA SERVICE PART: PEDAL RECEIVING LOCATION: DEMAND GROUP: CUSTOMER TYPE: BACKCAST: SDI Code: C MONTH YEAR Quartity Replaced Part Number Message 11 2002 217 10 2002 785 09 2002 766 08 2002 834 07 2002 805 08 2002 612 2002 578 2002 537 2C3Z- 9F838-AA REPLACED

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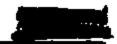
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02	2002	491
01	2002	506
12	2002	459
11	2001	482
10	2001	567
09	2001	488
08	2001	573
07	2001	464
06	2001	416
05	2001	310
04	2001	196
03	2001	99
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12	2000	44
11	2000	35
10	2000	22
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06	2000	D
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Jahr Share
Recall Parts Program Manager
Ford Customer Service Division
Office - 734 286-9789 FAX - 734 286-1166
Page - 734 797-5991 E-mail - Jahore@Ford.com
Mail Drop MD-44 1313C NPDC



Kremer, Michael (M.T.)

Sent

Friday, August 30, 2002 7:36 AM

To:

West, Gregory (G.S.); Liposky, Lawrence (L.J.)

Cc:

McDonegh, Scot (S.M.); Hollister, Deve (D.); Williams Jr., James (J.P.); 'ekebi@theuto.com'; Kramer, Michael (MLT.)

Subject:

FW: Teteflex 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 PTQRT

Six Sigma Black Belt Phone/fec: (313) 894-2063

Page:

(313) 201-6052 (Greek: <u>Skinsthand American land comical hestogos?</u> (Internal text); <u>http://mostmail.com/</u> (anternal text)

Email:

mirameri (internal); <u>migameri (Dibel com</u> (adamet)

#### -Original Neusage-

Proces

McDonigh, Sept (S.M.)

Friday, August 30, 2002, 7:09 Apr

Kramer, Michael (M.T.); Hollider, Dave (O.); Lopez, Higuel (M.A.)

RE: Teleflex 02 ETC Diesel Actel Pedal

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



-t⊋15 Totalex - CAT throttle p...

# Scot G. McDonagh

Super-Duty/Excursion

Powertrain Quality Leader

Phona - (313) 337-8091

Fex- (313) 621-8083

E-Mail: smcdonag@ford.com

#### --- Original Message

Franc

Arener, Michael (N.T.)

Seets

Thursday, August 29, 2002 4:49 PM McDonagh, Scat (S.H.); Hollster, Dave (D.) PW: Talellex 82 ETC Dissel Accel Pedal

Info.

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT

Lopez, Miguel (M.A.)

Sent:

Thursday, August 29, 2002 12:20 PM

To:

'Dean Kuchte', 'John Malles'

Ce:

Sentoyo I, Luls (L.); Vargas Torras, Sarglo (S.); Rivers, Jose (J.); Lopez, Miguel (M.A.); Remirez Castellanos, Victo (VM.); Villalobos, Luisa (L.); Flores, Elsa (E.); Olvera, Rene (R.); Zuniga Sr., Jose (J.); McDonagh, Scot (S.M.); Kramer, Michael (M.T.); Gomez, Roberto (L.R.); Bebber VIII, Richard (R.S.); Loza, Rene (R.); West, Gregory (G.S.); Volun Haubner\*, John Szaley\*; "Avter Keist"; Kelly Caron\*; Lopez, Miguel (M.A.)

Subject:

H215 Teleflex - CAT throlle pedal not responding - Part # YC35-8F929-AA

importance:

High

Follow Up Flag:

Follow up

Due By:

Thursday, August 29, 2002 2:00 PM

Fleg Status:

Flegged

Dean, John Maties,

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

F2G25AN / A68801

F2G25AN / A88377

F2G25AN / A68537

F2G26AN / 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 7346 State Rte 120 Lyons OH, 43533

# Bret Property

Affigual Super Super CUAP PVT-11215 PTSE Resident жіорыя 3/d больі com

Ph Pard net 91-943-7622 or 011-52-55-5899 7622 fax 5899-7257



Kramer, Michael (M.T.)

Sent:

Friday, August 23, 2002 5:38 PM

To:

Cæ

Affay III, David (D.) 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

Six Sigme Black Bail

time: (\$13) 994-2003 (\$13) 291-9862 (\$44p); <u>\$165/Arm#.deurborn,ford.com/kniftgdpage?></u> (internal lead); <u>\$166/Armsinnal.com/</u> (external lead).

references (internal); <u>antermer i Offord.com</u> (automat);



Liposky, Lawrence (L.J.)

Sent:

Friday, August 23, 2002 9:52 AM

To:

Guys, Philip (P.R.); Jackson, Lawrence (L.W.)

Cc:

Kremer, Michael (M.T.); Thompson, Greg (G.J.); Sherard, Gail (G.); West, Gregory (G.S.)

Subject

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

Larry Liposky

Supervisor - Tough Truck Accelerator/VMV Components

Phone 24-81726 Pager 798-0949

-Original Message

Frece طعوق

Jackson, Lawrence (L.W.)

To:

Friday, August 23, 2002 9:01 AM Liposky, Lawrence (L.).)

Subject:

RE: VINLEBOS 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 Massage

Figra:

Seed:

Lipodky, Lawrence (L.3.) Friday, August 23, 2002 8:24 AM

To;

Williams X., James (J.P.); Jackson, Lawrence (L.W.)

œ

Thompson, Greg (G.1.); Sherard, Gall (G.); West, Gregory (G.5.); Kramer, Hichael (M.T.)

Jim, you mentioned last night more complexity was affected by the stop ship of discel adjustable pedals. Need clarification for Phil and team. Pease 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 798-0949

West, Gregory (G.S.)

Sent:

Tuesday, July 30, 2002 2:29 PM

Toc

Baer, Jeffrey (J.C.)

Subject:

RE: 7.3 pedal

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

-Oxiginal Message-----

Boor, Jeffrey (J.C.)

\$ent: Tet

Tuesday, July 30, 2002 9:20 AM

œ

West, Gregory (G.S.)

Subject:

Clary, Brian (8.5.) 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 left me try back if you want it too.

Thanks for your help.

Jeff

-Original Message-

Clary, Brian (8.5.)

Tuesday, July 30, 2002 8:55 AM

Tee

Secr. Jeffrey (J.C.)

Subject

West, Gregory (G.S.) RE: 7.3 pacial

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-F66

MD 271

phone: 313-248-1940 pager: 313-793-8006 fax: 313-248-2558 bolary@ford.com

-Original Message-

Promis

Barr, Jeffrey (J.C.)

Monday, July 29, 2002 3:39 PM

Clary, Brian (BLS.) 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 QPIRS 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
Forestrain Engineer
Product Development Center (1B-C+2)
Ford / Harley-Davidson Affance
Phr 513-577-7081
E-mail: 108815087037d-Coan

Clary, Brian (B.S.)

Sent:

Tuesday, July 30, 2002 8:55 AM

Ťo;

Beer, Jaffrey (J.C.)

Co:

West, Gregory (G.S.)

Subject:

RE: 7.3 pedal

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# Brian Clary

Accelerator Controls D&R

PDC 1H-F66

MD 271

phone: 313-248-1940 pager: 313-793-8006 tax: 313-248-2558 bolary@ford.com

# ----Criginal Massage

Bate, Juffrey (J.C.) Hursday, July 29, 2002 3:39 PM Cary, Orlan (B.S.)

7.3 padal

Brian.

Good to meet you last week. Just wanted to touch base and let you know that I'm still looking for a power activity 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.

Thenks.

# <u>Jeffrey C. Baer</u>

Ford Motor Company

Powertrain Engineer

Product Development Contor (#B-C+2)

Ford / Harley-Davidson Alliance

Ph: \$13-327-7002

E-mail: Ibern 5@ford.com

West, Gregory (G.S.)

Sent To:

Wednesday, June 25, 2003 10:27 AM McDonegh, Scot (S.M.); Wesh, Chris (C.J.)

Œ &ubject: Kramer, Michael (M.T.) RE: Cummins ETC Pedats

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

Promi

McDonegh, Soat (SJA.)

Sent

Wednesday, June 25, 2003 20:21 AM West, Chris (C.J.); West, Gregory (G.S.)

Warner, Michael (MST.) RE: Cummins ETC Padals

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) 621-9082

R-Mail: smcdonag@ford.com

#### -Original Message

From

McDonegh, Sort (S.M.)

Sent: Tex

Œ

Wednesday, June 25, 2003 7:56 AM Wash, Chris (C.); West, Gregory (G.S.) Knamer, Hichael (H.T.); Hendricks, Jerry (J.D.)

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

Freeza

West, Oxfs (C.I.)

See to

Τœ

Wednesday, June 25, 2003 7:51 AM McDonagh, Scot (S.M.); West, Gregory (G.S.) Warner, McLand (M.T.)

Subjects

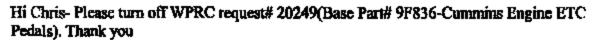
PE63-644 29960

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

----Original Message-

From: Sent:

McDonagh, Scot (S.M.) Tuesday, June 24, 2003 2:06 PM Wash, Chris (C.I.); West, Gregory (G.S.) Kramer, Michael (M.T.)



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

Prom:

Wesh, Chris (C.J.)

Sent

Wednesday, June 25, 2003 10:29 AM

Tą:

West, Gregory (G.S.); McDonagh, Scot (S.M.)

C⊯ Subject: Kramer, Michael (M.T.) RE: Curumins ETC Pedals

# Request # 20249 is off.

——Original Message

Franci

mt:

West, Gregory (G.S.) Wednesday, June 25, 2808 18:27 AM McDawagh, Scot (S.M.): Wash, Chris (C.J.)

Ca

Subjects

Kramer, Michael (M.T.) **RE: Curamins 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-

Front Seat:

Tee .

McDonagh, Scot (S.M.) Wedmacky, June 25, 2003 10:21 AM Wash, Chris (C.J.); West, Gregory (G.S.)

Kramer, Michael (M.T.)

RE: Committe ETC Pedats

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

Prom:

Te:

McDenagh, Scot (S.M.) Wednesday, Jure 25, 2003 7;56 AM Wanh, Chris (C.J.); Wast, Gregory (G.S.) Warner, Michael (N.T.); Hendricks, Jeny (J.D.) 6E: Carambis ETC Pedaty

# Thanks Chris-

# Scot G. McDonagh

Super-Duty/Exourgion

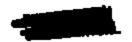
Powertrain Quality Leader

Phone- (313) 337-8091

Fax- (313) 621-8082

E-Mail: smodonag@ford. com

FE83-844 29086



-Original Message

From:

Wash, Orb (C.J.)

Tel

Wednesday, June 25, 2063 7:51 AM McDanagh, Scot (S.M.); West, Gregory (G.S.) (Camer, Michael (M.T.) RE: Corentins ETC Pedals

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

-Original Massage

Prèm:

Serie:

T¢:

PicDormgis, Stat (S.M.)
Tuesday, June 24, 2803 2:06 PM
Wash, Claris (C.J.); West, Gregory (C.S.)
Krumer, Michael (N.T.)
Currenies EFC Petials

Ca

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

Scot G. McDonagh

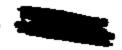
Super-Duty/Excursion

Powertrain Quality Lender

Phone-(313)337-8091

Pex- (313) 621-8082

E-Mail: sucdonag@ford.com



West, Gregory (G.S.)

Sent:

Monday, May 06, 2002 8:01 AM

To:

Baer, Jeffrey (J.C.)

Subject:

RE: 7.3t accel pedal talture

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

-Oxidinal Message

Proui-

West, Gregory (G.S.)

Sent

Monday, May 06, 2002 7:52 AM

Ťσι

eer, Jelkey (J.C.)

Subject:

RE: 7.31 accol pedal failure

I would like to swap pedate 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 botts. should take you about 5 minutes.

----Original Message-

Baer, Jeffrey (J.C.)

Sunt:

Thursday, May 62, 2002 3:42 PM West, Gregory (G.S.) 7.31 scot pedal fishura

Tox

Subjects

Greg,

I work on the 2003 H-D P225 program w/ Chris Loeher and he says maybe you can help me out. My personal truck is a 2002 F-250 dieset 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 filluminated 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

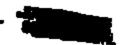
Powertrain Engineer

Product Development Center (IB-C42)

Ford / Harley-Davidson Aliance

Pir 313-517-7061

E-mail: ibaers@ford.com



Currie, David (D.J.)

Bent:

Thursday, March 28, 2002 7:54 AM

To:

Beer, 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 have the engine at idle it will not stall the engine. If it is stalling I think you or 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 challing in four locations....Laft front upper shock tower, left side transfer case wiring support bracket, driver's seat track plaching harness on floor, and left rear parking brake bracket. If you are looking for a good local dissal service dealer.....it is kind of a haut depending on where you live....Brighton Ford is very good.

Regards,

David ). Currie

7.3L Diesel & 2004, 6.0L Diesel Calibration

Phone: 313-845-0597 Pager:

313-795-9794

For:

313-337-1712

-Ortoinal Message

Box, Juffey (J.C.)

Sent:

Wednesday, March 27, 2002 4:41 PM

Ter

Carrie, David (D.J.) RE: Mr 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 peater you agein with this. It's just kind of an armoyance, and I don't trust a dealer to just replace it if the problem exists elsewhere in the field.

Thanks.

Jeffrey C. Bacr

Ford Motor Company

Powertrain Engineer

Product Development Center (1B-C42)

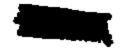
Ford / Harley-Davidson Alience

Pf: 313-317-7081

E-mail: Jbaer3@Rord.com

Orlainal Maurico

Cante, David (D.J.)



Wednesday, January 09, 2002 16:23 AM

Baer, Jeffrey (J.C.)

RE: Hy Powerstrake

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 I. Currie

#### 7.3L Diesel Calibration

Phone: 313-845-0597 Pager: 313-785-8784 313-337-1712 Feda

Original Message

Gear, Jaffrey (J.C.)

Wednesday, January 09, 2002 9:54 AM

Curte, David (D.J.)

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, vet. 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 it the chiich goes had for some reason, I can replace it myeet it need be. That's a huge flywheel though! Hope I didn't offend you by putting a chip in it, I think the calibration by the chip was good too, just wanted to see what I could get out of it. I have been around diesels a long time end 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 padal itsself. 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. Beer Ford Motor Co. FCG-Powertrain 2008 Panther Launch, PMT Wixom Assembly (248)596-2459

-Original Mess

Omie, David (D.J.)

Wednesday, January 09, 2002 9:27 AM Baer, Jeffrey (LC.)

Tœ Subjects

Have you had the pedal replaced? We did switch suppliers recently and there were some lasses 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 traiter with this truck at all or use it mostly unloaded? The chips have not caused many engine tellures mostly auto trans and clutch/flywheel issues. It 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 Diesei Calibration

Phone: 313-845-0697 Pager: 313-785-9794 Fasc 313-337-1712

--- Original Message --

Prost: Beer, Jeffray (J.C.)

Seed: Wechestay, January 09, 2002 8:22 AM

Te: Ourie, David (D.J.)
Subject: RE: My Powerstrake

Thanks. I would tend to agree, however, it did this bit t 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 rasily 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.-fbs. 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 - Rederal Trade Commission Improvement Act. This was passed in 1975. The dealer must prove that the aftermarket item caused the problem before they can deay 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)596-2459

---Original He<del>ssays--</del>-

From: On Sent: We

Currie, David (D.1.)

Wednesday, January 09, 2002 9:11 M4

Tec Baer, Jeffrey (J.C.)
Subject: PV: My PowerStroke

**epact:** Physical Power Strok

Jaff-

I am the calibrator for the 2002, 7.3L Program. The problem is most tikely with your aftermarket chip. The guya 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: 313-845-0597 Pager: 313-795-6794 Pag: 313-337-1712

----- Original Message----

Project Rockern, Jonathine (J.R.)

Sent: Tuesday, Jesusry 08, 2002 € 16 PM

Ter Currie, David (D.1.)
Subjects PM: My Powerstroke

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

Jonathan R. Finchum
TVC Porentals Development

5.0L Diesal Office: -513-645-7982

Pager: 313-763-7571 E-mail: jinthum@font.com

--- Criginal Message ---

From: Baer, Jeffrey (J.C.)

Sunt: Tuesday, January 08, 2002 3:21. PM

Yes Finchuse, Josephan (LR.)
Subjects By Poventinole

Jonathan.

Hi, my name is Jeff Baer, I'm a powertrain FCG. Through a grapsvine 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.

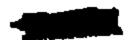
I have a quick question. When I really stomp on it, unloaded, and push the pedal to the floor, the engine will cut out end the yellow engine light will come on. I have put an NGS on it and cen't quite figure out what's going on. The calibration code is AEB2 I believe. I first noticed this at about 7,000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

K&N fifter @ 3000 miles Superchip @ 10,000 miles Autometer boost gazage to A-piller @ 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. Baer Ford Motor Co. FCG-Powertrain 2003 Panther Launch, PMT Wixom Assembly (248)596-2459



From

Matthews, Stave (S.D.)

Sent:

Tuesday, January 21, 2003 7:50 AM

To: Subject: Kramer, Michael (M.T.)
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; IFM,543F225
   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 IFMSU43F22E 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; 1FTNW21S328 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 "5" which is representing the engine code in the VIN. I resubmitted the VIN as 1FTNW21F324 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.

Stare Metthews

Enhanced Concern Identification 313,248.7770



Prom:

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 Paget

for Res

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

#### Mika Kramer

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

Six Sigma Black Belt

(\$13) 201-9852 (betp); <a href="http://www.treat.com/cost.com/cost/cost.com/">http://www.text/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com/cost.com

Emak:

(nicroner) (internal); <u>pricroner' (filord.com</u> (external).

-Original Message

Malthews, Steve (S.D.)

Senb

Thursday, January 16, 2003 4:18 PM

Mamer, Michael (M.T.)

PW: 2002 and 2003 F Series Super Duty and Excursion Adjustable Pedal

Original Message

Press:

Mathews, Steve (S.D.)

Triurskiny, January 15, 2003 4:04 PM Kramer, Michael (M.)

**30:** 

Janes, Rick (W.P.)

Subject:

2002 and 2003 F Series Super Outy and Extursion Adjustable Partial

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 <u>nat</u> included those reports in the counts provided below.

A stanmary of the CQIS reports;

f Series Super Duty:

191 distinct VINs for 2002 MY

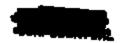
3 distinct VINs for 2003 MY

Excursion:

35 distinct VINs for 2002 MY

0 distinct VINs for 2003 MY

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



# A summary of the VOQ (NHT5A) reports;

F Series Super Duty;

2 distinct reports for 2002 MY

(I 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 MV 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 dataxis »

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

Store Metthour

Enhanced Concern Identification 313.248.7770



From<sup>≥</sup>

Currie, David (D.J.)

Sent:

Wednesday, January 09, 2002 10:23 AM

To:

Basr, 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 I. Currie

7.3L Diesel Calibration

Phone: 313-845-0597 313-795-9794 fax 313-337-4712

----Original Message

From:

Dier, Jeffrey (J.C.)

Wednesday, January 09, 2002 9:54 AM Quirte, David (D.J.)

Toı

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 thirds the calibration off the chip was good too, just wanted to see what I could get out of it. I have been around diesele a long time and have learned to keep the air, oil, and water clean, so hopefully my truck will least a long time.

I went out this c.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 iteself. 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.

<u>Jeffrey C.</u> Basr Ford Motor Co. FCG-Powertrain 2008 Panther Launch, PMT Wittom Assembly (248)596-2458

-Original M

Currie, David (CLI.)

Wednesday, January 09, 2002 9:27 AM

Ster, Juliey (J.C.)

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 put a traiter 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: 313-845-0697 Pager: 313-795-9794 Peo: 313-337-1712

- Orlginal Message

rom: Barr, Jeffrey (J.C.)

Blants Wednesday, Jurusary 09, 2042 4:22 AM

Yet Currie, David (D.J.) Subjects 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 putled the chip out and it still dose 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)596-2459

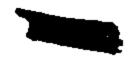
--- Ortobal Message

Year: Ourrie, David (D.1.)

Feet: Wednesday, January 09, 2002 8:11 AM

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

Jef!-



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 it any are being set? If you retrieve the codes and I can tell you what feutt 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. cume

#### 7.3L Diesel Calibration

Phone: 313-845-8697 Pager: 313-795-9794 Fex: 313-337-1712

---- Original Message ----

From

Finchuse, Jonethan (J.R.)

Samb

Tinesday, Jamesery 08, 2002 4: 15 PM Currie, Clevici (C.J.)

TŒ

PW: My Powerstroke

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

Johnston R. Finehom TVC Powelshi Development 6.0. Dissel Office: 313-845-7660

Office: 313-845-7669 Pager: 313-783-7871 E-mail: jfinahus@ford.com

--- Original Message ---

Frenz

Bar, Jeffrey (J.C.)

Sentz

Telestry, Danuary 08, 2002 3:21 PM Pinchan, Josephan (J.R.)

Tec

My PowerStroke

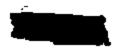
Jonathan,

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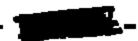
K&N filter @ 3000 miles Superchip @ 10,000 miles Autometer boost guage to A-pillar @ 8,000 miles



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

Thanks,

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



Currie, David (D.J.)

Sent

Wednesday, January 09, 2002 9:27 AM

Ta:

Base, Jeffrey (J.C.)

Subject:

RE: My Powerstroke

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Regards,

David I. Currie

7.3L Dissel Calibration

Phone: 313-845-9597 Pages: 313-795-9794 Faxo 313-337-1712

-Orlainal Massaca

Baser, Jeffrey (J.C.)

Wednesday, January 09, 2002 8:22 AH

Currie, David (D.J.) RE: My Powerstroke

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Thanks for you time.

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



--Original Message

From:

Currie, David (D.1.)

Sent:

Wednesday, January 09, 2002 8:11 AM

Guidect

Beer, Jeffrey (J.C.) PW: 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 crip. Which chip are you using? You know that technically they void your warranty right? Let me know what you find code wise .....

Regards,

David I. Currie

7.3L Dieset Calibration

Phone: 313-645-9597 313-795-0794 Pagen

313-337-1712

-Original Message

Freenc

Findson, Jonathan (J.R.)

Sent То

Tuesday, January 00, 2002 4:16 PM

Currie, David (D.3.)

FW: My Powershole

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

Jonethan R. Finabom TVC Powerinin Development BOL Olesel

Office: 313-846-7082 Pager: 313-793-7571 E-real: Minchun Ckird.com

-----Original Message

Boar, Jaffrey (3.C.)

Seat

Tuesday, January 08, 2002 3:21 PM

To: **Publicat:**  Finchum, Jornthan (LRL) My Pawarstroke

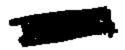
Jonethan.

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

K&N filter @ 3000 miles Superchip @ 10,000 miles Autometer boost guage to A-pitter @ 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 Leunch, PMT Wixom Assembly (248)598-2459

Currie, David (D.J.)

Sent

Wednesday, January 09, 2002 8:11 AM

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

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Regards,

David J. Currie

7.3L Diesel Calibration

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

-Oriohad Messace

Rachusa, Jonathan (J.R.)

Tuesday, Jonuary DS, 2002 4:16 PM; Currie, David (D.J.) PW: My Powerstroke

Te

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

Jonathan R. Finchum TVC Powerbain Development GDL Classi Office: \$19-845-7902 Pager: 919-799-7571 E-mail: Frichum @ford.com

---- Original Massage-

President .

Saer, Jeffrey (LC.)

Sent:

Tuesday, January 08, 2002 3:21 PM

TŒ

Finchum, Jonathan (J.R.)

Subject

My Powerstroke

Jonethan,

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Thanks,

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

West, Gragory (G.S.)

Sent:

Wednesday, January 06, 2003 11:09 AM

To:

Kramer, Michael (M.T.); Hale, Curt (B.C.); Smith, Ryan (R.E.)

Cæ. Subject: McDonagh, Scot (S.M.) RE: ETC Service Parts

Tve checked and the following parts are released for service. 1C34-0F836-BB 7.3L flood

2C34-9F836-DG 7.3L adl 3C44-9F836-AC 6.0L

-Original Message

Frame

Kramer, Michael (M.T.)

**Seryt**z

Wednesday, January 08, 2003 7:08 AM

Tq;

Hale, Curt (B.C.); West, Gregory (G.S.); Smith, Ryan (R.E.)

McDonwyt, Scot (S.M.) AE: ETC Service Parts

Grea.

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

Phonester: (313) 594-2803

Page

Email: mirrament (internal); gitrament (liferd.com (edemai)

--- Original Message

Prim:

McDowagh, Scot (S.M.)

Sint Tec

Teestry, January 07, 2003 3:15 PM Hale, Cart (R.C.); West, Grugory (G.S.) Smith, Ryan (R.E.); Kramer, Hichael (H.T.)

œ Sabject:

**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) 621-8082

E-Mail: emcdomag@ford.com

----Original Message

Prent:

Hale, Cart (BLC.)

Teatrony, January 97, 2083 2:56 PM

McDweigh, Scot (S.M.)

West, Gregory (6.5.); 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:

1C34-9F836-BA 2C34-9F836-DG 3C44-9F836-AB

# B. Curtis Hale

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

-Original Message

Principal

McDonagil, Scot (S.M.) Tuesday, January 07, 2003 2:35 PM West, Gragory (G.S.); Smith, Byan (R.E.); Merrell, Robert (R.J.) Kramer, Michael (M.T.); Rale, Curt (B.C.)

Ryan- ETC Service parts should be available

Williams

Teleflex

7.3L pre-fix1C34-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-Nail: smcdonag@ford.com

-Original Message

Frank West, Gregory (G.S.)

Serie

Turnity, Jerusny 07, 2903 2:20 PM McDonagh, Soot (S.M.); Smith, Ryan (R.E.); Mervell, Robert (R.S.)

œ

Konner, Michael (MLT.); Hale, Cart (B.C.)

Subjects

#### What two issues??

-- Original Message ---

McDanagh, Scot (S.N.) From:

Sent:

Tuesday, Josumy 07, 2003 11:23 AM Snith, Ryan (R.E.); Merrell, Robert (R.I.); West, Gregory (G.S.) Brancer, Michael (M.T.); Halle, Curt (B.C.) Tos

CG

Subjects

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

---- Odghai Manage

Front Smith, Ryan (R.E.)

Sent: Tuesday, January 07, 2003 11:14 AM

McDonagh, Scot (S.M.) Tes

PW:

What is the latest on these two issues?

April 5 (ramit291@ford.com)

PVT & Field Support, Product Concern Engineer. F250-550, F660-750, Excursion (918)32-21785 Fax: 33-76337 Mall Drop: Diagnostic Service Center II, 28

-Original Message-

Ayotte, Albert (A.P.) Tuneday, lanuary 07, 2003 11:12 AM Sents

Smith, Ryan (R.É.)

Ryan,

Do we have anything new on the 7.3! 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 Hotine 1700 Fairlane Dr #226 Atlen Park, MI 48101 313-31(79348)





# Shipp, Terri (7.4...)

Front

Shipp, Tent (T.L.)

Sent:

Tuesday, August 26, 2003 9:38 AM

To:

Liening, Geraldi (.)

Cc:

Magroff, Bruce (B.J.); Glelephern, Torn (T.A.); Woodring, Chris (C.A.)

Subject:

FW: Attachment for Compaign 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 03\$03 (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 may 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, AlS, Exhaust Systems, Axie, Half Shafts, and so on are all considered Powertrain.



The categories, for myself, Rachel Hefner, Al Raquepau, Doug White, Mike Sulfivan, Paul Plante, Daye Garrett, Chira Woodring, Dave Luhra and Peter Charlick, need to be specified since we are all Powertrain CPSs. It is very confusing when you only call out Paul Plante, Dave Garrett, Chira Woodring, Dave Lulus and Peter Charlick areas. It makes the rest of the engineering community believe that Rechel Heiner, At Requepsu, Doug White, Mike Sullivan and I cover all of the rest of the areas in Powertrain. This is not true, 1 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 / (Fex.) 313-62-16020 (Pager) 313-795-1678 Cube 1AF12, MD #3, FPC-A tshipo@ford.com <mailto:tshipp@ford.com www.ford.com <a href="http://www.ford.com">http://www.ford.com</a>

#### -Original Mestage

Clustman, Danica (,)

Monday, August 25, 2003 2:42 PM

Clement, Charles (C.A.); Herman, Robert (R.J.); Amie, Niles (M.J.); Liening, Gerald (.); Clegio, Osnid (D.V.); Trout, Secola (BLT.); Holden, Carriel (D.K.); Mentieth, Marcas (M.E.); Braibrd, Steve (S.L.); Zane, Trn (J.E.); Sanmut, Joe (J.P.); Sejuse, Daniel (D.C.); DaDeppo, Lynn (L.D.); Page, Greg (G.G.); Krafdir, John (J.F.); Clemens, Roger (R.D.); Codestader, Bob (Robert G.); Headlann, Tom (G.F.); Cavis, Jeffrey (J.S.); Habbouche, Strad (J.H.); Innérusch, Forn (T.D.); Elsenhauer, Gary (G.D.); Schmidt, Horm (H.C.); Woulding, Onto (C.A.); Luins, Devid (D.A.); Charlick, Peter (P.C.); Wolfe, Brian (B.C.); Claylon, Chris (C.M.); Skobburn, Thomas (T.J.); Coserus, Pat (P.D.); Burzycki, Rob (R.M.); Lyab, Kevin (K.M.); Skirmer, Samba (S.A.); Vigit, Pital (P.F.); Rosel, Roburto

(R.A.); Shipp, Terri (T.L.); White, Douglas (D.B.); Klarr, Jerry (G.T.); Helser, Rachel (R.E.); Goys, Philip (P.J.); Sullivan, Nichael (N.B.); Pitzi, Klimberty (K.L.); Pao, Yi-Hsin (Y.-H.) Attachesisent for Company Prevent Specialist Stating Meeting

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

Jerry Liening CP&AR - 6CQ 500 TWCTDR Office 2-11 32-38780 gilening@ford.com <mailtg:gilening@ford.com>

# Eighn (him à bland) Thurste Count (principle) Thurst (principle)

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

From:

Shipp, Terri (T.L.)

Sent:

Wednesday, March 05, 2003 1:18 PM

To:

Gleleghern, Tom (T.A.)

Subject:

FW: 2003 North American Field Service Action Summary - thru FebREVtSiON

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 leave and 03B04 F-Series U-8500 Cold No Start Issue. So far this year, there has been a total of 5 US FSAs.

# Terri Shipp

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

### --- Original Message

Roberts, Hichael (H.J.); Anie, Nike (H.J.); Ballet, Gary (G.S.); Startoby, Terry (T.L.); Haver, Jordalian (J.P.); Status, Daylet (D.C.); Sarnett, Hichael (H.J.); Anie, Nike (H.J.); Ballet, Gary (G.S.); Startoby, Terry (T.L.); Haver, Jordalian (J.P.); Status, Daylet (D.C.); Sarnett, Hiku (H.J.); Businstaure, Philip (P.R.); Status, Thomas (T.J.); Status, Balan (J.); Stylins, Deene (W.D.); Bratoy, Julie (J.A.); Brown, Robert (R.D.); Brownell, Stramy (S.R.); Brush, Time (T.); Burzycki, Rob (R.P.); Cangetel, Ander (A.T.); Caneel, Recent (R.A.); Charlett, Peter (P.C.); Chaudini, Kirak (K.A.); Obtainment, Rok (K.S.); Claglo, David (D.V.); Chapton, Carls (C.M.); Caneel, Recent (R.D.); Cohan, Brian (R.E.); Custur, Jeneph (J.M.); DeCarlo, Ren (J.); Dewing-Thornton, Zundr (Z.F.); Desmet, Sutur (S.M.); Dieries (R.D.); Cohan, Brian (R.E.); Classer, Louis (L.K.); Habitar, Historian (S.M.); Devertt, Dave (D.M.); Gooste, Louis (L.K.); Habitar, Historian (H.J.); Gooste, Louis (L.K.); Habitar, Historian (H.J.); Harris, Klatherly (J.J.); Habitar, Rank (F.P.); Status, Recent (R.P.); Gooste, Louis (L.K.); Habitar, Historian (H.J.); Harris, Klatherly (J.J.); Habitar, Recent (R.R.); Line, Recent (R.R.); Line, Cohid (M.); Klatente, Caneel, Ca John (J.); Stio, Bothery (B.J.); Steatet, Greg (J.); Sweeney, Stephania (S.L.); Steley, Hichael (H.A.); Thursts, Lawrence (L.B.); Tokayay, Hichael (H.); Thout, Brothe (B.T.); Vogh, Paul (P.F.); Villarruel, Namedo (B.); Voellar, Hartin (M.C.); Vondala, Lawren (1.P.); When, Donald (D.D.); White, Douglas (D.B.); Wine, Doris (D.); Woodring, Clais (C.A.); Ye, Dave (D.); Zane, Jim (J.E.); Zubteta, Kelly (K.H.); Moraz, Brian (B.T.) RE: 2003 North American Field Service Action Summary - (bru FebReyeston)

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



2003 PSAs NA FR Capproved\_ThruF...

Mike

Original Message

Frem Sent: To: Roberts, Michael (M.J.)

Wednesday, March 05, 2003 7:49 AM

Amin, Miller (M.J.); Ballett, Gary (G.S.); Barmaby, Terry (T.J.); Bauer, Jonathan (J.P.); Bejune, Daniel (D.C.); Bernett, Miller (M.L.); Buschalame, Philip (P.R.); Binckhan, Thomse (T.J.); Binchan, Brign (J.); Blytte, Daniel (M.D.); Brakoy, J.Be (J.A.); Brown, Eobert (R.D.); Brownell, Sharry (S.B.); Bruss, Tora (T.); Burkyck, Rob (R.M.); Campbell, Amie (A.T.); Cassel, Reem (R.A.); Charlet, Pather (R.C.); Charlett, River (R.A.); Cristerstee, Rive (R.S.); Caspo, David (D.V.); Chayton, Chris (C.M.); Cleaners, Roger (R.D.); Cohen, Britan (R.E.); Cucter, Joseph (J.M.); DeCarle, Just (J.); Decarlett, Just (D.V.); Chayton, Cris (C.M.); Poster, Sudan (S.M.); Carlett (R.J.); Cohen, Britan (R.E.); Cucter, Joseph (J.M.); DeCarle, Just (J.); Decarletter (T.J.); Flow, Constant (T.J.); Pather, Carletter (T.J.); Calletter (T.J.); Charletter, C.J.); Flow, Rechard (R.J.); Flow, R.J.; Carletter, C.J.; Carletter, C.J.; Carletter, C.J.; Carletter, C.J.; Carletter, R.J.; Flow, R.J.; F

Subjects

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\_F8As\_NA\_FRCapproved\_ThruFeb.pdf>>

Take care, Milko Roberts Josel Males Company Recal Service Programs - Marics/Systems Administrator and GComp Development - Business Team Monther Co-topelaru DSCZ\_AlmaPark (313) 248-7588 Trei\_Demborn (313) 206-8318

## Shipp, Terri (T.L.)

From: Sent

Shipp, Terri (T.L.)

Wednesday, February 25, 2004 9:07 AM Glelegham, Tom (T.A.)

To:

Subject:

2003 North American Field Service Action Summery - 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 F6A.



2003\_F\$A5\_NA\_FR Capproved\_Theu ...

The numbers below are greater then 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)
- 03804 4.6L Cold No-Start Due to Calibration Error
- 03B06 FICM & PCM Cold Start Calibration Update (Diesel Issue)
- 03T02 Powertrain Control Module Reflach (Diesel Issue)

### Engine OBDII Calibration: 2

- 03E03 6.0L Superduty OBOII CAN Protocol
- 03E08 Evaporative System Monitor

### Extruset: 1

03E01 - Service Catalyst

### Labels: 6

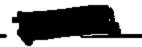
- 03E04 Non-California Vehicle with California VECI Labels (International Dissal Issue)
- Q3L12 6.0L Engine Emission Control Information Label (International Diesel Issue)
- 03L14 EVAP Labjel with incorrect vacuum diagram
- 03L15 Industrial Engine Emission Label (Power Products Engine only)
- 03L16 Incorrect VEC! Label & SMOG Graphic (Unclear with activity owns SMOG Label)
- 03L17 SMOG Index Earlief (Unclear with activity owns SMOG Label)

### Fuet 3

- 03808 Crown Vic NGV Fuel Tank
- 03E05 EVAP Cenister 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 Compation Prevention Specialist
(Phone) 313-33-73831 / (Fax) 313-62-18020
(Pager) 313-795-1878
Cube 1AF12, MD #3, FPC-A
tshipp@ford.com <a href="mailto:tshipp@ford.com">tshipp@ford.com</a>
www.ford.com <a href="mailto:tshipp@ford.com">tshipp@ford.com</a>



West, Gregory (G.S.)

Sent

Tuesday, January 14, 2003 8:55 AM

To:

Liposky, Lawrence (L.J.); Thompson, Greg (G.J.); Guya, Philip (P.R.); Breman, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)

Subject

RE: KTP trip summary for EOL issues

The following elects 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

West, Gregory (G.S.)
Thursday, January (B.S.)
Thursday, January (B.S.)
Thursday, January (B.S.)
Thorspoon, Greg (G.J.); Guys, Philip (P.R.); Stenned, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr.,
Sin (W.P.)

West, Gregory (G.S.)

KTP trip summary for BOL baues

<< File: KTPeoffSSUES.doc >>

West, Gregory (G.S.)

Sent:

Friday, January 10, 2003 1:23 PM

To:

Reed Jr., Bill (W.P.); Jerry Miers (E-meil); Kan Pyle (E-mail) Liposky, Lawrence (L.J.); Williams Jr., James (J.P.)

Cc:

Subject:

RE: KTP trip summary for EOL leaves

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 Mesonge-

Trum

Reed Jr., Ell (W.P.)

Bankı

Thursday, January 09, 2003 7:06 PM

To

West, Gregory (G.S.)

Subject:

RE: KIP big summary for EOL assues

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

Regards,

Bill Reed (breedl@ford.com)

PVT Manager, Kentucky Truck Plant

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

Text page at: 5023367556@airtouchpaging.com

--- Original Message-

Proces:

West, Gregory (G.S.)

Sent: Tœ

Thurstay, January 09, 2003 6:37 PM Liposloy, Launesco (L.I.); Thompson, Grag (G.J.); Guys, Philip (P.R.); Bresman, Patrick (P.M.); Williams Jr., Tarres (I.P.); Reed Ir.,

BH (W.P.)

West, Gregory (G.S.)

KTP trip summery for BOL leaves

<< File: KTPeoliSSUES.doc >>

Guys, Philip (P.R.)

Sent:

Friday, January 10, 2003 9:50 AM

To:

West, Gregory (G.S.); Liposky, Lewrence (L.J.); Thompson, Greg (G.J.); Brennen, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.)

Subject

RE: KTP trip summary for EOL lasues

we need to have plan to descurce Williams. Brennen - what do we have?

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

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

West, Gregory (G.S.)

Serie

Te:

Thursday, January 09, 2003 6:37 PM
Lipzaky, Lawrence (L.L.); Thompson, Grag (G.L.); Quys, Philip (P.R.); Brennan, Patrick (P.M.); Williams Jr., James (J.P.); Reed Jr.,

RII (W.P.)
West, Gregory (G.S.)
KTP trip surmary for 80L issues

<< File: KTPeoliSSUES.doc >>

From: Sent:

West, Gregory (G.S.)

Tuesday, October 29, 2002 8:00 AM

To: Subject: Kramer, Michael (M.T.); McDonagh, Scot (S.M.)

RE: Daily Teleflex Issue Resolution

TFX part mamber is changing from 2C34-9F836-DF to DG (currently being released) with the 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 PDQR to determine what we tell service?

-Original Appointment-

McDoragh, Scot (S.M.) On Behalf Of Liposky, Lawrence (L.L.) Freeze

Sent

Monday, October 28, 2002 1:13 PM West, Grugory (G.S.); Bramer, Hichael (N.T.); Smith, Ryan (R.E.) PN; Daily Teleflex Issue Resolution

Tee **Subjects** 

Tuesday, October 29, 2002 11:00 AM-12:00 FM (GMT-05:00) Eastern Time (US & Caracia).

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

Proces

Lipostoy, Limitance (L.2.)

Monday, August 26, 2002 7:51 AM

To:

Lipusky, Lawrence (L.I.); West, Gregory (G.S.); Kramer, Michael (M.T.); Giltey, James (J.K.); Conrad, James (J.A.); 'dpoince@ffaulto.com'; 'aludal@tbcaulto.com'; 'geausolf@tfaulto.com'; McDanagh, Scot (S.M.); Miler, Cary (C.D.); Williams Jr.,

James (1.P.); Thompson, Greg (G.J.)

ĊC

Guys, Philip (P.R.); Shererd, Gail (G.); Thompson, Greg (G.I.); Slacks, Joseph (J.F.); Burrows, Jim (J.A.) Dolly Telefler Issue Resolution

Tuesday, October 29, 2002 11:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).

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

(877) 870-3431 Code 7362370 #



```
Monday, November 11, 2002 8:35 AM
Seat:
To:
                    West Gregory (G.S.)
                    Dean kuchta (E-mail); Wash Chriz (C.J.); Kramer Michael (M.T.); McDonagh Scot (S.M.)
Cc:
Subject:
                    Ra: RE: ETC Returns
All warranty returns should go to Kendallivlle.
Greg Braniff
Teleflex Automotive
Ph 248-616-3107
Cell 248-840-1840
qbraniff@tfxauto.com
---- Original Message -----
From: "West, Gregory (G.S.)" <gwest2@ford.com>
Date: Moinday, 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, Boot (S.M.)
> > Sent: Monday, November 11, 2002 7:15 AM
           West, Gregory (G.S.)
           Wash, Chris (C.J.); Kramer, Michael (M.T.)
> > Subject:
                 KTC Returns
> >
> Greg- Please confirm TFX shipping address for BTC 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
> >
> >
```

Greg Braniff (ghraniff@thrauto.com)

From:

>



Fram: Sent

Weel, Gregory (G.S.)

Tuesday, October 29, 2002 12:29 PM

To:

Kramer, Michael (M.T.)

Car

McDonagh, Scot (S.M.); Smith, Ryen (R.E.); Hale, Curt (B.C.); Toporek, John (J.T.)

Subject:

RE: Daily Teleflex tasce Resolution

	<u>Williams</u>
7.3L pre-fix	1C34-BA
7 21 0004 60	1014 00

7.3L post fix

2C34-DG (in release process)

6.0L Job #1

3C44-AB ??

3C34-BE

Teleflex

2C34-00

Note: "Pre-for" 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

Promettic: (313) 594-2003
Page: (313) 201-2052 (betp); <u>4/tht/fem4.charborn/ost.com/col/textoner/</u>> (relema) text); <u>(dit./femal.charl</u> (enternal loof)

micrameri (Internal); <u>micrameri (filiford.com</u> (external) Email:

- Original Message

Frant:

McDonago, Scot (S.M.)

Tuesday, October 29, 2002 9:34 AM

West, Gregory (G.5.); Bramer, Michael (M.T.); Smith, Ryan (A.E.); Hale, Curt (g.C.)

RE: Daily Teletion 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: ancdonag@ford.com

### -Original Hasence

West, Gregory (G.S.)

Tuesday, October 29, 2002 8:00 AM

Kramer, Michael (M.T.); McDonagh, Scot (S.M.) 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

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?

PERS-844 38623



-Criginal Appointment-

McDonagh, Scot (S.M.) On Behalf Of Uposky, Lawrence (L.J.)

Monday, October 28, 2002 1:13 PM

West, Gregory (G.S.); Kramer, Michael (M.Y.); Smith, Ryan (R.E.) PW: Duily Taleller, Issue Resolution

Tuescley, October 29, 2002 11:00 AM-12:00 PM (GMT-65:00) Eastern Time (US & Canada).

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-

Uponly, Lowrence (L.1.) From

Gents

Monday, August 26, 2002 7:51 AM

Liposis, Lawrence (L.L.); West, Gregory (G.S.); Namer, Michael (M.T.); Gilvey, James (J.K.); Conrad, Jomes (J.A.); 'dipoleon@ffeute.com'; 'alcoh@ffeute.com'; 'gmauseff@ffeute.com'; McDonagh, Scot (S.N.); Miller, Cary (C.D.); Williams Jr.,

James (I.P.); Thompson, Grey (G.1.)

Gays, PARD (P.R.); Sherard, Gail (G.); Thompson, Greg (G.1.); Slachta, Joseph (J.F.); Burrows, Mrs (J.A.) œ

inplact: Daily Teleflex Issue Resolution

Teresday, October 29, 2002 \$1:80 AM-12:88 PM (GMT-05:00) Eastern Time (US & Canada).

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

(877) 870-3431 Code 7382370 #



Sent

Subject:

Westenberg, Joanne (J.L.) Thursday, September 26, 2002 3:39 PM

To:

Cc:

Hilding, Robert (R.J.) West, Gregory (G.S.); Mercler, Julie (J.A.); McDonagh, Scot (S.M.)

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.



(12xSt) mkt **Months** 

	1,
Criteria: Note: VO62=M is for A	di Pedal A 98sF is for 7 3 audise
CRITERIA GROUPINO(S):	ration of the state of the stat
VN GROUP AA	2072-2003 Everyton 7 % w/Musichte Portol
LAST MODIFIED:	28/32-2003 (Sourcion 7.3, w/Adjustable Pedal 28-3ap-2002 1.20 PM (AMESTENE)
INCOME, YEAR	2602, 2003
VEHCLE LINE:	EXCLUSION
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL
	VEHICLE ORDER CODE: 62-62 = M
	:99-49 ≠ F
VIN GROUP 8B	2902-2003 F290 thru F550 7.3L w/Adjustable Pedal
LAST MODIFIED:	(26-Sep-2002 1.18 PM (JWESTEND)
ANODEL YEAR:	202_200
VEHICLE LINE	F-BERRES (IVER 8606 GVW
SELECTION CRITERIA:	ASSEMBLY PLANT = ALL
1	VÉHICI E ORDER CODE: 62-12 = M
·	:09-00=F

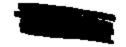
Build Dates:		
	2002 Mobile YEAR PARUEST PRODUCTION DATE	AND MODEL YEAR LATEST PRODUCTION
DATE		
CANANCA	FOR A VIN DI THE CAMPAIGN	FOR A VIN IN THE
<u> </u>	· [	·
NEWTOCKY TRUCK PLANT BUILD CLIVLITH AN PLANT BUILD	20-MAR-2001 34-J.V2001	30-RBI-2002
CONDITION HOUR	\$1-VI-2001	21-DEC-2001
		·
· · ·	2003 MOORL YEAR EARLEST HRODUKTION DATE	2003 MODEL YEAR LATERT PRODUCTION
DATE.		
CAMPAIGN	FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
f		i · · · · · · · · · · · · · · · · · · ·
KONFUCKY TRUCK PLANT BUILD	26-MARI-2002	24-5EF-2002

Volumes by Model & MY:	<del>_</del> -		
WENCLE LINE TOTALS	3062	2863	Total
F-SERIES OVER 8500 CVW	63,670		41,381
EXCURSION	12,300	3,153	13,455

GRAND TOTAL 75,570 24,874 94,544

# Joanne L. Westenberg

195A Coocdinatur [458) Recall & Service Programs Department 1980H - Cabe 776 Tel: 313-39 02787 - Fax: 313-84-51024 junecah@ford.com



### Original Message —

Proces: Merder, Julie (J.A.)

Sends Monday, September 23, 2002 1:28 PH

Ter Westenburg, Journe (J.L.)

Ce: West, Gregory (G.S.); Hilding, Robert (N.J.)

Sobject: RE: 7.31 Adjustable Accelerator pedal - Extract Request

Joanne, Can you handle this request?

Best Regards

Julie Merciet
FSA Coordinator
FCSD/Recell & Service Programs
DSCH #775
(313) 317-9266 Fax: 845-1024
jmercier@ford.com

### --- Original Namage----

Promic Hiking, Robert (R.1.)

Sent: Manday, September 23, 2002 1:25 PM

Tec Mercler, Jule (I.A.) Cc: West, Grayary (G.S.)

Stateject: FW: 7.3t. Adjustable Accelerator padal

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 (MLT.)

Searts Handry, September 23, 2002 1:23 PM

To: Hiking, Robert (R.1.)

West, Gregory (6.5.); McDonagts, Scot (5.M.)

Subject: 7.3L Adjustable Accelerator padel

Per title order guide on the web, the option code for adjustable pedals is 62M (WE WANT ONLY 2002 MY and 2003 MY 7.3t. APPLICATIONS WITH ADJUSTABLE PEDALSI). I am making this distinction because there are also edjustable 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 Eddle 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 winsi

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series PTQRT
Six Sigma Black Belt
Phonetor. (313) 584-2003
Page: (313) 284-2852 (beap); <a href="https://www.documbes/leadenset?">http://www.med.gom/ (external text)</a>

**Emat**: mittakneri (internal); <u>micregeri (ilizzy .com</u> (external)

Kramer, Michael (M.T.)

Sent:

Monday, September 28, 2002 1:23 PM

To:

Hiding, Robert (R.J.)

Ces

West, Gregory (G.S.); McDonagh, Scot (S.M.) 7.3L Adjustable Accelerator pedal

Subject:

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 PEDALSI). I am making this distinction because there are also adjustable padals 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 Juffe 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

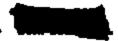
Supervisor, Super Duty/Excursion/E-Series PTQRT

Six Sigms Black Belt

Phone/Ecc (\$18) 694-2003

(318) 201-9652 (beep): 46bc/km4.des/born-fant.com/pol/borkeger/2 (criemal bud); ((201-9662 (beep): 46bc/km4.des/born-fant.com/ (setemal bud)

Email: extensed (eternal); <u>microper 1696ed.com</u> (extense)



Kramer, Michael (M.T.)

Sent:

Friday, September 20, 2002 12.23 PM

To:

West, Gregory (G.S.)

Cc:

McConagh, Scot (S.M.); Williams Jr., James (J.P.); Liposky, Lawrence (L.J.)

Subject:

RE: ETC Pedals

Per Bit 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

Sox Sigma Black Belt

Phonetia: (313) 594-2003

(313) 207-6652 (Design); <a href="http://www.siesephorn.html.com/col/sestpage/">http://www.siesephorn.html.com/col/sestpage/</a> (Internal text); <a href="http://www.siesephorn.html.com/col/sestpage/">http://www.siesephorn.html.com/col/sestpage/</a>) Page:

Email:

microner 1 (Internal); <u>microner) @ford.com</u> (edeptisk)

### 

Frees

Sent

Tos

West, Gregory (G.S.) Fithey, September 29, 2002 8:74 AM NoDonegh, Scot (S.M.); Kramer, Michael (M.T.)

Subjects

RE: ETC Padate

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

### ----Criginal Message

**Front**:

McDonagh, Scot (S.M.)

Sents

Friday, September 20, 2002 7:02 AM West, Gregory (G.S.); Kranser, Michael (M.T.)

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

Scot G. McDonagh Super-Duty/Excursion Powertrain Quality Leader Phone-(313)337-8091 Fax- (313) 621-8083

E-Mail: smcdomag@ford.com

From: Sont

Christie Forbes-Green (cforbes@titatuto.com) Wednesday, September 11, 2002 11:22 AM

West Gregory (G.S.)

To: Ce:

Syed Hasen (E-meil); Liposity Lawrence (L.J.); Lopez Miguel (M.A.); McDoryagii Scot (S.M.);

Bebber VIII Richard (R.S.)

Subject:

Re: RE: H215 Teleflex - CAT throttle pedal not responding - Part # YC 35-9F929-AA



Card for orbes@tixauto.com Syad,

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

Thanks

Thanks and Have a Good Dayl

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

---- Original Mesaage -----From: "West, Gregory (G.S.) " < gwest2eford.com> Date: Wednesday, September 11, 2002 10:59 am Subject: RB: H215 Teleflex - CAT throttle pedal not responding - Part # YC 35-9F929-AA > Christie/Syed, per the note below please contact Rich Bebber 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 18 11204852-076 > YC35-9F929-AA is 11204852-077 > ----Original Message-----> Prom: McDonagh, Scot (S.M.) > Sent: Wednesday, September 11, 2002 10:43 AM > To: Bebber 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 DAR > 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

PE83-844 38837

```
> ----Original Message----
> From: Bebber VIII, Richard (R.S.)
> Sent: Wednesday, September 11, 2002 9:57 AM
> To: McDonagh, Scot (S.M.)
> Subject: RB: 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: Bebber VIII, Richard (R.S.); Bendricks, 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-Buty/Excursion
> Powertrain Quality Leader
> Phone-(313)337-8091
> Fax-(313)621-8083
> E-Mail:smcdonag@ford.com
> ----Original Message----
> From: Bebber 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: Last Name: First Name:

Christie Forbes-Green

Forbae-Green Christie

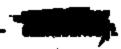
Job Title:

Project Team Administrator

Business: Mobile: Business Fax: 248-616-3190 248-840-1832 246-616-3810

E-mail:

ciorbes@tbtaulo.com



West, Gregory (G.S.)

Sent:

Wednesday, September 11, 2002 11:00 AM 'Christie Forbes-Green'; Syed Hasan (E-meil)

To: Cc:

"Cristie Forbes-Green"; Syed Hasen (E-mee) Lippsky, Lawrence (L.J.); Lopez, Miguel (M.A.); McDonagh, Scot (S.M.); Bebber VIII, Richard

(R.S.)

Subject:

RE: H215 Teleflex - CAT Itsoffie pedal not responding - Part # YC35-9F929-AA

Christie/Syed, per the note below please contact Rich Bebber for any E215 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: NcDonagh, Scot (8.M.)

Sent: Wednesday, September 11, 2002 10:43 AM

To: Bebber VIII, Richard (R.S.)

Cc: Kramer, Michael (M.T.); West, Gregory (G.S.); Liposky, Lawrence

(L.J.); Lopez, Miguel (M.A.)

Subject: RE: Hal5 Teleflex - CAT throttle pedal not responding - Part #

YC35-9P929-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: Hebber VIII, Richard (R.S.)

Sent: Wednesday, September 11, 2002 9:57 AM

To: McDonagh, Scot (S.M.)

Gubject: RE: H215 Teleflex - CAT throttle pedal not responding - Part #

YC35-9F929-AA

I do.

----Original Message-----From: McDonagh, Scot (S.M.)

Sent: Nednesday, September 11, 2002 7:57 AM

To: Behber 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: H115 Teleflex - CAT throttle pedal not responding - Part #

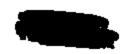
YC35-9F929-AA

Who currently has DSR Engineering responsibility at Ford Motor for H215 ETC's ?? Please advise.

Thank you

PEB3-644 30048

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



----Original Message-----

From: Bebber VIII, Richard (R.S.)

Sent: Nednesday, September 11, 2002 7:53 AM

To: McDonagh, Scot (S.N.)

Subject: Out of Office AutoReply: H215 Teleflex - CAT throttle pedal not

responding - Part # YC35-9F929-AA

Please call we 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: Sont

Lopez, Miguel (M.A.)

Thursday, August 29, 2002 12:20 PM

To:

'Dean Kuchta'; 'John Masas'

Ct.

Sentoyo I, Luie (L.); Varges Torres, Sergio (S.); Rivera, Jose (J.); Lopez, Miguel (M.A.); Ramirez Cestellance, Victo (VM.); Villalobos, Luisa (L.); Flores, Elsa (E.); Olvera, Rene (R.); Zuniga Sr., Jose (J.); McDonegh, Scot (S.M.); Kramar, Michael (M.T.); Gomez, Roberto (I.R.); Bebber VIK, Richard (R.S.); Loza, Rene (R.); Weet, Gregory (G.S.); 'John Haubner'; 'John Szafay'; 'Avtar Kalai'; 'Kelly Caron'; 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:

Trursday, August 29, 2002 2:00 PM

Flag Status:

Flagged

Dean, John Matias,

This weak 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. Sarial numbers of padats are:

F2G25AN / A68601 F2G25AN / A68377 F2G25AN / A68537 F2G26AN / 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 7346 State Rte 120 Lyons OH, 43533

### Boot Popundo

جمودك تعوماني تعموان CUAP PVT- H215 PTSB Resident rolespez Hastorel, cum Ph Ford net 91-943-7622 or 011-52-53-5899 7622 fex 5899-7257



Fram:

Flymon, Past (JJ.P.)

Sent:

Tuesday, August 06, 2002 11:03 AM

Ta:

Mitchell, Vicky (V.B.); Williams, Brent (B.A.); Williams Jr., James (J.P.); Jackson, Lawrence

(L.W.); Kramer, Michael (M.T.); Weet, Gregory (G.S.); Lipoety, Lewrence (L.J.)

Če:

McDonagh, Scot (S.M.)

Subject:

RE: 2002 MY Super Duty / Excursion 23CZ 9F836 TELEFLEX PEDAL WARRANTY CLAMAS

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; padal not bolted to floor pan correctly (e.g. insulation trapped between plate

and floor)

pedal mounting plate distorting over time.

Switches wearing

Suggest botting returned parts into a test feature and testing the switch timing

Escentially 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 pflynn5@ford.com Kentucky Truck Text Page 502-342-3982 FAX 602-429-2941

-Original Message-

Prox:

Mitchell, Victor (V.A.)

Sent

Tuesday, August 95, 2002 8:19 AM Flynn, Pet (J.P.); Williams, Brant (B.A.)

RE: 2002 MY Super Duty / Excursion 1302 9FIGG TELEFLEX PEDAL WARRANTY CLAIMS

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

<< File: Revised PEDAL DTC Summary Report xis >>

-Crigital Massage

McDonagh, Scot (SJAL)

To:

Tuesday, August 06, 2002 7:25 AM

œ

MECHER, WOLV (V.B.); Parm, Per (J.P.); Williams, Brend (B.A.) Kramer, Michael (M.T.); West, Gregory (G.S.); Lipping, Lawrence (L.J.) RE: 2002 MY Super Outy / Excursion 23CZ 97838 TELEFLEX PERAL 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 yesterdays meeting, Please advise. Thanks,

<< File: PEDAL xis >>

Scot G. McDonagh

Super-Duty/Excursion

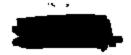
Powertrain Quality Leader

Phone-(313)337-8091

2

Pager-(734)670-5742 Fax-(313)621-8083

E-Mail: smcdonag@ford.com



--- Original Nessage-

Senta

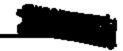
Tex

œ

Michell, Wicky (Y.M.)
Michell, Wicky (Y.M.)
Michell, Wicky (Y.M.)
Michell, August 05, 2002 3:25 PM
Michell, August 05, 2002 3:25 PM
Michelly, August 05, 2002 3:25 PM
Michelly, August 05, 2002 3:25 PM
Michelly, Michell (M.T.)
Michelly, Michelly (M.T.)
Michelly, Michelly (M.T.)
Michelly, Michelly (M.T.)
Michelly, Michelly (M.T.)
Michelly, Michell

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

<< File: PEDAL.xls >>



Kramer, Michael (M.T.)

Servi:

Friday, July 26, 2002 12:25 PM

To:

West, Gregory (G.S.)

Ce:

Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (S.M.)

Subject RE: ETC Pedela

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 Kremer

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

Six Sigma Black Belt

Email:

mirramer) (internal); mirramer) (itiond.gom (external)

### -Original Message

Frens -

To:

NcDormeth, Scot (S.M.) Prichey, July 26, 2002 12:16 PM West, Gregory (G.S.)

Rramer, Michael (PLT.); Smith, Ryen (R.E.); Williams Jr., Jomes (J.P.)

**ETC Pedais** 

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

V44 MBCHANÍCAL MALFLINCTION INDICATION PEDAL & SINSOR ASY 6/28/02 7/18/02 3 TEXAN FORD, INC. SUPER SINGLE CAB (SUPER CAR) KATY TX 281-5799100 4617 368222A KENTUCKY TRUCK PLANT BUILD (FINX20P8ZED59244 \$342.79 CCC Deci-OTHER ENGINE TROUBLES CHILCHERSON ACTEL PEDAL DOES NOT WORK, IE WHEN YOU PRESS ON THE PEDAL W YOUR FOXET THIS ENGINE OXIES NOT IN Mech.Comments: 3 UNSOLD UNIT CC:42 FP/TP PERFORMED DIVER. DIAG. STEPS I 5 RETRIVED CODES PO122 AND PO123 PERFORMED PIN POINT TEST STEPS 1 6 FOUND THROTTUE PEDAL TO BE BE FAULTY. REPLACED THROTHE PEDAL ROAD TESTED OK.

### Scot G. McDonagh

Super-Duty/Excursion

Powertrain Quality Leader

Phone - (313) 337-8091

Pager- (734) 670-5742

Pex- (313) 621-8083

H-Mail: smadonag@ford.com

Sunt:

Kramer, Michael (M.T.) Friday, July 28, 2002 12:25 PM

To:

West, Gregory (G.S.)

Çç:

Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (8.M.)

Subject

RE: ETC Pedats

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 PTORT

Six Sigma Black Belt

Phonefax: (313) 504-2003

(313) 201-9662 (besp); <a href="http://www.downborn.ford.com/boi/buttoace?">htte://www.buttoace.com/boi/buttoace?">http://www.buttoace.com/boi/buttoace?</a> Page:

Empl: mirameri (internal); <u>ericameri (interd.com</u> (indernal)

Frenk

Sent

McDanigh, Sast (S.M.) Friday, July 26, 2002 12:16 PM

7a:

West, Gregory (G.S.)

20

Numer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., Jesses (1.P.)

ETC Pachic

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

V44 MECHANICAL MALFUNCTION INDICATION PEDAL & SENSOR ASY 6/2002 3 TEXAN FORD, INC. SUPER SINGLE CAR (SLIFER CAB) KATY TX 281-5799100 4617 368222A KENTLICKY TRUCK PLANT BUILD 1FTHX20F8281 \$342.79 CCC Date: OTHER ENGINE TROUBLES CHARGE MAKES ACCESS PEDAL DOES NOT WORK, IE WHEN YOU PRESS ON THE PEDAL WYOUR FOOT THE EXCINE DOES NOT IN Mich. Comments: 3 UNSOLD UNIT COA2 FP:TP PERFORMED DIESRE DIAG. STRPS 1.5 RETRIVED CODES POLZE AND POLZE PERFORMED PIN POINT TEST STEPS | 6 FOUND THROTTLE PEDAL TO BE DE FAULTY, RUPLACTED THROTTEF PEDAL ROAD TESTED OK.

Scot G. McDonagh

Super-Duty/Excursion

Powertrain Quality Leader

Phone- (313)337-8091

Pager- (734) 570-5742

Fax- (313) 621-8083

E-Mail: amodoneg@ford.com



Eberhert, Daniel (D.G.)

Bent:

Wednesday, October 24, 2001 12:19 PM ripchp1 @cs.com

To:

Subject:

AP concern on 3FTNW21F91M



### RJ,

I checked with engineering on AP concern on construction truck. For now check for wiring harness chaffing 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 Emeil: deberha2@ford.com From: Sent: Mers, Jerry [miers@wnca.com]

Wednesday, December 19, 2001 9:02 AM McDonagh, Scot (S.M.)

To: 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:smcdonagwford.com]

Sent: Nednesday, December 19, 2001 8:58 AM To: Sillanpaa, Don: Niers, Jerzy: Pyle, Kan

Co: 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. McDenagh 0/8500# P-Series/Excursion Powertrain Quality Leader Phone-(313)337-8091 Pager-(313)796-9663 Fax-(313)248-9333 B-Mail:sacdonag@ford.com

Ayotte, Albert (A.P.)

Sent:

Tuesday, September 04, 2001 8:04 PM

To

Eberhert, Darest (D.G.)

Subject:

RE: P0123

Thanks for the info Dan, it sounded customer induced.

-Original Measure

Fraces

Boerhart, Darriel (D.G.)

Tuesday, September 04, 2001 8:00 PM Ayotte, Albert (A.P.)

Tœ

Side, Mart (NA.)

Subject:

70123

Mark and Al.

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

CSQI002

CQIS Indicator Summary

09/04/01 19:57:54

Rot#: 1fDG8028 NHL

Rpt: 09/04/2001 Odom: 16,429 M

Rvwd: File:\_Folder:

Images: 0 Print Smy/Disp Deteil(P/D):

Vehicle: 2001 F250 4X4,CRW CAB,PICKUP

3FTNW21F91M Bld: 03/01/2001 A/C; YES

1 0

Engine: 7.3L DI Celb: 1F718S0A Trans: 4R100 D Axie:

Dealer Id: 05965 WATSON QUALITY FORD

Ph#: (601) 966-7000 Orig/Caller: EDDIE GRIFFIN

State: Mississippi City: Jackson

Symptom: 6 11 5 00 DRVABL, HES/STUMBLE, ACCELERATION, OTHER-CODE NA

Addi Sym; P0123 DEAD PEDAL.

St. CCRG/EPRC: Rwid: Dt:

Fix Caus. Comp:

Condition Code:

Hotliner: AAYOTTE Phone: 313 317-9348 Regn Cd: 23 Memphis - 23

Engineering:

Phone: ŤAR:

**Dir Contact:** 

Phone: Title Cde: T

REPAIR TECH STATES THAT WILL INTER SET A PO123 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 - 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.

Recards.

Dan Eberhart

Customer Service Engineer

Market area C3 - Southern Masissippi

Ford Customer Service Division - Memphis Region

Phone: 901-753-3032 Email: deberhs2@ford.com

1

From

Eberhart, Daniel (D.G.)

Sent:

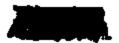
Tuesday, September 04, 2001 8:00 PM

To: Co:

Ayotte, Albert (A.P.) Klein, Mark (MLA.)

Sublect:

P0123



### Mark and AL

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

C8QH002 883

**CQIS** Indicator Summary

09/04/01 19:57:54

1 of

Rot#: 1IDG8029 NHL Privid: File: \_ Folder:

Apt 09/04/2001 Odom: 16,429 M Images: 0 Print Smy/Disp Detail(P/D):

Vehicle: 2001 F250 4X4,CRW CAB,PICKUP

3FTNW21F91M Bid: 03/01/2001

Engine: 7.3L Oi Calb: 1F71950A Trans: 4F100 D Axie:

A/C: YES

Deeler id: 05965 WATSON QUALITY FORD

Ph#: (601) 966-7000

State: Mississippi City: Jeckson

Orig/Caller: EDDIE GRUFFIN

Symptom: 6 11 5 00 DRVABL, HES/STUMBLE, ACCELERATION, OTHER-CODE NA Addi Sym: P0123 DEAD PEDAL.

St: CCRG/EPRC: \_ Rved: Dt:

Fix: Caus. Comp:

Condition Code: Hotimer: AAYOTTE Phone: 313 317-9348 Recan Cd: 29 Memohile - 23

Engineering:

Phone: TAR;

Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES THAT WILL INTER SET A PO123 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 HAUF 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: deberhs2@ford.com

From: Sent: Miers, Jerry [miers@wmco.com] Friday, August 03, 2001 1:09 PM

To: Ce: "McDovagh, Scot (S.M.)"; Pyle, Ken; Silampse, Don 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: Riers, Jerry; Pyle, Ken; Sillampaa, Don

Cc: Christensen, Joff (J.S.); West, Gregory (G.S.)

Subject: RE: ETC Pedal Improvements

Jerry- What about cost/cpu 7? Have you discussed with Jeff and Greg ??

Sect G. McDonagh 0/8500# F-Series/Excursion Powertrain Quality Leader Phone-(313)337-8091

Pager - (313) 337-6091 Pager - (313) 796-9663 Paz- (313) 248-9333

mailto:smcdopag@ford.com

----Original Message----

From: Miers, Jerry [mailto:jmiers@wmco.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: Micrs, Jerry; Pyle, Ken; Sillampaa, Don

Cc: Christensen, Jeff (J.S.); West, Gregory (G.S.)

Subject: RE: FTC 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 ??

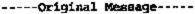
Scot G. McDonagh

P**EB3-044 3009**3

0/8500# F-Series/Excursion Powertrain Quality Leader

Phone-(313)337-8091 Pager-(313)796-9663 Pax-(313)248-9333

mailto: sucdonago ford.com



From: Miers, Jerry [mailto:jmiers@wmco.com] Sent: Thursday, August 02, 2001 9:22 AM

To: 'McDonagh, Scot (S.M.)'; Pyle, Ken; Sillanpaa, Don

Co: Christensen, Jeff (J.S.); West, Gregory (G.S.)

Subject: RB: ETC Pedal Improvements

Scot, are we on the agenda for today. No cost has been determined however timing has been supplier to Mr. Christensen and Mr. Nest. 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; Sillanpas, Don

Cc: Christensen, Jeff (J.S.); West, Gregory (G.S.)

Subject: ETC Fedal 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-Saries/Excursion Powertrain Quality Leader Phone-(313)337-8091 Pager-(313)796-9663 Fax-(313)248-9333 mailto:smcdonag@ford.com

Prom:

Eberhart, Daniel (D.G.)

Sent:

Tuesday, September 04, 2001 8:05 PM

Tot

Ayotle, Albert (A.P.)

Subject:

RE: P0123

No problem. The guy must drive like a nut.

-Den

Original Message

Francis

Ayotto, Albert (A.P.) Tuesday, Suptamber 04, 2001 7:04 PM Chartert, Doolel (D.G.)

RP: POLŽS

Thanks for the info Dan, it sounded customer induced.

- Original Me

Ebehart, David (D.C.)

Tuesday, September 04, 2001 8:00 PM Ayoths, Albert (A.P.) Igain, Mark (M.A.)

P0123

Mark and AL

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

**CSQ1002** 

**CQIS** Indicator Summary

09/04/01 19:57:54

-

Rpt: 09/04/2001 Odom: 18,429 M

Rotal: 1IDG8028 NHL Rvwd: File: Folder:

(mages: 0 Print Smy/Disp Detail(P/D):

Vehicle: 2001 F250 4X4,CRW CAB,PICKUP

3FTNW21F91N Bid: 03/01/2001

1 of

Engine: 7.3L DI Calb: 1F719S0A Trans: 4R100 D Axis: Dealer Id: 05965 WATSON QUALITY FORD

AC: YES Ph#: (801) 956-7000

State: Mississippi City: Jackson

Orlg/Caller: EDDIE GRIFFIN

Symptom: 6 11 5 00 DRVABL, HES/STUMBLE, ACCELERATION, OTHER-CODE NA

Add Sym: P0123 DEAD PEDAL.

St CCRG/EPRC: Rwwd: Dt

Floc Couls. Compt:

Condition Code: Hotiner: AAYOTTE Phone: 313 317-9348 Regn Cd: 23 Memphis - 23

Engineering:

Phone: ŤAR:

Dir Contact:

Phone:

Tritle Cole: T

REPAIR TECH STATES THAT WILL INTER SET A PO123 IF YOU HIT THE AP TO THE FLOOR

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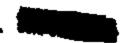
NG DURING NORMAL DRIVING

ADD-ON 08/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - PEG - 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
Merket eres C3 - Southern Masksappi
Ford Customer Service Division - Memphis Region
Phone: 901-753-3032
Email: deberha2@ford.com



Kramer, Michael (M.T.)

Sent

Tuesday, October 01, 2002 7:38 AM

To:

Kremer, Michael (M.T.)

Subject:

RE: 7.3L Adjustable Accelerator pedal - Extract Request

### for files

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

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

Six Sigma Black Belt

Phonetic: (313) 694-2003
Page: (313) 201-9852 (beap); <a href="http://www.dearborp.ford.com/col/sedgage7">http://www.dearborp.ford.com/col/sedgage7</a> (internal text); (thtp://www.misil.com/) (external text)

Email:

micromeri (interval); <u>micromeri (iliford.com</u> (udemal)

### -Original Message-

**Front** Sect.

McDosagh, Scot (S.M.)

Tec

Priciny, Suptamber 27, 2002 7:20 AM Kramer, Michael (NLT.); Liposky, Liverance (L.L.); Williams Jr., James (J.P.) PW: 7.31 Adjustable Accelerator pestal - Extract Request

Subjects

### FYI on CCRG 14D. Thanks

### Scot G. McDonagh

Super-Duty/Excursion

Powertrain Quality Leader

Phone- (313) 337-8091 Pax- (913) 621-8083

B-Mail: smcdonag@ford.com

### ---- Original Message

Freent

Westenberg, Jeanne (1,L.) Trunday, September 26, 2002 3:39 PH

Te:

Cr:

Hilding, Robert (R.).) West, Gregory (G.S.); Mercler, J.Be (J.A.); McDonagh, Scot (S.N.)

Subjects

RE-7.3L Adjustable Accelerator pedal - Edward 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.xts >>

der Nate: Wildfall in for fall Dodge a court in t

CHARLET HOME. TO CALLED BY THE CAL	d Loren er samt 10 kOt 1.5 eriffent
CRETERIA GROUPING(8):	<u> </u>
VIN GROUP AA.	2002-2003 Exception 7.3L w/Aduptable Pedal
LAST MODERAD:	35-Sep-2002 1 29 PM (JWESTENS)
MODEL YEAR:	2002, 2003
VEHICLE LINE:	EXCLESION
SELECTION CRITERIA:	ASSEMBLY PLANT - ALL

	VENCLE OFFISER CODE: 62-52 = Tr : 88-88 = F
VIN GROUP BB	2002-2003 F250 Inv F550 7.3L w/Adjustable Pedal 28-Sep-2002 1.16 PM (/WESTENB)
MODEL YEAR: VEHICLE LINE:	2002, 2003 F-SERSES CVEH 9500 QVW
SELECTION CHITERIA:	ASSEMBLY PLANT = ALL VSHCLE ORDER CODE: 82-62 = M : 59-99 = F

2002 MOTHL YEAR	2002 MODEL YEAR
EARLIEST PRODUCTION DATE	LATEST PRODUCTION
<u> </u>	
FOR A VIN IN THE CAMPAIGN	FOR A VINTINTHE
	· · ·
	30-JUN-2002
34,00,-801	21-DEC-2001
Son Marie VELD	2003 MODEL YEAR
	LATEST PRODUCTION
I FOR A VIN IN THE CAMPAIGN	FOR A VIN IN THE
26 1447-2042	24 850 2002
	2002 MOTHL YEAR EARLIEST PRODUCTION DATE  FOR A VIN IN THE CAMPAIGN  2003 MODEL YEAR EARLIEST PRODUCTION DATE  FOR A VIN IN THE CAMPAIGN  26 MAR 2002

Volumes by Model & MY:

VEHICLE LINE TOTALS	2002	2061	Total
Ford			
F-SERIES OVER 8900 GVW	63,670	17,721	i 01,364
EXCORSION	12,300	8,163	15,453
	. <del>  -::</del>	<u> </u>	
GRAND TOTAL	76,870	20,874	00,844
L			

# Joanne L. Westenberg

PSA Coordinator PCSD Recall & Service Programs Department DSCII - Cohe 774 Tel: 313-39-02787 | Fox: 313-84-31024 <del>jecrenb</del>@feel.com

### --- Original Hecasgo-

Mercitr, Julie (J.A.)

Petron, July (J.A.)
Honday, September 23, 2002 1:25 PH
Westenberg, Joerna (J.L.)
West, Gregory (G.S.); Hilding, Robert (B.1)
RE: 7.31. Adjustable Asselerator pedal – Edizaci Request

Joenne, Can you handle this request?

Best Regards

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

— Original Message

Hilding, Robert (R.J.) Freeze

Monday, September 23, 2002 1:25 PM Seed.

Hercler, Julie (J.A.) Tet

West, Gragory (G.S.) PW: 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.

--- Orkalnai Meassape

Framer, Michael (M.T.)

Monday, September 23, 2002 1:23 PM Sent

Tax

Hilding, Robert (R.J.)
West, Gregory (G.S.); Hoborach, Soot (S.M.)
7.3. Adjustable Accelerator pedal œ

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 PEDALSI). 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 pedala are standard on Limited and Eddle 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

Stx Sigma Black Belt.

Phone/fac. (212) 894-2003

Page: (313) 201-8652 (help); <u>delin Acad destrices ford comfort/autonor?</u> (interest lact); <u>http://motionall.com/</u> (edemail ted).

Erosik: miramori (interneti); <u>tritrameri (fiford.com</u> (actumat)

Hilding, Robert (RJ.)

Sent: To: Tuesday, December 10, 2002 9:45 AM Each, Secky (B.); Biritinger, Rebecca (R.J.)

Ca:

Parks, James (J.); Oswali, Greg (G.G.); West, Gregory (G.S.); Kramer, Michael (M.T.)

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 18-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 Vasiliy Krivtsov