

EA04-023

FORD

5/12/2005

BOOK 1 OF 2

PART 3 OF 4

No.	Vehicle	Side	Latch Number	Sealing Force with latch closing efforts				Opening efforts				Lost Motion Travel
				1	2	3	avg.	1	2	3	avg.	
1	3361	FD Right	67A	484	514	500	469	65.0	64.5	64.0	65	
		RD Right	55	269	298	291	293	62.0	62.0	61.5	62	
		FD Left	83	349	347	349	348	58.0	58.0	59.0	58	
		RD Left	82	216	225	219	220	57.5	56.5	55.5	56	
2	3365	FD Right	8	318	307	308	311	65.5	65.0	64.0	65	12
		RD Right	10	210	212	216	213	58.0	58.5	58.0	58	12
		FD Left	57	336	330	335	334	58.0	58.5	58.5	58	9
		RD Left	72	192	170	178	179	53.5	56.5	56.0	56	11
3	3375	FD Right	10	376	372	369	372	64.5	65.0	65.5	65	9
		RD Right	58	221	220	224	222	58.0	59.0	59.0	58	10
		FD Left	55	250	243	248	247	48.5	50.0	48.5	49	7
		RD Left	8	221	228	222	224	48.0	48.0	47.0	47	9
4	3385	FD Right	4	423	423	424	423	68.0	68.0	70.0	69	8
		RD Right	78	264	280	289	288	60.5	61.0	60.5	61	10
		FD Left	78	339	345	330	338	59.0	61.0	62.0	61	8
		RD Left	86	192	187	189	189	54.5	53.0	52.0	53	12
6	3396	FD Right	55A	411	391	403	402	73.5	77.5	79.0	76.7	8
		RD Right	3	281	285	282	286	64.5	64.0	64.0	64.2	11
		FD Left	82	325	318	320	321	55.5	57.0	57.0	56.5	8
		RD Left	3	237	230	232	233	54.4	50.0	54.0	52.8	9
6	3408	FD Right	3	298	303	291	297	61.5	60.5	59.0	60	8
		RD Right	2	225	226	233	228	60.0	59.5	58.5	59	12
		FD Left	84	306	311	310	309	57.0	56.0	54.5	56	8
		RD Left	9	197	214	215	208	54.5	53.0	53.5	54	10
7	3415	FD Right	84	255	244	347	282	68.0	64.5	64.5	65	9
		RD Right	1	346	347	335	330	70.0	68.0	70.0	69	12
		FD Left	68	347	347	356	330	64.0	64.5	64.5	64	8
		RD Left	6	251	247	252	250	56.5	58.0	57.0	57	10

- * high sealforces
 ** high sealforces
 *** striker misalignment & high sealforces

DAY 1	Sealing Force with latch closing efforts Average of all	Opening efforts Average of all
FD Right	66.48	66.43
RD Right	267.33	61.69
FD Left	323.06	59.00
RD Left	214.88	53.71

No.	Vehicle rotation number	Side	Latch Number	Sealing Force with latch closing efforts				Opening efforts				Lost Motion Travel
				1	2	3	avg.	1	2	3	avg.	
8	4583	FD Right	73	347	348	355	350	63.0	59.0	59.5	60.5	
		RD Right	56	273	279	281	278	59.0	60.0	58.5	59.2	
		FD Left	79	382	382	388	381	55.0	55.5	55.0	55.2	
		RD Left	71	252	252	258	253	54.0	52.5	52.0	52.8	
9	4572	FD Right	77	385	375	387	382	72.0	74.0	72.0	72.7	13
		RD Right	9	256	253	258	256	62.0	62.5	61.0	61.8	11
		FD Left	80	428	420	424	424	66.0	63.0	64.0	64.3	7
		RD Left	2	242	252	243	246	56.0	58.5	56.0	57.8	10
10	4578	FD Right	78	318	322	321	321	62.5	59.0	61.0	60.8	11
		RD Right	57	273	268	270	270	62.5	60.0	62.5	61.7	10
		FD Left	18	313	300	295	303	55.5	58.5	56.0	58.0	9
		RD Left	84	152	153	154	153	50.0	51.5	59.0	53.5	9
11	4583	FD Right	8	365	362	367	365	64.5	65.0	64.5	64.7	10
		RD Right	6	249	245	248	247	63.5	60.0	60.5	61.3	12
		FD Left	70	380	381	385	385	66.5	66.0	66.0	66.2	8
		RD Left	4	181	172	177	177	48.5	48.5	47.0	48.3	9
12	4588	FD Right	58	455	437	452	448	64.0	63.0	63.5	63.5	8
		RD Right	84A	275	279	279	278	52.0	50.5	52.0	51.5	12
		FD Left	22A	405	403	401	403	62.0	60.0	61.5	61.2	7
		RD Left	8	170	172	176	173	50.0	49.0	48.0	49.0	9
13	4594	FD Right	82A	378	388	375	374	63.0	65.5	60.0	62.8	9
		RD Right	90A	223	227	225	225	53.5	52.5	53.5	53.2	11
		FD Left	23A	405	395	395	395	62.5	62.5	60.0	61.7	9
		RD Left	44	178	177	180	178	58.0	56.0	55.0	56.3	10

DAY 2	Sealing Force Average of all	Opening efforts Average of all
FD Right	381.13	60.57
RD Right	187.22	43.92
FD Left	358.33	62.47
RD Left	258.78	58.11

No:	Vehicle rotation number	Side	Latch Number	Sealing Force with latch closing efforts.				Opening efforts				Lost Motion Travel
				1	2	3	avg.	1	2	3	avg.	
14	8240	FD Right	48									
		RD Right	12									
		FD Left	67									
		RD Left	67									
15	8246	FD Right	43									
		RD Right	7									
		FD Left	69									
		RD Left	48									
16	8263	FD Right	4									
		RD Right	11									
		FD Left	77									
		RD Left	74									
17	8257	FD Right	37									
		RD Right	18									
		FD Left	71									
		RD Left	42									
18	8264	FD Right	44									
		RD Right	8									
		FD Left	76									
		RD Left	46									
19	8266	FD Right	5									
		RD Right	69									
		FD Left	72									
		RD Left	45									

P

P

Alarm

P

P

P

P

a

a

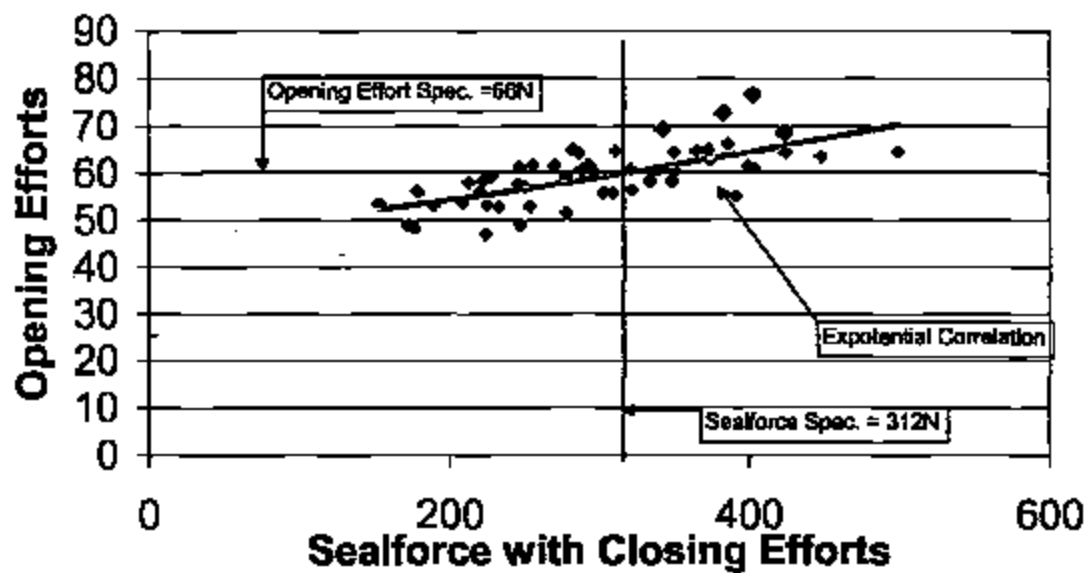
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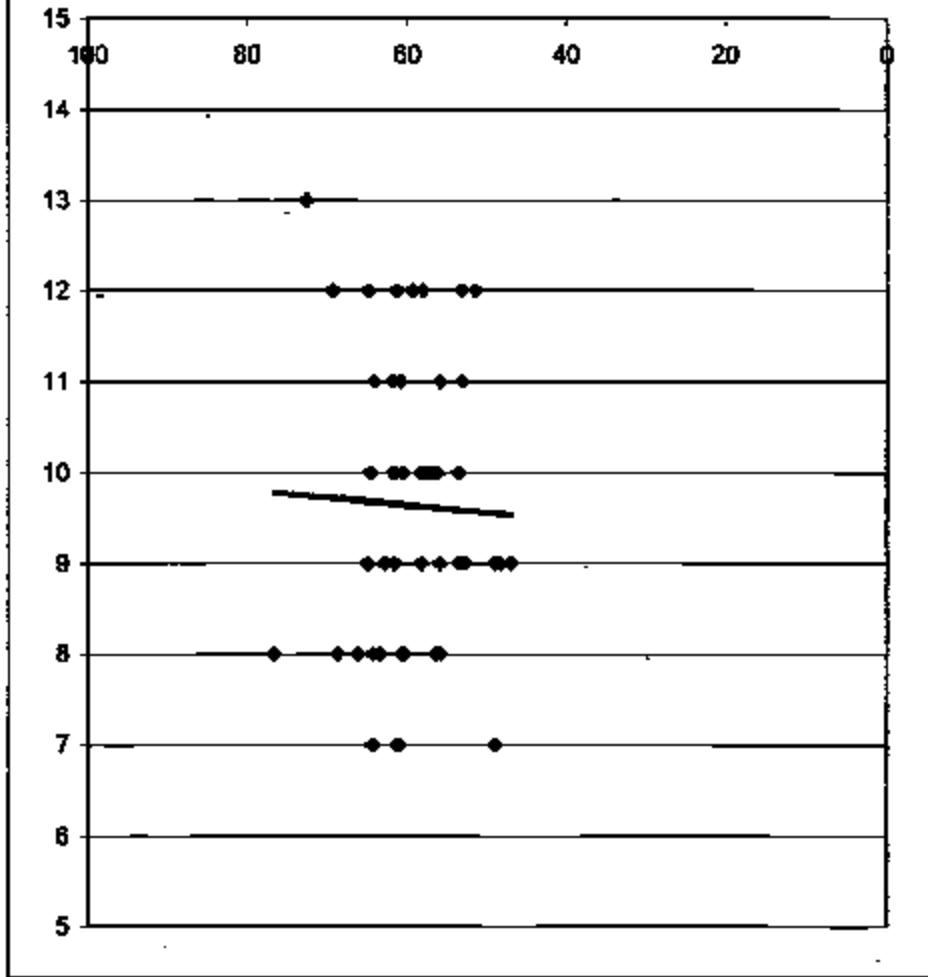
Manual

a

Correlation
opening efforts to sealforce from 4p build



Correlation of Lost-Motion-Travel



2003 G170 Focus 4P build vehicle measurements for 4 door vehicles

LINE #	2003 G170 Focus 4P Passenger Side				2003 G170 Focus 4P Driver Side				2003 G170 Focus 4P Passenger Side				2003 G170 Focus 4P Driver Side			
	Wheel Track	Wheel Pitch	Wheel Toe	Wheel Camber	Wheel Track	Wheel Pitch	Wheel Toe	Wheel Camber	Wheel Track	Wheel Pitch	Wheel Toe	Wheel Camber	Wheel Track	Wheel Pitch	Wheel Toe	Wheel Camber
10	480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0	
11	480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0	
12	480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0	
13	480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0		480	CL -4	0.0	

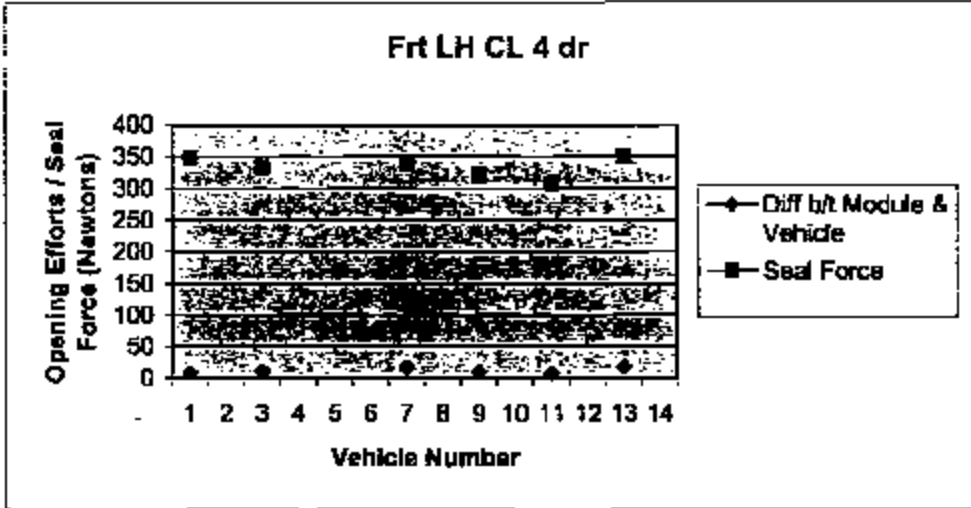
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2013 CTR Focus 4P ball vehicle measurements for 4 door vehicles

Year	2013-01-01 to 2013-03-31 Post View 2013 Post 20.00.00				2013-02-01 to 2013-04-30 Post View 2013 Post 20.00.00				2013-01-01 to 2013-03-31 Post View 2013 Post 20.00.00				2013-02-01 to 2013-04-30 Post View 2013 Post 20.00.00				2013-01-01 to 2013-03-31 Post View 2013 Post 20.00.00				2013-02-01 to 2013-04-30 Post View 2013 Post 20.00.00			
	Avg Module Wght	Avg Vehicle Wght	Avg Fuel Pct	Avg Fuel Pct	Avg Module Wght	Avg Vehicle Wght	Avg Fuel Pct	Avg Fuel Pct	Avg Module Wght	Avg Vehicle Wght	Avg Fuel Pct	Avg Fuel Pct	Avg Module Wght	Avg Vehicle Wght	Avg Fuel Pct	Avg Fuel Pct	Avg Module Wght	Avg Vehicle Wght	Avg Fuel Pct	Avg Fuel Pct				
2013	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2	21.2				

2013-02-23 08:14

Frt LH CL 4 dr



PART NUMBER-F00HY0V083-03

	EXTERIOR RELEASE EFFORT
1	47.39
2	48.72
3	49.64
4	53.53
5	52.25
6	43.78
7	50.93
8	47.61
9	50.44
10	50.02
11	46.7
12	45.58
13	47.7
14	49.76
15	53.09
16	49.3
17	49.37
18	50.4
19	49.5
20	50.83
21	48.84
22	44.85
23	44.19
24	50.98
25	49.89
26	51.36
27	47.66
28	50.21
29	49.19
30	52.64
31	49.25
32	50.77
33	48.34
34	53.34
35	49.8
36	49.08
37	49.84
38	51.63
39	51.32
40	60.91
41	50.56
42	46.3
43	50.35
44	49.68
45	48.5

6 6
7.1%

PART NUMBER-F00HY0V084-03

	EXTERIOR RELEASE EFFORT
1	42.78
2	38.45
3	40.12
4	43.36
5	38.79
6	41.6
7	47.94
8	48.47
9	49.04
10	44.33
11	50.97
12	42.74
13	46.71
14	47.19
15	45.72
16	47.2
17	44.99
18	49.56
19	45.18
20	44.09
21	45.12
22	42.28
23	46.74
24	39.75
25	38.9
26	46.03
27	41.28
28	48.5
29	47.27
30	48.5
31	47.12
32	46.74
33	49.57
34	45.26
35	40.66
36	49.9
37	47.23
38	45.12
39	45.61
40	51.81
41	43.26
42	47.93
43	42.51
44	50.78
45	47.87

3 3
3.6%

PART NUMBER-F00HY0VC

	EXTERIOR RELEASE EFFORT
1	48.43
2	47.13
3	43.98
4	46.23
5	47.47
6	46.35
7	44.44
8	46.93
9	49.36
10	48.13
11	47.77
12	45.81
13	46.91
14	47.84
15	48.18
16	46.93
17	52.44
18	47.74
19	50.12
20	52.14
21	47.67
22	45.54
23	51.63
24	50.16
25	48.18
26	52.69
27	48.19
28	53.54
29	47.11
30	45.18
31	47.68
32	44.77
33	51.17
34	50.45
35	49.35
36	51.66
37	48.47
38	50.88
39	45.74
40	51.3
41	47.2
42	49.39
43	51.71
44	47.76
45	42.82

0 1

PART NUMBER-F00HY0V086-

4 6

	EXTERIOR RELEASE EFFORT
1	40.08
2	42.56
3	40.5
4	44.82
5	48.6
6	47.37
7	54.15
8	52.27
9	47.29
10	53.51
11	52.74
12	47.88
13	52.92
14	40.72
15	47.23
16	42.22
17	39.82
18	52.9
19	40.59
20	42.62
21	47.78
22	49.98
23	49.73
24	41.03
25	47.18
26	43.79
27	54.02
28	41.64
29	51.14
30	44.1
31	42.44
32	52.12
33	40.52
34	45.18
35	44.97
36	41.46
37	52.4
38	51.24
39	42.32
40	48.62
41	44.77
42	43.88
43	49.73
44	52.92
45	48.11

PART NUMBER-F00HY0V0E

	EXTERIOR RELEASE EFFORT
1	48.26
2	49.24
3	48.61
4	54.43
5	50.54
6	51.03
7	46.79
8	49.02
9	49.97
10	44.8
11	46.19
12	48.95
13	48.58
14	50.13
15	48.97
16	49.45
17	48.38
18	44.8
19	49.77
20	47.15
21	49.61
22	47.49
23	52.2
24	44.91
25	53.24
26	48
27	47.05
28	48.34
29	52.26
30	61.09
31	47.19
32	48.58
33	47.36
34	50.08
35	49.34
36	47.74
37	48.39
38	45.49
39	50.2
40	52.46
41	48.08
42	41.81
43	49.91
44	48.57
45	42.08

3 3

PART NUMBER-F00HY0V086-

	EXTERIOR RELEASE EFFORT
1	36.74
2	44.2
3	53.62
4	48.05
5	38.49
6	46.72
7	40.39
8	48.86
9	44.58
10	43.69
11	49
12	50.04
13	45.67
14	41.38
15	46.2
16	49.74
17	46.98
18	49.42
19	45.54
20	47.13
21	44.96
22	48.32
23	44.81
24	36.75
25	45.2
26	49.27
27	42.94
28	43.45
29	41.94
30	51.4
31	42.8
32	42.3
33	46.84
34	42.53
35	41.73
36	43.07
37	43.06
38	49.78
39	44.24
40	46.43
41	49.33
42	40.92
43	48.94
44	49.46
45	46.55

0 0

PART NUMBER-F00HY0H004-0

	EXTERIOR RELEASE EFFORT
1	56.93
2	55.83
3	60.52
4	59.66
5	58.97
6	55.79
7	58.72
8	59.25
9	59.82
10	54.27
11	52.69
12	59.58
13	53.23
14	52.65
15	57.33
16	59.97
17	57
18	58.98
19	58.88
20	59.94
21	57.72
22	53.82
23	54.68
24	57.35
25	57.82
26	54.91
27	52.89
28	60.22
29	60.14
30	51.84
31	57.12
32	60.9
33	58.92
34	60.87
35	60.92
36	57.4
37	53.86
38	57.72
39	55.97
40	60.68
41	52.28
42	55.21
43	53.25
44	60.37
45	60.14

28 30

PART NUMBER-F00HYDH005-0

8 6

	EXTERIOR RELEASE EFFORT
1	52.58
2	49.08
3	50.92
4	56.1
5	56.88
6	50.35
7	55.24
8	53.1
9	60.99
10	57.02
11	54.15
12	57.45
13	58.19
14	56.9
15	59.53
16	55.67
17	52.51
18	50.12
19	53.98
20	52.74
21	55.47
22	53.92
23	56.63
24	52.08
25	55.39
26	54.51
27	53.1
28	58.36
29	53.13
30	59.6
31	46.85
32	56.4
33	52.28
34	54.28
35	53.63
36	49.45
37	59.27
38	53.08
39	52.99
40	53.82
41	53.1
42	55.51
43	52.11
44	55.48
45	56.75

PART NUMBER-F00HY0HK

	EXTERIOR RELEASE EFFORT
1	53.27
2	60.63
3	55.56
4	59.55
5	57.36
6	58.21
7	53.14
8	59.77
9	58.22
10	53.68
11	59.08
12	60.8
13	59.67
14	58.81
15	58.59
16	58.08
17	58.76
18	56.38
19	54.32
20	57.02
21	59.58
22	57.42
23	60.7
24	56.08
25	55.64
26	57.8
27	55.69
28	54.11
29	54.85
30	57.28
31	58.38
32	54.08
33	59.69
34	60.63
35	57.11
36	55.59
37	58.31
38	57.93
39	54.97
40	57.98
41	59.63
42	58.07
43	56.3
44	59.84
45	56.78

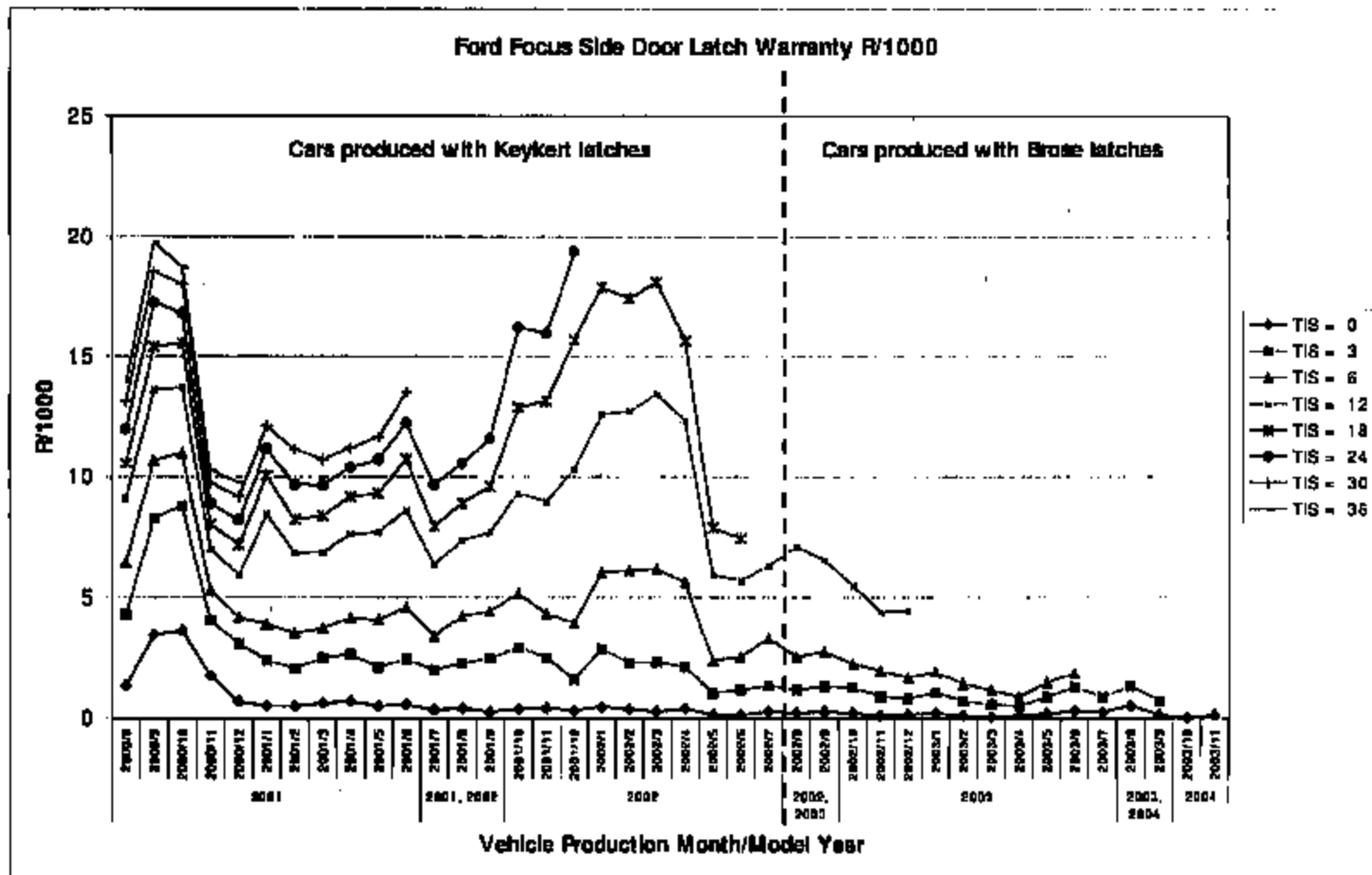
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PART NUMBER-F00HY01

	EXTERIOR RELEASE EFFORT
1	54.92
2	53.97
3	55.64
4	58.84
5	49.03
6	52.47
7	57.15
8	54.83
9	58.58
10	54.87
11	58.21
12	55.78
13	53.58
14	58.94
15	58.38
16	55.35
17	59.21
18	57.89
19	57.7
20	56.61
21	57.8
22	54.2
23	54.22
24	53.57
25	52.99
26	55.44
27	58.9
28	53.98
29	58.87
30	54.98
31	55.67
32	53.92
33	57.16
34	55.75
35	57.48
36	56.02
37	57.82
38	58.36
39	56.08
40	59.79
41	58.19
42	55.04
43	53.01
44	53.82
45	57.37

3 2

ENG-823 5225



2/19/2004

Focus Side Door Latches.xls

Critical Concerns Review Group (North America)



Concern: 04-0413-01

Concern: 04-0413-01

CPSC Code:

Early Warning Category: 17

Description: PE04-033 / MC04-005 - 00 Focus (4 door) Rear door latch failure

MY/Models:

2000 - 2000 FOCUS

Input:

InputSource	Opened	Closed
Walk In - Gov?	4/13/2004	
Field Action	Date	
None		

Contacts:

Name	Phone	Activity	Lead
ASO Ext Invest	TBO	Other	<input checked="" type="checkbox"/>
L. Wilkins	54221	ASO-Ext Invest	<input type="checkbox"/>
B.J. Patel	86312	SMALL-CCM	<input type="checkbox"/>

Meetings/Comments:

Meeting: 2157 on: 4/13/2004

Walk-in by S. Bauer

Received opening resume for PE04-033 from NHTSA-ODI (attachment). Alleges 17 complaints of "one or both latches do not lock, resulting in the rear doors opening while vehicle is in motion."

This issue is being moved to "C" status (government investigations) for disposition.

.....

Copy of NHTSA Investigative letter PE04-033 (letter dated April 23, 2004) added to file on May 7th as an attachment.

.....

New Transport Canada investigation A 3284-RR019/MC04-005 (letter dated June 18, 2004).

.....

NHTSA upgraded investigation to EA04-023 (letter dated September 23, 2004).

.....

END

004-023 02075

[REDACTED]

From: Ford, Randy (R.)
Sent: Monday, September 29, 2003 1:22 PM
To: Colatruglio, Vince (V.E.)
Subject: RE: Focus QSF Review/CMT MTG.

Vince,

Following is a summary of the actions to be taken by Brose regarding the high efforts for opening the side doors:

Containment:

1. Brose to implement additional grease to the following areas within the P1 latch:
 - a) The rotor and pawl interface to the frame plate (or sometimes referred to as the back plate)
 - b) The rotor and pawl bearing surfaces
2. Brose implemented the additional grease to the production process on 9-22-03 in Wuppertal.
3. Brose NA investigating rework proposals to add additional grease to current stock on hand in Auburn Hills. 4. Prior to implementation in NA for Wayne and Hermosillo, the following testing will be completed by October 6, 2003
 - a) Functional Check
 - b) Travels & Efforts
 - c) Slam abuse test @ cold temperature (-40 C)
 - d) Cold Temperature Performance Test
 - e) Simultaneous Operations
 - f) 25% of the Key Life test @ ambient (remaining 75% will be complete by October 20, 2003).

Long Term Resolution:

1. Magni 565 implementation
 - a) Latches available for APG-E testing on 9-29-03
 - b) Brose to run Key Life testing (see 4f above) at ambient on (1) vehicle set of current production latches and (1) vehicle set with Magni 565 plating. Both vehicle sets will have the additional greasing included.
2. New grease
 - a) Brose is investigating a number of alternative grease for the latch. Brose to provide the names of greases being investigated as well as Ford Material Specification number.
3. Fish mouth Seal
 - a) Brose is currently working with GDH to develop a seal for the latch fish mouth opening. Seal will be attached to the latch frame plate.
 - b) Testing conducted at MPG on vehicles with handmade samples of the fish mouth seals provided no difference in efforts of the front doors (side to side) and a 15 N difference on the rear doors (side to side).
4. Comparison of P1 latch to other Brose latches
 - a) Brose to due a comparison of the P1 latch mechanisms to that of other latches manufactured by Brose. Brose to provide a package of their findings in approximately 1 week.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

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

From: Colatruglio, Vince (V.E.)
Sent: Monday, September 29, 2003 1:00 PM
To: Barich, Dale (D.J.); Chacon, Jose (J.); Christensen, Lou (L.R.); Clavell, Emilio (E.); Davis, Craig (C.B.); Dekker, Sanjeev (S.); Delaney, Enrique (E.); Dhaliwal, Dave (D.S.);

Dixon, Brandon (B.A.); Domka, John (J.J.); Fernandez, Alejandro (A.F.); Ferrise, Sam (S.J.); Fike, Barbara (B.G.); Ford, Randy (R.); Garascia, Mark (M.D.); Giordano, Mike (M.A.); Gudino Mendoza, Martin (M.J.); Hileman, Gary (R.); Hutchinson, Robert (R.); Johnson, Ron (R.K.); King, Tom (T.F.); Knapp, David (D.); Kollin, Karl (K.J.); Kulhanek, Michael (M.L.); Larsen, Frank (F.M.); Lizotte, Brian (B.W.); Lujan, Pablo (P.); Malloy, Gene (E.E.); Matckars, Vic (V.A.); Montgomery, Kerry (K.P.); Montini, Matthew (M.J.); Morrison, Ryan (J.R.); Norm Zoumas (E-mail); Peet, Gregory (G.D.); Piper, Brad (B.); Rademaker, Jate (J.); Reeves, Scott (S.C.); Ricks, Kevin (K.J.); Rinke, Timothy (T.); Rossit, John (J.); Rossman, Michael (M.D.); Schmidt, Matthew (M.); Shoop, James (J.J.); Snoeyink, Diane (D.C.); Sopko, Gary (G.M.); Swick, Curt (C.); Sydor, Christopher (C.); Szczepaniak, Gerard (G.); Szemak, Allen (A.B.); Szymanski, Wieslaw (W.W.); Thomas, Ken (K.C.); Wagner, Lacy (L.); Weaver, Kirk (E.); Williams, Alex (G.A.)
Subject: Focus QSF Review/CMT MTG.

The attached Monitor List will be reviewed with updates expected from all lead engineering activities.

Vince Colatruglio
PCSD Customer Service Engineering
Focus PVT, Wayne Assembly Plant
P# 734-467-0499

From: Goodchild, Tim (T.O.)
Sent: Wednesday, September 24, 2003 8:20 AM
To: Goodchild, Tim (T.O.)
Subject: FW: Request

Importance: High

Tim Goodchild

North America Engineering (NAE)-Hardware

Bldg #5 3D043 (313) 390-0637

tgoodchi@ford.com

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

From: Goodchild, Tim (T.O.)
Sent: Wednesday, September 24, 2003 8:16 AM
To: Stefan Schwitters (E-mail); Rainer Wirths (E-mail)
Subject: Request
Importance: High

Gentlemen,

I a discussion yesterday with Jim Loschiavo, Shirleen Holland, Dan Bejune and myself about Pawl Walk-out, Dan mentioned that on the Lommel vehicle latches that there were visible scratches on the rotor engagement face (most of the molykote was missing). We reviewed a warranty returned part (low mileage) and on we saw the same condition on the engagement face of the rotor (some of the molykote was already missing). With these observations, I would like to obtain further information regarding the rotor and pawl including:

1. What is the direction of the punch for the rotor and pawl?
2. What is the grain direction?
3. What is the micro finish call out for the rotor and pawl?
4. What is the surface finish of the rotor and pawl?
5. What is the acceptable die roll?
6. Sample parts of the rotor and pawl, 1. out of the punch, 2. after surface finish, 3. after molykote, 4. after overbold

Tim Goodchild

North America Engineering (NAE)-Hardware

Bldg #5 3D043 (313) 390-0637

tgoodchi@ford.com

From: Reeves, Scott (S.C.)
Sent: Monday, September 22, 2003 11:53 AM
To: 'brandon.gott@bross.net'
Cc: Ford, Randy (R.); Goodchild, Tim (T.O.)

Brandon, any info on the greased latch testing from Germany? Two other things - 1) when will we know if the greased latches will be our ICA? and 2) It looks like we are on for the quarterback deep dive from 9 am to 9:45 am and the PDQOR at 3:15 PM. Both this Wednesday.

Scott Reeves

VFG Leader
Closures Hardware
Small FWD & RWD Car
Phone: 313-390-0316
E-Mail: sreeves2@ford.com

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Friday, September 19, 2003 1:12 PM
To: Goodchild, Tim (T.O.)
Cc: Gicis, Nancy (N.L.); Stratil, Peter; Sandkuehler, Stefan; Rundell, David; Goll, Brandon
Subject: Magni 565 latches for APG-E

C170 NA S/D latches "High opening efforts"

Tim,
the production of the Magni 565 APG-E latch samples with additional grease is in process and we will hand them over to you on 29-Sep-03 (in line with timeplan). These latches are not representing production
status: Magni 565-coating is not a production process, yet, and the latches are not fully assembled on the production line, so we have to understand the sample quality and the future APG-E test result as DVP.

Best Regards
LKS

Stefan Schwitters

Phone: +1 (248) 754 1801
Fax: +1 (248) 364 2306
Mobile: +1 (248) 495 0123
mailto:Stefan.Schwitters@brose.net

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Friday, September 19, 2003 12:22 PM
To: Frada, Joseph (J.G.)
Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Ford, Randy (R.); Dikley, Diana
Subject: C170 NA Side door latch "High opening efforts"



C170 NA S/D latch Team.xls (19 KB)
field claim ...

Joe,

Please take some time and review the attached information. You find an overview about the teams, working on that issue and the board, we reporting to {PDQOR}. Action control at Ford is with Tim Goodchild (Hardware Engineering), on Brose side it's with me.

We are reporting once a week on Wednesday to PDQOR, headed by Nancy Gioia, and have conference calls with the Problem Solution Team members every Tuesday and Thursday. This is completed by one or two meetings at Ford Dearborn Engineering (working status, task follow-up's, decision making) and Deep Dives with Car Line Director Nancy Gioia. In addition to this we did and are still doing mutual test drives at MPG together with Ford Scott Reeves or Ford Alex Williams several times a week. Because we are fitting the test cars and doing the result study in our facility in Auburn Hills, we meet with Ford Engineering on or two times a week in our plant.

Ford Wayne is represented in all of this meetings by Randy Ford.

Our headquarter in Wuppertal/Germany is doing chamber tests in parallel. They have sent over a quality manager - Stefan Sandkuehler - who controls Wuppertal activities and communication with Brose NA. These chamber tests, that will complete the drive test studies on MPG, will be finished today, and we are going to forward our containment proposal on Monday (latest) to Ford.

Best Regards

Stefan Schwitters
Brose North America, Inc.
Closure Systems
Customer Team Director

Stefan Schwitters

2630 Superior Court
Auburn Hills, Mi. 48326
USA
Phone: +1 (248) 754 1801
Fax: +1 (248) 364 2306
Mobile: +1 (248) 495 0123
mailto:Stefan.Schwitters@brose.net

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(248) 475-1229. Bross North America, Inc. declines to enter into, or be bound by, any agreement involving electronic signatures. Thank You.

[REDACTED]

From: Carol Kostrzewa [mgroup@themagnigroup.com]
Sent: Friday, September 19, 2003 10:19 AM
To: 'goodchi@ford.com'
Subject: FW: Magni 565/Brose Latch Assemblies

as requested by matt matikosh

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

> From: Matt Metikosh
> Sent: Friday, September 19, 2003 9:57 AM
> To: Carol Kostrzewa
> Subject: FW: Magni 565/Brose Latch Assemblies
>
>
>

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

> From: Eduard Rybka [mailto:eduardrybka@magnieurope.com]
> Sent: Friday, September 19, 2003 6:36 AM
> To: Matt Metikosh
> Cc: Hanno Krauseheringer [Hannokrauseheringer@magnieurope.com]
> (E-mail)
> Subject: Re: Magni 565/Brose Latch Assemblies
>
>
>

> Hello Matt,

> I just spoke with Mr Wilde, Brose Germany and Mr Dietz, Barth, our
> jobcoater for the door latch project.

> During the last night Barth applied first parts, but just for
> sampling. This parts will be jointed for another evaluation (???)

> Apparently in the next week the production with Magni 565 for Brose
> door latches will start. The time frame is very close, so Brose asked
> Barth to search a landing area for an helicopter to pick up the parts.

What I really do not understand is the way they handled this project.
We lost 8 weeks doing nothing, while Brose negotiated the prices for
samples they needed with their part suppliers. (That is no joke!)

> Mr Wilde, Brose by himself said that all this was not very good
> communicated and realistic planned. So, he will keep me informed and
> appreciated a lot that I offered him all of our support he needs it.

> I really do not what I should think about it, but from my point of
> view Brose created a total disaster.

> We will see what will happen next week.

> Klaus, Cyrille and myself stay in Germany anyway, so we can give them
> all the support they need.

We should be happy that Brose finally moves into the right directions,
but under these conditions.....?

> Regards

> Eduard
>
>
>
>

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

> From: "Matt Metikosh" <metikosh@themagnigroup.com>
> To: "Eduard Rybka [Eduardrybka@Magnieurope.Com] (E-mail)"
> <eduardrybka@magnieurope.com>
> CC: "Hanno Krauseheringer [Hannokrauseheringer@Magnieurope.Com]
> (E-mail)" <hannokrauseheringer@magnieurope.com>; "Tim Goodchild (T.O.)
> (E-mail)" <tgoodchi@ford.com>
> Sent: Thursday, September 18, 2003 8:18 PM
> Subject: Magni 565/Brose Latch Assemblies

>> Hello Eduard:

>> I got your message this morning and spoke with Tim Goodchild
>> (Ford-North America Engineering (NAE)-Hardware)....

>> Tim recently met with Brose-North America (Stefan Schwitters) to
>> confirm

>> the
>> delivery of Magni 565 coated latch assemblies to Ford-North America
>> for evaluation. According to Tim, Brose has committed to a delivery
>> date of September 26th.

>> Could you please touch base your Brose-Germany contacts, as well as
>> Barth,
>> to confirm that this is in fact the case????

>> Looking forward to your reply....

>> Matthew S Metikosh
>> The Magni Group, Inc.
>> Office (248) 647-4500
>> Mobile (248) 755-1048
>> www.themagnigroup.com

[REDACTED]

From: Matt Metikosh [metikosh@themagnigroup.com]
Sent: Friday, September 19, 2003 7:28 AM
To: Tim Goodchild (T.O.) (E-mail)
Subject: FW: Magni 565/Brose Latch Assemblies

Tim:

Here's the latest from Magni Europe...

Once I have additional information to share with you, I'll send it your way.

Matthew S Metikosh
The Magni Group, Inc.
Office (248) 647-4500
Mobile (248) 755-1048
www.themagnigroup.com

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

From: Hanno Krause-Heringer [mailto:hannokrauseheringer@magnieurope.com]
Sent: Friday, September 19, 2003 2:28 AM
To: Matt Metikosh; Eduard Rybka [Eduardrybka@magnieurope.com] (E-mail)
Subject: RE: Magni 565/Brose Latch Assemblies

Good morning, Matt!

Eduard will be in the office within soon and will contact Brose/Germany and Barth and will inform you abt. the result.

apart from the Brose contact, we seem to also make progress with Arvin Meritor in France and in Italy. Will let you have details as soon as some more concrete information is available.

Have a great day!

Sincerely,

Hanno Krause-Heringer
MAGNI EUROPE
50, rue Ardoin - Bldg 565B
F-93400 SAINT-OUEN / FRANCE
Tel:+33 1 49 21 11 00 / Fax:+33 1 49 21 11 09 email:hannokrauseheringer@magnieurope.com
website:www.magnieurope.com

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

From: Matt Metikosh [mailto:metikosh@themagnigroup.com]
Sent: jeudi 18 septembre 2003 20:18
To: Eduard Rybka [Eduardrybka@magnieurope.com] (E-mail)
Cc: Hanno Krauseheringer [Hannokrauseheringer@magnieurope.com] (E-mail); Tim Goodchild (T.O.) (E-mail)
Subject: Magni 565/Brose Latch Assemblies

Hello Eduard:

I got your message this morning and spoke with Tim Goodchild (Ford-North America Engineering (NAE)-Hardware).....

Tim recently met with Brose-North America (Stefan Schwitters) to confirm the delivery of Magni 565 coated latch assemblies to Ford-North America for evaluation. According to Tim, Brose has committed to a delivery date of September 26th.

Could you please touch base your Brose-Germany contacts, as well as Barth, to confirm that this is in fact the case????

Looking forward to your reply....

Matthew S Metikosh
The Magni Group, Inc.
Office (248) 647-4500
Mobile (248) 755-1048
www.themagnigroup.com

From: Walter.Forth@brose.net
Sent: Thursday, September 18, 2003 11:06 AM
To: dbejune@ford.com
Cc: tgoodchi@ford.com; david.rundell@brose.net
Subject: AW: LPG issue

Hello, Dan,

here is my response:

1. Did you get a chance to go out in the vehicle and witness the latches walking out on the cobblestone surface?

"No!"

2. Did the staff at LPG give you any information on how quickly the latches walked out? Did it occur immediately when

driving on the cobbles, or after some hours of driving the entire test route?

"My understanding was: not immediately, it happened during the slow speed sequence on cobbles."

3. After you adjusted the strikers to the "optimized" position, you state that the latches did not walk out. Please

describe how the vehicle was driven to confirm that the walk out condition was

eliminated.

"The car was driven ~35 minutes on the test ground, including two sequences on cobbles. (lower and higher speed)

4. Did you then adjust the strikers back to their original position to see if you could get the walk out condition to

return?

"The strikers were adjusted back to original position, but there was no additional test drive."

Questions about second inspection visit at LPG

5. Did you drive the vehicle during the second visit? If so, did the latches walk out?

"No, the 2.visit at LPG was only planned for measurements. (open, close, sealing...)"

"The planning was, to continue testing at MPG."

"For open questions, details from LPG, please contact G.Bernard from Ford LPG."

"The additional PWO tests and latch measurements, which were requested from your side in the meantime, are close to be finished. I will send a report to you tomorrow."

Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft
Qualität und Umwelt

Walter Forth

Postfach 210151
D-42351 Wuppertal
Germany
Phone: +49 (202) 4667 232
Fax: +49 (202) 4667 233
Mobile: +49 (0) 160 7439647
mailto:Walter.Forth@brose.net

Sitz der Gesellschaft Wuppertal
Reg.-Gericht Wuppertal HRA 18642
Geschäftsführung:
~~Martina Kern~~

Jürgen Otto

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-----Ursprüngliche Nachricht-----

Von: Bejune, Daniel (D.C.) [mailto:dbejune@ford.com]
Gesendet: Mittwoch, 17. September 2003 22:30
An: 'walter.forth@brose.net'
Cc: Goodchild, Tim (T.O.); 'david.rundell@brose.net'
Betreff:

Walter,

Questions about first inspection visit at LPG

1. Did you get a chance to go out in the vehicle and witness the latches walking out on the cobblestone surface? 2. Did the staff at LPG give you any information on how quickly the latches walked out? Did it occur immediately when driving on the cobbles, or after some hours of driving the entire test route? 3. After you adjusted the strikers to the "optimized" position, you state that the latches did not walk out. Please describe how the vehicle was driven to confirm that the walk out condition was eliminated. 4. Did you then adjust the strikers back to their original position to see if you could get the walk out condition to return?

Questions about second inspection visit at LPG

5. Did you drive the vehicle during the second visit? If so, did the latches walk out?

Dan Bejune
Mechanisms Campaign Prevention Specialist
Ford Motor Company
+1-313-323-9218
DBEJUNE@FORD.COM

From: Garascia, Mark (M.D.)
Sent: Thursday, September 18, 2003 8:29 AM
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Allen, Rick (R.G.); Loschievo, Jim (J.J.)
Subject: FW: C170 door efforts - Campaign Fresh Eyes meeting 8.00 this morning

Tim, who has a list of next steps? I have a presentation from Brose that lists a couple of tests due tomorrow for added grease. I called into an 8:30 dial in & nobody was there. I need to keep the program advised and they discuss this at the CNE level 2x's a day. I don't have much to give them. I don't want to get in the way and I can help keep you guys out of report out meetings, can you include me on updates? Thanks.

Mark D. Garascia

*PMT Leader - C170/Focus Exterior
Phone & Fax: (313) 39-07979
Text Pager: mgarasci, (313) 795-2194
Cell Phone: (734) 564-8207*

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

From: Ford, Randy (R.)
Sent: Wednesday, September 17, 2003 11:10 AM
To: Thomas, Steve (S.)
Cc: Delamoy, Enrique (E.); Sopka, Gary (G.M.); Garascia, Mark (M.D.)
Subject: RE: C170 door efforts - Campaign Fresh Eyes meeting 8.00 this morning

Steve,

I'm sorry I was not able to dial into your conference call this morning. I was on another telecon with Dan Bejune, Tim Goodchild and others with Brose about this very issue. Right now, there is little we seem to be able to do in terms of containment. Brose is trying to attack a dirt issue that they believe is the major contributor to their high efforts. Right now they are looking at adding grease to the rotor and pawl pivot surfaces to resist the intrusion of dirt into those areas, but I believe that will be minimally successful. Core Engineering, Shirleen Holland, is taking the lead on this as of yesterday per the e-mail below. I know Brose is addressing the issue at a q-back review today with Nancy Gioia today as well.



FW: P1 Video
Conference wBrose...

Regards,

Randy Ford

*Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489*

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

From: Thomas, Steve (S.)
Sent: Wednesday, September 17, 2003 4:53 AM
To: Garascia, Mark (M.D.)
Cc: Ford, Randy (R.); Brezina, William (W.L.); Bejune, Daniel (D.C.); Allen, Rick (R.G.); Reeves, Scott (S.C.)
Subject: C170 door efforts - Campaign Fresh Eyes meeting 8.00 this morning

Mark,

the daily campaign fresh eyes meeting is struggling for info on the status of the C170 door efforts investigation. It would be good to have one of the team leaders of this investigation call in this morning so that we can get the latest news and

answer some of John Sidelko's questions.

Can you get the right guys to call in at 8.00? For the last couple of days, Body has been on 1st so whoever dials in won't be on the phone for long.

Appreciate your help

Thanks

Regards

Steve Thomas

Supervisor, Body Engineering

North American Focus

GB-15/1B-D07

Ext Tel: 44 (0) 1268 406849 Int Tel: 8738 6849

Ext Fax: 44 (0) 1268 406528 Int Fax: 8738 6528

CONFIDENTIAL

Subject: FW: P1 Video Conference w/Brose
Location: 1E114, Bldg. #5

Start: Wed 9/17/2003 7:00 AM
End: Wed 9/17/2003 8:00 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Ford, Randy (R.); Bejune, Daniel (D.C.); Reeves, Scott (S.C.)
Shirleen Holland has decided that it is appropriate for core engineering to take the lead. It is understood that we would continue to work as team members on those areas where we add value. Here is my guess:

Core - overall program management of the effort, assume new Ford tasks as they arise
Scott - Quality data analysis. MPG dust evaluations.
Dan - Pawl walk out data acquisition
Randy - Interface with vehicle team. Fleet investigations.

As always, we will continue to divide and conquer on other small tasks (vehicle procurement, ferry vehicle, measuring equipment, etc) and cover for each other as needed.

—Original Appointment—

From: Shore, Candace (C.L.) On Behalf Of Holland, Shirleen (S.)
Sent: Monday, September 15, 2003 2:34 PM
To: Holland, Shirleen (S.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: Updated: P1 Video Conference w/Brose
When: Wednesday, September 17, 2003 7:00 AM-8:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: 1E114, Bldg. #5

Sorry, I had it on the conference room correct, just got the date wrong for you two.

From: Bejune, Daniel (D.C.)
Sent: Wednesday, September 17, 2003 4:28 PM
To: Goodchild, Tim (T.O.); Ford, Randy (R.); Reeves, Scott (S.C.)
Subject: NGL1 Info

Gentlemen,

Jim LaCava from Keykert gave me two of their test reports from the transition to lost motion era. The tests have latch outside force measurements before and after ambient durability testing. The NGL1 does not exhibit the release force increase over # of cycles that the P1 exhibits. I guess that this bit of information fills in the picture painted by Scott's TGW data.

Dan Bejune
Mechanisms Campaign Prevention Specialist
Ford Motor Company
+1-313-323-9218
DBEJUNE@FORD.COM

[REDACTED]

From: Bejune, Daniel (D.C.)
Sent: Wednesday, September 17, 2003 4:28 PM
To: Goodchild, Tim (T.O.); Ford, Randy (R.); Reeves, Scott (S.C.)
Subject: NGL1 info

Gentlemen,

Jim LaCava from Keykert gave me two of their test reports from the transition to lost motion era. The tests have latch outside force measurements before and after ambient durability testing. The NGL1 does not exhibit the release force increase over # of cycles that the P1 exhibits. I guess that this bit of information fills in the picture painted by Scott's TGW data.

Dan Bejune
Mechanisms Campaign Prevention Specialist
Ford Motor Company
+1-313-323-9218
DBEJUNE@FORD.COM

From: Matt Metikosh (metikosh@themagnigroup.com)
 Sent: Friday, September 12, 2003 9:19 AM
 To: Tim Goodchild (T.O.) (E-mail)
 Cc: Eduard Rybka [Eduardrybka@Magnieurope.Com] (E-mail); Hanno Krauseheringer [Hannokrauseheringer@Magnieurope.Com] (E-mail)
 Subject: FW: Magni Europe Support for Door Latch Program

Tim:

Here is a copy of the e-mail that I sent to Stefan Schwitter, 9 days ago...

I've yet to hear from him....

I just spoke with Eduard Rybka (Magni Europe).... He's extremely frustrated with the 'relaxed attitude' that's being portrayed by Brose-Germany.. Eduard wanted me to emphasize with you the following:

Magni Europe has six (6) Licensed applicators in Germany
 Magni Europe has the Magni 565 product in stock and ready to ship Magni Europe has worked with a specific Jobcoater, Barth, in preparation for the Brose trial Magni Europe has the Technical Support necessary to satisfy all trials related to this program

Message.. Magni Europe is ready and eager to support your program!

In a June Meeting with Brose, Eduard reports that Brose committed in having parts to Barth, some time in July for Delivery of coated product to Ford... They still are waiting for the parts... Thus, there has been no movement to speak of.....

I thought that you might find this information useful in today's meeting with Brose...

Let me know how things go.....

PS: You're comment yesterday of 'throwing Brose underneath a bus' seems to be gaining momentum with this latest update!

Matthew S Metikosh
 The Magni Group, Inc.
 Office (248) 647-4500
 Mobile (248) 755-1048
 www.themagnigroup.com

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

> From: Matt Metikosh
 > Sent: Wednesday, September 03, 2003 10:17 AM
 > To: 'stefan.schwitters@brose.net'
 > Cc: Hanno Krauseheringer [Hannokrauseheringer@Magnieurope.Com] (E-mail);
 > Eduard Rybka [Eduardrybka@Magnieurope.Com] (E-mail)
 > Subject: Magni Europe Support for Door Latch Program

> Good Morning Stefan:

> I apologize for interrupting your meeting this morning. I thought
 > that sending you this e-mail would an appropriate follow up from our
 > brief conversation.

> In an attempt to support Ford's North American (Tim Goodchild)
 > Directive in implementing Magni 565 on Brose Latch Assemblies, I offer
 > the following.

> Magni Europe is completely aware of the what steps are necessary to
 > successfully apply the Magni 565 coating system on your Latch
 > Assemblies. Along with our German Jobcoater, Barth Galvanik, we are
 > ~~fully committed in turning around coated product as quickly as~~

> necessary to satisfy not only your testing, but also Ford's APGE
> Corrosion Evaluation.
>
> I've continued to maintain constant dialogue with Mr. Eduard Rybka
> (Magni
> Europe- Market Area Manager- Germany/Spain) with respect to this program.
> He is knowledgeable with both the Technical and Commercial issues at hand
> with this application.
>
> Eduard's contact information is as follows:
>
> Eduard Rybka
> Office (33) 1 49 21 11 06
> Mobile (33) 6 75 48 10 35
> e-mail: eduardrybka@magnieurope.com
> www.magnieurope.com
>
> I would encourage you to contact Eduard direct at your convenience.
> However, if you would like to call/e-mail/meet with me regarding this
> program, that would be welcomed.
>
> I look forward to your reply.
>
> Matthew S Metikosh
> The Magni Group, Inc.
> Office (248) 647-4500
> Mobile (248) 755-1048
> www.themagnigroup.com
>
>
>

From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Wednesday, September 10, 2003 2:31 PM
To: Celaya, Isabel (I.); Goodchild, Tim (T.O.)
Subject: RE: Door Efforts

If that rework is done, there is a high potential for the outside handle no returning to zero position. Last year we even looked at using a lighter spring in that location and we had problems on some cars with the outside handles becoming stuck.

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

From: Celaya, Isabel (I.) [mailto:icelaya@ford.com]
Sent: Wednesday, September 10, 2003 2:21 PM
To: Goodchild, Tim (T.O.); Goll, Brandon
Subject: FW: Door Efforts

We were trying to find out a possible rework that could be done to the latch without affecting its functionality, and we just put out of position the spring of the reinforcement and it reduced about 10Nw the effort to open the door without apparently affecting function.

> Please revise the picture attached and look how we moved the spring,
> maybe you have seen this as a possibility already and you could let me

> know what could be affected.

>
> Sheet metal VRT is very concerned in having a solution to the high efforts issue and they pushing to do this as a possible rework, however we are very conscious that this might be not feasible.

Could you please provide your comments about this.

Thanks in advance!

> <<Resorte.xls>>
> Saludos,
>
> Isabel Celaya
> HSAP PVT- HLM
> Phone: 011 52 (662)259-8314
> Fax: 011 52 (662)259-8310
>

From: Williams, Alex (G.A.)
Sent: Monday, September 08, 2003 4:55 PM
To: Goodchild, Tim (T.O.); Bejune, Daniel (D.C.); Garascia, Mark (M.D.)
Cc: Kantz, Peter (P.H.); Reeves, Scott (S.C.)
Subject: cobblestone trailer tow issue

Tim/Dan, I verified the following

- Which doors? According to the d screen in C11538262, it was the front doors - both LHS and RHS
- Is the car NAAO or EAO? It is NAAO - it was done at LPG because the engineering was originally done in Europe for this 2004.5 car.
- Is trailer towing optional in the US? I built several Focuses on the ford.com website. The answer for production is NO. However, I believe the Focus design allows for it as a aftermarket accessory. I spoke to a salesman at Jack Demmer Ford and he said that a trailer hitch store might put one one, but that it is not available on Focus as either a production option or dealer installed option.

Mark, Peter has to report to Barb and Nancy tomorrow afternoon on this issue. Do you know if the design of Focus allows for trailer tow?

Thanks and have an EXCELLENT day!!

Alex Williams

C170 Body Closures Hood/Decklid/Liftgate
Building #1 12G089
Phone/Fax 313 84-58380/62-16090
Email GWILLI70@ford.com

"If you think you can - you can, if you think you can't - you can't"

[REDACTED]

From: Bejune, Daniel (D.C.)
Sent: Monday, September 08, 2003 6:15 AM
To: Goodchild, Tim (T.O.)
Subject: RE: Closure of '05 MY Focus Major Issues

Tim,

Good idea. I am also planning on getting the liftgate data since each run across the surfaces is a brief amount of time compared to getting the vehicle and the a slot for instrumentation. Give me a day to figure out where I need help. Thanks.

Dan Bejune
Mechanisms Campaign Prevention Specialist
Ford Motor Company
+1-313-323-9218
DBEJUNE@FORD.COM

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

From: Goodchild, Tim (T.O.)
Sent: Friday, September 05, 2003 3:07 PM
To: Bejune, Daniel (D.C.)
Subject: RE: Closure of '05 MY Focus Major Issues

Dan,
Is there something that I can do to help get the vehicle ready for testing next week? Was your plan to run the vehicle over the Cobblestone with and without the trailer to get an A to B comparison? Thanks!

Tim Goodchild
North America Engineering (NAE)-Hardware
Bldg #5 3D043 (313) 390-0637
tgoodchi@ford.com

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

From: Bejune, Daniel (D.C.)
Sent: Friday, September 05, 2003 10:13 AM
To: Kantz, Peter (P.H.)
Cc: Goodchild, Tim (T.O.); Allen, Rick (R.G.); Loschiavo, Jim (J.J.)
Subject: RE: Closure of '05 MY Focus Major Issues

Peter,

Here is the workplan that I discussed with you. Feel free to forward it as appropriate.

1. Get vehicle instrumented week of Sept 15.
2. During week of Sept 15, run vehicle with trailer at MPG over cobbles (same as LPG). Make real time measurement of relative movement between latch and striker, parallel to the striker pin. Compare measured displacement with +/-0.5 mm displacement that is currently used in the pawl walk out component test (parameter is originally from Focus issue, kiekert latches, no trailer, on cobbles).
3. Remove latches from vehicle. Run original +/- 0.5 mm pawl walk out test parameters. If cobbles with trailer have a different displacement, run those parameters on the fixture.

I will speak with Brose today about running new latches at increasing relative displacements on their fixture so that we can understand if there is a threshold value.

Dan Bejune

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

From: Kantz, Peter (P.H.)
To: Holland, Shirleen (S.); Garascia, Mark (M.D.); Williams, Alex (G.A.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Allen, Rick (R.G.)
Sent: 9/5/03 8:29 AM
Subject: RE: Closure of '05 MY Focus Major Issues

Mark, at this time I would not feel comfortable with any date. From what I understand, the walk out seems to be caused by excessive movement between latch and striker. If that is the case, we can approach the problem in 2 ways, 1.) reduce the relative movement to an acceptable level 2.) make the latch more robust to this movement.

Mark, does Focus come with a trailer tow option?

Alex and Dan, please review work plan with me ASAP. We need to target 9/29/03 as the release date.

Jim/Shirleen, we need a full court press on this Focus door latch, in addition to this walkout issue there is also a high opening effort warranty issue due to dust intrusion, in some cases customers are bringing their vehicle back with less than 2000 miles on them. We could have 100% failure rate on this one. [REDACTED] are involved. Both issues have been known for several weeks and we don't have solutions or containment. I've had daily meetings with Brose and progress is being made. Tim has been supporting. Luckily Wayne is down the next 2 weeks, we'll need containment actions in place before they restart production.

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

> From: Garascia, Mark (M.D.)
> Sent: Friday, September 05, 2003 7:47 AM
> To: Kantz, Peter (P.H.); Williams, Alex (G.A.)
> Subject: RE: Closure of '05 MY Focus Major Issues

> Agree, would you feel comfortable if I revise the projected release date to 9/29? I think the 2005MY program is having a <CC> try #2 on 9/30. If you don't agree, what is a reasonable projection? Note the way they are keeping score is release takes it to minor, DV complete takes it to nil risk (CAE, bench tests count). Please advise.

> Mark D. Garascia
> PMT Leader - C170/Focus Exterior
> Phone & Fax: (313) 39-07979
> Text Pager: mgarasci, (313) 795-2194
> Cell Phone: (734) 564-9207

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

> From: Kantz, Peter (P.H.)
> Sent: Friday, September 05, 2003 7:37 AM
> To: Garascia, Mark (M.D.); Williams, Alex (G.A.)
> Subject: RE: Closure of '05 MY Focus Major Issues

> We are not going to close it out to high seal efforts. Tests conducted by Brose indicate that seal loads in excess of 500N do not result in pawl walkout.

> Peter Kantz
> Manager, Closures/Hardware Systems
> Lifestyle/Youth Vehicles, Ford Motor Company
> 313-322-5865

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

> From: Garascia, Mark (M.D.)
> Sent: Friday, September 05, 2003 7:14 AM

EA04-823 2437

>To: Kantz, Peter (P.H.)
>Subject: RE: Closure of '05 MY Focus Major Issues

>
>This was the original date Alex Williams provided on the CR glidepath.
>Note this assumed that he was going to be able to close the CR out to
>high seal efforts which I indicated to the program.

>
>Mark D. Garascia
>FMT Leader - C170/Focus Exterior
>Phone & Fax: (313) 39-07979
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>Cell Phone: (734) 564-9207

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>Sent: Friday, September 05, 2003 7:03 AM
>To: Garascia, Mark (M.D.)
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>
>Mark, what document showed the L/F and R/F doors jump into 1st lock
>going to nil today?

>
>Peter Kantz
>Manager, Closures/Hardware Systems
>Lifestyle/Youth Vehicles, Ford Motor Company
>313-322-5865

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

>From: DaDeppo, Lynn (L.D.)
>Sent: Friday, September 05, 2003 5:59 AM
>To: Keller, Mark (M.E.); Kantz, Peter (P.H.); Williams, Michael
>(M.T.)
>Cc: Baker, Diana (D.M.)
>Subject: FW: Closure of '05 MY Focus Major Issues

>
>Managers, note your items to be reviewed with Barb on Monday. Mike is
>the lamp connector yours or Electrical?

>Diana,
>Please send the meeting notice to the managers. Thanks. -----Original
>Message-----

>From: Samardzich, Barb (B.J.)
>Sent: Thursday, September 04, 2003 5:29 PM
>To: DaDeppo, Lynn (L.D.)
>Cc: Heiser, Ron (R.D.); Sidelko, John (J.W.); Gioia, Nancy (N.L.)
>Subject: Closure of '05 MY Focus Major Issues

>
>Your team has three open major durability issues on the subject Focus
>program:

- >*
- >* Cracks in the body under engine mounts
- >* L/F & R/F doors jump into 1st lock
- >* Tail lamp connector leaking

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>The first two had a move to minor and move to nil date of tomorrow. Are
>we all set to move these two to nil? The third one has a commitment
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>Regards,

>
>Barb Samardzich
>Executive Director, Small FWD and RWD
>Bldg. #1, Room 13G112, MD 1128
>Office: 313-62-16000; Fax: 313-62-12555
>Assistant: Linda Isakson

EA04-023 2438

From: Kantz, Peter (P.H.)
Sent: Friday, September 05, 2003 2:55 PM
To: Bejune, Daniel (D.C.)
Cc: Goodchild, Tim (T.O.); Allen, Rick (R.G.); Loschiavo, Jim (J.J.)
Subject: RE: Closure of '05 MY Focus Major Issues

Dan, this timing needs to be improved by a week.

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

From: Bejune, Daniel (D.C.)
Sent: Friday, September 05, 2003 10:13 AM
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Cc: Goodchild, Tim (T.O.); Allen, Rick (R.G.); Loschiavo, Jim (J.J.)
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-----Original Message-----

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To: Holland, Shirleen (S.); Garascia, Mark (M.D.); Williams, Alex (G.A.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Allen, Rick (R.G.)
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Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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>Subject: RE: Closure of '05 MY Focus Major Issues

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>Mark D. Garascia
>PMT Leader - C170/Focus Exterior
>Phone & Fax: (313)-39-07979
>Text Pager: mgarasci, (313) 795-2194
>Cell Phone: (734) 564-9207

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>
>Peter Kantz
>Manager, Closures/Hardware Systems
>Lifestyle/Youth Vehicles, Ford Motor Company
>313-322-5865

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>
>Peter Kantz

>Manager, Closures/Hardware Systems
>Lifestyle/Youth Vehicles, Ford Motor Company
>313-322-5865

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

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>Sent: Friday, September 05, 2003 5:59 AM
>To: Keller, Mark (M.E.); Kantz, Peter (P.R.); Williams, Michael
>(M.T.)
>Cc: Baker, Diana (D.M.)
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>Office: 313-62-16000; Fax: 313-62-12555
>Assistant: Linda Isakson

DVP TEST PLAN

ER04-023 2775

SUMMARY: AVERAGE O/S HANDLE EFFORTS OF 10 VEHICLES

(average of 10 vehicles, 30 measurements on each outside handle)

LOST MOTION SYSTEM				CURRENT SYSTEM			
FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
48.87	47.06	48.41	49.05	48.87	48.27	48.51	48.26

EN04-023 2003

****ALL DIMENSIONS ARE IN NEWTONS**

Keykart USA, Inc.

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 1**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	48	44	50	50	50	41	48	42
2	49	42	50	49	50	40	48	45
3	48	44	51	50	49	39	49	44
4	49	43	50	49	49	39	47	44
5	48	42	51	48	49	41	47	45
6	48	43	49	50	49	41	48	44
7	48	42	48	47	49	40	48	43
8	48	42	49	49	48	41	47	44
9	49	43	49	49	49	40	48	44
10	48	43	49	49	49	40	48	44
11	48	44	50	47	48	40	46	44
12	47	42	48	47	50	40	48	44
13	48	43	48	47	48	40	46	45
14	48	42	49	50	49	41	47	44
15	48	43	48	48	49	41	48	44
16	49	42	49	47	49	41	46	47
17	49	42	48	48	48	43	46	47
18	49	43	48	49	46	41	44	47
19	48	44	48	48	47	42	46	47
20	49	42	49	50	48	41	45	48
21	48	42	48	49	47	41	45	49
22	48	42	48	49	47	41	45	49
23	49	43	48	49	46	41	43	48
24	49	43	48	46	46	41	46	47
25	49	43	50	48	48	41	45	47
26	49	44	48	49	48	41	45	47
27	49	44	49	49	48	41	44	48
28	49	42	49	48	47	42	45	47
29	47	44	48	49	45	43	45	47
30	46	44	48	48	45	42	46	48
AVE	48.30	42.87	48.83	48.50	48.00	40.87	46.30	45.77

****ALL DIMENSIONS ARE IN NEWTONS**

ER04-823 2884

Keykert USA, Inc.

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 2**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	47	46	46	50	44	45	47	45
2	48	45	48	51	43	44	48	46
3	47	44	48	50	45	45	47	45
4	48	44	48	48	44	44	47	45
5	48	44	47	49	44	44	47	45
6	48	44	48	50	44	45	46	45
7	47	44	47	50	44	45	46	46
8	46	45	46	51	44	45	47	47
9	48	44	46	49	43	44	46	47
10	47	44	46	49	45	45	47	46
11	48	44	46	49	43	44	47	46
12	46	44	47	49	43	45	46	46
13	46	45	46	48	44	45	47	45
14	46	44	47	48	45	44	46	46
15	47	46	46	49	44	44	47	46
16	46	46	46	49	43	44	46	45
17	46	44	46	49	44	45	46	45
18	47	44	46	50	43	44	46	45
19	47	46	45	51	44	44	46	46
20	47	46	46	49	44	45	47	45
21	46	44	48	49	43	45	48	46
22	47	44	48	50	44	43	48	46
23	47	44	47	49	44	44	47	47
24	47	46	47	51	43	43	47	46
25	47	46	46	49	43	44	47	47
26	47	46	46	50	44	44	46	46
27	48	45	46	50	44	43	47	48
28	47	46	46	49	43	45	47	47
29	47	46	46	50	43	45	46	47
30	46	45	45	50	43	44	46	48
AVE	46.83	44.83	46.53	49.50	43.70	44.33	46.70	46.00

****ALL DIMENSIONS ARE IN NEWTONS**

ERG4-823 2865

Keykret USA, Inc.

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 3**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	49	44	42	50	48	44	46	48
2	49	45	42	51	47	46	46	46
3	50	47	42	50	47	44	47	46
4	49	46	43	52	47	44	46	47
5	49	45	42	51	48	45	48	46
6	51	46	43	52	49	44	45	47
7	51	44	43	50	48	45	46	46
8	49	45	44	50	48	46	46	46
9	50	47	43	49	47	45	46	46
10	50	46	43	49	48	45	46	45
11	51	46	43	50	48	45	45	46
12	50	45	44	49	47	45	46	46
13	49	44	42	49	47	45	45	45
14	48	45	43	49	46	45	45	45
15	49	46	43	49	47	45	45	46
16	49	47	44	48	46	44	46	46
17	50	46	42	50	47	45	46	46
18	49	46	42	50	46	44	45	46
19	49	46	43	49	46	45	45	46
20	49	47	43	50	46	45	46	45
21	49	45	42	49	46	45	46	44
22	48	45	43	49	47	44	47	45
23	49	44	43	49	46	46	45	46
24	49	44	43	48	46	45	45	46
25	50	45	43	49	47	45	45	46
26	49	44	42	49	46	45	46	46
27	49	44	44	49	46	46	45	46
28	48	44	42	50	47	46	46	46
29	49	44	43	49	46	46	46	46
30	49	48	43	50	47	46	45	46
AVE	49.30	45.33	42.80	49.80	46.90	45.00	45.67	45.90

****ALL DIMENSIONS ARE IN NEWTONS**

ER04-823 2866

Keykert USA, Inc.

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 4**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	44	42	45	44	47	45	44	43
2	45	43	44	45	46	46	45	42
3	44	42	44	44	47	46	45	44
4	44	41	45	44	47	44	44	43
5	46	41	46	43	47	45	43	43
6	44	43	45	44	48	44	45	42
7	45	44	45	45	47	44	45	43
8	44	42	45	45	47	44	44	44
9	44	42	46	45	46	45	45	44
10	45	43	45	44	47	44	44	44
11	44	42	46	45	47	45	44	43
12	44	42	46	45	48	45	44	44
13	45	42	45	45	47	46	45	43
14	46	42	46	44	47	45	44	43
15	44	42	44	45	48	45	44	44
16	46	41	45	45	48	44	44	42
17	45	42	45	45	46	45	44	43
18	45	42	45	45	47	45	44	44
19	44	43	44	44	48	45	44	44
20	45	43	44	45	47	46	43	43
21	46	42	44	44	48	45	44	44
22	45	43	44	43	48	46	44	42
23	45	42	45	44	47	45	43	44
24	44	42	44	44	46	45	45	44
25	45	42	46	43	47	44	45	43
26	44	43	46	44	46	45	45	43
27	44	42	44	45	47	44	44	43
28	44	43	44	44	47	46	44	42
29	44	43	44	44	46	46	45	44
30	44	43	44	45	47	45	45	43
AVE	44.60	42.30	44.83	44.37	47.03	44.97	44.00	43.23

****ALL DIMENSIONS ARE IN NEWTONS**

ERR4-823 2867

Keykert USA, Inc.

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 5**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	51	47	52	48	49	51	51	50
2	52	49	52	47	48	52	53	50
3	51	49	52	46	49	51	53	49
4	51	49	51	48	50	49	52	51
5	51	50	52	48	49	49	51	49
6	52	48	50	49	49	50	49	50
7	52	47	51	48	50	49	50	50
8	51	48	50	48	48	51	51	51
9	50	48	50	47	51	49	50	51
10	52	48	52	48	50	48	50	50
11	53	50	51	49	49	50	49	49
12	52	48	51	48	48	51	49	49
13	51	49	50	49	49	51	52	50
14	51	47	51	49	51	50	51	49
15	51	49	50	49	50	51	51	51
16	52	48	50	48	49	51	52	51
17	51	48	50	48	50	50	52	50
18	51	48	52	47	48	49	52	51
19	51	47	50	48	49	49	52	49
20	50	48	50	47	48	50	51	50
21	52	48	50	47	47	49	52	49
22	51	47	51	48	48	51	52	52
23	52	47	50	49	49	51	49	49
24	52	47	50	47	50	50	51	51
25	51	49	50	49	50	51	51	50
26	52	48	50	46	49	51	50	51
27	52	49	51	47	48	50	52	50
28	52	47	52	47	49	49	51	50
29	52	47	51	48	49	48	49	50
30	51	47	52	47	48	50	50	51
AVE	51.43	48.03	50.80	47.80	49.03	50.03	50.93	50.10

VIN #: 1FAPP33PIYW [REDACTED] Green 4 dr. LX

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 6**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	50	49	51	48	52	53	51	49
2	49	51	53	49	52	53	52	48
3	51	50	53	51	53	53	51	49
4	51	49	52	50	52	52	50	51
5	50	50	51	49	51	53	51	50
6	50	51	49	48	52	52	51	51
7	48	51	50	49	53	51	49	53
8	49	49	51	50	53	50	49	52
9	49	49	50	51	50	53	48	50
10	49	51	50	50	51	51	49	51
11	48	50	49	49	49	50	51	49
12	48	49	49	49	50	51	51	48
13	49	49	52	48	52	53	50	50
14	50	51	51	50	51	53	50	51
15	51	49	51	51	52	52	51	49
16	48	49	52	50	52	51	50	52
17	49	50	52	49	49	53	52	48
18	49	49	52	49	50	51	49	49
19	48	51	52	48	53	52	49	49
20	50	48	51	50	52	52	51	51
21	49	49	52	49	51	53	50	50
22	49	48	52	51	52	51	51	50
23	49	49	49	48	52	50	51	51
24	48	49	51	49	51	53	53	52
25	48	50	51	49	50	53	51	52
26	51	49	50	50	50	50	52	51
27	49	49	52	51	51	53	52	51
28	49	48	51	49	53	51	50	50
29	51	49	49	49	50	52	49	48
30	48	49	50	49	50	52	53	48
AVE	49.23	49.47	50.93	49.40	51.30	51.90	50.57	50.10

VIN #: 1FAFP3430YW [REDACTED] Blue 4 dr. SE

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 7**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	50	49	51	53	51	52	49	51
2	50	48	49	52	49	52	50	51
3	51	48	51	53	49	50	50	51
4	49	48	52	53	51	51	48	50
5	48	47	50	52	50	52	49	52
6	49	48	53	53	49	49	48	49
7	50	49	52	53	48	51	49	48
8	49	49	52	51	49	50	50	49
9	48	48	53	51	50	50	51	50
10	49	50	50	52	51	52	50	50
11	50	50	53	51	52	51	50	51
12	48	49	51	53	51	51	49	52
13	51	47	49	50	51	50	48	49
14	50	48	50	51	50	51	49	49
15	50	48	52	51	49	50	48	51
16	51	49	51	50	48	50	49	50
17	49	51	52	49	49	52	50	48
18	51	50	52	49	49	52	50	49
19	51	49	49	53	48	50	49	51
20	51	49	50	51	47	52	49	51
21	50	48	49	50	49	52	48	49
22	50	49	49	50	48	51	49	50
23	49	49	50	50	48	49	48	50
24	51	50	49	49	47	51	49	49
25	51	50	50	50	49	52	49	50
26	50	50	50	50	50	52	51	51
27	49	49	50	49	51	51	49	49
28	52	50	51	49	50	52	50	50
29	48	50	50	50	50	50	50	50
30	50	49	50	51	51	52	51	51
AVE	49.83	48.93	50.67	50.97	49.47	51.00	49.30	50.03

VIN #: 1FAFP33P1YW Silver 4 Dr. LX

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 8**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	50	51	48	53	47	50	49	50
2	49	50	48	51	48	51	50	51
3	48	49	47	52	49	50	50	49
4	48	49	48	52	50	49	48	52
5	48	49	49	50	49	49	50	51
6	49	48	50	53	48	50	49	49
7	51	49	48	53	50	49	50	49
8	47	49	47	52	47	50	50	48
9	48	48	48	51	49	51	49	49
10	49	49	48	53	50	53	50	50
11	50	50	49	51	49	55	49	51
12	49	48	48	50	48	50	48	50
13	50	48	50	50	49	51	52	51
14	49	48	49	51	52	50	51	50
15	49	49	51	52	50	51	50	50
16	48	47	49	50	48	52	49	49
17	47	51	47	49	49	50	49	48
18	50	52	49	49	48	51	51	49
19	49	51	50	51	49	51	50	48
20	49	49	48	51	49	50	48	49
21	50	48	49	53	50	50	49	50
22	50	47	49	50	48	52	50	50
23	49	49	50	50	48	51	48	49
24	50	51	50	51	48	50	50	50
25	50	50	50	49	49	49	49	51
26	50	52	48	50	49	51	49	51
27	49	49	48	49	50	52	48	50
28	49	50	47	49	49	49	50	51
29	48	51	48	51	50	50	49	50
30	47	50	47	52	50	50	50	51
AVE	48.97	49.37	48.57	50.93	48.97	50.57	49.47	49.87

VIN #: 1FAFP36P5YW [REDACTED] Kahki 4 Dr. SE Wagon

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 9**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	50	49	51	50	53	53	50	49
2	48	50	50	49	52	54	53	50
3	50	51	49	51	53	53	53	49
4	49	50	48	51	52	52	50	52
5	50	49	49	50	51	53	52	50
6	49	50	48	49	52	50	51	51
7	49	49	50	49	53	51	50	53
8	48	48	51	49	53	53	51	50
9	50	49	50	51	51	53	50	49
10	51	50	51	50	51	54	49	51
11	50	49	49	50	49	52	51	50
12	49	50	48	48	53	51	52	49
13	48	50	49	48	52	53	50	52
14	49	49	50	50	51	53	50	51
15	50	48	50	49	49	52	51	50
16	51	49	51	50	52	50	51	51
17	49	50	50	50	50	53	52	49
18	48	49	49	48	52	51	50	50
19	48	50	49	50	53	52	49	49
20	49	48	51	50	52	50	51	51
21	48	48	49	48	51	53	52	50
22	49	50	49	47	50	51	51	52
23	49	49	50	49	52	50	51	51
24	47	50	49	49	52	51	53	52
25	49	49	49	50	50	52	54	53
26	50	49	51	49	49	52	52	51
27	50	50	49	49	50	51	52	51
28	50	49	50	50	49	51	50	51
29	51	51	51	50	50	53	50	52
30	51	50	50	49	50	52	53	49
AVE	49.30	49.40	49.67	49.40	51.23	51.97	51.13	50.60

VIN #: 1FAPP3431YW [REDACTED] Black 4 Dr. SE

**O/S HANDLE RELEASE EFFORTS FOR CURRENT SYSTEM AND LOST
MOTION SYSTEM
VEHICLE # 10**

	LOST MOTION SYSTEM				CURRENT SYSTEM			
	FD LH	FD RH	RD LH	RD RH	FD LH	FD RH	RD LH	RD RH
1	50	49	52	51	51	54	51	49
2	52	50	49	49	52	54	52	50
3	53	52	50	52	52	54	52	50
4	49	50	49	51	52	53	50	52
5	50	50	49	51	52	53	52	50
6	49	50	52	49	52	52	51	52
7	52	49	53	50	54	51	51	53
8	51	51	51	49	53	55	51	51
9	50	51	50	52	52	53	49	49
10	51	50	51	50	51	54	49	53
11	53	50	50	51	50	53	50	50
12	49	52	49	50	53	51	52	49
13	49	50	49	49	50	52	51	53
14	50	49	50	50	51	52	50	51
15	50	50	50	50	50	52	50	52
16	51	49	51	50	52	50	51	51
17	51	50	50	51	49	51	51	50
18	52	51	53	48	52	51	50	50
19	52	50	52	51	51	54	50	50
20	49	50	51	50	52	50	51	51
21	53	48	49	49	53	51	53	51
22	50	50	49	49	50	51	51	52
23	50	52	50	50	50	50	49	50
24	52	50	49	49	52	51	53	52
25	50	49	51	51	49	51	52	53
26	53	49	51	49	49	52	54	52
27	53	50	50	50	50	52	52	52
28	50	49	50	50	49	51	51	51
29	51	51	53	52	51	52	50	51
30	51	50	51	49	49	52	53	49
AVE	50.87	50.03	50.47	50.07	51.10	52.07	51.07	50.97

VIN #: 1FAFP34P5YW [REDACTED] Green 4 Dr. SE

From: Bejune, Daniel (D.C.)
Sent: Friday, September 05, 2003 10:13 AM
To: Kantz, Peter (P.H.)
Cc: Goodchild, Tim (T.O.); Allen, Rick (R.G.); Loschiavo, Jim (J.J.)
Subject: RE: Closure of '05 MY Focus Major Issues

Peter,

Here is the workplan that I discussed with you. Feel free to forward it as appropriate.

1. Get vehicle instrumented week of Sept 15.
2. During week of Sept 15, run vehicle with trailer at MPG over cobbles (same as LPG). Make real time measurement of relative movement between latch and striker, parallel to the striker pin. Compare measured displacement with +/-0.5 mm displacement that is currently used in the pawl walk out component test (parameter is originally from Focus issue, kickert latches, no trailer, on cobbles).
3. Remove latches from vehicle. Run original +/- 0.5 mm pawl walk out test parameters. If cobbles with trailer have a different displacement, run those parameters on the fixture.

I will speak with Brose today about running new latches at increasing relative displacements on their fixture so that we can understand if there is a threshold value.

Dan Bejune

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

From: Kantz, Peter (P.H.)
To: Holland, Shirleen (S.); Garascia, Mark (M.D.); Williams, Alex (G.A.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Allen, Rick (R.G.)
Sent: 9/5/03 8:29 AM
Subject: RE: Closure of '05 MY Focus Major Issues

Mark, at this time I would not feel comfortable with any date. From what I understand, the walk out seems to be caused by excessive movement between latch and striker. If that is the case, we can approach the problem in 2 ways, 1.) reduce the relative movement to an acceptable level 2.) make the latch more robust to this movement.

Mark, does Focus come with a trailer tow option?

Alex and Dan, please review work plan with me ASAP. We need to target 9/29/03 as the release date.

Jim/Shirleen, we need a full court press on this Focus door latch, in addition to this walkout issue there is also a high opening effort warranty issue due to dust intrusion, in some cases customers are bringing their vehicle back with less than 2000 miles on them. We could have 100% failure rate on this one. [REDACTED] are involved. Both issues have been known for several weeks and we don't have solutions or containment. I've had daily meetings with Brose and progress is being made. Tim has been supporting. Luckily Wayne is down the next 2 weeks, we'll need containment actions in place before they restart production.

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

>From: Garascia, Mark (M.D.)
>Sent: Friday, September 05, 2003 7:47 AM
>To: Kantz, Peter (P.H.); Williams, Alex (G.A.)
>Subject: RE: Closure of '05 MY Focus Major Issues

>
>Agree, would you feel comfortable if I revise the projected release
>date to 9/29? I think the 2005MY program is having a <CC> try #2 on

>9/30. If you don't agree, what is a reasonable projection? Note the
>way they are keeping score is release takes it to minor, DV complete
>takes it to nil risk (CAE, bench tests count). Please advise.

>
>Mark D. Garascia
>PMT Leader - C170/Focus Exterior
>Phone & Fax: (313) 39-07979
>Text Pager: mgarasci, (313) 795-2194
>Cell Phone: (734) 564-9207

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

>From: Kantz, Peter (P.H.)
>Sent: Friday, September 05, 2003 7:37 AM
>To: Garascia, Mark (M.D.); Williams, Alex (G.A.)
>Subject: RE: Closure of '05 MY Focus Major Issues

>
>We are not going to close it out to high seal efforts. Tests conducted
>by Brose indicate that seal loads in excess of 500N do not result in
>pawl walkout.

>
>Peter Kantz
>Manager, Closures/Hardware Systems
>Lifestyle/Youth Vehicles, Ford Motor Company
>313-322-5865

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

>From: Garascia, Mark (M.D.)
>Sent: Friday, September 05, 2003 7:14 AM
>To: Kantz, Peter (P.H.)
>Subject: RE: Closure of '05 MY Focus Major Issues

>
>This was the original date Alex Williams provided on the CR Glidepath.
>Note this assumed that he was going to be able to close the CR out to
>high seal efforts which I indicated to the program.

>
>Mark D. Garascia
>PMT Leader - C170/Focus Exterior
>Phone & Fax: (313) 39-07979
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> -----Original Message-----

>From: Kantz, Peter (P.H.)
>Sent: Friday, September 05, 2003 7:03 AM
>To: Garascia, Mark (M.D.)
>Subject: FW: Closure of '05 MY Focus Major Issues

>
>Mark, what document showed the L/F and R/F doors jump into 1st lock
>going to nil today?

>
>Peter Kantz
>Manager, Closures/Hardware Systems
>Lifestyle/Youth Vehicles, Ford Motor Company
>313-322-5865

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

>From: DaDeppo, Lynn (L.D.)
>Sent: Friday, September 05, 2003 5:59 AM
>To: Keller, Mark (M.E.); Kantz, Peter (P.H.); Williams, Michael
>(M.T.)
>Cc: Baker, Diana (D.M.)
>Subject: FW: Closure of '05 MY Focus Major Issues

>
>Managers, note your items to be reviewed with Barb on Monday. Mike is
>the lamp connector yours or Electrical?

>Diana,
>Please send the meeting notice to the managers. Thanks. -----Original

>Message-----

>From: Samardzich, Barb (B.J.)
>Sent: Thursday, September 04, 2003 5:29 PM
>To: DaDeppo, Lynn (L.D.)
>Cc: Heiser, Ron (R.D.); Sidelko, John (J.W.); Gioia, Nancy (N.L.)
>Subject: Closure of '05 MY Focus Major Issues

>
>Your team has three open major durability issues on the subject Focus
>program:

>
>* Cracks in the body under engine mounts
>* L/F & R/F doors jump into 1st lock
>* Tail lamp connector leaking

>
>The first two had a move to minor and move to nil date of tomorrow. Are
>we all set to move these two to nil? The third one has a commitment
>date from the supplier for an 8-D tomorrow. Still on track?

>
>Regards,

>
>Barb Samardzich
>Executive Director, Small FWD and RWD
>Bldg. #1, Room 13G112, MD 1128
>Office: 313-62-16000; Fax: 313-62-12555
>Assistant: Linda Isakson

From: Holland, Shirleen (S.)
Sent: Friday, September 05, 2003 8:54 AM
To: Goodchild, Tim (T.O.)
Subject: FW: Closure of '05 MY Focus Major Issues

Please come down and see me this afternoon. I want to understand the issue.

Regards,

Shirleen Holland
Body Engineering Systems
North American Engineering
CDS: sholland
Phone: 313-248-2164
Fax: 313-390-4452

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

From: Kantz, Peter (P.H.)
Sent: Friday, September 05, 2003 6:30 AM
To: Holland, Shirleen (S.); Garascia, Mark (M.D.); Williams, Alex (G.A.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Allen, Rick (R.G.)
Subject: RE: Closure of '05 MY Focus Major Issues

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Mark, does Focus come with a trailer tow option?

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Jim/Shirleen, we need a full court press on this Focus door latch, in addition to this walkout issue there is also a high opening effort warranty issue due to dust intrusion, in some cases customers are bringing their vehicle back with less than 2000 miles on them. We could have 100% failure rate on this one. [REDACTED] are involved. Both issues have been known for several weeks and we don't have solutions or containment. I've had daily meetings with Brose and progress is being made. Tim has been supporting. Luckily Wayne is down the next 2 weeks, we'll need containment actions in place before they restart production.

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

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To: Kantz, Peter (P.H.); Williams, Alex (G.A.)
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Mark D. Garascia

PMT Leader - C170/Focus Exterior
Phone & Fax: (313) 39-07979
Text Pager: mgarasci, (313) 795-2164

Cell Phone: (734) 564-9207

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

From: Kantz, Peter (P.H.)
Sent: Friday, September 05, 2003 7:37 AM
To: Garascia, Mark (M.D.); Williams, Alex (G.A.)
Subject: RE: Closure of '05 MY Focus Major Issues

We are not going to close it out to high seal efforts. Tests conducted by Brose indicate that seal loads in excess of 500N do not result in pawl walkout.

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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To: Kantz, Peter (P.H.)
Subject: RE: Closure of '05 MY Focus Major Issues

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Mark D. Garascia

PMT Leader - C170/Focus Exterior
Phone & Fax: (313) 39-07979
Text Pager: mgarasci, (313) 795-2194
Cell Phone: (734) 564-9207

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

From: Kantz, Peter (P.H.)
Sent: Friday, September 05, 2003 7:03 AM
To: Garascia, Mark (M.D.)
Subject: FW: Closure of '05 MY Focus Major Issues

Mark, what document showed the L/F and R/F doors jump into 1st lock going to rail today?

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

From: DeDeppo, Lynn (L.D.)
Sent: Friday, September 05, 2003 5:59 AM
To: Keller, Mark (M.E.); Kantz, Peter (P.H.); Williams, Michael (M.T.)
Cc: Baker, Diana (D.M.)
Subject: FW: Closure of '05 MY Focus Major Issues

Managers, note your items to be reviewed with Barb on Monday. Mike is the lamp connector yours or Electrical?

Diana,
Please send the meeting notice to the managers. Thanks.

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

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Cc: Heiser, Ron (R.D.); Sidelka, John (J.W.); Giola, Nancy (N.L.)
Subject: Closure of '05 MY Focus Major Issues

Your team has three open major durability issues on the subject Focus program:

- Cracks in the body under engine mounts
- L/F & R/F doors Jump Into 1st lock
- Tail lamp connector leaking

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The third one has a commitment date from the supplier for an 8-D tomorrow. Still on track?

Regards,

Barb Samardzich

Executive Director, Small FWD and RWD
Bldg. #1, Room 13G112, MD 1128
Office: 313-62-16000; Fax: 313-62-12555
Assistant: Linda Jackson

From: Kantz, Peter (P.H.)
Sent: Friday, September 05, 2003 8:30 AM
To: Holland, Shirleen (S.); Garascia, Mark (M.D.); Williams, Alex (G.A.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschievo, Jim (J.J.); Allen, Rick (R.G.)
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Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

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Sent: Friday, September 05, 2003 7:47 AM
To: Kantz, Peter (P.H.); Williams, Alex (G.A.)
Subject: RE: Closure of '05 MY Focus Major Issues

Agree, would you feel comfortable if I revise the projected release date to 9/29? I think the 2005MY program is having a <CC> try #2 on 9/30. If you don't agree, what is a reasonable projection? Note the way they are keeping score is release takes it to minor, DV complete takes it to nil risk (CAE, bench tests count). Please advise.

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Cell Phone: (734) 564-9207

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

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Sent: Friday, September 05, 2003 7:37 AM
To: Garascia, Mark (M.D.); Williams, Alex (G.A.)
Subject: RE: Closure of '05 MY Focus Major Issues

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Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

Executive Director, Small FWD and RWD
Bldg. #1, Room 13G112, MD 1128
Office: 313-62-16000; Fax: 313-62-12555
Assistant: Linda Isakson

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

From: Garascia, Mark (M.D.)
Sent: Friday, September 05, 2003 7:14 AM
To: Kantz, Peter (P.H.)
Subject: RE: Closure of '05 MY Focus Major Issues

This was the original date Alex Williams provided on the CR Glidepath. Note this assumed that he was going to be able to close the CR out to high seal efforts which I indicated to the program.

Mark D. Garascia

PMT Leader - C170/Focus Exterior
Phone & Fax: (313) 39-07979
Text Pager: mgarasci, (313) 795-2184
Cell Phone: (734) 584-9207

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

From: Kantz, Peter (P.H.)
Sent: Friday, September 05, 2003 7:03 AM
To: Garascia, Mark (M.D.)
Subject: FW: Closure of '05 MY Focus Major Issues

Mark, what document showed the L/F and R/F doors jump into 1st lock going to nil today?

Peter Kantz
Manager, Closures/Hardware Systems
Lifestyle/Youth Vehicles, Ford Motor Company
313-322-5865

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

From: DaDeppo, Lynn (L.D.)
Sent: Friday, September 05, 2003 5:59 AM
To: Keller, Mark (M.E.); Kantz, Peter (P.H.); Williams, Michael (M.T.)
Cc: Baker, Diana (D.M.)
Subject: FW: Closure of '05 MY Focus Major Issues

Managers, note your items to be reviewed with Barb on Monday. Mike is the lamp connector yours or Electrical?

Diana,
Please send the meeting notice to the managers. Thanks.

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

From: Samardzich, Barb (B.J.)
Sent: Thursday, September 04, 2003 5:29 PM
To: DaDeppo, Lynn (L.D.)
Cc: Helser, Ron (R.D.); Sidelko, John (J.W.); Gioia, Nancy (N.L.)
Subject: Closure of '05 MY Focus Major Issues

Your team has three open major durability issues on the subject Focus program:

- Cracks in the body under engine mounts
- L/F & R/F doors jump into 1st lock
- Tail lamp connector leaking

The first two had a move to minor and move to nil date of tomorrow. Are we all set to move these two to nil? The third one has a commitment date from the supplier for an 8-D tomorrow. Still on track?

Regards,

Barb Samardzich

From: Bejune, Daniel (D.C.)
Sent: Tuesday, September 02, 2003 7:02 AM
To: 'Rundell, David'; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Subject: RE: Test plan to create high efforts on C170 P1 Side Door Module

David,

I approve. If the walk out fixture mounting plates are not ready, you may want to skip it and keep running until the plates arrive. Watch the parts for that 2 hour walk out test period. You may start to get unrepresentative amounts of wear between the rotor and the striker pin.

I forgot to tell you all that I am on vacation today, Tuesday.

Dan Bejune
Mechanisms Campaign Prevention Specialist
Ford Motor Company
+1-313-323-9218
DBEJUNE@FORD.COM

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

From: Rundell, David [mailto:David.Rundell@brose.net]
Sent: Friday, August 29, 2003 4:27 PM
To: tgoodchi@ford.com; dbejune@ford.com
Subject: Test plan to create high efforts on C170 P1 Side Door Module

Hello Gentlemen,

Can you please look this test method over and provide me your feedback?

In the end, I would like your approval that this is a test method to accelerate high efforts in the P1 latch. I am looking for your feedback during Tuesday morning (02Sep03) so that changes can be made prior to Tuesday afternoon's meeting with Lynn DaDeppo and then Wednesday meeting with the PDQR council.

Sorry for the short notice request.

Any help you can provide is greatly appreciated.

Best Regards
LK5

David Rundell

Phone: +1 (248) 754 1821
Fax: 1 248 364 2306
Mobile: +1 (248) 840 6353
mailto:David.Rundell@brose.net

From: Williams, Alex (G.A.)
Sent: Friday, August 29, 2003 12:42 PM
To: Goodchild, Tim (T.O.)
Cc: Allen, Rick (R.G.)
Subject: C170 side door latches

Tim, with all of the recent issues concerning the Brose side door latches - there has been talk of going back to Keykert and using their parts. Is this possible?

Keykert isn't using that latch anymore in Europe, so one plus would be going to Magni and not needing Ford of Europe buy-in to do so. One drawback would be that we would have to make any latch changes that we made to the Brose design to the Keykert design (actually not, except for the Magni change. The other changes were just to add/remove the manual sticker and change striker guide color - and the plant had no issues with the Keykert latches)

I know, it would be a releasing nightmare. But maybe not that bad - your parts are already released, I would just need to effect back in the dead assemblies they go into. The hard part would be the logistics of the whole "swap" and service.

Your comments??

Thanks and have an EXCELLENT day!!

Alex Williams

C170 Body Closures Hood/Decklid/Liftgate
Building #1 12G089
Phone/Fax 313 84-59380/62-16080
Email GWILLI70@ford.com

"If you think you can - you can, if you think you can't - you can't"

From: Williams, Alex (G.A.)
Sent: Wednesday, August 27, 2003 1:15 PM
To: Allen, Rick (R.G.); Goodchild, Tim (T.O.)
Subject: Magni Coating for C170 side door latches

Rick, see Carsten Buettner's email below (the one in English) regarding Europe NOT proceeding with the Magni change. This is in direct conflict with a PDL stating that we MUST change to Magni, not to mention a deviation signed by Will Boddie. The release was done months ago, but now Europe seems to be halting things!?

Tim, I thought Europe agreed to this change at the beginning of this year?

Thanks and have an EXCELLENT day!! .

Alex Williams
C170 Body Closures Hood/Decklid/Liftgate
Building #1 12G089
Phone/Fax 313 84-59380/82-16090
Email: GWILLI70@ford.com

"If you think you can - you can, if you think you can't - you can't"

---Ursprüngliche Nachricht---

Von: Buettner, Carsten (C.) [mailto:cbuettne@ford.com]
Gesendet: Dienstag, 19. August 2003 17:09
An: Hans-Herward Römer (E-mail)
Betreff: FW: Magni Coating

Herr Römer,

anbei eine Note an Herrn Wilde zur Info, da er erst am Freitag wieder zurück ist.

Best regards / mit freundlichen Grüßen

Carsten Büttner

Ford Body Eng.'g
SV Locks, Latches & Handles
phone: +49-221-90-34922
fax: +49-221-90-37673

---Original Message---

From: Buettner, Carsten (C.)
Sent: Tuesday, August 19, 2003 4:31 PM
To: 'andreas.wilde@brose.net'
Cc: Lock, Andreas (A.); Walter, Lars (L.); Brand, Carlton (C.M.); Kalscheuer, Andreas (A.)
Subject: Magni Coating

Mr Wilde,

to answer your request regarding the introduction of the "Magni Coating" for the European market, I need to state the following from an engineering perspective:

- 1) Generally we are supporting a commonization of latches between NA and Europe,
- 2) We do not have complete test results on Magni available to eliminate the risk of negative side effects like friction etc.
- 3) Currently we do not get negative feedback from the field regarding failures with corrosion as rootcause. Consequently we can't compensate eventually oncosts by a warranty reduction.
- 4) Any increase of variable costs needs to be discussed with purchasing and the affected programs first. Currently we are trying to reduce variable costs by our TVM activities. This change would contraproductive.

However, if we have positive testresults on corrosion and durability tests available and if we do have an arrangement on the piece price increase between NA, EU and the programs, we will have no reservations introducing Magni for the European maqrkets.

Today we are not planning to go with Magni.

Best regards / mit freundlichen Grüssen

Carsten Büttner

Ford Body Eng.'g
SV Locks, Latches & Handles
phone: +49-221-90-34922
fax: +49-221-90-37673

From: Ford, Randy (R.)
Sent: Tuesday, August 26, 2003 3:38 PM
To: 'Goll, Brandon'; Kantz, Peter (P.H.); Ford, Randy (R.); Reeves, Scott (S.C.)
Subject: RE: Focus Door Opening Efforts

I would say:

1. Yes to all
2. This has taken WAY to long. I asked for this information a month ago. I agree sorting won't help as we are seeing problems in the field that don't exist in the plant. I have additional latches returned from the field upon which Brose needs to perform analysis. I will give them to you tomorrow am.

Additionally, I'm thinking we have an emerging issue as I'm starting to read verbatims indicating electrical problems not unlike the ones we are experiencing with the deck lid.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant FVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

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

From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Tuesday, August 26, 2003 3:20 PM
To: Kantz, Peter (P.H.); Ford, Randy (R.); sreeves2@ford.com
Subject: RE: Focus Door Opening Efforts
Importance: High

1. What org. chart is being requested?
Latch Team NA
Latch Team Worldwide
Brose NA
Brose Worldwide
2. Tomorrow morning, we will have process control and results information from Brose Wuppertal pertaining to:
Rotor and Pawl case hardness
Rotor and Pawl coating
Release Chain Levers coating
Latch outer release efforts
3. Sorting new modules or latches for outer release efforts will not prevent the warranty failure we are investigating.

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

From: Kantz, Peter (P.H.) [mailto:pkantz@ford.com]
Sent: Tuesday, August 26, 2003 11:51 AM
To: Ford, Randy (R.); Goll, Brandon; Bartsch, Juergen; Peshkopia, Stacy; Athalye, Parag; Schwitters, Stefan
Subject: FW: Focus Door Opening Efforts

Conference call will be to discuss data available for tomorrows FDQR meeting. Brose items requested:

- 1) Brose Org chart.
- 2) Control Plan & Data.
- 3) PSW / data to not support sorting.
- 4) ? Peter will be lead and may ask other topics.

Please call if you have any questions.

> -----Original Appointment-----

> From: Kantz, Peter (P.H.)

> Sent: Tuesday, August 26, 2003 11:38 AM

> To: Kantz, Peter (P.H.); Allen, Rick (R.G.); Hejune, Daniel (D.C.);
Reeves, Scott (S.C.)

> Subject: Focus Door Opening Efforts

> When: Tuesday, August 26, 2003 4:00 PM-4:30 PM (GMT-05:00) Eastern
Time (US & Canada).

> Where: Bldg#1 RM 12B082 - Phone call

>

> Conference call with Brose

[REDACTED]

From: Ford, Randy (R.)
Sent: Friday, August 22, 2003 7:46 AM
To: 'Christian.Coenen@brose.net'
Cc: 'juergen.bartsch@brose.net'; Reeves, Scott (S.C.)
Subject: RE: Requested Information

Christian,

Sorry we have not been able to speak. I have tried to call you as well, but obviously unsuccessfully. I have received only some of the information requested to date and some of that is in German, so Juergen and I will have to review it together early next week.

Some time ago, I gave two door latches to Juergen. He, in turn, sent them to Muppertal for your examination/analysis. I received only one of them back with the information that you had cleaned and lubricated them, but they still exhibited high efforts to release them. I believe Juergen said 95 N, but still no analysis. Are you still working on this and should I be expecting something soon in the way of an analysis? I was informed yesterday that our Executive Director of Small Car here at Ford had to pull so hard trying to get the door open on her Focus she thought she was locked out. I'm sure you can imagine how happy she was about that!! So, we will be expecting a lot of analysis to be done very quickly by all to resolve this problem as we are getting a lot of feedback from customers with this problem as well. Scott Reeves and I will be setting up a meeting in Auburn Hills with Brandon, Jim and Juergen to do testing on cars/modules/latches to see what we can come up with as well. I know Branson is slated to go onto another program, but as he has a great deal of history with this product, I'm going to insist that he stay involved with this until it is resolved. Something I will take up with Stefan when we meet.

Under difficult circumstances at best, Jim and Juergen did well yesterday at the VQR. Let's see if we can keep them from having to go through that again with the door latches, shall we!!

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

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

From: Christian.Coenen@brose.net [mailto:Christian.Coenen@brose.net]
Sent: Tuesday, August 19, 2003 11:30 AM
To: rford17@ford.com
Cc: Walter.Forth@brose.net; Peter.Stratil@brose.net; Juergen.Bartsch@brose.net; jim.bararetta@brose.net; sreeves2@ford.com
Subject: AW: Requested Information

Dear Randy,

I already tried to call you regarding this issue and left a message on your mailbox. I will continue to reach you.

A little overview regarding your complaints:

Sorry, but the understanding from our side was to present you all information in Thursday's VQR-Meeting. The participants from Brose side will be Jim Barbaretta (Quality Manager Brose NA) and Juergen Bartsch.

-----Side-door-latches:

[REDACTED]

Participants for Wednesday's PDQR-Meeting will be Stefan Schwitters (Plant Manager Brose NA) and Brandon Goll (Brose Engineer).

I am right now collecting all informations requested by Ford. Partially information are already available yet, partially I will get information by tomorrow. For details I will try to call you tomorrow 8 a.m. Detroit time.

Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH, Wuppertal
Qualität und Umwelt

Christian Coenen

Postfach 210151
D-42351 Wuppertal
Germany
Phone: +49 (202) 4667 222
Fax: +49 (202) 4667 333
mailto:Christian.Coenen@brose.net

Sitz der Gesellschaft Wuppertal
Reg.-Gericht Wuppertal HRB 3414
Geschäftsführung:
Martina Merz
Jürgen Otto

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-----Ursprüngliche Nachricht-----

Von: Ford, Randy (R.) [mailto:rford17@ford.com]
Gesendet: Dienstag, 19. August 2003 13:29
An: 'Christian.Coenen@brose.net'; Peter.Stratil@brose.net; Juergen.Bartsch@brose.net; Stefan.Sandkuehler@brose.net; Walter.Forth@brose.net; 'stacy.peshkopia@brose.net'; 'parag.athalye@brose.net'; 'Brandon.goll@brose.net'
Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.); Reeves, Scott (S.C.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.); Delannoy, Enrique (E.); Simpson, Michael (M.J.); Ford, Randy (R.)
Betreff: Requested Information

All,

It has been over one week since I met with Juergen in which I requested the information itemized below. Since then, there has been NO RESPONSE. Also, Scott Reeves and I have had two meetings with Brose personnel about the side door latches and the high efforts required to open them. I am not willing to write this off simply to dirt and corrosion. I have requested data on the plating and case hardening of the lever chain and AGAIN have had NO RESPONSE. This is a very serious matter for our customers and one I am not willing to take lightly. Brose's lack of response is inexcusable. The data requested should take no more than two days to provide.

On top of this I want Brose, in conjunction with Ford Engineering, to do a deep dive on the side door latch design and what we can do to improve the lost motion connection to remove the "play" between the rod and race track connection.

Please confirmation of Peter Stratil's participation in the VQR meeting on Thursday, August 21 to cover the quality (or lack there of) issues on the deck lid latch. If you have any questions, please contact me at your earliest convenience.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

Juergen,

Further to our conversation this morning, Peter Stratil's participation is required at the subject meeting.

Additionally, following are follow-up actions from our meeting last Friday morning: Deck Lid Latches

- * Inspection parameters from Inovan for crimping procedure
 - * Verification of containment with known defective deck lid latches in new testing procedure
 - * Grain structure analysis of brass tubes after crimping process
 - * PSW for new level latches with all design changes made since DK, EL and BA parts were introduced into production
 - * ID of Ford personnel who instructed Brose not to make suffix level bumps with design changes
- Side Door Latches
- * Salt spray testing for side door latch components (lever chain)
 - * Travel and effort data before, after and during durability testing

Also, a complete dimensional of all components of assemblies Brose supplies for C170.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

[REDACTED]

From: Giles, Anthony (A.T.)
Sent: Tuesday, August 19, 2003 3:32 PM
To: Reeves, Scott (S.C.)
Cc: Ford, Randy (R.)
Subject: RE: Requested Information

Hi Scott, would you mind forwarding any information you or your team will be presenting so I will have a heads up for any questions that may come my way at my teams VQR on Thursday (8/21). I really need to see if there is anything that I may be able to do in plant to prevent this from leaving the plant (basic containment).

Thank you

---Original Message---

From: Reeves, Scott (S.C.)
Sent: Tuesday, August 19, 2003 8:42 AM
To: Ford, Randy (R.); 'Christian.Coenen@brose.net'; 'Peter.Stratl@brose.net'; 'Juergen.Bartsch@brose.net'; 'Stefan.Sandkuehler@brose.net'; 'Walter.Forth@brose.net'; 'stacy.peshkopia@brose.net'; 'parag.athalye@brose.net'; 'Brandon.gol@brose.net'
Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.); Delannoy, Enrique (E.); Simpson, Michael (M.J.); Williams, Alex (G.A.); Allen, Rick (R.G.)
Subject: RE: Requested Information

Also, this item is being reviewed in the PDQOR on this Wednesday afternoon (8/20) about 4pm.

Please confirm who from Brose will be participating in this meeting.

We will be presenting in the PDQOR using the 6 panel format. The presentation will include the 'define panel' and the 'measurement panel' as well as some next steps on the DMAIC. Let me know if you have any questions. I think the most important item right now will be 1) how big we think the problem is, or how many vehicles may be affected 2) what can we do to protect the customer from getting high efforts.

<< Message: PDQR Agenda - 8/20/03 >>

---Original Message---

From: Ford, Randy (R.)
Sent: Tuesday, August 19, 2003 7:25 AM
To: 'Christian.Coenen@brose.net'; 'Peter.Stratl@brose.net'; 'Juergen.Bartsch@brose.net'; 'Stefan.Sandkuehler@brose.net'; 'Walter.Forth@brose.net'; 'stacy.peshkopia@brose.net'; 'parag.athalye@brose.net'; 'Brandon.gol@brose.net'
Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.); Reeves, Scott (S.C.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.); Delannoy, Enrique (E.); Simpson, Michael (M.J.); Ford, Randy (R.)
Subject: Requested Information

All,

: has been over one week since I met with Juergen in which I requested the information itemized below. Since then, there has been NO RESPONSE. Also, Scott Reeves and I have had two meetings with Brose personnel about the side door latches and the high efforts required to open them. I am not willing to write this off simply to dirt and corrosion. I have requested data on the plating and case hardening of the lever chain and AGAIN have had NO RESPONSE. This is a very serious matter for our customers and one I am not willing to take lightly. Brose's lack of response is inexcusable. The data requested should take no more than two days to provide.

On top of this I want Brose, in conjunction with Ford Engineering, to do a deep dive on the side door latch design and what we can do to improve the lost motion connection to remove the "play" between the rod and race track connection.

Please confirmation of Peter Stratl's participation in the VQR meeting on Thursday, August 21 to cover the quality (or lack thereof) issues on the deck lid latch. If you have any questions, please contact me at your earliest convenience.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

Juergen,

Further to our conversation this morning, Peter Stratif's participation is required at the subject meeting.

Additionally, following are follow-up actions from our meeting last Friday morning:

Deck Lid Latches

- Inspection parameters from Inovan for crimping procedure
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- Grain structure analysis of brass tubes after crimping process
- PSW for new level latches with all design changes made since DK, EL and BA parts were introduced into production
- ID of Ford personnel who instructed Brose not to make suffix level bumps with design changes

Side Door Latches

- Salt spray testing for side door latch components (lever chain)
- Travel and effort data before, after and during durability testing

Also, a complete dimensional of all components of assemblies Brose supplies for C170.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489
<< File: PDQR Agenda 082003.doc >>

From: Goll, Brandon [Brandon.Goll@bross.net]
Sent: Tuesday, August 19, 2003 11:15 AM
To: Reeves, Scott (S.C.)
Subject: RE: Requested Information

My question is:

Are we addressing tomorrow 0-mileage high efforts or high efforts after time?

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

From: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Tuesday, August 19, 2003 8:42 AM
To: Ford, Randy (R.); Coenen, Christian; Stratil, Peter; Bartsch, Juergen; Sandkuehler, Stefan; Forth, Walter; Peshkopia, Stacy; Athalye, Parag; Goll, Brandon
Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.); Delannoy, Enrique (E.); Simpson, Michael (M.J.); Williams, Alex (G.A.); Allen, Rick (R.G.)
Subject: RE: Requested Information

Also, this item is being reviewed in the PDQR on this Wednesday afternoon (8/20) about 4pm.

****Please confirm who from Bross will be participating in this meeting.****

We will be presenting in the PDQR using the 6 panel format. The presentation will include the 'define panel' and the 'measurement panel' as well as some next steps on the DMAIC. Let me know if you have any questions. I think the most important item right now will be 1) how big we think the problem is, or how many vehicles may be affected 2) what can we do to protect the customer from getting high efforts.

<<PDQR Agenda - 8/20/03>>
> -----Original Message-----
> From: Ford, Randy (R.)
> Sent: Tuesday, August 19, 2003 7:29 AM
> To: 'Christian.Coenen@bross.net'; Peter.Stratil@bross.net;
> Juergen.Bartsch@bross.net; Stefan.Sandkuehler@bross.net;
> Walter.Forth@bross.net; 'stacy.peshkopia@bross.net';
> 'parag.athalye@bross.net'; 'Brandon.goll@bross.net'
> Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.);
> Reeves, Scott (S.C.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.);
> Delannoy, Enrique (E.); Simpson, Michael (M.J.); Ford, Randy (R.)
> Subject: Requested Information
>
> All,

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> personnel about the side door latches and the high efforts required to
> open them. I am not willing to write this off simply to dirt and
> corrosion. I have requested data on the plating and case hardening of

> the lever chain and AGAIN have had NO RESPONSE. This is a very
> serious matter for our customers and one I am not willing to take
> lightly. Bross's lack of response is inexcusable. The data requested

> should take no more than two days to provide.
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> On top of this I want Brose, in conjunction with Ford Engineering, to
> do a deep dive on the side door latch design and what we can do to
> improve the lost motion connection to remove the "play" between the
> rod and race track connection.
>
> Please confirmation of Peter Stratil's participation in the VQR
> meeting on Thursday, August 21 to cover the quality (or lack there of)

> issues on the deck lid latch. If you have any questions, please
> contact me at your earliest convenience.
>
> Regards,
>
> Randy Ford
> Ford Motor Company
> Wayne Assembly Plant PVT
> Handles, Locks and Mechanisms
> Phone: 734.467.0290
> Fax: 734.467.0489
>
>
> Juergen,
>
> Further to our conversation this morning, Peter Stratil's
> participation is required at the subject meeting.
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> Additionally, following are follow-up actions from our meeting last
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> morning:
> Deck Lid Latches
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> * Salt spray testing for side door latch components (lever chain)
> * Travel and effort data before, after and during durability
testing
>
> Also, a complete dimensional of all components of assemblies Brose
> supplies for C170.
>
>
> Regards,
>
> Randy Ford
> Ford Motor Company
> Wayne Assembly Plant PVT
> Handles, Locks and Mechanisms
> Phone: 734.467.0290
> Fax: 734.467.0489
>
> <<PDQR Agenda 082003.doc>>

[REDACTED]

From: Ford, Randy (R.)
Sent: Tuesday, August 19, 2003 7:29 AM
To: 'Christian.Coenen@brose.net'; 'Peter.Stratil@brose.net'; 'Juergen.Bartsch@brose.net'; 'Stefan.Sandkuehler@brose.net'; 'Walter.Forth@brose.net'; 'stacy.peshkopia@brose.net'; 'parag.athalye@brose.net'; 'Brandon.gall@brose.net'
Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.); Reeves, Scott (S.C.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.); Dalannoy, Enrique (E.); Simpson, Michael (M.J.); Ford, Randy (R.)
Subject: Requested Information

All,

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On top of this I want Brose, in conjunction with Ford Engineering, to do a deep dive on the side door latch design and what we can do to improve the lost motion connection to remove the "play" between the rod and race track connection.

Please confirmation of Peter Stratil's participation in the VQR meeting on Thursday, August 21 to cover the quality (or lack thereof) issues on the deck lid latch. If you have any questions, please contact me at your earliest convenience.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

Juergen,

Further to our conversation this morning, Peter Stratil's participation is required at the subject meeting.

Additionally, following are follow-up actions from our meeting last Friday morning:

Deck Lid Latches

- Inspection parameters from Inovan for crimping procedure
- Verification of containment with known defective deck lid latches in new testing procedure
- Grain structure analysis of brass tubes after crimping process
- PSW for new level latches with all design changes made since DK, EL and SA parts were introduced into production
- ID of Ford personnel who instructed Brose not to make suffix level bumps with design changes

Side Door Latches

- Salt spray testing for side door latch components (lever chain)
- Travel and effort data before, after and during durability testing

Also, a complete dimensional of all components of assemblies Brose supplies for C170.

Regards,

Randy Ford
Ford Motor Company

2004-023 6584

Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

From: Peshkopia, Stacy (Stacy.Peshkopia@brose.net)
Sent: Tuesday, August 19, 2003 12:57 PM
To: Goodchild, Tim (T.O.)
Cc: Schwitters, Stefan
Subject: FW: Magni Coating

Hello Tim,

Please see email below why Brose Wuppertal is not working on the Magni change.
As always stated, Magni must be put on ALL P1 latches, and below Carsten Buetner states that Ford of Europe is not pursuing the Magni change at this time.

Best Regards
LK5

Stacy Peshkopia

Superior Court
Auburn Hills, MI. 48326
USA
Phone: +1 (248) 754-1810
Fax: (248) 364-2306
Mobile: (248) 705-1412
<mailto:Stacy.Peshkopia@brose.net>

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

From: Wilde, Andreas
Sent: Tuesday, August 19, 2003 11:25 AM
To: Peshkopia, Stacy
Subject: WG: Magni Coating

Hello Stacy,

in first step only for internal information.

Regards
Andreas

-----Ursprüngliche Nachricht-----

Von: Buetner, Carsten (C.) [<mailto:cbuetne@ford.com>]
Gesendet: Dienstag, 19. August 2003 16:31
An: 'andreas.wilde@brose.net'
Cc: Lock, Andreas (A.); Walter, Lars (L.); Brand, Carlton (C.M.); Kalscheuer, Andreas (A.)
Betreff: Magni Coating

Mr Wilde,

to answer your request regarding the introduction of the "Magni Coating" for the European market, I need to state the following from an engineering perspective:

1) Generally we are supporting a commonization of latches between NA and Europe,

2) We do not have complete test results on Magni available to eliminate the risk of negative side effects like friction etc.

3) Currently we do not get negative feedback from the field regarding failures with corrosion as rootcause. Consequently we can't compensate eventually oncosts by a warranty reduction.

4) Any increase of variable costs needs to be discussed with purchasing and the affected programs first. Currently we are trying to reduce variable costs by our TVM activities. This change would contraproductive.

However, if we have positive testresults on corrosion and durability tests available and if we do have an arrangement on the piece price increase between NA, EU and the programs, we will have no reservations introducing Magni for the European markets.

Today we are not planning to go with Magni.

Best regards / mit freundlichen Grüßen

Carsten Büttner

Ford Body Eng.'g
SV Locks, Latches & Handles
phone: +49-221-90-34922
fax: +49-221-90-37673

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Tuesday, August 19, 2003 6:17 PM
To: tgoodchi@ford.com
Subject: RE: Magni Coating

Tim,

Up to now, my understand was, that the European carlines will join in the Magni change in general - but, due to unknown reasons, they didn't confirmed it, yet.

Now we are faced to a very clear statement of Ford Europe, that they do not plan to go with Magni today.

The only Ford program that has to introduce Magni very soon is C170 NA.

As discussed a couple of months ago, we have one common assembly line for all the P1 latches for all the Ford programs (C170 NA, C170 EUR, X400, X350, CD132) located in Wuppertal and we cannot mix the production of Magni and Non-Magni latches on that line.

As decided at that time, Ford is not willing to invest into an additional C170 NA specific assembly line, so please talk to your European colleagues and try to convince them to switch over to Magni, too.

Thanks a lot for your support.

Best Regards
LK5

Stefan Schwitters

Phone: +1 (248) 754 1801
Fax: +1 (248) 364 2306
Mobile: +1 (248) 495 0123
<mailto:Stefan.Schwitters@brose.net>

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Mobile: (248) 705-1412
<mailto:Stacy.Peshkopia@brose.net>

—Ursprüngliche Nachricht—

Von: Buettnier, Carsten (C.) [mailto:cbuettnie@ford.com]

Gesendet: Dienstag, 19. August 2003 16:31

An: 'andreas.wilde@brose.net'

Cc: Lock, Andreas (A.); Walter, Lars (L.); Brand, Carlton (C.M.); Kalscheuer, Andreas (A.)

Betreff: Magni Coating

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Carsten Büttner

Ford Body Eng.'g

SV Locks, Latches & Handles

phone: +49-221-90-34922

fax: +49-221-90-37673

[REDACTED]

From: Ford, Randy (R.)
Sent: Tuesday, August 19, 2003 7:29 AM
To: 'Christian.Coenen@brose.net'; Peter.Stratl@brose.net; Juergen.Bartsch@brose.net; Stefan.Sandkuehler@brose.net; Walter.Forth@brose.net; 'stacy.pastkopia@brose.net'; 'parag.althaye@brose.net'; 'Brandon.golf@brose.net'
Cc: Giles, Anthony (A.T.); Riley, Patrick (P.J.); Sands, Roger (R.P.); Reeves, Scott (S.C.); Anderson, Sean (S.C.); Goodchild, Tim (T.O.); Delannoy, Enrique (E.); Simpson, Michael (M.J.); Ford, Randy (R.)
Subject: Requested information

All,

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Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
Phone: 734.467.0290
Fax: 734.467.0489

4 2 13-3

From: Matt Metkosh [metkosh@themagnigroup.com]
Sent: Monday, July 07, 2003 7:53 AM
To: Tim Goodchild (T.O.) (E-mail)
Subject: FW: Brose Wu Contacts

Tim:

Your e-mail this morning presented me with a reminder to get you brought up to speed on the Brose Latch Program.... The first e-mail below was sent by me to my Magni Europe colleague based on my 6/26/03 meeting with Brandon Goll. The second e-mail is from Magni Europe (Eduard Rybka), providing me with an update from across the pond..

I look forward to your comments.....

Kind Regards,

Matthew S Metkosh
The Magni Group, Inc.
PH: (248) 647-4500
FX: (248) 647-7506
Call: (248) 755-1048

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

> From: Eduard Rybka [SMTP:eduardrybka@magnieurope.com]
> Sent: Monday, June 30, 2003 1:30 PM
> To: Matt Metkosh
> Cc: Hanno Krauseheringer [Hannokrauseheringer@magnieurope.com] (E-mail)
> Subject: Re: Brose Wu Contacts

> Hello Matt,

> thank you for your Email.

> We had a meeting last Monday at Brose, Wuppertal. The reason for this
> meeting was to decide what will be done by whom in the next weeks.

> time: - Brose Germany wants to supply Ford until Octobre, minus 6
> weeks for the shipment overseas. Production start should be July or
> August. First of all we will coat another 500-1000 to evaluate again
> the production with Magni 565 coated parts on the Brose line. Brose
> production wants to confirm
> that no problem appears in the delicate and automatic assembly line. Parts
> will be coated and send to Brose within the next 3-4 weeks.

> The time frame is a little bit close. But people at Brose do not see
> any issue.

> In general it seems that everybody is highly interested and tries to
> push this project. In the beginning, I had the impression that
> everything goes very slow there. Obviously it changed a lot the last
> weeks.

> Yes, I know both. Mr Wilde is the manager for this project.

> Thank you very much for all the help you gving me.

> Regards

> Eduard

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

> From: "Matt Metikosh" <metikosh@themagnigroup.com>
> To: "Eduard Rybka [Eduardrybka@Magnieurope.Com] (E-mail)"
> <eduardrybka@magnieurope.com>
> CC: "Hanno Krauseheringer [Hannokrauseheringer@Magnieurope.Com]
> (E-mail)" <hannokrauseheringer@magnieurope.com>; "ted devilbiss"
> <tdevilbiss@themagnigroup.com>
> Sent: Monday, June 30, 2003 6:40 PM
> Subject: FW: Brose Wu Contacts
>
>
> > Eduard:
> >
> > I was called into the Brose-North American Engineering Center last
> > Thursday
> > to evaluate Latch Assemblies that were coated with Magni 560 in
> > Germany.
> > We
> > (Ted Devilbiss and I) met with an engineering contact by the name of
> > Brandon
> > Goll. Brandon has been responsible for supporting Brose-Germany in
> > his dealings with Ford's North American Central Laboratory Testing.
> > Brandon
> > has
> > spent a considerable amount of time recently at Brose's facility (in
> > Wupertal), and will continue to do so while our coatings are being
> > evaluated.
> >
> > A few weeks back (5/22/03) I met with Brandon, recommending that
> > Magni
> > 565
> > be applied on all latch components, with the possible exception of
> > Magni
> > 560
> > on the rivets. Brandon made reference to Brose-Germany's
> > sub-supplier (Huster???Barth????), saying that Magni 560 was a more
> > suitable finish
> > for
> > this application and that Magni 565 and Magni 560 was approximately
> > the
> > same
> > cost. The Magni 560 ending up coming in as a considerable cost
> > increase,
> > but was still approved by Ford North America despite the increase in
> > cost.
> >
> > The Magni 560 Latch Assemblies that Ted and I saw last week looked
> > OK
> > with
> > respect to corrosion (after 22 cycles of APGE). The travel and
> > efforts
> > (T
> > &
> > E) however were out of specification, very similar to how Magni 560
> > performed in the testing that Intier did with Ford last year. Latch
> > Assemblies coated with Magni 565 not only stays within the min/max T
> > &
> > E's
> > set forth by Ford after 30 cycles APG/APGE, but in some instances
> > reflect
> > decreased efforts to open and close the latch.
> >
> > Brandon Goll has made reference to two (2) engineering contacts (see
> > below
> > e-mail text) that we need to support as Magni 565 coated Latch
> > Assemblies
> > need to be expedited back to the States from Germany as quickly as
> > possible.

> > Chances are, these engineering contacts are the ones you are
> > currently working with on this program. If so, that's great... If
> > not, please
> > contact
> > them and support them as required.
> >
> > If you have any questions or comments, please contact me at your
> > convenience...

> > Kind Regards,
> >
> > Matthew S Metikosh
> > The Magni Group, Inc.
> > PH: (248) 647-4500
> > FX: (248) 647-7506
> > Cell: (248) 755-1048

> > -----Original Message-----
> > > From: Goll, Brandon [SMTP:Brandon.Goll@brose.net]
> > > Sent: Friday, June 27, 2003 10:25 AM
> > > To: metikosh@themagnigroup.com
> > > Subject: Brose WU Contacts

> > > Hi Matt,

> > > Here are the Brose contacts in Wuppertal...

> > > Rainer Wirths Engineering 49-202-4667-504
> > > rainer.wirths@brose.net
> > > Rainer's English is good.

> > > Andreas Wilde Program Manager 49-202-4667-483
> > > andreas.wilde@brose.net

> > > Talk a little bit more clearly and slowly with Andreas.

> > > Brandon

From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Friday, March 28, 2003 4:19 PM
To: tgoodchi@ford.com
Subject: APG-E - Report for P1 Latches ZI-Ni



DQ3311.pdf (3 MB)

Hi Tim,
Attached is the test report provided by Brose-Wu regarding the APG-E testing of ZI-Ni coated P1 latches. Below, I have translated the report summary page.

Test Procedure:

- Functional Test (Electrical, Mechanical)
- Travel and Effort Test
- Picture of Parts

Test Result:

All latches failed all electrical and mechanical function testing. Actuators had no function. Travel and efforts tests not possible due to extreme build-up in latch release chain. ZI-Ni coating shows significantly less red rust when compared to Hex-Chrome coated latches.

See pictures. The last two pages are Hex-Chrome latches.

Any questions, let me know.

Brandon Goll
Project Engineer - Closure Systems
Brose North America, Inc.
1107 Centre Road
Auburn Hills, MI 48326

Phone: 248-364-2234
Fax: 248-340-1104
Email: brandon.goll@brose.net

Hello Stacy and Brandon,

We have got the report of all APG-E latches from our testing department. It wasn't possible to make any measurement because all levers were extremely corroded. This means no function at all from the outside or the inside lever, no function of the actuator. Please note specially the influence of the test in the actuator motor. No new coating is going to avoid this state of corrosion!

<<DQ3311.pdf>>

> Mit freundlichen Grüßen/Best Regards
> LEW
>
> David Rosales
>

> Tel.: +49 (0) 202/4667-510
> Fax: +49 (0) 202/4667-317
> mailto: David.Rosales@brose.net
>

[REDACTED]

From: Reeves, Scott (S.C.)
Sent: Thursday, October 30, 2003 10:31 AM
To: Brandon Goll (E-mail); Ford, Randy (R.)
Cc: Goodchild, Tim (T.O.); Bejune, Daniel (D.C.); Herline, Thomas (T.M.); Giles, Anthony (A.T.); Stacy Peshkopa (E-mail)
Subject: workload

Brandon, a couple of items - some of which we discussed yesterday.

- 1) Per Nancy's note we need to follow up on the 'spikes' seen during the ambient durability testing.
 - Initial spike - Please run 16 samples run at 500 cycle increments, basically 2 to 500 cycles, 2 to 1000 cycles, 2 to 1500 cycles etc. We can then tear down the latches and inspect the surfaces of the pawl and rotor. Let me know if you have any questions about this.
 - 2nd spike of effort - I do not have a method for evaluating the sudden rise in efforts at just over 20000 cycles. Please prepare a plan to investigate this increase.
 - We have been requested to run 4 additional samples with the extra grease to be included.
- 2) Can you (or Stacy) supply an new quote (cost & Timing) for supplying modules without the lock rod. I would like to see if we could support a November 18 in plant date. Quantity would be 50 LHS & 50 RHS max. Randy is working with the plant to see if we can reduce this number.
 - Randy, note - these units would need to be reworked. I feel this is the quickest way to incorporate the change. If we look to build latches without the switch lever, we will never make it by the end of the year.
 - Randy, please supply the quantity for the plant trial.
- 3) We need a workplan for the handle rod and clip change.
- 4) Will the drawings / grease spec for the greasing change be completed by Friday (10/31), if not what is the date.
 - Can you send a copy of both?
- 5) We need the revised workplan for the Magni change (March? timing).

Sorry for such a lengthy note, but we have a lot of stuff going on. If anyone else has something I may have missed, please forward, but I think these are the items that need immediate attention.

Scott Reeves
VFG Leader
Closures Hardware
Small FWD & RWD Car
Phone: 313-390-0316
E-Mail: sreeves2@ford.com

[REDACTED]

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To: Brandon Goll (E-mail); Ford, Randy (R.)
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E-Mail: areeves2@ford.com

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Small FWD & RWD Car
Phone: 313-390-0316
E-Mail: sreeves2@ford.com

[REDACTED]

From: Gioia, Nancy (N.L.)
Sent: Friday, October 24, 2003 4:29 PM
To: 'Goll, Brandon'; Reeves, Scott (S.C.); Ford, Randy (R.); Goodchild, Tim (T.O.); Gioia, Nancy (N.L.)
Subject: RE: Latch Cycling - Extra Grease

We need to understand the increases. The theory on early increase should be able to be relatively quickly duplicated and checked. (ie. monitor the surface coating and other potential root causes carefully during the early cycles - specifically identify root cause as efforts increase) When could this be started? Estimated completion time?

rise later in life also requires root cause understanding. Again, need to physically understand the phenomenon.

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

From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Friday, October 24, 2003 3:25 PM
To: Reeves, Scott (S.C.); Ford, Randy (R.); tgoodchi@ford.com; ngioia@ford.com
Subject: Latch Cycling - Extra Grease

Attached are two graphics. The Outer Release vs Cycling plot shows the module outer release effort throughout cycling and the latch outer release effort at the start of cycling and end of cycling. Bare latch efforts were not taken throughout testing.

The other graph shows the release efforts taken at different points of the latch release chain after 42000 cycles. Also shown are the efforts on a new latch (by design) for comparison. There are notes with the graphs that show the contribution to increased latch efforts of each part of the release chain. After 42000 cycles, it shows the rotor and pawl area having little effect on effort increase. In both latch samples, the pawl release lever seems to be adding about 5 N. Finally, the outer release lever is adding 10 N in sample 2 and 4 N in sample 1. Again, these contributions are only after 42000 cycles, and may not represent the contributions at any other point in cycling.

As far as the spike in initial efforts near the beginning of cycling, we can only provide educated speculation since the latches were not thoroughly evaluated at that particular point in testing. Explanations from previous tests have been that efforts will increase early on as the surface coating at the rotor pawl interface wears off. When this coating wears off, the friction coefficient between the rotor and pawl rises due to the metal-metal contact. As the latches are cycled, the surfaces of the rotor and pawl smooth out, decreasing effort.

In regards to the jump at 20000 cycles, its hard to say what changed in the latch exactly at that point. However, we will certainly evaluate all components of the latch to note any differences to new components. I will keep everybody updated as to anything we find in regards to causes of the effort increase.

Best Regards

Brose North America, Inc.
LKS - Closure Systems

Brandon Goll

2630 Superior Court
Auburn Hills, MI 48326
USA
Phone: +1 (248) 754 1825
Fax: +1 (248) 364 2306
Mobile: +1 (734) 693 4542
Email: Brandon.Goll@brose.net

From: Gioia, Nancy (N.L.)
Sent: Friday, October 24, 2003 4:29 PM
To: 'Goll, Brandon'; Reeves, Scott (S.C.); Ford, Randy (R.); Goodchild, Tim (T.O.); Gioia, Nancy (N.L.)
Subject: RE: Latch Cycling - Extra Grease

We need to understand the increases. The theory on early increase should be able to be relatively quickly duplicated and checked. (ie. monitor the surface coating and other potential root causes carefully during the early cycles - specifically identify root cause as efforts increase) When could this be started? Estimated completion time?

rise later in life also requires root cause understanding. Again, need to physically understand the phenomenon.

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

From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Friday, October 24, 2003 3:25 PM
To: Reeves, Scott (S.C.); Ford, Randy (R.); tgoodchi@ford.com; ngioia@ford.com
Subject: Latch Cycling - Extra Grease

Attached are two graphics. The Outer Release vs Cycling plot shows the module outer release effort throughout cycling and the latch outer release effort at the start of cycling and end of cycling. Bare latch efforts were not taken throughout testing.

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Brose North America, Inc.
LK5 - Closure Systems

Brandon Goll

2630 Superior Court
Auburn Hills, MI 48326
USA
Phone: +1 (248) 754 1825
Fax: +1 (248) 364 2306
Mobile: +1 (734) 693 4542
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[REDACTED]

From: Gioia, Nancy (N.L.)
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USA
Phone: +1 (248) 754 1825
Fax: +1 (248) 364 2306
Mobile: +1 (734) 693 4542
Email: Brandon.Goll@brose.net

From: Holland, Shirleen (S.)
Sent: Friday, October 24, 2003 11:52 AM
To: Goodchild, Tim (T.O.)
Cc: Arbitter, Daniel (D.S.); Kantz, Peter (P.H.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Hartenstein, Eric (E.); Bejune, Daniel (D.C.); Arora, Roop (R.C.); Loschiavo, Jim (J.J.); Southerland, Tim (T.); Herline, Thomas (T.M.); Frank, Randy (R.R.)
Subject: RE: Focus on 4-poster

We need a projection on when the vehicle can be outfitted with the latches being returned from Germany. Can you make sure Tom Herline has that information so the schedules can be made accordingly? Thanks.

Regards,

Shirleen Holland

Body Engineering Systems
North American Engineering
CDS: sholland
Phone: 313-248-2164
Fax: 313-390-4452

---Original Message---

From: Southerland, Tim (T.)
Sent: Thursday, October 23, 2003 4:48 PM
To: Herline, Thomas (T.M.); Hartenstein, Eric (E.); Cline, Susan (S.L.); Frank, Randy (R.R.); Arora, Roop (R.C.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: RE: Focus on 4-poster

Tom,
The 4-Poster cells are currently occupied. The environmental cell will not be available at all in the near future and there is a test that has been waiting for some time for it to become available anyway. Cell 5A has a P131 test running in it presently with an EN114 DFD test that has been waiting in the queue since mid-July. Dependent on the urgency of your test versus that one, we will place you in the proper position in the queue once you have confirmed that the appropriate road load data is available.

Timothy L. Southerland
Supervisor
Durability Eval Engineering
313-390-8594

---Original Message---

From: Herline, Thomas (T.M.)
Sent: Thursday, October 23, 2003 2:57 PM
To: Southerland, Tim (T.); Hartenstein, Eric (E.); Cline, Susan (S.L.); Frank, Randy (R.R.); Arora, Roop (R.C.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: RE: Focus on 4-poster

All, we were waiting on a date of which the suspect door latches would be completed on pawl walk-out testing in Germany, which we just received. The latches will complete testing tomorrow, and be shipped to Brose-Auburn Hills next week (projected delivery date 10/30/03). Those suspect latches will then be retrofitted on to a Focus, and be ready for 4-poster testing 10/31/03.

Tim Southerland, how soon can we get on the 4-poster? In talking to Eric Hartenstein a couple weeks ago, he indicated there were a couple cars that were definitely in the schedule, but that you could confirm for us.

Susan, I just left a message with you, indicating that we need to confirm the road load data you have (or need to gather) is sufficient to the test we need to conduct. I will schedule a meeting between you, I and Tim Goodchild that we can review.

Tom Herline
Closures Supervisor
Small FWD & RWD Body Engineering
(313)845-9493 Fax: (313)845-9493 Pager: (313)851-2167
email: therline@ford.com

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

From: Southerland, Tim (T.)
Sent: Thursday, October 23, 2003 8:20 AM
To: Hartenstein, Eric (E.); Cline, Susan (S.L.); Frank, Randy (R.R.); Arora, Roop (R.C.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Bejune, Daniel (D.C.)
Subject: RE: Focus on 4-poster

Nor have I.

Timothy L. Southerland
Supervisor
Durability Eval Engineering
313-390-8594

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

From: Hartenstein, Eric (E.)
Sent: Thursday, October 23, 2003 7:23 AM
To: Cline, Susan (S.L.); Frank, Randy (R.R.); Arora, Roop (R.C.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Southerland, Tim (T.); Bejune, Daniel (D.C.)
Subject: RE: Focus on 4-poster

Susan-

Your previous note was the last thing I heard about this test. I don't even know if they still want to run it, as there are several component level tests mentioned below. I told them they needed to talk to Tim Southerland about test cell priority, and I haven't heard anything since.

Regards,

Eric Hartenstein
Full Vehicle and System Durability
AVT4, G053, Cube 171
Phone: (313) 31-77905
Pager: (313) 785-2228

"Towering genius disdains a beaten path. It seeks regions hitherto unexplored." -Abraham Lincoln, 1/27/1838

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

From: Cline, Susan (S.L.)
Sent: Wednesday, October 22, 2003 5:34 PM
To: Cline, Susan (S.L.); Frank, Randy (R.R.); Hartenstein, Eric (E.); Arora, Roop (R.C.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Southerland, Tim (T.); Bejune, Daniel (D.C.)
Subject: RE: Focus on 4-poster

Hey Eric/Dan,

I haven't heard back on this one.... do you want to get together to discuss this request, or have you deemed previously collected data (by Dennis - I'm assuming) already good for this application?

Good day,

Susan Cline

Supervisor, Road Loads - Car
Chassis CAE, Durability, and Road Loads Department
CTL Bldg., 2nd floor, 2C132 (sccline1@ford.com)

phone: 313-317-9322
pager: 313-796-5663

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

From: Cline, Susan (S.L.)
Sent: Thursday, October 16, 2003 6:14 PM
To: Frank, Randy (R.R.); Harberstein, Eric (E.); Arora, Roop (R.C.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahen, Dick (R.C.); Southerland, Tim (T.); Bejune, Daniel (D.C.)
Subject: RE: Focus on 4-poster

Randy,

I have full Program loads on the SVT version and lots of European data.

Here's the C170 Loads Transmittal History -

<< File: c170_loadstransmittal.xls >>

Recommendation -

1. Understand where Eric's reference of (5/03) data came from.... my guess is that where talking about the S&R group - Dennis Kamafel. Perhaps this data is representative.
2. If we're talking about 4-Poster data, this is a "no-brainer" and quick to do if we can limit recording to the Dearborn surfaces, which Dennis does for these type of applications. Either Dennis or I could potentially handle, given a vehicle.

Good day,

Susan Cline

Supervisor, Road Loads - Car
Chassis CAE, Durability, and Road Loads Department
CTL Bldg., 2nd floor, 2C132 (sccline1@ford.com)

phone: 313-317-9322
pager: 313-796-5663

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

From: Frank, Randy (R.R.)
Sent: Thursday, October 16, 2003 10:02 AM
To: Harberstein, Eric (E.); Arora, Roop (R.C.); Cline, Susan (S.L.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahen, Dick (R.C.); Southerland, Tim (T.)
Subject: RE: Focus on 4-poster

Susan,

Please advise on what configurations and data is available for Focus RPC. Thanks!

Thanks,

Randy Frank

Chassis GAE, Durability and Road Loads Manager -NAE

phone: 313-323-0506

fax: 313-337-3921

pager: 313-814-7889

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

From: Hartenstein, Eric (E.)
Sent: Thursday, October 16, 2003 9:59 AM
To: Arora, Roop (R.C.); Frank, Randy (R.R.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Southerland, Tim (T.)
Subject: PW; Focus on 4-poster

I checked my usual sources of road load data, and there is fairly recent data (5/03) for C170 wagon. The only other C170 data I could find was from 1999, and the vehicle configuration really wasn't specified.

As for availability/priority for the 4-posters, you will have to work through the appropriate durability verification or durability evaluation engineer. Tim Southerland should be able to point you in the right direction. I can tell you that I currently have only 1 simulator with 2 vehicles waiting and 4 more vehicles in the forecast.

Regards,

Eric Hartenstein
Full Vehicle and System Durability
AVT4, G053, Cube 171
Phone: (313) 31-77905
Pager: (313) 795-2228

"Towering genius disdains a beaten path. It seeks regions hitherto unexplored." -Abraham Lincoln, 1/27/1838

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

From: Hartenstein, Eric (E.)
Sent: Tuesday, October 14, 2003 9:03 AM
To: Arora, Roop (R.C.)
Subject: RE: Focus on 4-poster

This is an additional one. I don't know if a 4-poster test would be required here.

Regards,

Eric Hartenstein
Full Vehicle and System Durability
AVT4, G053, Cube 171
Phone: (313) 31-77905
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From: Arora, Roop (R.C.)
Sent: Tuesday, October 14, 2003 7:48 AM
To: Hartenstein, Eric (E.)
Subject: PW; Focus on 4-poster

Eric,
Heads up for you. Is this in your queue or an additional one?

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

From: Frank, Randy (R.R.)
Sent: Tuesday, October 14, 2003 7:39 AM
To: Arbitter, Daniel (D.S.); Holland, Shirleen (S.)
Cc: Kantz, Peter (P.H.); Herline, Thomas (T.M.); Arora, Roop (R.C.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.)
Subject: RE: Focus on 4-poster

Shirleen,

Roopa Arora from Jim Boerger's Activity can arrange to get you in. I would engage Dick Sahlen (Simulation TS) to help set-up the drive file. You may want to do a controlled vehicle test of different inputs to see the reaction at the latch.

Additionally, The supplier bench test for pawl walk-out can be very effective in diagnosis.

I worked thru a similar issue in the past. Who is your key contact?

Thanks,

Randy Frank

Chassis CAE, Durability and Road Loads Manager -NAE
phone: 313-323-0506
fax: 313-337-3921
pager: 313-814-7889

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

From: Arbitter, Daniel (D.S.)
Sent: Monday, October 13, 2003 5:31 PM
To: Holland, Shirleen (S.)
Cc: Kantz, Peter (P.H.); Herline, Thomas (T.M.); Frank, Randy (R.R.)
Subject: RE: Focus on 4-poster

Randy Frank is your key contact

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

From: Holland, Shirleen (S.)
Sent: Monday, October 13, 2003 1:13 PM
To: Arbitter, Daniel (D.S.)
Cc: Kantz, Peter (P.H.); Herline, Thomas (T.M.)
Subject: Focus on 4-poster

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- Determine the time we should run the vehicle before we can convince ourselves the pawl walkout will not occur again. The test may damage/destroy the unit and we need to make the team aware of the requirements.

Thanks for your help.

Regards,

Shirleen Holland

Body Engineering Systems
North American Engineering
CDS: sholland
Phone: 313-248-2164
Fax: 313-390-4452

From: Gioia, Nancy (N.L.)
Sent: Tuesday, October 21, 2003 6:04 PM
To: 'Goll, Brandon'; Reeves, Scott (S.C.); Ford, Randy (R.); Goodchild, Tim (T.O.); Gioia, Nancy (N.L.)
Cc: Kantz, Peter (P.H.)
Subject: RE:

Yesterday I could not open the file....what happened? Also, why is there an initial spike up and then a drop down?

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

From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Monday, October 20, 2003 5:18 PM
To: Reeves, Scott (S.C.); Ford, Randy (R.); tgoodchi@ford.com; ngioia@ford.com
Subject:

Here is the updated effort plot of module ambient durability testing with extra grease. Some notes:

1. The efforts are measured at the die cast lever of the module. 2. Cycling is 100% complete at 42000 cycles. 3. Latch outer release effort measurements still being recorded.

If there is anybody I missed on this distribution, please forward this on.

Brandon

Best Regards

Brose North America, Inc.
LK5 - Closure Systems

Brandon Goll

2630 Superior Court
Auburn Hills, MI 48326
USA
Phone: +1 (248) 754 1825
Fax: +1 (248) 364 2306
Mobile: +1 (734) 693 4542
Email: Brandon.Goll@brose.net

From: Holland, Shirleen (S.)
Sent: Tuesday, October 14, 2003 4:28 PM
To: Frank, Randy (R.R.)
Cc: Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: RE: Focus on 4-poster

We are working with Stefan Schwitters from Brose on the Pawl Walk Out issue. It is engineered in Germany so communication is difficult and constrained.

I will have my engineer Tim Goodchild contact Roopa.

Regards,

Shirleen Holland

Body Engineering Systems
North American Engineering
CDS: sholland
Phone: 313-248-2164
Fax: 313-390-4452

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Chassis CAE, Durability and Road Loads Manager -NAE
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fax: 313-337-3921
pager: 313-814-7889

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Cc: Kantz, Peter (P.H.); Herline, Thomas (T.M.); Frank, Randy (R.R.)
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Randy Frank is your key contact

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Thanks for your help.

Regards,

Shirleen Holland

Body Engineering Systems
North American Engineering
CDS: sholland
Phone: 313-248-2164
Fax: 313-390-4452

From: Holland, Shirleen (S.)
Sent: Thursday, October 16, 2003 11:52 AM
To: Goodchild, Tim (T.O.)
Cc: Kantz, Peter (P.H.); Herline, Thomas (T.M.); Arbitter, Daniel (D.S.); Frank, Randy (R.R.)
Subject: FW: Focus on 4-poster

Looks like we may need to discuss whether or not the road loads are appropriate.

Any thoughts or suggestions?

Regards,

Shirleen Holland

Body Engineering Systems
North American Engineering
CDS: sholland
Phone: 313-248-2164
Fax: 313-390-4452

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

From: Hartenstein, Eric (E.)
Sent: Thursday, October 16, 2003 9:59 AM
To: Arora, Roop (R.C.); Frank, Randy (R.R.)
Cc: Arbitter, Daniel (D.S.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Southerland, Tim (T.)
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AVT4, G053, Cube 171
Phone: (313) 31-77905
Pager: (313) 795-2228

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Thanks,

Randy Frank

Chassis CAE, Durability and Road Loads Manager -NAE
phone: 313-323-0508
fax: 313-337-3921
pager: 313-814-7889

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Sent: Monday, October 13, 2003 5:31 PM
To: Holland, Shirleen (S.)
Cc: Kartz, Peter (P.H.); Herline, Thomas (T.M.); Frank, Randy (R.R.)
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Thanks for your help.

Regards,

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Body Engineering Systems

North American Engineering

CDS: sholland

Phone: 313-248-2164

Fax: 313-390-4452

From: Goodchild, Tim (T.O.)
Sent: Tuesday, October 14, 2003 8:25 AM
To: Ford, Randy (R.); Reeves, Scott (S.C.); Brandon Gall (E-mail)
Subject: FW: Grease picture

Importance: High

Tim Goodchild

North America Engineering (NAE)-Hardware
Bldg #5 3D043 (313) 390-8637
tgoodchi@ford.com

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

From: Lock, Andreas (A.)
Sent: Monday, October 13, 2003 8:23 AM
To: Henshaw, Bob (R.P.); Goodchild, Tim (T.O.)
Subject: RE: Grease picture

Bob, Tim,
as promised this morning, here is a typical picture of the additional grease on a P1 latch. I think it's worth to reduce this to the lowest acceptable level.

Regards,
Andreas Lock
Body Closures - TS Mechanisms
Tel. Ford Internal: 703-2353
Tel. external: +49 (0)211 903-2353
email: alock1@ford.com



grease.JPG (66 KB)

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

From: Henshaw, Bob (R.P.)
Sent: Montag, 13. Oktober 2003 14:19
To: Lock, Andreas (A.)
Subject: RE: Grease

Andreas, fine with me if you want Brosse to do tests.....there wasn't an attached picture wit your last message.

regards,

Bob Henshaw
Project Engineer
Ext 8311

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

From: Lock, Andreas (A.)
Sent: Monday 13 October 2003 10:10
To: Henshaw, Bob (R.P.); Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon Gall (E-mail)'
Subject: RE: Grease

Bob,
Brose started already with adding 3x more grease about 2 weeks ago per request from NA. You can see the grease at the latch claw at the attached picture. I propose to reduce the grease on the pivot point of the claw for the following reasons:

- 1) skin contact area (Isotopas L32 causes skin-irritations)
- 2) limited or no effect on releasing efforts anticipated

Tim, Bob,
would you agree if I ask Brose to re-test with reduced grease on the claw?

Regards,
Andreas Lock
Body Closures - TS Mechanisms
Tel. Ford internal: 703-2353
Tel. external: +49 (0)221 903-2353
email: alock1@ford.com

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

From: Henshaw, Bob (R.P.)
Sent: Freitag, 10. Oktober 2003 10:57
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Brandon Goff (E-mail); Lock, Andreas (A.)
Subject: RE: Grease

Tim,

option "B" is fine. Can someone advise the date when extra grease is added?

regards,

Bob Henshaw
Project Engineer
Ext 6311

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

From: Goodchild, Tim (T.O.)
Sent: Thursday 09 October 2003 20:41
To: Lock, Andreas (A.); Henshaw, Bob (R.P.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Brandon Goff (E-mail)
Subject: Grease

Andreas/Bob,
I have received a number of notes regarding the adding more grease to the P1 latch. I believe that both of you have no problems with this change, and would like to take care of the change without bumping the suffixes of the base latch and/or module part numbers. As you know, NA has taken a stance and we are changing the part number of the NA C170 latch and module part numbers. In order for the Concern to be approved, I need to have an updated latch drawing reflecting this change. In order for Brose to do this, they need to either bump all of the part number suffixes or only the NA part numbers.

What I need from both of you is how you want to manage this change for your effected vehicles. As I see it, here are the options:

- A. Bump the suffix of the latch part numbers
- B. Bump the suffix of the NA latch part numbers only
- C. Bump the suffix of the NA latch and any other program

From what I have seen from your emails, option "B" might be the best alternative. Please send me a

response ASAP tomorrow so that I can get Brose moving on the Latch Drawing. Our upper management is demanding that we get this concern approved by COB tomorrow. Thank you in advance for all of your assistance.

Tim Goodchild

North America Engineering (NAE)-Hardware

Bldg #5 30043 (313) 398-6637

tgoodchi@ford.com

[REDACTED]

From: Williams, Alex (G.A.)
Sent: Tuesday, December 03, 2002 4:08 PM
To: Kolar, Ted (T.V.)
Cc: Goodchild, Tim (T.O.)
Subject: C11370351 - corrosion on side door latches

Ted, just stopped by but you weren't there.

I called Tim Goodchild from GCE and got the latest status.

- Yesterday in change control Brose reported that they met with GCE and presented them with a timing plan. This is true, but there were several updates Tim asked them to make. This is due at the end of this week.
- Once Tim has the timing, he will pull a CR to release the latch change. This will close our CR.
- Brose then must release the new modules (assemblies containing the latches). They reported to Tim that they will not have the cost until early January. If everything goes to schedule, both GCE's notice and Body's notice will be released by mid-January.
- Tim expressed his concern with releasing parts 6-7 months before implementation because if there are changes needed before then, we will have trapped suffix logistic issues. He is therefore looking to the program to decide which way we want to handle the release.
6-7 months for implementation in June is a long time, but this is a major change and requires complete re-testing for PSW/PPAP. All other vehicles changing coatings like we are have roughly the same implementation timing, and Tim says there is no way to reduce this timing without eliminating necessary testing - which he is not willing to do.
- Tim is coming to VPC tomorrow afternoon and could meet with you between 2:30-3:00 or 3:45-4:30 to further explain things. (Unfortunately, at this time I will be at Brose working on decklid latch testing) Let me know if you can meet with him then and I'll make sure he gets the message.

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-82526
Email gwlll170@ford.com

"If you think you can - you can, if you think you can't - you can't"

[REDACTED]

From: Scheele, George (G.R.)
Sent: Wednesday, November 06, 2002 12:35 PM
To: Williams, Alex (G.A.)
Cc: Goodchild, Tim (T.O.)
Subject: RE: C11370351 - C170 Focus side door latches with high efforts/seizing

It would be OK with me.

Tim,

Do you have a WERS concern and/or timing on releasing the Magni coating for the Focus latch?

George R. Scheele

Vehicle Evaluation and Verification
Arizona Proving Ground
1 Proving Ground Road, Yucca, AZ 86438
(928) 753-7284

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

From: Williams, Alex (G.A.)
Sent: Wednesday, November 06, 2002 8:23 AM
To: Scheele, George (G.R.)
Cc: Goodchild, Tim (T.O.); Kowalski, George (G.S.)
Subject: C11370351 - C170 Focus side door latches with high efforts/seizing

George, after Tim Goodchild's explanation to you that there are issues with ALL latches at Ford, and that VP Phil Martens has approved a corporate wide coating change/fix - can't we close this CR pending the corporate changes?

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-82526
Email gwilli70@ford.com

"If you think you can - you can, if you think you can't - you can't"

[REDACTED]

From: Williams, Alex (G.A.)
Sent: Wednesday, November 06, 2002 10:27 AM
To: Goodchild, Tim (T.O.)
Subject: RE: C11370351 - C170 Focus side door latches with high efforts/seizing

Tim, what is the word from Bosch on changing the coatings?

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-82528
Email gwilli70@ford.com

"If you think you can - you can, if you think you can't - you can't"

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

From: Williams, Alex (G.A.)
Sent: Wednesday, November 06, 2002 10:23 AM
To: Schaele, George (G.R.)
Cc: Goodchild, Tim (T.O.); Kowalski, George (G.S.)
Subject: C11370351 - C170 Focus side door latches with high efforts/seizing

George, after Tim Goodchild's explanation to you that there are issues with ALL latches at Ford, and that VP Phil Martens has approved a corporate wide coating change/fix - can't we close this CR pending the corporate changes?

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
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