EA04-023

FORD

5/12/2005

BOOK 1 OF 2

PART 4 OF 4

From: Williams, Alex (G.A.)
Sent: Thursday, October 24, 2002 9:43 AM
To: Goodchild, Tim (T.O.)
Cc: Swanson, Dustin (D.J.)
Subject: C11370351 - High efforts for Bosch P1 latches at APG

Tim, this is a follow-up to the discussion in the change control meeting you called in to on Monday 10-21.

Have you talked with George Scheele yet to explain what GCE is doing corporate wide with approval from Phil Martens? I would like to have this resolved by tomorrow so that our analyst, Todd Visnaw, can close this CR. That way it won't show up on the pink report next Monday!

Thanks for your help!

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: Peshkopia Stacy (AB/SFO2) [Stacy.Peshkopia@us.bosch.com]
Sent: Thursday, October 17, 2002 12:29 PM
To: 'Williams, Alex (G.A.)'; Peshkopia Stacy (AB/SFO2); Celaya, Isabel (I.)
Cc: Goodchild, Tim (T.O.); Goll Brandon (AB/ELS); Barnhart Allen (AiW/QAM); Janisse Jerry (AiW/MFE-JJ); Barnhart Allen (AiW/QAM); Georgenthum Marc (BE-CS/PRG) *
Subject: RE: A11416068 - Allow shipment of latches with 1.6mm outer relea se s pring for temporary period

Alex,

It is on both the front and the rear.
I have already updated the Alert with all front and rear module part numbers.

Thanks,

Stacy

-----Original Message-----
From: Williams, Alex (G.A.) [mailto:gwilli70@ford.com]
Sent: Thursday, October 17, 2002 12:26 PM
To: 'Peshkopia Stacy (AB/SFO2)'; Celaya, Isabel (I.)
Cc: Goodchild, Tim (T.O.); Goll Brandon (AB/ELS); Barnhart Allen (AiW/QAM); Janisse Jerry (AiW/MFE-JJ); Barnhart Allen (AiW/QAM); Georgenthum Marc (BE-CS/PRG) *
Subject: RE: A11416068 - Allow shipment of latches with 1.6mm outer relea se s pring for temporary period

Stacy, I thought this was rear only. Is it front also? It doesn't matter except the alert needs to have the right part numbers in it. Isabel also needs to approve for Hermosillo.

Isabel, both GCE and OPD have already approved this alert. It is for a temporary run of about a month of side door latches containing a different spring than normal. The difference is 1.7mm (released) to 1.6mm diameter (for temporary use)

Bosch has done durability testing on latches with the new spring, and the vehicle effect will be minimal at most. The spring is inside the latch so the plant will not even know there is a different spring, other than the alert # on the pallet. Please approve this alert.

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

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-----Original Message-----
From: Peshkopia Stacy (AB/SFO2) [mailto:Stacy.Peshkopia@us.bosch.com]
Sent: Thursday, October 17, 2002 11:58 AM
To: Stan Skiba (E-mail)
Cc: Tim Goodchild (E-mail); Alex Williams (E-mail); Goll Brandon (AB/ELS); Barnhart Allen (AiW/QAM); Janisse Jerry (AiW/MFE-JJ); Barnhart Allen (AiW/QAM); Georgenthum Marc (BE-CS/PRG) *
Subject: A11416068 - Allow shipment of latches with 1.6mm outer release s pring for temporary period

Hello Stan,

Tim Goodchild and Alex Williams have added their comments to the Alert. Please review and approve the Alert for this temporary change.

If you have any questions, please give me a call.

Thank you,
Stacy Peshkopia
Bosch FOVT/SPO2
Senior Account Manager - Closure Systems
Phone. (248) 848-2437
Fax (248) 553-1418
Mobile (248) 705-1412
Email Stacy.Peshkopia@us.bosch.com

[redacted]

From:	Williams, Alex (G.A.)
Sent:	Thursday, October 17, 2002 12:26 PM
To:	'Peshkopia Stacy (AB/SFO2)'; Celaya, Isabel (I.)
Cc:	Goodchild, Tim (T.O.); Goll Brandon (AB/ELS); Barnhart Allen (AiW/QAM); Janisse Jerry (AiW/MFE-JJ); Barnhart Allen (AiW/QAM); Georgenthum Marc (BE-CS/PRG) *
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Thanks and have an EXCELLENT day!!

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If you have any questions, please give me a call.

Thank you,
Stacy Peshkopia
Bosch FOVT/SFO2
Senior Account Manager - Closure Systems
Phone (248) 848-2437
Fax (248) 553-1418
Mobile (248) 705-1412
Email Stacy.Peshkopia@us.bosch.com

[redacted]

From: Williams, Alex (G.A.)
Sent: Monday, September 16, 2002 3:03 PM
To: 'John Wattai (E-mail)'; 'Marc Georgenthum (E-mail)'
Cc: Goodchild, Tim (T.O.)
Subject: RE: variability in latch

John/Marc, please follow-up.

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

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----Original Message----
From: Williams, Alex (G.A.)
Sent: Friday, September 06, 2002 1:09 PM
To: 'John Wattai (E-mail)'; 'Marc Georgenthum (E-mail)'
Cc: Goodchild, Tim (T.O.)
Subject: variability in latch

Gentlemen, we have talked about 3 major contributors to higher latch opening efforts

1 pawl walk-out
2 outer release spring
3 pawl spring

While it may be true that GCE will not agree to dropping pawl walk-out and reducing the pawl spring requires crash testing, what can be done within the existing design to reduce the variability from latch to latch?

What is the current latch average effort, capability, standard deviation?

When I was in Albion a couple weeks ago, the engineer from Wuppertal (Peter I think) explained about a new tumbling process helping the internal latch components to have a smoother surface finish and smoother edges - reducing friction between components and hence efforts. He thought it would be about 1N, and that it would also help to reduce variability. Since then, there must be more data proving out the new process so we know how much it will help. How much??

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"

From: Peshkopia Stacy (AB/SFO2) [Stacy.Peshkopia@us.bosch.com]
Sent: Wednesday, October 02, 2002 10:07 AM
To: Ted Kolar (E-mail)
Cc: Praful Patel (E-mail); Tolinski Ray (AB/SFO2); Dennis Steve (AB/PCS) "; Nebral Buster (AIW/QAM); Janisse Jerry (AIW/MFE-JJ); Bernhart Allen (AIW/QAM); Wattai John (AB/ELS) "; Goll Brandon (AB/ELS); Bartsch Juergen (AB/ELS); Mike Simpson (E-mail); Stan Skiba (E-mail); Alex Williams (E-mail); Tim Goodchild (E-mail)
Subject: FW: Bosch update for the reinforcement lower force spring change

> Hello Ted,
>
> Per your request, please find the history and current roadblocks for
> implementing this change as well as associated WERS numbers.
>
> 8/7/2002: Notice SB00 E 11395552 approved and released to implement
> the lower force reinforcement spring
> 8/23/2002: Bosch prepared to ship parts to Ford with lower force
> reinforcement spring once inventory of older parts has been purged at
> Bosch and ITW.
> 8/21/2002: The rear door line trial with lighter reinforcement spring
> was conducted on 8/21/02. Stan Skiba and Juergen Bartsch saw that in
> some cases outside handle was lazy, due to light spring force and
> interference with adjacent handle bezel. Bezel has two ribs which
> shape has to be corrected, in order to eliminate door handle laziness.
> Reference Alert A11402449 for line trial of lower force spring reinforcement.
> end of Aug - mid Sept: Bosch worked with Ford to develop design
> that would work on bezel. Ford worked with Keykert on determining the
> radius needed.
> Bosch mocked up parts and proved out on a few
> vehicles (Juergen Bartsch) to verify design change, which was successful.
> 09/15/2002: A11408009 written to allow Bosch to ship with the higher
> force spring until the Keykert bezel change can be introduced.
> 09/16/2002: Ford requested cost and timing from Keykert for bezel change
> via C11408943.
> Keykert says timing is 4 weeks from receipt of PO to change all
> bezel cavities
> 09/30/2002: Wayne has received 5 vehicle sets of modules with lower
> force spring. Ford waiting for Keykert to deliver modified bezels.
> 10/10/2002: Keykert said they can deliver 5 vehicle sets of bezels with
> radius by Wed, 10/10, because their CMM machine is not working right
> now.
>
> Ford's future action plans:
> 1) Do line trial at Wayne (Oct 11th??) to determine if change
> works
> 2) If change works, Ford will have Keykert change one cavity in
> the bezel - I do not know timing from Keykert for this change.
> 3) With these tooled parts, Ford will run a line trial at Wayne
> and Hermosillo (quantity TBD).
> 4) If line trial successful, Ford will kick off Keykert to
> change the rest of the cavities - I believe this change is 4 weeks.
> 5) Stan Skiba (Oct 1st) to request cost and timing from Keykert
> on an interim action of reworking parts until tool changed.
>
> Bosch is ready to supply modules with lighter force spring whenever
> necessary to ensure a quick implementation of this change.
>
> Thank you,
> Stacy Peshkopia
> Bosch POVT/SFO2
> Senior Account Manager - Closure Systems
> Phone (248) 848-2437
> Fax (248) 552-1418

> Mobile (248) 705-1412
> Email Stacy.Peshkopia@us.bosch.com
>
>

[redacted]

From: Peshkopia Stacy (AB/SFO2) [Stacy.Peshkopia@us.bosch.com]
Sent: Wednesday, August 07, 2002 7:05 AM
To: Alex Williams (E-mail); Mike Simpson (E-mail); Tim Goodchild (E-mail)
Cc: Goll Brandon (AB/ELS); Nebral Buster (AW/QAM); Barnhart Allen (AW/QAM)
Subject: Reinforcement spring change - affects Ford Part Number

Importance: High

Follow Up Flag: Follow up
Due By: Wednesday, August 07, 2002 8:00 AM
Flag Status: Flegged

Hello Ford,

The spring change on the reinforcement is assigned a new Ford part number. The Ford part number needs to be updated on the plastic part of the reinforcement tool. How is Ford handling this, since this part is shared with U204.

Alex, would you inform Michael McDonald that the part is changing for C170 but not for U204 (since this is a spring change). Does U204 (Keykert) have to change anything?

Need to resolve this issue, as ITW needs to PPAP to Albion this Friday, however, they can't because the part number stamped into the reinforcement is the old part number. ITW and Bosch do not know how to handle changing the part number on the plastic part of the reinforcement.

Please advise as soon as possible.

Thank you,
Stacy Peshkopia
Bosch FOVT/SFO2
Senior Account Manager - Closure Systems
Phone (248) 848-2437
Fax (248) 553-1418
Mobile (248) 705-1412
Email Stacy.Peshkopia@us.bosch.com

[redacted]

From: Garascia, Mark (M.D.)
Sent: Monday, October 20, 2003 6:55 AM
To: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Cc: Herline, Thomas (T.M.)
Subject: FW: Minutes/Open Items from review of 15th October

FYI, reference last item. As we approach FESO for 2005MY we will need to include the latest 8D in the FESO package. I assume the pawl walk-out will still be open past FESO. I will advise when to send the latest copy. I don't recall seeing an 8D on this issue, if there is not one available, please generate.

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

---Original Message---

From: Durston, Phil (P.R.)
Sent: Friday, October 17, 2003 5:48 PM
To: Durston, Phil (P.R.); Adams, Renee (R.L.); Allrath, Peter (P.); Altenweg, Christian (C.); 'apyle@visteon.com'; Aylen, Stephen (S.T.); Bader, Anton (Toni.); Badger, Dan (D.J.); Bear, Nigel (N.); Behrendt, Ingo (I.B.); Boyd, Leigh Ann (L.A.); Branger, Eric (E.L.); Bransch, Manfred (M.); Brown, Mark (D.); Bryan, Todd (T.A.); Cheung, Kar (K.K.); Clark, Vernon (V.L.); Cooper, Tim (T.J.); Correa, Juan (A.); Curski, Tom (T.R.); Daubenmier, John (J.A.); Dines, Howie (H.); Fischer, Dietmar (D.); Glosau, John (J.); Gebeler, Wolf Ruediger (W.R.); Grobbel, Phil (P.J.); Groth, Larry (L.E.); Gschwilm, Ruediger (R.); Harvey, Martin (M.); Haugh, Todd (T.A.); Henker, Scott (S.); Herbst, John (J.K.); Hauermann, Thomas (T.); Hommes, Kurt (K.); Jambulingam, Nat (N.); Jamison, Andrew (A.); Jiang, Tao (T.); Kalsey, Dallas (D.S.); Kiske, Guenter (G.); Kitchener, Graham (G.A.); Knipp, Herbert (H.); Koerber Dr., Stefan (S.); Krochmalny, Kevin (K.); Kuhn, Andreas (Paul.); Kummer, Alfons (A.); Kunde, Olaf (O.); Kupke, Manfred (M.L.); Lawrenz, Frank (F.); Lohr, Oliver (O.); Lte, Stc (S.S.); Marcroft, Andrew (A.J.); Meyer Dr, Eckehard (E.); Mudemisoglu, Attila (A.); Palczynski Jr., Taras (T.); Perry, Brian (B.J.); Portas, Michael (M.); Pupin, Anthony (A.A.); Rawlings, Simon (S.); Rokash, Brian (B.S.); Roof, Phil (P.); Saunders, Barry (B.); Schmaedicke, Lars (L.); Schmidt, Manfred (M.C.); Shah, Kiran (K.C.); Shynn, Dave (D.); Sint Tun, Sint Tun (ST.); Sonnett, Roger (R.); Stalsberg, Jamey (J.L.); Stimac, John (J.R.); Szczepaniak, Gerard (G.); Theisen, Nicole (N.M.); Thoene, Alois (A.); Thomas, Steve (S.); Ufer, Frank (F.T.); Vetor, Daryl (A.); Villerot, Patrick (P.R.); Volkert, Ruediger (R.H.); Nolden, Willy (W.N.); Welse, Harry (H.); White, Eugene (D.); Wild, Marcus (M.C.); Woodward, Kristie (K.L.); Wroblewski, Thomas (T.R.); Yenni, David (D.R.); Zubieta, Kelly (K.H.); Campos, Mario (M.A.); Snyder, David (D.S.); Sanne, Ralf (R.); Ruehner, Julie (J.D.); Crocker, Jonathan (J.A.); Nolden, Willy (W.N.); Mazur, Christopher (C.J.); Arora, Anita (A.); Sanne, Ralf (R.); Bondalapati, Rao (B.R.); Kloss, Uwe (U.K.); Moore, Dennis (D.L.); Mazur, Christopher (C.J.); Crocker, Jonathan (J.A.); Seetamsetti, Lokesh (L.); Vliegen, Bert (B.); Sathya, Santh (S.); Gibbons, Jim (J.J.); Dreissiger, Adrian (A.C.); Lu, Michelle (H.); Karol, John (J.S.); Wiedmeyer, Robert (R.J.); Preweda, Ivan Wasyl (I.W.); Karol, John (J.S.); Garascia, Mark (M.D.); Vyas, Bhadresh (B.); Larson, Dave (C170.); Mudemisoglu, Attila (A.); Wroblewski, Thomas (T.R.); Heiden, Michael (M.); Moerke, Thilo (T.); Swanson, Dustin (D.J.); Borsenik, Kristin (K.); Wroblewski, Thomas (T.R.); Thomas, Steve (S.); Kitchener, Graham (G.A.); Gibbons, Jim (J.J.); Mazur, Christopher (C.J.); Wiedmeyer, Robert (R.J.); Wild, Marcus (M.C.); Adams, Renee (R.L.); Pupin, Anthony (A.A.); Fike, Barbara (B.G.); Vliegen, Bert (B.); Allrath, Peter (P.); Knipp, Herbert (H.); Snyder, David (D.S.); Stimac, John (J.R.); Schumacher, Mike (M.R.); Kummer, Alfons (A.); Saunders, Barry (B.); Marcroft, Andrew (A.J.); Sanne, Ralf (R.); Meyer Dr, Eckehard (E.); Landis, Leonard (L.A.); Lawrenz, Frank (F.); Boeversen, Christian (Ch.); Ufer, Frank (F.T.); Moerke, Thilo (T.); Branger, Eric (E.L.); Ostapas, Algis (A.G.); Plen, William (W.S.); Hall, Jeffrey (J.M.); Omichinski, Jeff (J.J.); Makowski, Matthew (M.B.); Racine, Darrin (D.); Hodges, John (J.E.); McCoy, Julie (.); Kang, Hongling (H.); Platt, Dennis (D.E.); Hegde, Damodar (D.M.); Maruvada, Harish (H.V.); Preweda, Ivan Wasyl (I.W.); De Pena, Juan (J.E.); Larson, Dave (C170.)
Cc: Borsenik, Kristin (K.); Henker, Scott (S.); Palczynski Jr., Taras (T.); Muhl, Christian (C.); de Vlugt, Alex (A.R.); Kupke, Manfred (M.L.); Sideiko, John (J.W.)
Subject: Minutes/Open Items from review of 15th October

Team,

Below please find the action items that resulted from Wednesday's review with DSA & the Chiefs.

Major/Minor List – Dave Larson
Check line item 5 for continuity with CRCR number and Action to Nil.

Testing Past <CC> ~ Hongling Kang
Show history of date changes with 29th July <CC> Paper, for slipped tests
Adjust layout to reflect 'Good & Normal' testing at Top & 'Bad & late' testing to Bottom

[redacted]

Side Air Bag Testing ? should this be included?

Durability Status ~ Michelle Lu
Adjust Durability/Corrosion Test Status Table to show, open tests, eg:-
R312 Trailer Tow Retest
R314 Hi Speed, Hi Ambient
1PP, PEU & Mega project (as 05 content)Testing.

Drive Related Functional Concerns ~ Scott Henker
Adopt <LR> format, include FESO Drive Summary & VP Drive Issues

Vehicle Engineering ~ Durston/PAT Leaders
Split to reflect difference between EU/US V.Eng ~ Phil
OK-to-Ship Metric completion~ PAT leaders

Certification ~ Frank Ufer/Julie Roehner/Christian Muhl
Deep Dive Offline

Safety ~ Matt Matkowski/Len Landis/ Christian Boeversen/ AdV/ JS
Deep Dive Offline

P/T ~ Jim Gibbons/ Bob Wiedmeyer
PM-0127 ~ Update to Minor
08-5009 ~ Check on Status update FDVS
AD-0007,8,56 ~ X reference to Electrical, closure by next friday

Generic to PMT/PAT Leaders:
8D's to be available for all open items after <LR> to be included in your FESO Packs.
Add in a X-reference column to Major/Minor, Testing, Deviations, Durability, Corrosion to your Risk Summaries, If not include rationale.

We will continue going through the deck in 21st's VMT, starting with Safety, Certification, Powertrain as first on the agenda

mit freundlichen Gruessen / Kind regards

Phil Durston
C170 Vehicle Integration
703-6856 ✉ 11C110
+49 (0)221 9036856 n/a
mailto:pdurston@ford.com

From: Williams, Alex (G.A.)
Sent: Tuesday, July 30, 2002 1:57 PM
To: Goodchild, Tim (T.O.)
Subject: outer release spring in latch

Tim, welcome back! How was vacation? 4P started out not so good - 3/28 doors (10.7%) were greater than 66N. The next batch (6 cars, 24 modules) only had 1/24 above 66N - running total: 4/52 = 7.7% fallout. Yesterday, they reported 9 more cars with 1/36 above 66N.

Running total so far: 4/52+1/36 -> 5/88 = 5.7%. We are moving in the right direction, and are close to 3-5% fallout from Keykert. Is 3-5% Keykert's fallout correct?

Now for the outer release spring in latch:

Today I had a meeting with Brandon and Marc G discussing variability in the latch, module, and module on door. The spring change came up and they reported that they have 30,000 carsets of latches with modified springs (1.7 ->1.6 mm), but now there is question about whether there must be crash testing!??! Based on the fact that their 30g calculation has only changed from 60g to 58g with 30g being the minimum requirement, isn't crash testing unnecessary?

My management is expecting the spring fix as sequence #4 in the "WORKPLAN FOR BOSCH TO ACHIEVE CAPABLE OUTER RELEASE EFFORTS OF 49 +/- 15N....." updated 18-July-2002. If this change is not feasible, I need to let them know ASAP.

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

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From: Mayville, Jeff (J.S.)
Sent: Friday, July 26, 2002 12:19 PM
To: Williams, Alex (G.A.); Goodchild, Tim (T.O.)
Subject: RE: Bosch latch and module efforts

Alex,

Bosch wants to keep the 42N sort level because it reduces the amount of scrap they currently see. It is true that Ford would see less fall out with this trend shift, but we would see an even larger improvement if Bosch lowered the maximum at Albion. The reason Bosch should be able to lower the maximum at Albion is because Wuppertal should now be producing more latches (less scrap) and the trend shift at Wuppertal would logically result in even better improvement at Albion due to the mechanical disadvantage. Rather than trying to manage Bosch's internal details, I think it would be best to force Bosch to lower the sort level at Albion as that has direct impact at efforts on the vehicle.

By the way, has Bosch begun the correlation between efforts on vehicle and efforts measured on the bench?

-----Original Message-----
From: Williams, Alex (G.A.)
Sent: Friday, July 26, 2002 8:52 AM
To: Goodchild, Tim (T.O.); Mayville, Jeff (J.S.)
Subject: Bosch latch and module efforts

Tim/Jeff, this morning Bosch Wuppertal reported that they have made a process change to optimize the surface roughness of the rotor and pawl in the latch. This should give us about a 2N reduction at the latch. My question for them was, "so now you're going to sort instead of 42N to 40N, right?" They said "NO" because they are sorting modules anyways. I agree that in a way they are right, but sorting latches to 40N would help ease the burden on Bosch Albion by reducing their fallout rate, and also reduce fall out at Wayne and Hermosillo.

It is true that keeping the sort at 42N will lower fallout rates at Ford because proportionally more parts will fall within lower effort ranges. However, looking at the 4P results we have so far: 4/52 latches have been above 66N (that's 8%!) If Wuppertal sorts to 40N, then theoretically Albion should be able to sort to 53N front and 59N rear, right?

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

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From: Herline, Thomas (T.M.)
Sent: Monday, October 13, 2003 2:14 PM
To: Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: P1 Latch Questions

Tim and Jim, I've left messages to both of you needing answers to the following questions ASAP:

1) Focus door efforts:
- When is testing scheduled for completion?
- Are all issues with Europe worked out (AB effort comparison in grease vs. non-grease) to release the CR? When can we release CR? Do we need Nancy's help to communicate to Europe?
- What are next steps for permanent resolution? Magni prime candidate?

2) Suspect pawl walk-out:
- What are results of Brose pawl walk-out testing that were due on Friday?
- What was outcome of this morning's meeting with Stefan, on interepretation of the data (that was originally provided in German)?
- What testing are you looking to conduct on a Focus (just saw Shirleen's note, but it didn't list specifics)?

3) Central lock deletion:
- What is impact on latch? We believe its just a switch deletion, which is internal to the latch. Is this true?
- What DV testing would have to occur for the switch deletion?

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

From: Loschiavo, Jim (J.J.)
Sent: Thursday, July 25, 2002 10:41 AM
To: Lock, Andreas (A.); Goodchild, Tim (T.O.)
Subject: RE: P1 pawl spring change

Importance: High

When Tim gets back Monday, I need to review the #'s before we can make a good recommendation or pull the WERS concern.

Thanks,
J.J. Loschiavo
Supervisor-GCE Latching & Locks Systems
Phone: 313.594.1515 Fax: TBD
E-Mail: jloschia@ford.com
Website: http://www.bc.ford.com/t554

----Original Message----
From: Lock, Andreas (A.)
Sent: Thursday, July 25, 2002 10:15 AM
To: Loschiavo, Jim (J.J.)
Subject: P1 pawl spring change

Jim,
...hope you had a nice move to your new office...
As you know bosch intends to change the pawl spring at P1 asap to meet the opening effort requirment at C170 NA with lost motion system. I propose to have the same weaker spring across the world. Therefore I'm in discussion with our homologation guys here in Europe to find a way to implement the spring w/o doing any crash test (for which we have no budget). What is your position to that change? Have you planned to do some crashs with NA C170's? Do you see a chance to convince Jaguar to take the same latch as we intend to take? Is there any technical cause why Tim has not raised a concern?
Since it's a sensitive change I need your full agreement to do that change. If we both are sure that this is the right thing to do then I think we can convince Jaguar...

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

From:	Wirths Rainer (BE-CS/ENG2) * [Rainer.Wirths@de.bosch.com]
Sent:	Thursday, July 18, 2002 11:59 AM
To:	Bob (R.P.) Henshaw (E-Mail); Timothy O. Goodchild (E-Mail)
Cc:	Andreas Lock (E-Mail); Georgenthum Marc (BE-CS/PRG) *; Zielow Juergen (BE-CS/ENG2) *; Bartel Peter (BE-CS/ENG) *; Peshkopia Stacy (AB/SFO2); Wattai John (AB/ELS) *; Greiner Torsten (BE-CS/MOE) *
Subject:	Modification of pawl spring and outer release lever spring on P1 latch

Hello Bob, hello Tim,

we have updated the calculation of the efforts on the P1 latch after the modification on the pawl spring and outer release lever spring. The modification will theoretical reduce the efforts about 2,5-3,5N on the outer release lever, based on the same assumptions (sealing pressure 311N, and same friction factors in the latch).

Tim if Jaguar agrees also to the modification, could you give us an concern/release number, so we can start with the change of the base latch drawing? If there is a common solution the recommendation of BOSCH is to modified only the drawings without updating the suffix of the latches, cause the efforts will stay in the actual requirement of 25-60N.

If we have more statistical data, we can decide what range the values should be on the outer release lever efforts to asure quality of P1 latch modul NAPTA.

Mit freundlichen Grüßen / Kind Regards

Rainer Wirths
Teamleiter Entwicklung Schließsysteme
BE-CS/ENG2 Tel.: +49 (0)202 4667 -504; Fax: - 317
Robert Bosch Schließsysteme GmbH, Schöne Aussicht 12, 42369 Wuppertal
E-Mail: Rainer.Wirths@de.bosch.com

[redacted]

From: Reeves, Scott (S.C.)
Sent: Friday, October 10, 2003 9:22 AM
To: Stacy Peshkopia (E-mail); Stefan Schwitters (E-mail); Brandon Goll (E-mail); David Rundell (E-mail); Goodchild, Tim (T.O.); Ford, Randy (R.)
Cc: Kirila, John (J.L.); Godwin, Trina (T.); Colatruglio, Vince (V.E.); Bejune, Daniel (D.C.)
Subject: Rework on Service Stock

~~Stefan and Tim, what I need is the following:~~

~~When reworking service stock is your preference to 1) rework ALL pieces at the Brose/Atco facility, or 2) rework a portion of the service stock in conjunction with the dealers applying grease to the non-returned stock.~~

~~1) In scenario 1, enough latches will need to be reworked to fill the service pipeline prior to the service stock being pulled back for rework.~~

~~2) In scenario 2,~~

I think I answered my own question while I was typing this email to you. The direction we shall take is scenario 1 (rework all service stock at Brose/Atco). This will ensure that any latches placed into a vehicle from a determined date foreward will have 'greased' latches.

One item we need to address in our plan is when a customer brings a vehicle to service for high efforts on a door latch, will we replace just the one latch or others as well?

I will be sending out a meeting notice so that we can work through the dates of our plan. Let me know if anyone objects to scenario 1. Thanks.

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

[redacted]

From: Lock, Andreas (A.)
Sent: Thursday, July 18, 2002 10:37 AM
To: Goodchild, Tim (T.O.)
Subject: FW: C170 P1 side door latch - pawl spring change

fyi...
he is talking about a vehicle system CAE analysis or alternatively about a real crash tests...

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

----Original Message----
From: Meisenberg, Gerhard (G.)
Sent: Donnerstag, 18. Juli 2002 16:04
To: Lock, Andreas (A.)
Subject: RE: C170 P1 side door latch - pawl spring change

Herr Lock,
I had a word with TUEV about, at least we need a CAE analysis about. But nevertheless, TUEV mentioned that it is a high risk that whitnessed homologation tests regarding Crash ECE-R94 (offset),-R95 (side), and -R32 (rear) will be necessary.

Regards,

Gerhard Meisenberg

Engineer, Safety Systems
Vehicle Homologation & Conformity (VHC)
Tel: Int. (8)703-4975 Ext. ++49 (0)221 9034975
Fax: (8)703-3019 ++49 (0)221 9033019
E-mail: gmeisenb@ford.com

----Original Message----
From: Lock, Andreas (A.)
Sent: Donnerstag, 18. Juli 2002 14:56
To: Meisenberg, Gerhard (G.)
Subject: C170 P1 side door latch - pawl spring change

Herr Meisenberg,
we investigate the change of the pawl spring at all side door latches used at C170. The inertia calculation shows the following results:

Front doors: 61g current to 48g
Rear doors: 72g current to 58g

The key question is whether we need to homologate the whole vehicle again (Incl. crash etc) or whether a document update is acceptable.

Thanks in advance.

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

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Wednesday, October 08, 2003 1:11 PM
To: Goll, Brandon
Cc: Goodchild, Tim (T.O.)
Subject: Pawl walk out

Brandon,
Please provide the Fishbone to Tim asap, including the tasks numbers as shown in our task lists.

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: Peshkopia, Stacy [Stacy.Peshkopia@brose.net]
Sent: Tuesday, October 07, 2003 4:18 PM
To: Ford, Randy (R.)
Cc: Kolodica, Sandy (S.M.); Lozano, Luis; Goodchild, Tim (T.O.); Williams, Alex (G.A.); fiaquint@ford.com; Nelson, Daniel (D.G.)
Subject: NB00 E 11453190 000 - Revert Magni latch modules back to prior level

Hello Randy,

I just spoke with Sandy Kolodica, Ford Spec Analyst. She cannot take the releases out of the system until the notice is moved to R status.

Randy, is it your plan to go to change control on Thursday for this notice to get the modules reverted back to the AE, BD and CD levels for front doors and AF and BF levels for rear doors?

I think this is the only way we can get the notice to R status.

Please let me know if this is the plan.

Best Regards
LKS

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

[redacted]

From: Reeves, Scott (S.C.)
Sent: Tuesday, October 07, 2003 3:47 PM
To: Brandon Goll (E-mail); Ford, Randy (R.); Goodchild, Tim (T.O.); Bejune, Daniel (D.C.); Stacy Peshkopia (E-mail); Stefan Schwitters (E-mail)
Cc: Parlow, Katie (K.M.)
Subject: Qback Deep Dive

We are not on the Quarterback Deep Dive for tomorrow as we will be at sterling heights going over the process for re-greasing of the latches.

Katie asked if we can update here on the following from last meeting.

1) Test reports for greasing change - last week we had them, but not translated. Can we give her a copy, or at least a status.
2) Service stock disposition - I see that we have it identified. We need to forward a plan that reworks the service stock.
3) I will give her an update on our PFMEA / process check tomorrow after we return.

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

From:	Bartsch Juergen (AB/ELS) [Juergen.Bartsch@us.bosch.com]
Sent:	Tuesday, July 16, 2002 4:23 PM
To:	Alex Williams (E-mail); Stan Skiba (E-mail); Tim Goodchild (E-mail); 'tjadzins@ford.com'
Cc:	Wattai John (AB/ELS) *; Peshkopia Stacy (AB/SFO2); 'mwilli14@ford.com'; 'sshahab@ford.com'; 'jmayvil@ford.com'
Subject:	2 Vehicle tryout with lower force spring at outer handle
Importance:	High

Outside release force reduction - Step 1

When: Wednesday July 17, at 9:00 AM

Where: Wayne Assembly proof out building

Subject: Swap out side door latch modules from 2 production vehicles with new Bosch modules (4N lower spring force at outside handle reinforcement). Measuring seal load and release efforts before and after. Evaluate return force at outside handle (flushness with bezel). The original Keykert production door modules have to be swapped back after measurements and evaluation.

Stan: Could you please put to production vehicles on hold for the swap out.

Tim and Alex: Bosch needs you there in Wayne, to sign off the evaluation and give us a go for that change.

Regards,

Juergen Bartsch
Robert Bosch Corporation
AB/EL$

From: Reeves, Scott (S.C.)
Sent: Tuesday, October 07, 2003 3:43 PM
To: Herline, Thomas (T.M.)
Cc: Ford, Randy (R.); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.)
Subject: C170 Durability Cars

Tom, I talked with Michelle Lu (durability engineer) about what was run here in North America for durability on the 05 C170.

She said 2 cars were run, 1 with trailer tow at 1000Lbs and has completed 100% of the durability cycle and is now 60% of the way through chassis dyno.

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

From: Lu, Michelle (H.)
Sent: Tuesday, October 07, 2003 12:05 PM
To: Wu, Zhen (Z.); Adams, Renee (R.L.); Allrath, Peter (P.); Arora, Anita (A.); Barnes, Tom (T.); Bartens, Dietmar (D.); Bejune, Daniel (D.C.); Beno, Jeffrey (J.J.); Bernard, Gert (G.); Bollig, Peter (P.); Bolton, Rick; Brown, Mark (D.); Brown, Todd (E.T.); Cameron, Bill (W.T.); Cline, Susan (S.L.); Conen, Mark (M.); Cordes, Amy; Cutaiar, Michael (M.); Dawda, Tim (T.J.); De Man, Hans (H.); de Vlugt, Alex (A.R.); Desantis, Massimo (M.D.); Dobies, Kathi (K.M.); Dreissiger, Adrian (A.C.); Dudley, Gregory (G.); Elsenety, Nabih (N.W.); Fike, Barbara (B.G.); Ganguly, Shane (S.); Garascia, Mark (M.D.); Gerus, Scott (S.); Gibbons, Jim (J.J.); Golan, Bob (R.H.); Goodchild, Tim (T.O.); Gourd, Jim (J.T.); Gridley, Scott (S.D.); Grove, Brian; Hasenkamp, Peter (A.); Haugh, Todd (T.A.); Hawkes, Frank (F.B.); Henker, Scott (S.); Hoffman, Elaine (E.M.); Huber, Thomas (T.F.); Irby, Michael (M.J.); Johnson, Kathy (K.D.); Jones, Darryl (D.L.); Jung, Markus (M.); Kodrik, Gene (G.A.); Koesler, Paul (P.D.); Kowalski, George (G.S.); Kraus, Andreas (E.O.); Kummer, Alfons (A.); Kurple, Alex (A.C.); Lipsey, Ed; Lloyd, Dave (D.B.); Marshman, David (D.P.); Martelli, Ron (R.L.); Matkovich, Dale (D.M.); Matysiewicz, Edwin (E.J.); McCann, Joseph (J.M.); Mehta, Paras (P.M.); Melhorn, Barry (B.J.); Moreau, Andrew (A.P.); Muhl, Christian (C.); Mulonas, David (D.S.); Nold, Jeff; Nowka, Erich (E.J.); Oriebeke, Michael (M.E.); Paciero, Scott; Painter, Andrew (A.); Pan, Ming (M.); Pariseau, David (D.M.); Parks, David (D.H.); Parrish, Will (W.F.); Patil, Rajendra (R.D.); Pollitt, Dwayne (D.); Poon, Charles (C.); Preweda, Ivan Wasyl (I.W.); Price, Don (D.D.); Pupin, Anthony (A.A.); Reeves, Scott (S.C.); Riches, Mark (M.D.); Roehner, Julie (J.D.); Sander, Karsten (K.); Senkaranarayanan, Shankar (.); Sathya, Sarith (S.); Schamberger, Michael (M.R.); Scheele, George (G.R.); Schmidt, Manfred (M.C.); Schumacher, Mike (M.R.); Schwalm, Peter (P.); Schwede, Robert (R.); Sebold, Lynn (L.A.); Singer, Jeffrey (J.J.); Swick, Curt (C.); Thoene, Alois (A.); Thomas, Steve (S.); Veluchamy, Venkatasamy (V.); Vermeerschen, Benny (B.); Vinkovich, Richard (B.); Vizzini, Frank; Vliegen, Bert (B.); Weaver, Kirk (E.); Wiedmeyer, Robert (R.J.); Wild, Marcus (M.C.); Williams, Alex (G.A.); Williams, Joe (W.J.); Wilson, Ed (E.)
Cc: Yacks, Dennis (D.L.); Barnett, Ross (R.); Barrie, Gary (G.L.); Bussone, Robert (R.P.); Gabriele, Martin (M.); Infante, Guy (G.J.); Moosh, Michael (M.V.); Schradle, Janis (J.V.); Starkey, James (J.A.)
Subject: FW: Engineering Director's Design Review Preliminary Agenda - October 9, 2003

Importance: High

Nancy Gioia Review agenda for this Thursday 10/9.

Michelle Lu
Durability Verification Engineering
Bldg #4, Room 100, Cube 301
Tel: (313) 24-85839
Fax: (313) 24-88776

----Original Message----
From: Parks, David (D.H.)
Sent: Tuesday, October 07, 2003 11:51 AM
To: Schwalm, Matt (M.M.); Callegari, Michael (M.D.); Dubovsky, Chad (C.R.); Harvey, George (G.D.); Lu, Michelle (H.); Parrish, Will (W.F.)
Subject: FW: Engineering Director's Design Review Preliminary Agenda - October 9, 2003

----Original Message----
From: Nalon, Brad (B.C.)
Sent: Friday, October 03, 2003 3:05 PM
To: Gioia, Nancy (N.L.); Pittal, Kimberly (K.L.); Arbitter, Daniel (D.S.); DeDappo, Lynn (L.D.); Skinner, Sandra (S.A.); Davis, Jeffrey (J.S.); Thai-Tang, Hau (H.N.); Whitens, Mike (M.J.); Johnston, Bob (R.T.); Keler, Mark (M.E.); Baymek, Raymond (R.); Knudsen, Keith (K.C.); Rushbrook, Mark (M.A.); Marqueiss, Dennis (D.L.); Draper, Bill (W.E.); Patten, Kimberly (K.A.); Gomez-Mesquita, Art (A.R.); Pesenga, Randy (.); Jackson, Diana (D.M.); Baker, Diana (D.M.); Cannon, Cindy (R.C.); Varga, Susan (S.); Fusco, Frank

[redacted]

(F.D.); Roehner, Julie (J.D.); Ellison, Pandora (P.M.); Boes, Gary (G.L.); Kapadia, Mahendra (M.A.); Stus, Debbie (D.L.); Sidelko, John (J.W.); Ramey, Tonya (T.L.); Gonzalez, Lisa (L.); Sims, Michael (M.A.); LaFalve, Rita (R.A.); Ruhala, Philip (P.N.); Parks, David (D.H.); Kainz, Laura (L.L.); Nelson, Don (D.F.); Daleiden, Steve (S.A.); Williams, Michael (M.T.); Musselman, Thomas (T.A.); Randle, Paul (P.R.); Weaver, Kirk (E.); Fike, Barbara (B.G.); Harmer, Robert (R.J.); Randle, Paul (P.R.); Johnston, Bob (R.T.); Dobies, Kathi (K.M.); Crocker, Jonathan (J.A.); Jackson, Eric (E.E.); Keller, Mark (M.E.); Lavine, John (J.D.); de Vugt, Alex (A.R.); Bakhari, Saleem (S.A.); Bondalapati, Rao (B.R.); Ebadi-Noori, Shadmehr (S.); Lochner, Shannon (S.L.); Livernois, Stephen (S.M.); Chronowski, David (D.G.); Omichinski, Jeff (J.J.); Mehta, Sanjay (S.); Schneider, Michael (M.J.); Hawkes, Frank (F.B.); Fontana, Michael (M.T.); Rosin, Chris (C.P.); Adams, Renee (R.L.); Schamberger, Michael (M.R.); Best, James (J.B.); Kiessel, Robert (R.A.); Patel, Anup (A.M.); Orris Sr., Steve (S.J.); Newsome, Greg (G.R.); Marakby, Sherif (S.)

Subject: Engineering Director's Design Review Preliminary Agenda - October 9, 2003

Engineering Director's Design Review
Thursday October 9, 2003
Room 13E106A

Chassis

12:00 to 1:30 P.M.

12:00	Durability Issues	Jeff Davis
12:30	Deviations	
	- LS Frt. Brake Dust Shield	Sanjay Mehta/Mike Schneider
	- LS Frt. Stabar to Frt. Member Side Rail Clearance	Sanjay Mehta/Mike Schneider
	- S197 Strut Corrosion	Frank Hawkes
1:00	S197 Test Planning Status	Mike Fontana
1:30	Adjourn Chassis	

Body Engineering (Special Review)

1:30 to 2:30 P.M.

1:30	C170 Decklid Latch	Peter Kantz
2:00	V229 Power Liftgate	Peter Kantz
2:30	Adjourn Body	

Powertrain

2:30 to 3:50 P.M.

2:30	Durability Issues	Kim Pittel

[redacted]

3:00 S197 Test Planning Status — Chris Roxin

3:30 tbd

3:50 Adjourn Powertrain

Deviations

4:00 to 5:30 P.M.

4:00 Body

- V229 Liftgate Scuff Plate/Clip Insertion Forces — Greg Newsome/Mike Whitens

4:15 Electrical

- V229 Output Diagnostic Detection Capability — James Best/Robert Kiessel
- V229 PSD Module Uses RAM to Store DTC's — James Best/Robert Kiessel
- C170 HS/MS CAN Protocols — Renee Adams
- C170 Seat Routing — Renee Adams
- C170 PCM EMC — Anup Patel/Steve Orris

4:45 Climate Control

- C170 Unwanted Heat — Mike Schamberger
- C170 Heater Performance — Mike Schamberger
- C170 System Airflow Noise — Mike Schamberger

5:00 Vehicle

- C170 16 " Wheel & Tire Combination — Jeff Omichinski
- C170 15" Wheel & Tire Combination — Jeff Omichinski
- C170 Tire Snow Chains — Jeff Omichinski
- C170 Battery Cable Clearance — Jeff Omichinski
- C170 HEGO Wire Clearance — Jeff Omichinski
- S197 Decklid/Liftgate Head Clearance — Keith Knudsen

5:30 Adjourn Deviations

Time: 9:00 - 9:30 a.m. Tuesdays and Thursdays

Location: Large Conference Room and Teleconference

Call-in: 1-800-[illegible]

Passcode: [illegible]

Distribution: D. Gall, S. Schreiber, D. Rundell, T. Goodchild, R. Ford, S. Reeves, D. Bejune, A. White, W. Volz

Updated: September 30, 2003

No.	Item	[illegible]	Open Date	Original Due Date	Revised Due Date	Responsible	[illegible]	Comments/Status
1	Instrument vehicle for MPG testing		September 30, 2003	October 1, 2003		D. Bejune		
2	Test vehicle at MPG for displacement and cushion		September 24, 2003	October 4, 2003		D. Bejune		To be completed after vehicle instrumentation (item 1)
3	Data processing of MPG test results		September 30, 2003	October 7, 2003		D. Bejune		To be completed after MPG testing (item 2)
4	Verify critical dimensions of latches returned from Lear		September 24, 2003	TBD		A. White		To be completed after all pawl walkout testing has been completed
5	Pawl walkout test on latches returned from Lear with new vehicle inputs		September 25, 2003	October 16, 2003		A. White		To be completed after vehicle inputs have been determined (item 3)
6	Sample parts of pawl and rotor to T. Goodchild after heat treat, coating, and overmold		September 25, 2003	October 10, 2003		B. Gall		C. Coenen from Brose to ship parts on 10/1/03
7	Roughness measurements on rotor and pawl of Lear latches		September 24, 2003	October 17, 2003		A. White		To be completed after all pawl walkout testing has been completed
8	Test report for all pawl walkout testing completed		September 25, 2003	[illegible]	October 10, 2003	B. Gall		C. Coenen from Brose to translate test reports
1	22% ambient durability testing for extra grease protocol		September 24, 2003	October 7, 2003		D. Rundell		
2	Setup extra grease re-work stations		September 25, 2003	October 7, 2003		W. Volz		W. Volz to setup meeting with STA, T. Goodchild, and R. Ford to review rework process. Ford representatives to be present at beginning of process.
3	Previous Magna Concern cancelled		September 25, 2003	October 6, 2003		S. Reeves		S. Reeves working with D. Nelson
4	Concern for extra grease completed with part numbers (C11552051)		September 30, 2003	October 3, 2003		B. Gall T. Goodchild		Ensure that it is a no-cost change. Ford Eu and Jaguar must also complete Concerns

[illegible]

Time: 8:30 - 9:30 a.m. Tuesdays and Thursdays
Location: Large Conference Room and Teleconference
Call-in: 1-800-[illegible]
Passcode: [illegible]
Distribution: B. Gall, S. Schwalbach, D. Puchel, T. Goodchild, R. Ford, B. Agnew, D. Bejma, A. White, W. Volz
Updated: September 29, 2003

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	Monitor new grease re-work latches within	[redacted]	September 30, 2003	October 8, 2003		B. Gall		
8	Magna tilting with full PV testing	[redacted]	September 26, 2003	October 8, 2003		A. White		
7	Update large latch drawing with new latch part number. (MY 2004)	[redacted]	September 30, 2003	October 7, 2003		A. White		New latch part is 464A
8	Update lubrication specification with new grease amount	[redacted]	September 26, 2003	October 7, 2003		A. White		
9	Module drawings updated with new part numbers (MY2004)	[redacted]	September 30, 2003	October 7, 2003		B. Gall		New module part is 4645
10	Last motion vs. non last motion mechanical advantage comparison	[redacted]	September 30, 2003	October 3, 2003		B. Gall		B. Gall to set up meeting at Ford on 10/6/03 to discuss all design status.
11	PV plan for Magna change completed and approved	[redacted]	September 30, 2003	TBD		B. Gall		
12	Define dust test for latches with Magna coating	[redacted]	September 24, 2003	TBD		T. Goodchild		

EM04-023 3789

[redacted]

From: Wattai John (AB/ELS) * [John.Wattai@us.bosch.com]
Sent: Thursday, July 11, 2002 1:18 PM
To: Nebral Buster (AiW/QAM); Janisse Jerry (AiW/MFE-JJ); Mark Mikenis (E-mail); Peshkopia Stacy (AB/SFO2); Ingle Merle (AiW/PUR-MI); Goll Brandon (AB/ELS); Barnhart Allen (AiW/QAM); Stan Skiba (E-mail); Alex Williams (E-mail); Tim Goodchild (E-mail); Jeff Mayville (E-mail); Reinert Joerg (AB/ELS); Rundell David (AB/ELS)
Cc: Budweg Mathias (AB/PWL) *; Bartel Peter (BE-CS/ENG) *; Zietlow Juergen (BE-CS/ENG2) *; Stratil Peter (BE-CS/QAS1) *; Wirths Rainer (BE-CS/ENG2) *; Syed Shahab (E-mail); Bartsch Juergen (AB/ELS)
Subject: module reenforcement spring change

Importance: High

Hello Spring change Team,
prototypes of the new spring have been received today and we are testing them now. In order to get this change into production, please review this timing chart and your assignment and verify that the dates are correct. This change should get us 3-4N reduction for module outside release effort. Any questions, please give me call today. Thanks for your assistance and if you think any of the times can be reduced, please let me know.
John Wattai,
Bosch
248-848-2557

bosch sidedoor module reenforc...

From:	Peshkopia, Stacy [Stacy.Peshkopia@brose.net]
Sent:	Tuesday, October 07, 2003 9:31 AM
To:	Reeves, Scott (S.C.); Ford, Randy (R.); Goodchild, Tim (T.O.); Williams, Alex (G.A.); Celaya, Isabel (I.)
Cc:	Goll, Brandon; Athalye, Parag; Oeschl, Udo; Didley, Diona; Schwitters, Stefan; Volz, Wolfgang; Lozano, Luis
Subject:	A11569244 - Alert # to allow Brose to ship reworked latches for the P1 Side Door Latch Modules

Hello All,

I have entered the information for the Alert to allow Brose to ship reworked (extra grease in latches) modules to Wayne and Hermosillo.

Ford people, please go into WERS and approve the Alert A11569244.

Brose people, this will be the Alert number A11569244 that we will have to ship all re-worked modules under.

Best Regards
LKS

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

From: Bejune, Daniel (D.C.)
Sent: Monday, October 06, 2003 5:00 PM
To: Magewick, Doug (D.J.)
Cc: Goodchild, Tim (T.O.)

Doug,

Data collection went well on Saturday. Pete was thorough and efficient - always appreciated.

Thank you for your phone message. When you complete the conversion to displacements tomorrow, would you please send the data to myself and Tim Goodchild (tgoodchi@ford.com, X00637). I am in Hermosillo for the next 3 days, so Tim will be reviewing the test data to modify the parameters we currently use for our component test. Will you please provide the data in a format that Tim can manipulate with Excel?

Thank you for your help on this data collection and analysis task.

I will be available to pick up the vehicle on Friday - no rush, that is simply the earliest I can get it out of your way.

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

From: Rundell, David [David.Rundell@brose.net]
Sent: Monday, October 06, 2003 4:51 PM
To: sreeves2@ford.com; tgoodchi@ford.com
Cc: Goll, Brandon; Sandkuehler, Stefan; Coenen, Christian
Subject: P1 Test information for Tuesday 07Oct03 discussion


LX5-080 Data Form .xls (65 KB)...


Slam Abuse Test Report.doc (29...

Hello Gentlemen,
Attached is durability test info with operating efforts for additional grease and Magni565 latches that are being tested at Brose Auburn Hills at the 25% complete status. Also included is a report from Brose Wuppertal for the Slam Abuse. We can discuss these finding if needed in the telecom.

Best Regards
LX5

David Rundell

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

From: Wirths Rainer (BE-CS/ENG2) * [Rainer.Wirths@de.bosch.com]
Sent: Thursday, July 11, 2002 11:18 AM
To: Tim Goodchild (E-mail); Wattai John (AB/ELS) *; Bartel Peter (BE-CS/ENG) *; Zietlow Juergen (BE-CS/ENG2) *
Subject: Summary Telecon 10. July 2002 FORD-BOSCH

Hi Tim,

could you please check my summary of our telecon and give a short reply if o.k. so i can distribute the e-mail.

1. The outer release efforts on the P1 latch modul are no longer an SC-characteristics. The max. accepted value for the outer release effort is now 64N meassured at the P1 latch modul. The requirement for outer release travels on P1 latch modules will be change from 8-15mm to 5-16mm. The concern number for the change of the requirement is C11389796. The outer release efforts, that are measured on the car (Wayne requirement was max.66N) are directly combined with the sealing pressure that the door is preloaded with. BOSCH is testing according to the specification with a sealing pressure of 312N. If the sealing pressure on the car is over 312N the outer release efforts on the handle will increase. That means that if the sealing pressure on the car is out of specification BOSCH will refuse quality rejections of FORD.

2. BOSCH will sort Moduls to the new value for 4PP and Job1.

3. BOSCH will continue to analyse different options on the P1 latch modul to decrease the outer release efforts (decrease spring in reinforcement on outer handle, decrease the outer release spring in the latch, decrease the spring of the pawl, and further optimisations). BOSCH will update 30g calculation and report to FORD. For latch specific changes Ford Core Engineering has to decide, if the change in the base latch is affecting all programs or specific for the NAFTA latches. Recommendation from BOSCH is to do the change on the base latch on all car lines.

4. BOSCH will analyse the NGL1 Latch moduls to find out what has been changed inside of the modul/latch.

Tim please respond if you can agree with this statements.

Mit freundlichen Gruessen / Kind regards

Rainer Wirths
Teamleiter Seitentuerschloesser / Teamleader Closure Systems BE-CS/ENG2

From: Peshkopia, Stacy [Stacy.Peshkopia@brose.net]
Sent: Monday, October 06, 2003 2:49 PM
To: Goodchild, Tim (T.O.); Goll, Brandon; Schwitters, Stefan; Wilde, Andreas; alock1@ford.com; Meiss, Torsten; Celaya, Isabel (I.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Bejune, Daniel (D.C.); Herline, Thomas (T.M.); Williams, Alex (G.A.); Nelson, Daniel (D.G.); fiaquint@ford.com; Leidig, Gerhard
Subject: RE: C11553751

Change
ummary.xls (220 KE

Hello Tim,

I have added to your Concern C11553751 for adding the grease, the C170 NA modules and service kits. Attached is the latest parts list showing what the new latch, module and service kit part numbers will be.

It is my understanding however, that we still have to wait for the release from Jaguar and CD132 mondeo and C170 Eu to write their concern for their latches and modules with the adding of grease. As soon as those concerns are also processed, then Wuppertal can update the P1 base latch drawing.

Andreas,
Do you know when you can get a concern from Jaguar, CD132 and C170 Eu for the other latches? Also, then we will need to know how long it will take Wuppertal to update the P1 base latch drawing and send it to us here in North America. We would like to have the concerns processed by tomorrow afternoon for the European programs, is that possible?

Please let me know ASAP, where Europe stands on this issue of adding grease to all the P1 latches. Also, see attached (page 12) which shows the new latch part numbers for all NA latches per C11553751.

Tim and Randy and Isabel,
As a 2nd issue, Wuppertal has just sent us a PPAP for the 4 pin connector for manual latches only. Is it possible to do this change with the grease change. It would be traceable because the part number for the latch would bump to the 4S4A, and we would not start using the 4 pin connector on manual latches until the latch part number was changed for production. If a line trial is required, we have a few parts with only the 4 pins present in the connector. It would really be helpful if we could do the change at the same time as the grease, and again this change does not affect fit or functional because it is only for the manual latches (front) which do not get a wire harness. Please advise, if I can add this change to the concern, and I will do that right now. Grease timing will not be affected at all, as we are ready to implement the 4 pin connector change as soon as we receive an approved notice.

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: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]
Sent: Monday, October 06, 2003 9:19 AM

To: Peshkopia, Stacy; Goll, Brandon; Schwitters, Stefan
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Bejune, Daniel (D.C.); Harline, Thomas (T.M.)
Subject: C11553751

Just wanted to give everyone a quick update of the status of the above mentioned concern. The concern is currently in "I" status pending the CAD data from Brose. Frank will release the concern once the data for the latch is complete.

Brose-Do you have any timing when the drawing will be updated?

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

[redacted]

From:	Williams, Alex (G.A.)
Sent:	Friday, June 28, 2002 11:28 AM
To:	Partch, Tom (T.W.); Skiba, Stan (SS.); Shahab, Syed (S.A.); Mayville, Jeff (J.S.)
Cc:	Goodchild, Tim (T.O.); Pierman, Doug (D.B.)
Subject:	RE: Alert No. A11386447 for Bosch Sidedoor Module

Gentlemen, PD does not support this alert. Bosch signed up to this and since they have not done anything to fix this since 1PP/FEU are looking to us to "make it ok." This is totally unacceptable!

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"

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

From:	Wattai John (AB/ELS) * [mailto:John.Wattai@us.bosch.com]
Sent:	Friday, June 28, 2002 11:11 AM
To:	Tom Partch (E-mail); Alex Williams (E-mail); Stan Skiba (E-mail); Syed Shahab (E-mail); Peshkopia Stacy (AB/SF02); Jeff Mayville (E-mail)
Cc:	Nebral Buster (AW/QAM); Janisse Jerry (AW/MFE-JJ); Parks Kevin (AW/PLM); Budweg Mathias (AB/PWL) *; Roger Sands (E-mail); Doug Pierman (E-mail); 'Gerardo Nava (E-mail)'; Bartsch Juergen (AB/ELS); Goll Brandon (AB/ELS); Barnhart Allen (AW/QAM); Zietlow Juergen (BE-CS/ENG2) *; Mulvey Catherine (BE-CS/KF0) *; Strebl Peter (BE-CS/QAS1) *; Bartel Peter (BE-CS/ENG) *; Georgenthum Marc (BE-CS/PRG) *
Subject:	Alert No. A11386447 for Bosch Sidedoor Module
Importance:	High

Hello C170 Sidedoor Module Launch Team,
per the initial PSW submittal, capability studies for outside release efforts/travels (SC05/SC06) for the C170 sidedoor module have been repeated on the Bosch Albion plant audit machine. Based on a 30pc study, the data showed that the modules are not capable to the upper limit specification value of 64N for outside release, therefore, Alert No. A1138644 has been issued for a 90-day period.

Bosch requests that the alert be approved by July 1, 2002, so that the PSW may be submitted to Ford STA the following day for approval for start of 4P build and production start. The alert approval list is:

- Tom Partch
- Alex Williams
- Stan Skiba
- Jeff Mayville
- Syed Shahab

Should you have any questions, please contact me at the phone number listed below.

Mit freundlichen Gruessen - Best Regards,

John Wattai
Engineering Manager - Closure Systems
Robert Bosch Corporation AB/ELS
38000 Hills Tech Dr. Farmington Hills, MI 48331
Office: 001-248-848-2557 Fax: 001-248-848-2313 (New Fax #)
Mobile: 001-248-514-0423
Email: John.Wattai@us.bosch.com
BeQIK - Be Better - Be BOSCH

FAX TRANSMITTAL

ROBERT BOSCH CORPORATION

BOSCH

38000 HILLS TECH DRIVE
FARMINGTON HILLS, MICHIGAN 48331-3417

TELEPHONE: (248) 848-2437
FAX: (248) 553-1418

To:	John Galbraith	**From:**	Stacy Peshkopia
Fax:	(313) 322-3854	**Pages:**	2
Phone:	(313) 594-0380	**Date:**	8/23/00
cc:	Tim Goodchild, John Wattal, Jim Loschiavo		

Subject: Final costs to build 7 P1 Module fixtures to support PV Durability testing and to support Engineering Change Validation in 6-8 weeks for SW164, C170 NAFTA, C170 Eu and CD132

Dear John,

Per your request, please find enclosed the final costs for the P1 Module Test Racks, which will be used for PV Durability Testing and also to support any Engineering Changes that may happen after SOP. This quote has all test fixtures built in Wuppertal, Germany. Due to capacity issues, the test racks being built must be staggered, as shown by the dates. The total cost covers all programs, European and NAFTA.

Bosch requires a PO to be issued no later than 31-Aug-2000 to meet the dates listed in the matrix.

If you have any questions or comments, please contact me at the number listed above.

Thank you,

Stacy Peshkopia

BOSCH

To:	From:	Telephone:	Fax:	Farmington Hills Date:
Ford RVT Losiovo/Goodchild	Jim Zaiser AN/ELS	(248) 848-2431	(248) 848-2818	June 7, 2000

cc: K6-SL Kachouh, Hille, Georgenthum

CONCERNS OF ES-1X41-F21812-AA

The requirements for the Bosch P1 Latch Assembly for the Ford Motor Company have had non-fixed requirements since inception in 1997. At the time of quotation and initial design, the Ford Side Door Latch SDS (version 7.0) was used to define the functions and requirements of the latch.

In September 1999, Ford presented the Bosch team with the NGL2 ES specification and asked that we adopt these requirements. Bosch has researched and analyzed the implications of these requirements. While we realize the ES document should test the latch to determine its ultimate limits and weaknesses we must also consider the reality of the PSW process.

At the time of PSW, the latch will have to answer the question – pass or fail. We at Bosch know and can assure the latch will pass all requirements from the original expectations called out in the SDS ver 7. However, we are unsure about further requirements for initial testing and further IP testing within the new set of requirements in the ES specification.

Is has been the intention of Ford RVT and Bosch engineering to write a test plan that accurately describes the latch. Therefore, we confirm that the ES specification will be modified and not the P1 latch, should any requirement not be fulfilled. That means; if the latch fails a test, and the minimum requirement of the SDS has been achieved, then the ES specification and not the latch will be altered to pass PSW testing or any IP testing.

To achieve this it is mutually agreed upon that the P1 ES specification will be modified and approved prior to a scheduled PSW date of September 2000, should the need arise. Proper test results and clear explanations by Bosch engineering will be made to the corresponding Ford RVT engineer.

From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Thursday, October 02, 2003 10:59 AM
To: tgoodchi@ford.com
Subject: Issues List.xls

Importance: High

Issues List.xls (62 KB)

Hi Tim,
Here is the updated open issues list. If you see any problems, feel free to change them for now, as I am in a bit of a hurry for this afternoon's presentation.

Brandon
<<Issues List.xls>>

From:	Wattai John (AB/ELS) * [John.Wattai@us.bosch.com]
Sent:	Wednesday, June 19, 2002 4:52 PM
To:	'ppatel1@ford.com '
Cc:	'gwilli70@ford.com '; 'sshahab@ford.com '; 'tgoodch@ford.com '; Peshkopia Stacy (AB/SFO2)
Subject:	update for bosch c170 module efforts

18.Jun.02 Wuppertal

Hello Praful,
per our discussion two weeks ago, I wanted to give you a short update on our work regarding the action plan to reduce the outside release efforts for the Bosch C170 module. I am currently in Wuppertal, Germany this week with our latch team finalizing the timing and plans for several of the latch issues as presented two weeks ago. Here is our current plan:

Issues:

1. High o/s release efforts with new modules
   - checked Kiekert modules in vehicles to compare
   - verifying differences between 1PP build and line trial
   - testing surface roughness / stamping process with rotor and pawl
   - collected release effort data on latches and modules for FEU.
   - reviewing mechanical advantage with lost motion system
   - reviewing a different clip to remove lost motion
   - analyzing current assembly in door for possible improvements

2. High o/s release efforts after PV
   - testing surface roughness / stamping process with rotor and pawl
   - testing friction area reductions
   - testing lever geometry changes

3. High o/s release efforts after MPG / APG
   - testing new coating for better corrosion
   - testing friction area reductions
   - testing surface roughness changes
   - developing a bench test to simulate the environments

Our goal is to have by next week a more detailed plan for all of our solutions with timing for your team. We would like to review these plans after that in two from now.

Should you have any questions, please give me a call or give me an email and I will respond.

Thanks again for your time.
John Wattai
Bosch
248-848-2557

[redacted]

From: Williams, Alex (G.A.)
Sent: Thursday, June 13, 2002 4:30 PM
To: 'Rundell David (AB/ELS)'; 'Wattai John (AB/ELS) *'; 'Goll Brandon (AB/ELS)'; 'Bartsch Juergen (AB/ELS)'
Cc: Shahab, Syed (S.A.); Goodchild, Tim (T.O.); Skiba, Stan (SS.); Quintana, Beronica (B.B.)
Subject: RE: "full court press" for P1 latches

After reviewing the graphs - both Keykert latches from 6/12 and Bosch latches from 6/5 - I think we have some problems. The recent Keykert data looks excellent, while Bosch is all over the board. Measurements from Keykert in April 02 show that they were at or above 60N in almost half the cases, and above 66N in 10/45 vehicles (22%). The Bosch line trial was a little above this (a few %).

In the 1PP builds at Wayne and Hermosillo, efforts were pretty good. They were also more reasonable in the vehicle swaps we did.

What is Bosch doing about this, and how quickly can we understand and resolve this?

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-82526
Email gwilll70@ford.com

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

----Original Message----
From: Rundell David (AB/ELS) [mailto:David.Rundell@us.bosch.com]
Sent: Thursday, June 13, 2002 10:42 AM
To: 'Williams, Alex (G.A.)'; 'Skiba, Stan (SS.)'
Cc: 'Shahab, Syed (S.A.)'; 'Goodchild, Tim (T.O.)'; Goll Brandon (AB/ELS); Wattai John (AB/ELS) *; Bartsch Juergen (AB/ELS)
Subject: RE: "full court press" for P1 latches

Hello,
This is comparable Keykert NGL1 data as that sent in Stan Skiba's 11June02 E-mail for the P1 latch line trial in the C170. The data was collected in the same manner with the same equipment as that for the P1 line trial. (data was collected by Brandon Goll and myself)
The data is displayed in the same manner as Stan Skiba had it for the P1.
<< File: KEYKERT NGL1 Outside release vehicle data taken at Wayne by Bosch.xls >>
David Rundell
Robert Bosch Corp.
AB/ELS
248 848 2486
fax 248 848 2313
David.Rundell@us.bosch.com

----Original Message----
From: Wattai John (AB/ELS) *
Sent: Thursday, June 13, 2002 10:27 AM
To: 'Williams, Alex (G.A.)'
Cc: Shahab, Syed (S.A.); Goodchild, Tim (T.O.); Rundell David (AB/ELS); Goll Brandon (AB/ELS)
Subject: RE: "full court press" for P1 latches

Hi Alex,
the team will be giving you the updates at the meeting. Dave Rundle has summarized the data and he can send it to you. I am going to Germany next week to personally work with Wuppertal regarding the durability issue action plans for the 10 items. I want to make sure we also stay focused on that. Any questions, please give me a call.
John

E904-823 82226

—Original Message—
From: Williams, Alex (G.A.) [mailto:gwill70@ford.com]
Sent: Wednesday, June 12, 2002 3:17 PM
To: John Wettal (E-mail)
Cc: Shahab, Syed (S.A.); Goodchild, Tim (T.G.)
Subject: "full court press" for P1 latches
Importance: High

John, what happened to the full court press? I have not heard any updates. It would have been nice to hear what is going on yesterday at our weekly meeting.

Stan Sklba compiled data from the line trial at Wayne for opening effort measurements. The results are unsettling. The latch swap between Keykert and Bosch and the Bosch 1PP builds showed some promise. However, with the results of this trial, I don't know where we stand and am nervous once again.

<< File: BOSCH.XLS >>
Please comment...

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-82526
Email gwill170@ford.com

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

[redacted]

From: Skiba, Stan (SS.)
Sent: Tuesday, June 11, 2002 2:27 PM
To: Bartsch Jurgen (E-mail)
Cc: Williams, Alex (G.A.); Skiba, Stan (SS.); Goodchild, Tim (T.O.); Williams, Michael (M.T.)
Subject: Side door latch opening effort - Bosch latch line trial on 6/5/02

Please find charts presenting Focus side door opening effort, for vehicles build on 6/5/02 with Bosch latches. Charts shows maximum opening effort - usually first pull, this is what customer sees; average effort - of 4 measurements, and minimum.

The rear door LH opening effort is OK.
The rear door RH opening effort for most doors is acceptable.
The front door LH opening effort for about 60 - 70 % of doors is above all specs and is not acceptable.
The front door RH opening effort for about 30 - 40% of doors is above specs and is not acceptable.

Does Bosch agree with me? If yes, we need to see ASAP Improvement plant and actions to reduce door opening effort. Such high door opening effort - particularly for the front door is a very high potential for warranty / cust. satisfaction numbers increase. If issue is not fixed before J1, it will has to be fixed later on, at much higher price.

Has Bosch made line trial and door opening effort evaluation? I have not seen any report or data evaluation from Bosch yet.

Regards,

Stan Skiba
WSAP - PVT
Tel: 734-46-78910
Fax: 734-46-70489
E-mail: sskiba@ford.com

[redacted]

From: Goll Brandon (AB/ELS) [Brandon.Goll@us.bosch.com]
Sent: Thursday, May 30, 2002 5:30 PM
To: 'Williams, Alex (G.A.)'; Wattai John (AB/ELS) *; Peshkopia Stacy (AB/SFO2); Goll Brandon (AB/ELS); Bartsch Juergen (AB/ELS)
Cc: Shahab, Syed (S.A.); Skiba, Stan (SS.); Goodchild, Tim (T.O.); Quintana, Beronica (B.B.)
Subject: RE: differences between the Bosch and Keykert latches

Alex,

I am working on this topic, but have not finished due to some other issues that have popped up in recent weeks. I apologize for neglecting this topic and will hopefully complete this by Friday, June 7th. This should give me enough time to ensure that all diffrerences between P1 and NGL1 are covered. If this is not O.K., please let me know.

Brandon

-----Original Message-----
From: Williams, Alex (G.A.) [mailto:gwilli70@ford.com]
Sent: Thursday, May 30, 2002 3:55 PM
To: 'John Wattai (E-mail)'; 'Peshkopia Stacy (AB/SFO2)'; 'Brandon Goll (E-mail)'; W. Bartsch Juergen (E-mail)
Cc: Shahab, Syed (S.A.); Skiba, Stan (SS.); Goodchild, Tim (T.O.); Quintana, Beronica (B.B.)
Subject: differences between the Bosch and Keykert latches

Ford requested a list of all the functional/assembly differences between the 2 latches several weeks ago. We were told that there were legal implications and that the Bosch lawyers would be consulted before such a list could be published.

What we are trying to do is prevent both functional and assembly surprises during our builds.

Beronica points out another difference between the Keykert and Bosch latches (see below regarding noise). Have the Bosch lawyers decided whether or not to publish this list? It would have been nice to find out all the differences before now - do we have them all yet?

So far, I am aware of

1. rear latch attachment - new tool - atleast for Wayne
2. black color - we knew this but did not know of the assembly implications from SaarlouisValencia
3. latch connector rotated 90 degrees - possible installation difficulties because connecetor is closer to sheet metal
4. # of pins in connector as far as we know, this will have NO implications since wiring is correct & connectors mate
5. latch actuator noise whether it is quieter or louder, we do not know - just that it is different
6. o/s handle efforts we knew this was slightly higher

What other differences, if any, are there? Again, we are not after proprietary type differences, only functional/assembly differences.

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"

EH04-823 6254

[redacted]

> -----Original Message-----
> From: Quintana, Beronica (B.B.)
> Sent: Wednesday, May 29, 2002 6:33 PM
> To: 'Peshkopia Stacy (AB/SF02)'; Williams, Alex (G.A.)
> Cc: John Wattai (E-mail); Shaheb, Syed (S.A.); Skiba, Stan (SS.);
> Goodchild, Tim (T.O.); Brandon Goll (E-mail)
> Subject: Functional Trial for Bosch Latch in HSAP - ZX3
>
> Hi all,
>
> We just run a 11 units ZX3 functional trial, we checked for:
>
> Open from inside - all worked fine
>
> Power Lock switch - all worked fine
>
> Manual Lock/Unlock - all worked fine
>
> RKE lock/unlock - all worked fine
>
> Effort to open from the outside handle - 2 latches from 22 were in
> 62N, our SDS says 60N max.
>
> Noise - Keykert and Bosch latches has a different noise at the moment
> to lock/unlock, Bosch improved the 'motor noise', but the noise that
> has right now sounds as a tap, we did a blind test (comparing Bosch
> vs
> Keykert) with a total of 12 people and the results were 6 people liked
> Keykert and 5 people liked Bosch. I would recommend here to work in order
> to reduce this tap. I would like that you see the trials that will run in
> Wayne to understand better this noise.
>
> I would like to mention also that there is one physical difference
> between Bosch & Keykert latch that was very obvious and " commented"
> by the operators, it is the bosch latch connector, it is coming in a
> different position and dipper than keykert and this made a little more
> difficult the installation to the operator .
>
> We still need to run the ZX5 trial, but for now this is all that I
> have.
>
> Beronica Quintana
> HLM PVT Engineer
> Six Sigma Black Belt Candidate
> Ford Motor Company
> Hermosillo S. A. P.
> Phone: 011 52 6622 598328
> Ford Net: 456 8328
> Fax:011 52 6622 59 8310
> E-mail bquinta1@ford.com
>

From: Gibeau, John (J.)
Sent: Monday, October 06, 2003 8:35 AM
To: Holland, Shirleen (S.)
Cc: Giola, Nancy (N.L.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: RE: C170 Latch Issues PDQOR

Initial agenda was send out to all invitees & attendees on 10/2, pawl walkout is currently scheduled for 3:20PM. There has been discussion on cancelling this week's PDQR to support a warranty spotlight week. The final determination is to be made this morning & a note will be sent then.

Re the 6 panel format I did exchange messages with Tim on this as well as provide him direction to Sandeep Sethi for the formats (Sandeep shared the format w/Tim). I am confused that a durability issue doesn't fit a DMAIC format; it is acceptable to redefine the metrics to fit the problem at hand.

Thanks,

- John

----Original Message----
From: Holland, Shirleen (S.)
Sent: Monday, October 06, 2003 8:22 AM
To: Gibeau, John (J.)
Cc: Giola, Nancy (N.L.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: C170 Latch Issues PDQOR

When I spoke with Barb last week we requested to be on the PDQOR agenda for an update on the C170 Side Door Latch Issues.

I have not received an agenda to know if/when we are on the agenda. Additionally, we do not plan on presenting a 6-Panel format since this is a durability issue and does not fit the format well. If you have any issue with the format we intend to present please advise asap since the 6 panel does not currently exist.

Regards,

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

From:	Holland, Shirleen (S.)
Sent:	Monday, October 06, 2003 8:22 AM
To:	Gibeau, John (J.)
Cc:	Giota, Nancy (N.L.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject:	C170 Latch Issues PDQOR

When I spoke with Barb last week we requested to be on the PDQOR agenda for an update on the C170 Side Door Latch Issues.

I have not received an agenda to know if/when we are on the agenda. Additionally, we do not plan on presenting a 6-Panel format since this is a durability issue and does not fit the format well. If you have any issue with the format we intend to present please advise asap since the 6 panel does not currently exist.

Regards,

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

[redacted]

From: Williams, Alex (G.A.)
Sent: Thursday, May 30, 2002 3:55 PM
To: 'John Wattal (E-mail)'; 'Peshkopia Stacy (AB/SFO2)'; 'Brandon Goll (E-mail)'; W. Bartsch Juergen (E-mail)
Cc: Shahab, Syed (S.A.); Skiba, Stan (SS.); Goodchild, Tim (T.O.); Quintana, Beronica (B.B.)
Subject: differences between the Bosch and Keykert latches

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So far, I am aware of

1. rear latch attachment -	new tool - atleast for Wayne
2. black color - SaarlouisValencia	we knew this but did not know of the assembly implications from
3. latch connector rotated 90 degrees - sheet metal	possible installation difficulties because connecetor is closer to
4. # of pins in connector correct & connectors mate	as far as we know, this will have NO implications since wiring is
5. latch actuator noise is different	whether it is quieter or louder, we do not know - just that it
6. o/s handle efforts	we knew this was slightly higher

What other differences, if any, are there? Again, we are not after proprietary type differences, only functional/assembly differences.

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59360/24-82526
Email gwilll70@ford.com

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

-----Original Message-----
From: Quintana, Beronica (B.B.)
Sent: Wednesday, May 29, 2002 6:33 PM
To: 'Peshkopia Stacy (AB/SFO2)'; Williams, Alex (G.A.)
Cc: John Wattal (E-mail); Shahab, Syed (S.A.); Skiba, Stan (SS.); Goodchild, Tim (T.O.); Brandon Goll (E-mail)
Subject: Functional Trial for Bosch Latch in HSAP - ZX3

Hi all,

We just run a 11 units ZX3 functional trial, we checked for:

Open from inside - all worked fine

[redacted]

Power Lock switch - all worked fine

Manual Lock/Unlock - all worked fine

RKE lock/unlock - all worked fine

Effort to open from the outside handle - 2 latches from 22 were in 62N, our SDS says 60N max.

Noise - Keykert and Bosch latches has a different noise at the moment to lock/unlock, Bosch improved the "motor noise", but the noise that has right now sounds as a tap, we did a blind test (comparing Bosch vs Keykert) with a total of 12 people and the results were 6 people liked Keykert and 5 people liked Bosch. I would recommend here to work in order to reduce this tap. I would like that you see the trials that will run in Wayne to understand better this noise.

I would like to mention also that there is one physical difference between Bosch & Keykert latch that was very obvious and " commented" by the operators, it is the bosch latch connector, it is coming in a different position and dipper than kaykert and this made a little more difficult the installation to the operator .

We still need to run the ZX5 trial, but for now this is all that I have.

Beronica Quintana
HLM PVT Engineer
Six Sigma Black Belt Candidate
Ford Motor Company
Hermosillo S. A. P.
Phone: 011 52 6622 586326
Ford Net: 456 6326
Fax:011 52 6622 58 6310
E-mail bquinta1@ford.com

From:	Bejune, Daniel (D.C.)
Sent:	Thursday, October 02, 2003 3:30 PM
To:	Goodchild, Tim (T.O.); Herline, Thomas (T.M.)
Cc:	Kantz, Peter (P.H.)
Subject:	MPG test status

Tom and Tim,

There was a goof up in shipping the vehicle from Dearborn to MPG. I have been assured that the vehicle will be shipped first thing tomorrow morning to MPG. Then trailer lighting wiring will be installed. We will do data acquisition on Saturday at MPG. If data is collected on Saturday, then they should still be able to have the data processed on Monday (as shown on the work plan).

Friday, I will be at MPG making sure that the car is ready to go for data acquisition on Saturday morning.

As things develop or change, I will pass the information along to you.

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

From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Monday, October 06, 2003 7:47 AM
To: tgoodchi@ford.com
Subject: APG-E Testing

Hi Tim,

Has the APG-E testing of the Magni and Extra Greased latches started? If so, do you know how many cycles they have gone?

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

[redacted]

From: Ford, Randy (R.)
Sent: Thursday, October 02, 2003 9:06 AM
To: 'stacy.peschkopia@brose.net'
Cc: 'Goll, Brandon'; Bejune, Daniel (D.C.); 'Schwitters, Stefan'; 'Wilde, Andreas'; 'Persbach, Juergen'; 'Roemer, Hans-Herward'; Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: Questions

Stacy,

Please send a quotation on Brose letterhead indicating the addition of the grease to the latches is a no cost change. This will assist in expediting the GRCT required for the concern approval.

Also, the part number for the deck lid latches will be the same as current with the exception of the new prefix and the level will be "A".

Any questions, please call.

Thanks.

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: Goodchild, Tim (T.O.)
Sent: Thursday, October 02, 2003 6:49 AM
To: 'Peshkopia, Stacy'; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Goll, Brandon; Bejune, Daniel (D.C.); Ford, Randy (R.); Schwitters, Stefan; Wilde, Andreas; Persbach, Juergen; Roemer, Hans-Herward
Subject: RE: Questions

Stacy,
Brandon has partially answered question 1. I did not revive any reply regarding whether or not this change is being implemented across all P1 variants (I think that you are) and have the other brands/carlines been notified. I am only responsible for the NA latches, so someone in Ford-EU and Jaguar will need to write concerns to make the change.

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

-----Original Message-----
From: Peshkopia, Stacy [mailto:Stacy.Peshkopia@brose.net]
Sent: Wednesday, October 01, 2003 1:15 PM
To: Reeves, Scott (S.C.); tgoodchi@ford.com
Cc: Goll, Brandon; Bejune, Daniel (D.C.); rford17@ford.com; Schwitters, Stefan; Wilde, Andreas; Persbach, Juergen; Roemer, Hans-Herward
Subject: RE: Questions

Hello Tim,

I believe Brandon has already responded to question 1.

2. 10/16/2003 - Brose - Superior Court ready to ship reworked modules to Wayne and Hermosillo

3. 12/5/2003 - Brose - Superior Court ready to ship production modules with correct latch part numbers.

See attached for complete timing.

Best Regards
LKS

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: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Wednesday, October 01, 2003 11:07 AM
To: Goll, Brandon; Peshkopia, Stacy
Subject: FW: Questions

I did not know if Stefan was in this week, so I figured I would forward.

> -----Original Message-----
> From: Goodchild, Tim (T.O.)
> Sent: Wednesday, October 01, 2003 8:37 AM
> To: Stefan Schwitters (E-mail)
> Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
> Subject: Questions
>
> Stefan,
> Further to our telephone conversation this morning, I am following up with an email requesting the following information to help complete the Concern for the additional grease in the latch assembly. These questions are:
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> 1. What is the "NEW" amount of grease that Wuppertal is adding to each of the (5) locations in the latch assembly (in grams). In addition, please ensure that the location and grease quantity is called out on the latch assembly drawing. When will the drawing be updated? This will need to updated before the Notice can be released. Also, is the grease change going to affect all latch assemblies including C170 EU and Jaguar? If so, they will need to be notified and actions will need to take place to revise those part numbers as well.
>
> 2. When will modules with the reworked latches be available for shipment to Wayne and Hermosillo?
>
> 3. How long will the rework process be in place at Auburn Hills? When will Auburn Hills start to receive latches form Wuppertal with the additional grease and correct part numbers?
>
> If you should have any further questions, please feel free to contact me. Thank you!

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

From: Delannoy, Enrique (E.)
Sent: Thursday, May 23, 2002 6:11 PM
To: Quintana, Beronica (B.B.); Williams, Alex (G.A.); Shahab, Syed (S.A.); Williams, Michael (M.T.)
Cc: Skiba, Stan (SS.); Lecanda, Alberto (A.E.); Goodchild, Tim (T.O.)
Subject: RE:

Please be advised HSAP (and I expect WSAP and C-Car OPD) will not accept these effort levels - this was proven to be unacceptable twice past launches.

Contact me with work plan to resolve issue.

Enrique Delannoy

PVT Manager - Hermosillo Assembly Plant
Phone: 1-011-52-62-59-8308 (FordNet 8-456-8308) / edelanno@ford.com

-----Original Message-----
From: Quintana, Beronica (B.B.)
Sent: Thursday, May 23, 2002 1:38 PM
To: Williams, Alex (G.A.)
Cc: Skiba, Stan (SS.); Lecanda, Alberto (A.E.); Goodchild, Tim (T.O.); Delannoy, Enrique (E.)
Subject: RE:

Alex/Tim

Are we accepting Bosch drawing in 64N??, the SDS says 25N to 60N, as you can remember we had problems with high effort with keykert and now Bosch is not meeting Ford SDS.

I guess we need that Bosch update that specification in the drawing according to the SDS and low the effort before we start to put Bosch latches in production.

Please let me know about it. Thanks!

-----Original Message-----
From: Williams, Alex (G.A.)
Sent: Wednesday, May 22, 2002 8:36 AM
To: Quintana, Beronica (B.B.)
Cc: Skiba, Stan (SS.); Lecanda, Alberto (A.E.); Goodchild, Tim (T.O.)
Subject: RE:

was the latch front or rear? The specification on the Bosch drawing is 64N. We are working with them to lower this.

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"

—Original Message—
From: Quintana, Beronica (B.B.)
Sent: Wednesday, May 22, 2002 10:56 AM
To: Williams, Alex (G.A.)
Cc: Sidba, Stan (SS.); Lecanda, Alberto (A.E.)
Subject: RE:

will Wayne change the specification then?, I had one unit yesterday assembled with the bosch latch and you really notice the difference between bosch and keykert efforts, we measure bosch and was 62N the Keykert was in 51N, I don't think accept 66N is a good idea, who from Wayne accepted this?

—Original Message—
From: Williams, Alex (G.A.)
Sent: Wednesday, May 22, 2002 5:58 AM
To: Quintana, Beronica (B.B.)
Subject: RE:

Beronica, SDS gives a maximum of 60N. However, Wayne has been accepting 66N. They take several measurements and take the lowest of the measurements. The measurements are taken using a fixture that Wayne built which fits over the door handle and gives consistant location of the hook on the pull gage.

Without a fixture, we use a length of wire and tie it into a loop. We loop it around the handle and tighten it as far rearward as it will go. We then pull it using the pull gage and take the measurements.

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-58380/24-82526
Email gwilli70@ford.com

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

—Original Message—
From: Quintana, Beronica (B.B.)
Sent: Tuesday, May 21, 2002 7:27 PM
To: Williams, Alex (G.A.)
Subject:

Hi Alex,

Could you please give me the specification for the effort to open the outside door handle?, I can't find it. Please?. Thanks!

Beronica Quintana
HLM PVT Engineer
Six Sigma Black Belt Candidate
Ford Motor Company
Hermosillo S. A. P.
Phone: 011 52 6622 598328
Ford Net: 456 8328
Fax:011 52 6622 59 8310
E-mail bquinta1@ford.com

[redacted]

From: Reeves, Scott (S.C.)
Sent: Thursday, October 02, 2003 7:25 AM
To: Goodchild, Tim (T.O.)
Subject: RE: Questions

Boy this sounds familiar..... sounds like the magni coating change all over again.

Seems strange not to have only one group / person responsible for a single part. Ahhhh Jac's vision of a world company. Works great doesn't it.

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Thursday, October 02, 2003 6:49 AM
To: 'Peshkopia, Stacy'; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Goll, Brandon; Bejune, Daniel (D.C.); Ford, Randy (R.); Schwitters, Stefan; Wilde, Andreas; Persbach, Juergen; Roemer, Hans-Herward
Subject: RE: Questions

Stacy,
Brandon has partially answered question 1. I did not revive any reply regarding whether or not this change is being implemented across all P1 variants (I think that you are) and have the other brands/carlines been notified. I am only responsible for the NA latches, so someone in Ford-EU and Jaguar will need to write concerns to make the change.

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

-----Original Message-----
From: Peshkopia, Stacy [mailto:Stacy.Peshkopia@brose.net]
Sent: Wednesday, October 01, 2003 1:15 PM
To: Reeves, Scott (S.C.); tgoodchi@ford.com
Cc: Goll, Brandon; Bejune, Daniel (D.C.); rford17@ford.com; Schwitters, Stefan; Wilde, Andreas; Persbach, Juergen; Roemer, Hans-Herward
Subject: RE: Questions

Hello Tim,

I believe Brandon has already responded to question 1.

2. 10/16/2003 - Brose - Superior Court ready to ship reworked modules to Wayne and Hermosillo

3. 12/5/2003 - Brose - Superior Court ready to ship production modules with correct latch part numbers.

See attached for complete timing.

Best Regards
LKS

Stacy Peshkopia

Superior Court
Auburn Hills, MI. 48326
USA
Phone: +1 (248) 754-1810
Fax: (248) 364-2206

EP04-823 02345

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

-----Original Message-----
From: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Wednesday, October 01, 2003 11:07 AM
To: Goll, Brandon; Peshkopia, Stacy
Subject: FW: Questions

I did not know if Stefan was in this week, so I figured I would forward.

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> From: Goodchild, Tim (T.O.)
> Sent: Wednesday, October 01, 2003 8:37 AM
> To: Stefan Schwitters (E-mail)
> Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Reeves, Scott (S.C.);
> Goodchild, Tim (T.O.)
> Subject: Questions
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> Stefan,
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Superior Court
Auburn Hills, MI. 48326
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Phone: +1 (248) 754-1810
Fax: (248) 364-2306
Mobile: (248) 705-1412
mailto:Stacy.Peshkopia@brose.net

-----Original Message-----
From: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Wednesday, October 01, 2003 11:07 AM
To: Goll, Brandon; Peshkopia, Stacy
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> will Auburn Hills start to receive latches form Wuppertal with the
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>
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> North America Engineering (NAE)-Hardware
> Bldg #5 3D043 (313) 390-0637
> tgoodchi@ford.com
>
>

From:	Reeves, Scott (S.C.)
Sent:	Tuesday, November 25, 2003 1:16 PM
To:	'Schwitters, Stefan'
Cc:	Goll, Brandon; Wirths, Rainer; "Sandkühler, Stefan"; Rundell, David; Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.); Stacy Peshkopia (E-mail); Simpson, Michael (M.J.)
Subject:	RE: C170 S/D High Efforts: Dust Test

Stefan, I wanted to take this opportunity to comment on communication flow between Brose and Ford. Our communication has to improve, period. I will keep this opening statement simple and short.

We (Ford) were trying to find out the status of the Keykert 'Dust' testing yesterday afternoon as the latches were shipped back with Rainer on Saturday and were suppose to be started on Monday. We could not find out this information. Even now, with the information below, we do not know if the latches are 'started', just and end date. There are other examples in the recent weeks such as the Mabuchi motor change (unknown to us until 11/21 that you were changin on 12/1), the fixture downtime for the ambient durability latch cycling (knew it was down for routine maintenance, but did not know extended length of time until design review with functional manager), etc.

In our (Ford's) perception it seems that many of the items we have asked get a lower priority and less attention than do items that have been brought forth by Brose. I am not saying you guys are not working hard or the items that you have done are not of a good quality, but there needs to be an improvement to plan out the work and have a clear and concise communication between us. As a team, I am sure we can make this happen and be successful. Afterall, we are working to a common goal.... right. If there are roadblocks to this, we need to understand so that we can help.

-----Original Message-----
From: Schwitters, Stefan [mailto:Stefan.Schwitters@brose.net]
Sent: Tuesday, November 25, 2003 11:06 AM
To: Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.); Reeves, Scott (S.C.)
Cc: Goll, Brandon; Wirths, Rainer; "Sandkühler, Stefan"; Rundell, David
Subject: C170 S/D High Efforts: Dust Test

In order to evaluate the containment action (additional grease) we have agreed to perform another dust test in the special chamber in Wuppertal. As discussed we are testing Keykert latches and Brose Magni 565 latches.

1. We picked up the Keykert latches in Wayne on 19-Nov-03
2. Wuppertal received the Keykert latches on 24-Nov-03
3. 1st phase (Corrosion treatment) will be finished on Su, 29-Nov-03 4. Dust test will be completed on Fr, 05-Dec-03 5. Test report due on Mo, 08-Dec-03

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

[redacted]

From:	Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent:	Tuesday, November 25, 2003 11:08 AM
To:	Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.); Reeves, Scott (S.C.)
Cc:	Goll, Brandon; Wirths, Rainer; "Sandkühler, Stefan"; Rundell, David
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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

[redacted]

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Tuesday, November 25, 2003 11:06 AM
To: Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.); Reeves, Scott (S.C.)
Cc: Goll, Brandon; Wirths, Rainer; "Sandkühler, Stefan"; Rundell, David
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Fax: +1 (248) 364 2306
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[redacted]

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Sent: Tuesday, November 25, 2003 11:06 AM
To: Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.); Reeves, Scott (S.C.)
Cc: Goll, Brandon; Wirths, Rainer; "Sandkühler, Stefan"; Rundell, David
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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

From: Galbraith, John (J.A.)
Sent: Tuesday, May 21, 2002 9:10 AM
To: Shahab, Syed (S.A.); Williams, Alex (G.A.); Pierman, Doug (D.B.)
Cc: Simpson, Michael (M.J.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Barrick, Jill (J.S.)
Subject: C170 Mini-module O/S Handle Efforts - Keykert

Alex/Syed - please let us know when you have compared Keykert's post-durability outside handle efforts:
1) Before lost motion change
2) After lost motion change

As we discussed, we need to have this data to fairly compare Bosch's effort performance to Keykert's.

Doug - Were you aware of concerns about high O/S handle efforts (post durability) when you reviewed Bosch's PSW data?

Thanks.

From: Reeves, Scott (S.C.)
Sent: Monday, November 24, 2003 8:16 AM
To: Goodchild, Tim (T.O.)
Cc: Ford, Randy (R.); Herline, Thomas (T.M.)
Subject: PWO Testing R-375

Tim, I looked at the R375 trailer tow test procedure and this is what I came out with:

1) Cobblestone segment
2) Chatterbump segment
3) Res 1
4) Cobblestone
5) Chatterbump
6) Res 2
7) Cobblestone
8) Res 1 (only odd cycles)
9) Res 2 (only even cycles)

This block above run 52 times equals one R-375 test (acutally there are several other road surfaces that we did not collect). We want to repeat this 5 times.

I did some calculation with the MPH run over the surfaces and the length of the surfaces and calculated the time to be 325 hours (13.5 days @ 24 hrs/day) without rest periods and 826 miles for the 5 x R375.

Let me know if you have any questions.

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

From:	Williams, Alex (G.A.)
Sent:	Tuesday, May 14, 2002 10:25 AM
To:	Galbraith, John (J.A.); Shahab, Syed (S.A.)
Cc:	Simpson, Michael (M.J.); Barrick, Jill (J.S.); Goodchild, Tim (T.O.); John Wattai (E-mail)
Subject:	RE: C170 Mini-modules - Open Issues

John, the line trial parts are being shipped today. The trial will be later this week, but the exact day has not been confirmed.

Bosch needs to work to make sure the parts get into the plant, and then work with Ford to conduct this trial - tagging the cars for "Engineering Hold" so that we can measure the efforts.

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"

-----Original Message-----
From: Galbraith, John (J.A.)
Sent: Tuesday, May 14, 2002 10:21 AM
To: Shahab, Syed (S.A.)
Cc: Simpson, Michael (M.J.); Barrick, Jill (J.S.); Williams, Alex (G.A.); Goodchild, Tim (T.O.)
Subject: FW: C170 Mini-modules - Open Issues
Importance: High

Syed, please advise the status of the Bosch trial at Wayne. What date(s) will it take place - I understand it is scheduled this week. Thanks.

-----Original Message-----
From: Shahab, Syed (S.A.)
Sent: Wednesday, May 01, 2002 6:19 PM
To: 'Peshkopia Stacy (AB/SFO2)'; Galbraith, John (J.A.); Simpson, Michael (M.J.); Shahab, Syed (S.A.); Williams, Alex (G.A.); Goodchild, Tim (T.O.); Pierman, Doug (D.B.)
Cc: Moloney John (AB/SFO); Tolinski Ray (AB/SFO2); Janisse Jerry (AiW/MFE-JJ); Wattai John (AB/ELS) *; Goll Brandon (AB/ELS)
Subject: RE: C170 Mini-modules - Open Issues

Stacy,
a. Trial will be done under Alert being issued by Alex once the support plan is identified, which will authorize to use 2003 PSW parts for 2002 products. No GPIRS required.

c They will saleable units, no replacement with Kiekert latch planned.

-----Original Message-----
From: Peshkopia Stacy (AB/SFO2) [mailto:Stacy.Peshkopia@us.bosch.com]
Sent: Wednesday, May 01, 2002 5:48 PM
To: John A. Galbraith (E-mail); Mike Simpson (E-mail); Syed Shahab (E-mail); Alex Williams (E-mail); Tim Goodchild (E-mail); Doug Pierman
(E-mail)
Cc: Moloney John (AB/SFO); Tolinski Ray (AB/SFO2); Janisse Jerry (AiW/MFE-JJ); Wattai John (AB/ELS) *; Goll Brandon (AB/ELS)

Subject: FW: C170 Mini-modules - Open Issues
Importance: High

Hello John and Mike,

I am working on having answers to all questions below by Friday.

I just had a few follow-up remarks and questions to item #4.
a) We will require a GPIRS order for these vehicle sets.
b) Due to agreements with the Ford STA Doug Pierman, and OPD and GCE, we are doing a limited run prior to 1PP. Therefore, we do not have 200 vehicle sets to provide Ford. I spoke with Syed Shahab and discussed doing 30 vehicles / shift, which is a total of 60 vehicles for Wayne. I believe this will be acceptable to Syed Shahab. So please enter the GPIRS order for the 60 vehicle sets, so we can quickly move forward on this request. I will put together a matrix of the 60 vehicle sets with corrasponding module part numbers for the GPIRS order.
c) Another question that was posed, is the 60 vehicles that we put the Bosch modules in, are these saleable vehicles, or will they later be retrofitted with Keykert modules and then sold?

If you could provide the answers to the 3 above questions sometime tomorrow, I would really appreciate it.

Thank you,

Stacy Peshkopia

-----Original Message-----
From: Galbraith, John (J.A.) [mailto:jgalbrai@ford.com]
Sent: Wednesday, May 01, 2002 12:13 PM
To: 'John.moloney@us.bosch.com'
Cc: Patel, Praful (P.J.); Shahab, Syed (S.A.); Barrick, Jill (J.S.); Behrendt, Birgit (B.A.); Williams, Alex (G.A.); Pierman, Doug (D.B.); Simpson, Michael (M.J.)
Subject: C170 Mini-modulns - Open Issues

John, this morning we had a discussion with Praful Patel regarding Bosch's launch readiness for the C170 mini-module program. Please provide your responses to the open issues identified below by May 3:

1) Bosch to provide the name of the engineer who will provide 100% dedicated support at Wayne Assembly Plant starting at the 1PP MRD of May 13, and later at Hermosillo (1PP date May 28). (Note: Bosch is overdue on this requirement.) Bosch may designate the same person to cover both Wayne and Hermosillo. In addition, we strongly recommend that Bosch assign the same dedicated engineer to immediately work at the Ford VPC office with Alex Williams to resolve outstanding engineering issues.

2) Bosch to verify that the C170 mini-module control plan has been signed off by all affected Ford activities, including STA, C170 Program Engineering, and GCE.

3) Bosch to provide an 8D report (by May 10) on the concern with the P1 latch in the MPG durability vehicle. (Bosch and Ford reviewed the vehicle on April 30).

4) Ford to schedule a line trial as soon as possible after Bosch's 1PP PSW date of May 10. (Syed Shahab to coordinate line trail date with Wayne Assembly Plant and issue an alert for a deviation.) Line trial is planned to consist of 100 vehicles per shift (200 vehicles total). Bosch to confirm that it will have the required quantity of parts available for this line trial.

5) Bosch to evaluate the latch efforts based on the line trial conducted in Item 4) and identify / implement corrective actions as appropriate.

Please contact me if you have any questions. Thanks.

From: Reeves, Scott (S.C.)
Sent: Monday, November 10, 2003 11:26 AM
To: Goodchild, Tim (T.O.)
Subject: Ambient Durability Testing

Tim, do you have any ambient durability testing results from other car lines within Ford? Another request..... Let me know, otherwise, I think I will have to ask STA, the suppliers, or other program engineers.

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

From: Reeves, Scott (S.C.)
Sent: Tuesday, November 11, 2003 10:22 AM
To: Goodchild, Tim (T.O.); Ford, Randy (R.); Brandon Goll (E-mail); Stacy Peshkopia (E-mail)
Subject: Today's Conference Call Agenda

The following is what we need to cover in our phone conference today.

1) Magni workplan, #6
2) Grease notice release, #4
3) MCR workplan, #7
4) Ambient Durability w/4 more latches - status (12/1/03 completion), #18
5) Keykert latches for 'dust' testing - info (4 latches located), #?
6) Other

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

[redacted]

From: Peer, Ken (K.J.)
Sent: Friday, November 07, 2003 9:43 AM
To: Patel, Bhupendra (A.); Parks, David (D.H.); Lu, Michelle (H.); Holland, Shirleen (S.); Herline, Thomas (T.M.)
Cc: Kentz, Peter (P.H.); Hartenstein, Eric (E.); Cline, Susan (S.L.); Bejune, Daniel (D.C.); Frank, Randy (R.R.); Goodchild, Tim (T.O.); Boerger, Jim (J.G.); Sahlen, Dick (R.C.); Loschiavo, Jim (J.J.); Southerland, Tim (T.); Marcos, Randy (R.C.)
Subject: FW: Focus on 4-poster

Before allocating a number of resources to collect data, mount vehicle, perform DFD, run durability on the 4-porter facility which is currently in progress, the supplier needs to perform the pawl "walk-out DV test.
This test was develop to prove out designs (get the bugs out of the system) before it's implemented into the vehicle system that performs durability testing. This test was to be performed by the supplier.
J. Salmon (unable to locate) and B. Patel, AVT-Interior System, was the main contact back in 1998 when the test was developed. Please contact them for all of the testing information.

Regards, Ken Peer
NA Durability Evaluation Engineering
Phone (313)84-54879

----Original Message----
From: Southerland, Tim (T.)
Sent: Friday, October 24, 2003 12:48 PM
To: Peer, Ken (K.J.)
Cc: Dobles, Kathi (K.M.); Stockton, Leslie (L.A.)
Subject: FW: Focus on 4-poster

FYI

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

----Original Message----
From: Goodchild, Tim (T.O.)
Sent: Friday, October 24, 2003 12:41 PM
To: Holland, Shirleen (S.)
Cc: Arbitter, Daniel (D.S.); Kentz, 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

Shirleen,
I have been in contact with Tom Herline regarding latch availability. The latches are to be shipped back next week from Germany. As I have told Tom, we will get a vehicle ready for retrofit the following week to be done at Brose. Tom seemed to think that would be a good idea. Based on this, we should be able to be ready to start the 4-poster sometime the week of November 3rd. Let me know if you think we need to something different.

Tim Goodchild
North America Engineering (NAE)-Hardware
Bldg #5 30043 (313) 390-0637
tgoodchi@ford.com

-----Original Message-----
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 wit 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) 795-2228

"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 (scline1@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.); 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.); Béjune, 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 Karnafel. 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 (scline1@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: Hartenstein, 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.); Sahlen, 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

[redacted]

Chassis CAE, 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: FW: 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
Pager: (313) 795-2228

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

---Original Message---
From: Arora, Roop (R.C.)
Sent: Tuesday, October 14, 2003 7:48 AM
To: Hartenstein, Eric (E.)
Subject: FW: 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.)

[redacted]

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 simular 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

At the PDOR review you suggested putting the 2005 Focus that exhibited pawl walkout on a 4 poster for testing.

We would like to take your suggestion and get the vehicle running asap.

- We are having the Lommel latches that exhibited pawl walk out returned from Germany upon completion of a couple of tests.

- Tom Herline has located a vehicle we can utilize.

- Who should we work with to determine the availability of the road load data? 4 poster availability and priority?

- 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: 313-246-2164
Fax: 313-390-4452

[redacted]

From: Williams, Alex (G.A.)
Sent: Friday, May 17, 2002 4:32 PM
To: Galbraith, John (J.A.)
Cc: Shahab, Syed (S.A.); Barrick, Jill (J.S.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Holland, Shirleen (S.); John Wattai (E-mail); Campbell, Ernestine (E.)
Subject: major issues with new Bosch side door latches

Importance: High

John, I just came from a meeting with the Chief Program Engineer for 2003MY Focus, Praful Patel. We reviewed the 8D with Bosch for a durability issue at MPG. After a car at MPG went through durability testing, the Bosch latches showed extremely high exterior opening efforts. To put it lightly, Praful was not happy with Bosch's approach to resolve this issue - and wants more of a "full court press".

He wants to meet with Bosch management, Ford purchasing and Ford GCE management early next week. I have been volunteered to set this up. I will be working with Praful's secretary and John Wattai of Bosch to coordinate setting this meeting up.

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"

From: Reeves, Scott (S.C.)
Sent: Thursday, December 04, 2003 8:00 AM
To: Goodchild, Tim (T.O.); Ford, Randy (R.)
Subject: PWO

Well, good news.... (I know it's hard to believe), they must have the machine oiled-up pretty well in building #4 now.

We completed the first 130 cycles of the test and are just over 9 hours into the second 14 hours. We should be complete today barring no down time.

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

[redacted]

From: Peshkopia, Stacy [Stacy.Peshkopia@brose.net]
Sent: Wednesday, December 03, 2003 1:43 PM
To: Simpson, Michael (M.J.)
Cc: Reeves, Scott (S.C.); Xu, Kui (K.); Goodchild, Tim (T.O.); Ford, Randy (R.); Herline, Thomas (T.M.); Celaya, Isabel (I.); Williams, Alex (G.A.); Deschl, Udo; Lozano, Luis; Conley, Christopher; Taylor, Tim; Goll, Brandon
Subject: RE: A11590418 - Alert for Greased Latch

Mike,
That is not really the issue. All upcoming changes are running changes so obsolescence is not the issue. The issue Brose has is the following:

Technically, Brose should not order any components for a new Customer change, until we see those releases in the Ford system. Brose will not see releases in our system until the modules are PSW'd. So the request is that Ford allow Brose to PSW the module about 4-6 weeks before we start shipping the new part number.

Brose would get releases for the new part numbers 4-6 weeks out, and then we could order from our component suppliers the new parts which will take 4-6 weeks to go across the ocean.

The other way that Brose orders parts without releases from Ford, puts all risk on Brose that Ford will eventually PSW the modules. Also, we have to trick our systems to order these parts, because again we do not have the new releases from Ford.

Please advise.

Best Regards
LKS

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: Simpson, Michael (M.J.) [mailto:msimpso2@ford.com]
Sent: Wednesday, December 03, 2003 1:31 PM
To: Peshkopia, Stacy
Cc: Reeves, Scott (S.C.); Xu, Kui (K.); Goodchild, Tim (T.O.); Ford, Randy (R.); Reeves, Scott (S.C.); Herline, Thomas (T.M.); Celaya, Isabel (I.); Williams, Alex (G.A.); Simpson, Michael (M.J.)
Subject: FW: A11590418 - Alert for Greased Latch

Stacy,
Kui asked me to address Brose's concerns (as she understood them) on the subjects of obsolescence and this grease change.

STA and Purchasing can't guarantee parts that won't change (from an engineering design standpoint) while a latch shipment is in transit from Wuppertal. Given there are more engineering changes coming, Brose needs to work with Ford PD and MP&L to manage the coming changes to minimize obsolescence.

The Ford MP&L organization deals with obsolescence and claims for same. Buyers don't handle it. All I know is that if obsolescence occurs, Brose has 48 hours to file a claim for it to MP&L via DDL. Apparently there's an MP&L link in the Ford Supplier Network that walks suppliers through the claim, details on how much raw material would be covered if a claim was deemed legit, etc.

Hope this sheds light.

-----Original Message-----
From: Xu, Kui (K.)
Sent: Wednesday, December 03, 2003 1:18 PM
To: Simpson, Michael (M.J.)
Subject: FW: A11590418 - Alert for Greased Latch

Mike,
There will be 6 weeks pipeline filed from Wuppertal to MI, Dec. 15 PPAP from MI is going to have a little problem from PPAP process, unless Brose work with MP/L to have a understanding of the transmission timing.

Kui Xu
Ford Motor Company, STA
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-----Original Message-----
From: Peshkopia, Stacy [mailto:Stacy.Peshkopia@brose.net]
Sent: Wednesday, December 03, 2003 11:39 AM
To: Goodchild, Tim (T.G.); Ford, Randy (R.); Reeves, Scott (S.C.); Herline, Thomas (T.M.); Celaya, Isabel (I.); Williams, Alex (G.A.); kxu@ford.com
Cc: Goll, Brandon; Deschl, Udo; Wilde, Andreas; "Meiß, Torsten"; Conley, Christopher; Schmidt, Kirsten; Lozano, Luis; Schranner, Anke
Subject: A11590418 - Alert for Greased Latch

Hello All,

Per a conversation between myself and Scott Reeves, I have initiated an Alert A11590418 which allows Brose to ship greased latches (4S4A-A21912/13-AA/BA/CA and 4S4A-A26412/13-BA) with Mabuchi motors and 4 pins in the front manual connector.

We will need this Alert so Wuppertal can start shipping latches with the Mabuchi Motors on all front and rear power latches and modules and only 4 pins in the connector for all front manual latches. Wuppertal is planning to start using the Mabuchi Motor and 4 pin connectors next week.

I am requesting that the above Alert is signed off by Ford, so Wuppertal can continue shipping latches, per my discussion with Scott Reeves.

Brose is planning to fully PSW the grease change to Ford by Dec 15th, based on Kui Xu's availability.

If anyone has any questions, please contact me at the numbers listed below.

Best Regards
LKS

Stacy Peshkopia

Superior Court
Auburn Hills, MI. 48326
USA
Phone: +1 (248) 754-1610
Fax: (248) 364-2306
Mobile: (248) 705-1412
mailto:Stacy.Peshkopia@brose.net

From: Trout, Brooke (BLT.)
Sent: Monday, November 10, 2003 8:29 AM
To: Goodchild, Tim (T.O.)
Subject: RE: Pawl walk-out

Looks-good to me - I can't find anything to add/revise..

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Friday, November 07, 2003 12:38 PM
To: Merideth, Marcus (M.E.); Bejune, Daniel (D.C.); Ciegio, David (D.V.); Trout, Brooke (BLT.); Zane, Jim (J.E.)
Cc: Loschiavo, Jim (J.J.); Goodchild, Tim (T.O.)
Subject: Pawl walk-out

Gentlemen,
As some of you may be aware, there was a reported incident of pawl walk-out that occurred at the Lommel Proving Ground back in July on a 2005 MY Focus Wagon during Structural Durability Trailer Tow Test for Passenger Cars (00.00-R-375). It was reported that both of the front door went into first lock position (secondary) while driving over the Cobblestone road. In trying to determine the root cause, a fishbone diagram was developed to identify all of the potential influences that would contribute to pawl walk-out. In addition, we have conducted vehicle level and latch assembly level testing on the production parts as well as the actual latches for the Lommel vehicle and have not been able replicate the failure. In addition, we have gathered production data on the component parts to see whether or not there are critical dimensions that are out of print.

What I need from each of you as the CPS for the respective platforms is to look over the fishbone diagram as well as the testing that has been conducted thus far and make any comments or suggestions of things that may be missing or overlooked. If you could, please provide your inputs back to me by COB Monday (11/10/03) so that I can prepare my presentation for the Body Chiefs Meeting on Tuesday. Thank you in advance for all of your assistance on such short notice.

<< File: Pawl Walkout Fault Tree1.ppt >> << File: PWO testing summary.xls >>

Tim Goodchild
North America Engineering (NAE)-Hardware
Bldg #5 30043 (313) 390-0637
tgoodchi@ford.com

From: Bejune, Daniel (D.C.)
Sent: Wednesday, December 10, 2003 11:31 PM
To: Goodchild, Tim (T.O.)
Subject: Walk out work plan

Tim,

Congratulations on getting through the 4 poster investigation. I am immersed in S197 . Tomorrow is a fresh eyes review at Oakville

I am at Oakville on Thursday and on vacation Friday and Monday. I suspect that leadership will want concurrance before I return, so, since I am in an Oakville Hotel (and don't have a life), here are a few suggestions:

- Remove the actuator and locking lever work to get a better view of the rotor, pawl, and their interface.
- If there is a way for Brose to measure the back out angle of the rotor and pawl as assembled in the latch, it is a good piece of data. This may be done with a combination of laying out the pivots and then getting a shadow graph of the rotor and pawl and then calculating the angle.
- Try and get a view of the rotor pawl interface while they are still assembled in the latch.
- Rotor axial free play measurement
- Pawl axial free play measurement
- Rotor rivet height
- Pawl rivet height
- Inspect fishmouth portion of latch plastic housing.
- Remove pawl pivet head, remove the pawl.
- Inspect the bearing surface on the rivet
- Inspect the pawl
- Shadow graph the pawl
- Remove rotor rivet head, remove the rotor
- Inspect the bearing surface on the rivet
- Inspect the rotor
- Shadow graph the rotor

You can tell leadership that I concur with the plan that I have not yet seen...

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

[redacted]

From: Galbraith, John (J.A.)
Sent: Tuesday, May 07, 2002 8:27 AM
To: Shahab, Syed (S.A.); Williams, Alex (G.A.)
Cc: Goodchild, Tim (T.O.); Patel, Praful (P.J.); Loschiavo, Jim (J.J.); Barrick, Jill (J.S.); Behrendt, Birgit (B.A.)
Subject: FW: C170 Mini-modules - Open Issues

Syed, is the Bosch trial at Wayne Assembly Plant scheduled for next week (after Bosch's May 10 PSW)? Thanks.

-----Original Message-----
From: Shahab, Syed (S.A.)
Sent: Wednesday, May 01, 2002 6:19 PM
To: 'Peshkopia Stacy (AB/SFO2)'; Galbraith, John (J.A.); Simpson, Michael (M.J.); Shahab, Syed (S.A.); Williams, Alex (G.A.); Goodchild, Tim (T.O.); Pierman, Doug (D.B.)
Cc: Moloney John (AB/SFO); Tolinski Ray (AB/SFO2); Janisse Jerry (AiW/MFE-JJ); Wattai John (AB/ELS) *; Goll Brandon (AB/ELS)
Subject: RE: C170 Mini-modules - Open Issues

Stacy,
a. Trial will be done under Alert being issued by Alex once the support plan is identified, which will authorize to use 2003 PSW parts for 2002 products. No GPIRS required.

c They will saleable units, no replacement with Kiekert latch planned.

-----Original Message-----
From: Peshkopia Stacy (AB/SFO2) [mailto:Stacy.Peshkopia@us.bosch.com]
Sent: Wednesday, May 01, 2002 5:48 PM
To: John A. Galbraith (E-mail); Mike Simpson (E-mail); Syed Shahab (E-mail); Alex Williams (E-mail); Tim Goodchild (E-mail); Doug Pierman (E-mail)
Cc: Moloney John (AB/SFO); Tolinski Ray (AB/SFO2); Janisse Jerry (AiW/MFE-JJ); Wattai John (AB/ELS) *; Goll Brandon (AB/ELS)
Subject: FW: C170 Mini-modules - Open Issues
Importance: High

Hello John and Mike,

I am working on having answers to all questions below by Friday.

I just had a few follow-up remarks and questions to item #4.
a) We will require a GPIRS order for these vehicle sets.
b) Due to agreements with the Ford STA Doug Pierman, and OPD and GCE, we are doing a limited run prior to 1PP. Therefore, we do not have 200 vehicle sets to provide Ford. I spoke with Syed Shabab and discussed doing 30 vehicles / shift, which is a total of 60 vehicles for Wayne. I believe this will be acceptable to Syed Shahab. So please enter the GPIRS order for the 60 vehicle sets, so we can quickly move forward on this request. I will put together a matrix of the 60 vehicle sets with corresponding module part numbers for the GPIRS order.
c) Another question that was posed, is the 60 vehicles that we put the Bosch modules in, are these saleable vehicles, or will they later be retrofitted with Keykert modules and then sold?

If you could provide the answers to the 3 above questions sometime tomorrow, I would really appreciate it.

Thank you,

Stacy Peshkopia

-----Original Message-----
From: Galbraith, John (J.A.) [mailto:jgalbrai@ford.com]
Sent: Wednesday, May 01, 2002 12:13 PM
To: 'John.moloney@us.bosch.com'
Cc: Patel, Praful (P.J.); Shahab, Syed (S.A.); Barrick, Jill (J.S.); Behrendt, Birgit (B.A.); Williams, Alex (G.A.); Pierman, Doug (D.B.); Simpson, Michael (M.J.)
Subject: C170 Mini-modules - Open Issues

John,, this morning we had a discussion with Praful Patel regarding Bosch's launch readiness for the C170 mini-module program. Please provide your responses to the open issues identified below by May 3:

1) Bosch to provide the name of the engineer who will provide 100% dedicated support at Wayne Assembly Plant starting at the 1PP MRD of May 13, and later at Hermosillo (1PP date May 28). (Note: Bosch is overdue on this requirement.) Bosch may designate the same person to cover both Wayne and Hermosillo. In addition, we strongly recommend that Bosch assign the same dedicated engineer to immediately work at the Ford VPC office with Alex Williams to resolve outstanding engineering issues.

2) Bosch to verify that the C170 mini-module control plan has been signed off by all affected Ford activities, including STA, C170 Program Engineering, and GCE.

3) Bosch to provide an 8D report (by May 10) on the concern with the P1 latch in the MPG durability vehicle. (Bosch and Ford reviewed the vehicle on April 30).

4) Ford to schedule a line trial as soon as possible after Bosch's 1PP PSW date of May 10. (Syed Shahab to coordinate line trail date with Wayne Assembly Plant and issue an alert for a deviation.) Line trial is planned to consist of 100 vehicles per shift (200 vehicles total). Bosch to confirm that it will have the required quantity of parts available for this line trial.

5) Bosch to evaluate the latch efforts based on the line trial conducted in Item 4) and identify / implement corrective actions as appropriate.

Please contact me if you have any questions. Thanks.

[redacted]

From: Williams, Alex (G.A.)
Sent: Tuesday, April 30, 2002 4:27 PM
To: Goodchild, Tim (T.O.)
Subject: RE: high efforts on Bosch latches at MPG

Tim, all 4 latches functioned - but with extremely high efforts. We swapped out all 4 latches/strikers with new parts. The car finished R357 and R315. It completed 86 cycles of R358.

What are the performance requirements for the latches after these tests?

Attached find an email summarizing our findings.

side door latch durability

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-62526
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: Monday, April 29, 2002 5:14 PM
To: Goodchild, Tim (T.O.)
Subject: high efforts on Bosch latches at MPG

Tim, Brandon and I are taking a trip up to MPG in Romeo tomorrow (Tuesday 4/30) morning. Not only do we have higher efforts, now 2 of the latches have stopped working. We are going to find out why - if the issue is with the latch - or with one of the tier 2 carryover parts.

Do you have the requirements for latch performance after undergoing R357 durability, which is 415 cycles?

I have to report out at 3:30 at a launch readiness review to the 2003MY launch supervisor, our chief program engineer and our vehicle line director!

The more information I have, the better. The Bosch latch for Europe went through full durability no problem, right? Did the Keykert LML - module - ever go through complete durability?

Thanks and have an EXCELLENT day!!

Alex Williams
C170 Body Engineering
Vehicle Program Center, cube 209
Phone/Fax 313 84-59380/24-62526
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: Tuesday, April 30, 2002 2:18 PM
To: Shahab, Syed (S.A.); Kolar, Ted (T.V.); Seetamshetti, Lokesh (L.)
Cc: Lu, Michelle (H.); 'brandon.goll@us.bosch.com'
Subject: side door latch durability

Gentlemen, I am currently at MPG with Brandon Goll from Bosch. We looked at the durability car CP1 to determine what is wrong with the latches.

We replaced all 4 latches and strikers, and are bringing the "bad" parts back for reverse teardown by Bosch in Farmington Hills.

We are just about done checking the car, and then will return to VPC. In case we are not back in time for the LR meeting, here is what we believe:

The handles seemed very loose and there was rubbing when moving the die cast lever. The latch component efforts were definitely higher than when first installed, but I attribute this to misalignment of the handle reinforcement and/or tightening the reinforcement screws too high when assembling onto the vehicle. (The left front latch security shield was actually broken due to overtightening)

The new design (production level) latches that we put on today have 3 improvements over the prototypes on the car which will help lower efforts:

1. new springs in the latch component
2. new die cast levers in the front
3. foam pads around the latch opening

1 & 2 will lower efforts immediately 9-10N and 6-7N respectively for an improvement of 15-17N. 3 will lower efforts after durability by keeping out more of the dust and dirt than presently enters the latch. The amount lowered is not known at this time due to the fact that it is a new change and has not yet been through durability.

I would like to re-iterate, after 1PP we are going to run another complete durability car (MCR car) using fully PSW parts to confirm that the new Bosch latches are better than their prototypes.

Alex Williams

[redacted]

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Monday, December 01, 2003 1:49 PM
To: Goodchild, Tim (T.O.); Wirths, Rainer; Degen, Lars; Wilde, Andreas; Goll, Brandon; Peshkopia, Stacy
Cc: Matthew Metikosh (E-mail)
Subject: RE: Magni 565 BL 10 E ?

Tim,
Thanks a lot for your proposal. I will immediately set up a telcon with you, Matt, Wuppertal and Barth to discuss this point finally.
I am tired to work with contradictory statements, too.

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

----Original Message----
From: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]
Sent: Monday, December 01, 2003 1:30 PM
To: Schwitters, Stefan
Cc: Matthew Metikosh (E-mail)
Subject: RE: Magni 565 BL 10 E ?

Stefan,
I understand your response to #1. Quantity and why you require so many pieces. I am still a bit confused regarding the cost issue. Last I heard, you told the program (Nancy) at the last 11/25/03 Deep Dive that you did not have a concern to enter your cost into. A concern has been pulled for the Magni change C11587522, and I believe that it has been forwarded to Brose via Stacy. Is there any other reasons why you cannot provide cost.

In my discussion with Magni regarding this issue, I have a difficult time in believing that they are not providing adequate support. They bent over backwards to support Intier when they were launching the Magni plating on the D21 latch. I am not taking sides, nbut it appears that we have a disconnect. I have personally spoken with the Magni representative from Europe (Eduard Rydka) and he is a bit confused with regard to the statements that Magni is not supporting Brose/Barth. In fact, I have been called on a number of occasion by Eduard and Matt, asking me what the status for implementing Magni on the P1 latch was.

I think that we need to have a meeting ASAP between Brose, Magni and Ford to understand all of the open issues/concerns that there seems to be with implementing Magni coating on the P1 latch. Please advise.

Tim Goodchild
North America Engineering (NAE)-Hardware

Bldg #5 30043 (313) 390-4637
tgoodchi@ford.com

[redacted]

-----Original Message-----
From: Schwitters, Stefan [mailto:Stefan.Schwitters@brose.net]
Sent: Monday, December 01, 2003 12:46 PM
To: Goodchild, Tim (T.O.); metikosh@themagnigroup.com
Cc: Loschiavo, Jim (J.J.); Holland, Shirleen (S.); Herline, Thomas (T.M.); Peshkopia, Stacy; Rainer Wirths (E-mail)
Subject: RE: Magni 565 BL 10 E ?
Importance: High

Tim,
Sorry for that email-confusion. I think it was not necessary from Magni to ask you to answer a question that should have been addressed to Brose.

1. quantity: Wuppertal production is preparing themselves for another shortterm assembly trial. Therefore they need to have a few thousands of components to produce latches in one or two shifts. Certainly, there's no request from you or any other person of Ford to deliver 9,000 Magni latches at the moment.
2. costs: Up to now the Magni coating process at Barth is not settled enough, to allow Barth to provide a binding quote to Brose. We asked Magni US Matt Metikosh to provide enough process information and US-experience to Barth in Germany and to personally support Barth in their trials, so that Barth becomes able to increase their process know-how as the German Magni licensee very quick

Matt,
In order to avoid further confusions, please address your questions to Brose - If you don't know, who to contact at Brose, please address your request to me. Thanks.

Best Regards
LKS

Stefan Schwitters

Phone: +1 (248) 754 1801
Fax: +1 (248) 364 2306
Mobile: +1 (248) 496 0123
mailto:Stefan.Schwitters@brose.net

-----Original Message-----
From: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]
Sent: Monday, December 01, 2003 9:23 AM
To: Peshkopia, Stacy; Schwitters, Stefan; Rainer Wirths (E-mail)
Cc: Loschiavo, Jim (J.J.); Holland, Shirleen (S.); Herline, Thomas (T.M.)
Subject: FW: Magni 565 BL 10 E ?
Importance: High

All,
Can you please explain the below note that I received form Magni saying that "Ford is 'forcing' Brose to supply 9,000 Latch Assemblies by 12/14/03...."? I know that I have not asked for this and I know that the C170 program hasn't asked for this. Also, what is this about a "greaseless" latch. Didn't we just add grease to the latch to lower the efforts. Also, why are you looking at another alternative coating. Does Brose not understand how to follow direction!!!!

[redacted]

We have asked for over (1) year for Brose to provide cost and timing for Magni 565, and to date have not been able to deliver. There is always some excuse provide, but never results.

Please respond back to me ASAP on what is going on here.

Tim Goodchild
North America Engineering (NAE)-Hardware
Bldg #5 30043 (313) 390-0637
tgoodchi@ford.com

-----Original Message-----
From: Matt Metikosh [mailto:metikosh@themagnigroup.com]
Sent: Monday, December 01, 2003 8:30 AM
To: Tim Goodchild (T.O.) (E-mail)
Cc: Eduard Rybka (E-mail)
Subject: FW: Magni 565 BL 10 E ?

Tim:

I just got an 'urgent' call from Mr. Lars Degen (Brose)..

He proclaimed that Ford is 'forcing' Brose to supply 9,000 Latch Assemblies by 12/14/03....

As I mentioned to you during our U-M/OSU day, as an option to the standard Magni 565 topcoat we offered up a modified, lower friction topcoat B18E-932..
Taking into consideration that this is a 'greaseless' latch..

Would you like the 9,000 Latches split evenly, 4500/4500, between the two materials????

Please advise...

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

-----Original Message-----
From: Matt Metikosh
Sent: Monday, December 01, 2003 7:47 AM
To: 'Wirths, Rainer'; Ted Devlbiss
Cc: Degeri, Lars; Ihnken, Andreas; "Persbach, Jürgen"; Wilde, Andreas; uehlers@barth-galvanik.de; Goll, Brandon; eduardrybka@magnieurope.com; Matt Metikosh
Subject: RE: Magni 565 BL 10 E ?

Good Morning Rainer:

The correct product designation for this material is B18E-932...

We look forward to working with you and the rest of your group....
[redacted]
Matthew S Metikosh
The Magni Group, Inc.
Office (248) 647-4500
Mobile (248) 755-1048
www.themagnigroup.com

-----Original Message-----
From: Wirths, Rainer [mailto:Rainer.Wirths@brose.net]
Sent: Friday, November 28, 2003 5:02 AM
To: tdevilbiss@themagnigroup.com
Cc: Degen, Lars; Ihnken, Andreas; "Persbach, Jürgen"; Wilde, Andreas; uehlers@barth-galvanik.de; Goll, Brandon; eduardrybka@magnieurope.com; metikosh@themagnigroup.com
Subject: Magni 565 BL 10 E ?

Hello Tad,

we looking for the correct Magni 565 type designation with the modified friction factor (μ=0,09). Is the correct for this type Magni 565 BL10E ?

We need a quick respond so that the subsupplier gets the right information.

Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft
LKS2-Konstruktion

Rainer Wirths

Postfach 210151
D-42351 Wuppertal
Germany
Phone: +49 (202) 4667 504
Fax: +49 (202) 4667 517
Mobile: +49 (160) 742 3398
mailto:Rainer.Wirths@brose.net

——Ursprüngliche Nachricht——
Von: Uwe Ehlers [mailto:uehlers@barth-galvanik.de]
Gesendet: Donnerstag, 27. November 2003 10:15
An: Degen, Lars
Cc: Peter Dietz
Betreff: Magni 565 BL 10

Hallo Herr Degen,

wie vermutet, ist diese Bezeichnung auch in USA unbekannt.

Es gibt nur das bekannte System 565.

m f g

Barth Galvanik GmbH.
In den Schwarzwiesen 4
D-61440 Oberursel
Telefon: 06171 - 9727 - 0
Telefax: 06171 - 9727 - 50
email: ehlers@barth-galvanik.de

u. ehlers

[redacted]

From: Holland, Shirleen (S.)
Sent: Monday, December 01, 2003 2:13 PM
To: Goodchild, Tim (T.O.)
Cc: Loschiavo, Jim (J.J.)
Subject: RE: Magni 565 BL 10 E ?

Let me know if this does not get resolved.

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

-----Original Message-----
From: Schwitters, Stefan [mailto:Stefan.Schwitters@brose.net]
Sent: Monday, December 01, 2003 12:46 PM
To: Goodchild, Tim (T.O.); metikosh@themagnigroup.com
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Matt,
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LK5

Stefan Schwitters

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

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Cc: Loschiavo, Jim (J.L.); Holland, Shirleen (S.); Herline, Thomas (T.M.)
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All,
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I know that I have not asked for this and I know that the C170 program hasn't asked for this. Also, what is this about a "greaseless" latch. Didn't we just add grease to the latch to lower the efforts. Also, why are you looking at another alternative coating. Does Brose not understand how to follow direction!!!!

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Matthew S Metikosh
The Magni Group, Inc.
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Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft
LKS2-Konstruktion

Rainer Wirths

Postfach 210151
D-42351 Wuppertal
Germany
Phone: +49 (202) 4667 504
Fax: +49 (202) 4667 517
Mobile: +49 (160) 742 3398
mailto:Rainer.Wirths@brose.net

——Ursprüngliche Nachricht——
Von: Uwe Ehlers [mailto:uehlers@barth-galvanik.de]
Gesendet: Donnerstag, 27. November 2003 10:15
An: Degen, Lars
Cc: Peter Dietz
Betreff: Magnl 565 BL 10

Hallo Herr Degen,

wie vermutet, ist diese Bezeichnung auch in USA
unbekannt.

Es gibt nur das bekannte System 565.

m f g

Barth Galvanik GmbH.
In den Schwarzwiesen 4
D-61440 Oberursel
Telefon: 06171 - 9727 - 0
Telefax: 06171 - 9727 - 50
email: ehlers@barth-galvanik.de

u. ehlers

[redacted]

From: Matt Metikosh [metikosh@themagnigroup.com]
Sent: Monday, December 01, 2003 8:30 AM
To: Tim Goodchild (T.O.) (E-mail)
Cc: Eduard Rybka (E-mail)
Subject: FW: Magni 565 BL 10 E ?

Tim:

I just got an 'urgent' call from Mr. Lars Degen (Brose)..

He proclaimed that Ford is 'forcing' Brose to supply 9,000 Latch Assemblies by 12/14/03....

As I mentioned to you during our U-M/OSU day, as an option to the standard Magni 565 topcoat we offered up a modified, lower friction topcoat B18E-932..
Taking into consideration that this is a 'greaseless' latch..

Would you like the 9,000 Latches split evenly, 4500/4500, between the two materials????

Please advise...

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

----Original Message----
From: Matt Metikosh
Sent: Monday, December 01, 2003 7:47 AM
To: 'Wirths, Rainer'; Tad Devlbiss
Cc: Degen, Lars; Ihnken, Andreas; "Persbach, Jürgen"; Wilde, Andreas; uehlers@barth-galvanik.de; Goll, Brandon; eduardrybka@magnieurope.com; Matt Metikosh
Subject: RE: Magni 565 BL 10 E ?

Good Morning Rainer:

The correct product designation for this material is B18E-932...

We look forward to working with you and the rest of your group....
Matthew S Metikosh
The Magni Group, Inc.
Office (248) 647-4500
Mobile (248) 755-1048
www.themagnigroup.com

----Original Message----
From: Wirths, Rainer [mailto:Rainer.Wirths@brose.net]
Sent: Friday, November 28, 2003 5:02 AM
To: tdevlbiss@themagnigroup.com
Cc: Degen, Lars; Ihnken, Andreas; "Persbach, Jürgen"; Wilde, Andreas; uehlers@barth-galvanik.de; Goll, Brandon;

[redacted]

eduardrybka@magnieurope.com; metikosh@themagnigroup.com
Subject: Magni 565 BL 10 E ?

Hello Tad,

we looking for the correct Magni 565 type designation with the modified friction factor (μ=0,09). Is the correct for this type Magni 565 BL10E ?

We need a quick respond so that the subsupplier gets the right information.

Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft
LKS2-Konstruktion

Rainer Wirths

Postfach 210151
D-42351 Wuppertal
Germany
Phone: +49 (202) 4667 504
Fax: +49 (202) 4667 517
Mobile: +49 (160) 742 3398
mailto:Rainer.Wirths@brose.net

Sitz der Gesellschaft Wuppertal
Reg.-Gericht Wuppertal HRA 18642
Geschäftsführung:
Martina Merz
Bernhard Fischenich

-----Ursprüngliche Nachricht-----
Von: Uwe Ehlers [mailto:uehlers@barth-galvanik.de]
Gesendet: Donnerstag, 27. November 2003 10:15
An: Degen, Lars
Cc: Peter Dietz
Betreff: Magni 565 BL 10

Hallo Herr Degen,

wie vermutet, ist diese Bezeichnung auch in USA unbekannt.

Es gibt nur das bekannte System 565.

m f g

Barth Galvanik GmbH.
In den Schwarzwiesen 4
D-61440 Oberursel
Telefon: 06171 - 9727 - 0
Telefax: 06171 - 9727 - 50
email: ehlers@barth-galvanik.de

u. ehlers

[redacted]

Patel, Bharat (B.J.)

Subject:	Focus Latch Follow-up
Location:	Bldg. 5, 1A105 (Shrleen's Office)
Start:	Thu 8/12/2004 10:30 AM
End:	Thu 8/12/2004 11:30 AM
Recurrence:	Weekly
Recurrence Pattern:	every Thursday from 10:30 AM to 11:30 AM
Meeting Status:	Accepted
Required Attendees:	Holland, Shirleen (S.); Culkeen, Patrick (P.M.); Souchock, Peter (P.D.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Patel, Bharat (B.J.); Burke, Pauline (P.F.)

NGL2

Transit/LS/X-200/CD338/CD339/Escape

- 26975 Mark Brown
  Tom Herline
- B-Pillar Seal, 12-22-03 05 Launch

(Kiekert) NGL1 Dsgn'd in Europe.
↓
P1 (Barosa)

- Tom Herline (Kikert)
- NGL2 latch
  Dsgn in NA
  Escape (01-04)

P2 (Intier)
Dsgn in NA
05 →

(*) What is the cause of the corrosion?
- environment, dripline, ⊖ pressure, poor coating?

EA04-023 02082

[redacted]

Patel, Bharat (B.J.)

Subject:	Focus Latch Follow-up
Location:	Bldg. 5, 1A105 (Shrieen's Office)
Start:	Thu 8/26/2004 10:30 AM
End:	Thu 8/26/2004 11:30 AM
Recurrence:	Weekly
Recurrence Pattern:	every Thursday from 10:30 AM to 11:30 AM
Meeting Status:	Accepted
Required Attendees:	Holland, Shirleen (S.); Culkeen, Patrick (P.M.); Souchock, Peter (P.D.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Patel, Bharat (B.J.); Burke, Pauline (P.F.)

- Need to prove if cause of corrosion is "drip line," corrosion protection, environment, pressure-negative--
- Mtg w/ FCSD pending preliminary invstg by FCSD.
- Have we gotten FCL experts involved ???
- A-B-A testing & overall test plan ???

↳ Magni 565 is new coating, all others have converted over

↳ Hex chrome is current coating

↳ Lower Rocker seal does not add much per preliminary wind tunnel testing

---

- Kickert is an assembler only; buys all components (Tier 2)
- Invstg what authorizations were given to hold tooling & not discard (John S. & Purchasing)
- Invstg earliest timing on Borose.
- Bob McVean (FCL) ↳ will look into magic grease; not very confident; Focus HEM flange looked into it & ~~cannot find~~ could not find anything

  ↳ Magic grease cannot damage internal plastic parts & electrical components.
- Cannot tell extent of corrosion w/o pulling out latch
- NHTSA has 2 latches for Ford to review
- Ford employee may have complained to NHTSA from Dyno bldg; Pete to negotiate in getting parts to engineering
- Tsang to start

EA04-023 02868

AAG-6 TSTNG: ~~##~~ Equipment NOT suitable & duplicative for our failure mode

(*) ~~Looking for facilities outside Conmor due 8/30 from (Gary D.4)~~

[redacted]

- Bob Mull engaged
- Parts are ready to go
- Corrosion expert (Ron Lucbeck) answers that grease will work short term, but over time will collect dirt & result in greater friction
- CH Lab ~ 8/30/04; started tstng

SEAL INVSTG

- Pilot car available for testing
- (*) - Sealing guys looking @ seal proposals (due 8/14/04) substitute
- lower seal never used for US; only committed for Europe-diesel
- (*) - Wind tunnel tstng w/ & w/o seal (due 8/30/04)
- Assess effectiveness of fish mouth seal on MY;
- (*) - Fleet car test plan (8/12/04)

MAGNI PULL AHEAD

- 3-21-05 (2006, IPD)
- (*) - Timing for Magni DV completion (TBD)
- (*) - Pull ahead assessment mtg on 8/5 w/ Magni
  - Most likely won't even meet their March 04 date
  - DV on Magni w/ auto free-core

TEARDOWN

- 4 identified
- corrosion/ limited to fish mouth area (catch/pawl pivot) (2 of 4)
- (*) - 1 Part @ CH lab for analysis of corrosion (TO
  - → Pawl was heavily binded

CANADA HCL - response due 8/16

NHTSA P/U

- Still awaiting feedback
- good chance will be upgraded to EA & ask for static reports vs. "while driving" reports.

ER04-023 02079

[redacted]

Patel, Bharat (B.J.)

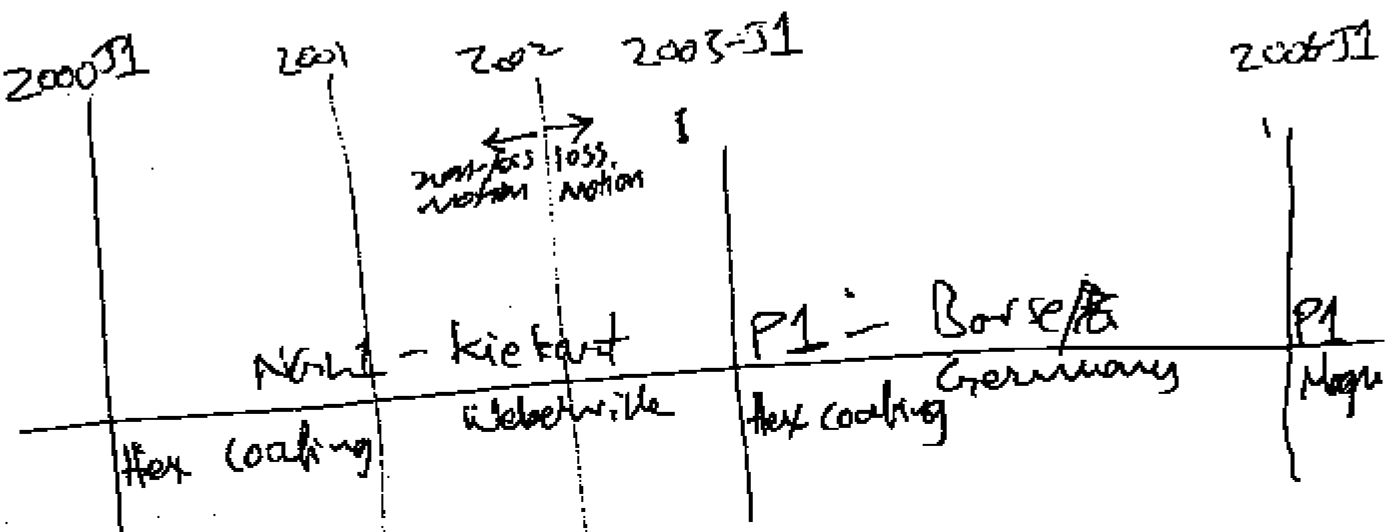
Subject:	NGLI/P1 Latch Design Review
Location:	Harmer's Ofc.
Start:	Thu 8/19/2004 1:00 PM
End:	Thu 8/19/2004 3:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Souchock, Peter (P.D.); Patel, Bharat (B.J.); Goodchild, Tim (T.O.); Gilhool, Jennifer (J.); Nevi, Ray (R.A.); Gioia, Nancy (N.L.); Reeves, Scott (S.C.); Harmer, Robert (R.J.); Culkeen, Patrick (P.M.)

- Europe design
- not Europe ES.196 or 144
  HH Soft 4/04
  & Lomell

- ASO Findings - Pete Souchock
  - TC
  - NHTSA
- Ford Engineering Workplan - Tim Goodchild
- Strategy - All
  - Material Review Timing

- LH/RH
- Power/manual
- loss motion / non-loss motion
- correlation to ES & real world was lacking

• Sched f/t'n w/ Shirkeen & Goodchild
• " " " Shore, [illegible]



• Ert, design very similar to RR; environment is different/dripline

ER04-023 02661

Patel, Bharat (B.J.) Strategy discussion [redacted]

Subject: NHTSA Inquiry Kickoff Meeting - (PE04-033) - 2000 MY Focus Rear Door Latch Performance
Location: Fairlane Plaza South, Suite 500 - C/R 500 E/W

Start: Fri 5/7/2004 12:00 PM
End: Fri 5/7/2004 1:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Culkeen, Patrick (P.M.); Souchock, Peter (P.D.); Herline, Thomas (T.M.); Bejune, Daniel (D.C.); Loschiavo, Jim (J.J.); Kantz, Peter (P.H.); Holland, Shirleen (S.); Patel, Bharat (B.J.); Ciaglo, David (D.V.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); O'Donnell, Robert (.); DeGraw, Alan (A.L.); Fabien, Paul (P.L.); Gilhool, Jennifer (J.); Trumbla, Janet (J.); DaDeppo, Lynn (L.D.); Sidelko, John (J.W.); Kopelka, Charles (C.R.); Kaercher, Don (D.F.); Beuer, Scott (S.C.); ESE FPS 500 EAST (12); ESE FPS 500 WEST (12)

Importance: High

① When did US take over? 2003 CY
④ What's different for 2005? not much
② Prior recalls in Europe — Yes, only US Cougar was affected
③ Copy of stop-in sheet → for focus, reflow latch & pawl encaps.

264/2/3 room PN

- Kiekert was supplier for 2000 MY; Germany Production.
- 6 month into 2000-5 ?, Production switched to Michigan facility in Delewide.
- Rear design has greater exposure to water & environment
- VINs of 17 reports not provided

NHTSA Investigation PE 04-033
Focus Rear Door Latches
Kick-Off Meeting Agenda

May 7th, 2004
12:00 - 1:00 PM

2001 - high moth seal
2002 - locs motion clip
2003 - J1, Kiekert → Borosa
- Supplier change
- change driven by cost/perf
- Designed to Europe common requirement
- common latch across all body styles.
- Service parts are replaced individually.
- Grey box design
- Unique to NA - Focus Rear door
- Jim Salmon

Meeting Location
Fairlane Plaza South
Suite 500
East/West Conference Room

Audio Conference Phone Numbers

Ford net:	32-36737
Toll Free:	1-800-367-3840
International:	1-313-323-6737
Pass code:	30468140

- Predominantly results in hard efforts or hard to open.
- Due date 6-7-04

Topic	Department	Time
Introduction	All	5 Minutes
Review of Alleged Defect And Subject Vehicles	Product Development	10 Minutes
Discussion of Alleged Defect And Ongoing Actions	Product Development	20 Minutes
Review of Inquiry	PVS&C	20 Minutes
Follow Up Meeting Plans	All	5 Minutes
Search Criteria	OGC, PCSD, PVS&C	10 Minutes

A copy of the inquiry is included for your review prior to the meeting.

EA04-023 02085

[redacted]

Kick-Off Meeting Assignments
PE04-033: 2000 Focus Door Latch Performance

Subject Vehicles	All Ford Focus vehicles manufactured for sale or lease in the United States
Subject Component	All door latches produced for use in the rear passenger doors of the subject vehicles.
Alleged Defect	Any failure, malfunction or otherwise unsatisfactory performance of the door latches of the rear passenger doors.

Inquiry Question #	Summary	Assignee	Organization	Due to ASO	Comments
1	Number of subject vehicles	TBD	OGC Discovery	5/28/04	
2	Number of each received by Ford a) Consumer complaints (includes fleets) b) Field Reports (includes dealers) c) Crashes, injuries, fatalities based on claims d) Property Damage Claims e) Third-party arbitration proceedings f) Lawsuits	Janet Trumbla Pat Culkeen	Customer Support ASO OGC Discovery OGC Discovery OGC Discovery OGC Discovery		
3	Incident Summary Table				
4	Produce copies of all documents with scope of Request 2	Pat Culkeen TBD Alan DeGraw	ASO OGC Discovery OGC Discovery		
5	Warranty Claims	Pat Culkeen	ASO		
6	Search Criteria	TBD Janet Trumbla Pat Culkeen	OGC Discovery Customer Support ASO		
7	Service, warranty, and tech documents	TBD	OGC Discovery		
8	Related documents & communications, studies & surveys	TBD	OGC Discovery		
9	Design, material, manufacture, quality control, supply, or installation of the subject components	Tim Goodchild Scott Reeves	Core Hardware Program Hardware		
10	Exemplar parts: a) Each design version for MY's 2001 - 2004 b) Field return samples exhibiting the alleged defect	Tom Harline Scott Reeves	Program Hardware		
11	Service Part/Kit Sales	John Shore	CSF/Recall Service Parts		
12	Engineering specification drawings for all rear door latches produced for use in the subject vehicles.	Tim Goodchild Scott Reeves	Core Hardware Program Hardware		
13	Ford's opinion as to how and why rear door latches become corroded.	Pat Culkeen	ASO		
14	Ford's assessment & analysis as to why the rear door latches corrode so severely while the front door latches do not appear to corrode. Should include: a) Material properties of the metal components & anti corrosion treatments from frt & rr latches. b) Reasons for corrosion c) Geographic concentration	Pat Culkeen	ASO		
15	Discuss the function & purpose of spacer YS4Z-5426469-AA	Pat Culkeen	ASO		

Need Log

VOQ FRT DR vs RR DOOR

Filename: EA04-023_Assignment Log.xls
Worksheet: Assignment Log
File Creation Date: 5/2/2004

Printed copies are not controlled.
Print Date: [illegible]

Author: P. M. Culkeen
Organization: ASO

EA04-023 02676

Kick-Off Mee g Assignments
PE04-033: 2000 Focus Door Latch Performance

[redacted]

Alleged Defect	NHTSA has received 17 reports that the rear door latches do not lock in MY 2000 Ford Focus vehicles. The reports allege that the doors do not close all the way, and the latches do not hold the locked setting. While driving, and especially when turning a corner, a rear door latch may disengage and the door may open, even when the door is "locked."

Inquiry Question #	Summary	Assignee	Organization	Due to ASO	Comments
1	Number of subject vehicles by model year	Pat Culkeen	ASO FCSD/ASO		
2	Number of each received by Ford a) Consumer complaints (includes fleets) b) Field Reports (includes dealers) c) Crashes, injuries, fatalities based on claims d) Property damage claims e) Third-party arbitration proceedings f) Lawsuits	Janet Trumbla Laurin Gannon	Customer Support FCSD-CQIS OGC Discovery OGC Discovery OGC Discovery OGC Discovery		MORS CQIS
3	Incident Summary Table	Pat Culkeen	ASO		
4	Produce copies of all documents within scope of	Pat Culkeen	ASO		
5	Warranty Claims	Pat Culkeen	ASO		
6	Search Criteria	Janet Trumbla Pat Culkeen	OGC Discovery Customer Support ASO		Initial Search Criteria for MORS/CQIS Search on AWS
7	Service, Warranty, Tech documents		OGC Discovery		
8	Related documents, & communications		OGC Discovery		
9	Design and process change history		PD/Supplier		Swaps
10	Exemplar parts of each design - power & manual locks and service kits.	Tom Herline Scott Reeves	PD - Hardware		
11	Service Part/Kit Sales	John Shore	GSF/Recall Service Parts		
12	Engineering drawings & specifications	Tom Herline Scott Reeves Jim Loschiavo Tim Goodchild	PD - Focus Hardware PD - Focus Hardware PD - Core Hardware PD - Core Hardware		for 2000 Supplier ?
13	Detailed Comparison a) Causal/contributory factors b) Failure mechanisms c) Failure Modes d) Effects on components and systems e) Risk to safety f) Operator warnings g) Description of the analysis process (a-f) h) Reports included in inquiry	Pat Culkeen Tom Herline Scott Reeves Jim Loschiavo Tim Goodchild	ASO PD - Focus Hardware PD - Focus Hardware PD - Core Hardware PD - Core Hardware		

EA04-033 023883

[redacted]

Kick-Off Meeting Attendance List
RQ04-033: 2000 Focus Rear Door Latch Performance

Name	E-Mail	Phone	Building	Room	Organization	Investigation
Pat Culkeen	pculkeen	X-44792	FPS	Suite 500	ASO/PVSC	Coordinating response to NHTSA
PETER KANTZ	PKANTZ	X-25865	BLDG #1	12D082	Small Arg/(Rvs) Cntly	"
JIM LOSCHIAVO	JLOSCHIA	X-41515	BLDG #5	3G045	NAE	
SCOTT REEVES	SREEVES2	62268	BLD#1	12G101	Small FRD/END	
TIM GOODCHILD	TGOODCH1	00637	BLDG # 5	3G043	NAE	"
DAVID CIEGLO	DCIEGLO	41516	BLD # 5	3G053	NAE	
BHARAT J. PATEL	BPATEL7	86312	#1	1G6059	NAC	
MARILYN TAULBEE	MTAULBE1	27842	PTW	1400	OGC	
Janet Conigliaro	JCONIGLI	50103	PTW	1400	OGC - general products discovery	
Arthur J. Battle	abattle1	63163	PTW	1400	OGC - General products discovery	
Alan DeGraw	adegraw	50105	PTW	1400	OGC - Disc	
Linda Grandy	lgrandy	27574	PTW	1400	OGC - Disc.	
Ken Johnson					Focus	Asst. Chief Engr on phone
Jim Gillhool					OGC	
John Sloane					FCSD	

Filename: PE04-033_Assignment Log.xls
Worksheet: Sign In Sheet
File Creation Date: 5/3/04

Printed copies are not controlled.
Print Date: 5/6/2004

Author: P. M. Culkeen
Organization: ASO
Section: PVSC

E804-023 82984

[redacted]

Kick-Off Meeting Attendance List

RQ04-033: 2000 Focus Rear Door Latch Performance

Name	E-Mail	Phone	Building	Room	Organization	Investigation
Pat Culkeen	pculkeen	X-44782	FPS	Suite 500	ASO/PVSC	Coordinating response to NHTSA
Pete Soucheck	PSOUCHEC	X26387	FPS	"	"	
MEGAN SAVAGE	MSAVAG10	X	FPS	"	"	
TOM HERLINE	THERLINE	X59493	BLDG. #1		SMALL FWD/RWD B.E.	
SCOTT BAUER	sbauer	49786	FPS	500	INT. SMBTI INN.	
Shirleen Holland	sholland	82164	Bldg #5	1A105	NAE Body	

From: Williams, Alex (G.A.)
Sent: Monday, April 29, 2002 5:14 PM
To: Goodchild, Tim (T.O.)
Subject: high efforts on Bosch latches at MPG

Tim, Brandon and I are taking a trip up to MPG in Romeo tomorrow (Tuesday 4/30) morning. Not only do we have higher efforts, now 2 of the latches have stopped working. We are going to find out why - if the issue is with the latch - or with one of the tier 2 carryover parts.

Do you have the requirements for latch performance after undergoing R357 durability, which is 415 cycles?

I have to report out at 3:30 at a launch readiness review to the 2003MY launch supervisor, our chief program engineer and our vehicle line director!

The more information I have, the better. The Bosch latch for Europe went through full durability no problem, right? Did the Keykert LML - module - ever go through complete durability?

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"

From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Wednesday, January 28, 2004 3:41 PM
To: Taylor, Tim; Peshkopia, Stacy; Schwitters, Stefan; Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Ford, Randy (R.); Sahutske, William (W.); mmikenis@itwdeltar.com
Subject: U204 Benchmark Workplan

U204 Benchmark Workplan.xls (2...

Hi All,
Attached is the workplan for evaluation of using the U204 die cast release levers on the C170 reinforcements. There are a few items in red that need timing. Let me know if there any issues. 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

[redacted]

[illegible]			25-Jan				1-Feb							8-Feb							15-Feb							22-Feb							29-Feb							7-Ma			
			W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W
Tasks Established	All																																												
U204 Spring Drawing to Brose	ITW	M. Mikaelis																																											
Packaging Study	Ford	S. Reeves																																											
Die Cast Model / Drawing to Brose	ITW	M. Mikaelis																																											
New Rod Designs	Brose	B. Gell																																											
Front - Race Track Style	Brose	B. Gell																																											
Front - Dumbbell Style	Brose	B. Gell																																											
Rear - Using U204 Die Cast	Brose	B. Gell																																											
Rear - Using New Die Cast Design	Brose	B. Gell																																											
CAE with New Die Cast	Brose	T. Taylor																																											
Send New Rod Designs to Technica for Quote	Brose	B. Gell																																											
Technica Quote New Rods	Technica																																												
ITW Quote New Die Cast Tool for increased volume	ITW																																												
ITW Quote New Die Cast Tool for New Rear Design	ITW																																												
Brose Quote New Rods and Die Casts	Brose	S. Penkuquis																																											
P2 Latch Tonable	Ford	T. Goodchild																																											

From:	Haft, Bettina [Bettina.Haft@brose.net]
Sent:	Thursday, April 29, 2004 11:33 AM
To:	Lock, Andreas (A.); Goodchild, Tim (T.C.); "Sandkühler, Stefan"; Henshaw, Bob (R.P.); Stevenson, Sarah (S.J.); Thijs, Peter (P.); Cox, Stephen (S.R.); Buettner, Carsten (C.); "Persbach, Jürgen"; Coenen, Christian; Evels, Michael; Wilde, Andreas; Davidson, Mark (M.)
Cc:	Hyde, Mark (M.W.); Leadbeater, Chris (C.)
Subject:	meeting minutes Jaguar/FORD/BROSE telecon

Meeting minutes telecon JAGUAR...

Hello, together,
please find attached the meeting minutes of Tuesday's telecon.

Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft WU/QU1-Qualität und Umwelt

Bettina Haft

Postfach 210151
D-42351 Wuppertal
Germany
Phone: +49 (202) 4667 143
Fax: +49 (202) 4667 643
Mobile: +49 (151) 14047838
mailto:Bettina.Haft@brose.net

Sitz der Gesellschaft Wuppertal
Reg.-Gericht Wuppertal HRA 18642
Geschäftsführung:
Martina Merz
Bernhard Fischenich

[redacted]
brose
Technik für Automobile

28.04.2004
WU/QU1-Qualität und Umwelt / Bettina Haft
Tel +49 202 4667-143
Fax
bettina.haft@brose.net

Distribution

Meeting Minutes

Telecon : Opening efforts Brose sidedoorlatch P1

Participants
JAGUAR: Davidson, Stevenson, Cox, Henshaw
FORD EU: Böttner, Lock
FORD NAAO: Goodchild, Sahulske
BROSE: Sandköhler, Wirths, Wilde, Haft

1. Going through presentation distributed 27.04.2004:
a) Summary of all actions in the last 18 months regarding high open efforts
b) Differences of latch modules (C170 EU, C170 NA, CD 132, X400, X350)
c) Summary of recent action

To 1.a) Presenting of actions conducted for establishing which parts of fishbone diagramm have big, normal and small influence

- test will be conducted at BROSE to show influence of corrosion only: measure efforts before and after 144h corrosion test, than cycling and effort measure each day
- influence of sealing pressure: measurements on field parts had shown significant influenc of higher seal forces than in specification -> informations of sealing pressures on vehicles (initial, life time) to make a realistic test regarding wear of parts and change of efforts during life time
- Resp.: Mark Davidson (X400), Bob Henshaw (X350), Ford EU (Lock), FORD NAAO (Goodchild)
- surface finish/surface roughness of pawl and rotor:
  -> overview of different coatings tested by Resp.: Wirths, Persbach (BROSE)
  -> Klüber coating specification will be provided Resp.: Böttner (FORD)

To 1b) Translation ratios are different, for X350 JAGUAR (Bob Henshaw) provide data -> FORD and Jaguar asked to provide effort measurements directly on handle in combination with seal forces (see 1b) Resp.: Mark Davidson (X400), Bob Henshaw (X350), Ford EU (Lock), FORD NAAO (Goodchild)

To 1c) Plan with current actions presented -> update will follow on 03.05.2004

- More details regarding alignement of rivets for a common understanding Resp.: Mark Davidson (JAGUAR)

[redacted]
brose
Technik für Automobile

- → BROSE asked to look for AWS data of seal force changes in relation to latch changes Resp.: Sarah Stevenson (JAGUAR)
- → Single parts of one C170 NAAO front and rear door latch to FORD NAAO (Goodchild) for further discussion with drawings together with BROSE (Wirths) Resp.: Wirths/Persbach (BROSE)

Next meeting: Tuesday, 4.05.2004, 16-17.00 German time, same dial in

[redacted]

From: Reeves, Scott (S.C.)
Sent: Monday, March 22, 2004 11:09 AM
To: 'Giesey, Tony'; Ford, Randy (R.); Goodchild, Tim (T.O.)
Cc: Sahutske, William (W.); Peshkopia, Stacy; Taylor, Tim; Wirths, Rainer; Simpson, Michael (M.J.); Herline, Thomas (T.M.)
Subject: RE: Magni Coating C.R.# C11587522

Don't worry about the magni concern. My understanding is that the cost is too high and core does not want to go in this direction. So don't trap the latch suffix.

The first order of business is to get the concern in and processed for the elimination of Hex Chrome.

-----Original Message-----
From: Giesey, Tony [mailto:Tony.Giesey@brose.net]
Sent: Monday, March 22, 2004 8:10 AM
To: Ford, Randy (R.); Goodchild, Tim (T.O.)
Cc: Sahutske, William (W.); Peshkopia, Stacy; Taylor, Tim; Wirths, Rainer; Reeves, Scott (S.C.); Simpson, Michael (M.J.)
Subject: RE: Magni Coating C.R.# C11587522

Randy,

The CR is currently in "W" status. What path do you suggest that I take in order to get the money approved by the Program Team ?

Thanks,

Tony Giesey
Account Manager - Brose North America, Inc.
Closure Systems - LK4
Desk Phone# (248) 754-1818
Cell Phone# (248) 722-4073
Fax# (248) 340-1104
Email: tony.giesey@brose.net

1107 Centre Road
Auburn Hills, MI 48326

-----Original Message-----
From: Ford, Randy (R.) [mailto:rford17@ford.com]
Sent: Monday, March 22, 2004 6:13 AM
To: Giesey, Tony; Goodchild, Tim (T.O.)
Cc: Sahutske, William (W.); Peshkopia, Stacy; Taylor, Tim; Wirths, Rainer; Reeves, Scott (S.C.); Simpson, Michael (M.J.)
Subject: RE: Magni Coating C.R.# C11587522

I can't tell. I'm not authorized to review. However, I don't think we want a CR for magni as we won't be able to do anything with the latches until that would get released and can see us trapping suffixes.....If that CR is to release magni, my vote is to delete it or just keep it in "W" status

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms

e-mail: rford17@ford.com
Phone: 734.467.0290
Pager: 734.566.5672
Fax: 734.467.0489

Golf combines two favorite American pastimes - taking long walks and hitting things with a stick.

-----Original Message-----
From: Giesey, Tony [mailto:Tony.Giesey@brose.net]
Sent: Friday, March 19, 2004 1:49 PM
To: Goodchild, Tim (T.O.)
Cc: Sahutske, William (W.); Peshkopia, Stacy; Taylor, Tim; Wirths, Rainer; Reeves, Scott (S.C.); Ford, Randy (R.); Simpson, Michael (M.J.)
Subject: Magni Coating C.R.# C11587522

Tim,

Is the above C.R.# still the most recent Concern for the Magni change ? If so, I will enter all of the pertinent data into the Concern so that we can move forward with completing this change.

Thanks,

Tony Giesey
Account Manager - Brose North America, Inc.
Closure Systems - LK4
Desk Phone# (248) 754-1618
Cell Phone# (248) 722-4073
Fax# (248) 340-1104
Email: tony.giesey@brose.net

[redacted]

From: Matt Metikosh [metikosh@themagnigroup.com]
Sent: Tuesday, March 30, 2004 3:28 PM
To: Goodchild, Tim (T.O.); Eduard Rybka (E-mail)
Subject: FW: brose

Good Afternoon Gentlemen:

Tim as I see it, we have two (2) options:

1.) Easier of the two options. On the part print, we will reference the part # + S900 finish. For example, if the part # 12345, then the part print will read as follows: #12345-S900. The S900 references you to the drawing. On the drawing, we would put WSS-M21P37-A1, substitue w/B28E topcoat.

2.) More difficult of the two; draft a new specification.

Option #1 is done all the time and quite honestly is not as big of a hassle as it sounds.

Can you please provide Eduard and I some direction on which way you would like to proceed if this topcoat works out the way we hope.

Regards,

Matt

-----Original Message-----
From: Eduard Rybka [mailto:rybkamagnideutschland@lack-schmid.de]
Sent: Tuesday, March 30, 2004 11:24 AM
To: metikosh@themagnigroup.com
Subject: brose

Hello Matt,

I hope everthing is okay on the side of the ocean.

Brose was asking me the question, how we see the possibility to get the B28E or whatever we put on their parts, instead of B18, approved at FORD.

Their question is right, they can not supply FORD with something that is unknown, or?

Do we need a new spec or would the accept it on the drawing?

I need a very quick answer.

Thank you very much.

Regards

Eduard Rybka
Magni Europe - Büro Deutschland

Heinkelstrasse 21
D-73614 Schorndorf

Tel: 0049 (0)7181 97 77 629
Fax:0049 (0)7181 97 77 649
Mobil: 0049 (0)173 67 00 478

Email. rybkamagnideutschland@jack-schmid.de
Internet. www.magnieurope.com

Visit us at Surface Technology - Hannover Messe - April 19-24th, 2004, Booth E53 - Hall 005
Besuchen Sie uns auf der Hannover Messe-Oberflächentechnik 19.-24. April, Halle 005, Stand E53

[redacted]

From: Sahutske, William (W.)
Sent: Thursday, June 10, 2004 9:48 AM
To: Reinholz, John (J.A.); Goodchild, Tim (T.O.)
Cc: LaDuke, Jeff (M.); Kowalczyk, Richard (R.A.)
Subject: RE: CLE #40921 Car set latches for corrosion testing

Sorry for the mis communication, Tim Goodchild should be providing direction to you.
Tim would you please address this I thought I was forwarding this to you.

Bill Sahutske
Medium & Large FWD/AWD
Exterior Systems
313-323-9362
wsahutsk@ford.com

---Original Message---
From: Reinholz, John (J.A.)
Sent: Wednesday, June 09, 2004 3:11 PM
To: Sahutske, William (W.); Goodchild, Tim (T.O.)
Cc: LaDuke, Jeff (M.); Kowalczyk, Richard (R.A.)
Subject: CLE #40921 Car set latches for corrosion testing

Bill,
This is my third attempt to contact you. Your samples should be starting corrosion testing on this Friday June 11, 2004. They should complete 10 full cycles of testing on June 22, 2004. Until I here from you about how many cycles total you want to run, they will be removed from the test chamber after completing the 10 full cycles requested for the effort measurements by the supplier. Please if you intend to test more than ten cycles let me know.

The directions on your test request states effort measurement every 10 cycles but you didn't give a completion cycle count or if one sample or all samples are not functional to stop test. Please advise ASP. Thank you.

John Reinholz
Ford Motor Central Laboratory
15000 Century Drive
Dearborn, Michigan. 48120
jreinhol @ ford.com
(313)59-47576

[redacted]

From: Wirths, Rainer [Rainer.Wirths@brose.net]
Sent: Wednesday, June 16, 2004 12:38 PM
To: Buettner, Carsten (C.)
Cc: Rundell, David; "Persbach, Jürgen"; Lichon, Richard; Schwitters, Stefan; Cox, Stephen (S.R.); Davidson, Mark (M.); "Sandkühler, Stefan"; Goodchild, Tim (T.O.); Lock, Andreas (A.)
Subject: AW: Updated DVP for P1 latch (Hex Chromate removal)

Hi Carsten,

as mentioned in my meeting with Tim he ask us to check the availability of the durabilty racks to test 2 carset to the key life cycle test. The first key life cycle test will be done on 16.July and the second will be done on 6. August.

Mit freundlichen Grüßen/Best Regards
LKS2-Konstruktion / Design

Rainer Wirths

Phone: +49 (202) 4667 504
Fax: +49 (202) 4667 517
Mobile: +49 (160) 742 3398

mailto:Rainer.Wirths@brose.net

-----Ursprüngliche Nachricht-----
Von: Buettner, Carsten (C.) [mailto:cbuettne@ford.com]
Gesendet: Dienstag, 15. Juni 2004 11:28
An: Wirths, Rainer
Cc: Rundell, David; Persbach, Jürgen; Lichon, Richard; Schwitters, Stefan; Cox, Stephen (S.R.); Davidson, Mark (M.); Sandkühler, Stefan; Goodchild, Tim (T.O.); Buettner, Carsten (C.); Lock, Andreas (A.)
Betreff: FW: Updated DVP for P1 latch (Hex Chromate removal)

Rainer,
thanks for the plan, but it is not in line with the one for hex chrome deletion (see attached) which expects ourselfes to AC the concern end of June - before start of key life cycle test. Do I mix up something? I was the assumption Magni will be introduced end of this year to improve corrosion resistance and to make the latch chrome six free for US.

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: Wirths, Rainer [mailto:Rainer.Wirths@brose.net]
Sent: Friday, June 11, 2004 5:46 PM
To: Lock, Andreas (A.); Buettner, Carsten (C.); Goodchild, Tim (T.O.); "Sandkühler, Stefan"; Davidson, Mark (M.); Cox, Stephen (S.R.)
Cc: Rundell, David; "Persbach, Jürgen"; Lichon, Richard; Schwitters, Stefan
Subject: Updated DVP for P1 latch (Hex Chromate removal)

Please find attached the updated and signed DVP for the P1 latch coating change (Hex Chromate removal).

Mit freundlichen Grüßen/Best Regards
LKS2-Konstruktion / Design

Rainer Wirths

Phone: +49 (202) 4667 504
Fax: +49 (202) 4667 517
Mobile: +49 (160) 742 3398

mailto:Rainer.Wirths@brose.net

[redacted]

From: Holland, Shirleen (S.)
Sent: Friday, August 06, 2004 11:39 AM
To: Minnich, Kathy (K.P.); Goodchild, Tim (T.O.)
Cc: Loschiavo, Jim (J.J.)
Subject: RE: Corrosion Testing

Thanks for the help with hinges.

The latch issue is one of corrosion and dirt. We want to put the hinges through APGE with the humidity/temp and dirt as part of the exposure to replicate the failure.

Tim,
Please work with Kathy's group to get consensus on what we need for latches so we can get going.

-----Original Message-----
From: Minnich, Kathy (K.P.)
Sent: Friday, August 06, 2004 6:55 AM
To: Doman, Brad (B.N.); Holland, Shirleen (S.)
Cc: Molnar, Glen (G.A.); Witt, Gary (G.G.); Myers, Mark (M.A.); Starbowski, Rob (R.G.)
Subject: Corrosion Testing

I have lined-up a facility to do the hinge work ..... I spoke with Glen Molnar yesterday and he said you are meeting on Monday to discuss the big picture. Let me know how you want to proceed. The testing site is in Ohio and they can start Monday.

With regards to the door latches I an not sure how you want to proceed. We need root cause before we can attempt to reproduce the failure. I have not received feedback from the teardown meeting at Keykert yesterday.

Rob/Mark, do we have a work plan?

[redacted]

From: Loschiavo, Jim (J.J.)
Sent: Tuesday, August 10, 2004 3:08 PM
To: Goodchild, Tim (T.O.)
Subject: FW: Corrosion Testing

????? Advise.

Thanks,
J.J. Loschiavo
Supervisor-GCE Latching & Locks Systems
Phone: 313.594.1515 Fax: TBD
E-Mail: jloschia@ford.com
Website: http://www.be.ford.com/t554

---Original Message---
From: Holland, Shirleen (S.)
Sent: Friday, August 06, 2004 11:39 AM
To: Minnich, Kathy (K.P.); Goodchild, Tim (T.O.)
Cc: Loschiavo, Jim (J.J.)
Subject: RE: Corrosion Testing

Thanks for the help with hinges.

The latch issue is one of corrosion and dirt. We want to put the hinges through APGE with the humidity/temp and dirt as part of the exposure to replicate the failure.

Tim,
Please work with Kathy's group to get consensus on what we need for latches so we can get going.

---Original Message---
From: Minnich, Kathy (K.P.)
Sent: Friday, August 06, 2004 6:55 AM
To: Dornan, Brad (B.N.); Holland, Shirleen (S.)
Cc: Molnar, Glen (G.A.); Witt, Gary (G.G.); Myers, Mark (M.A.); Starbowski, Rob (R.G.)
Subject: Corrosion Testing

I have lined-up a facility to do the hinge work ..... I spoke with Glen Molnar yesterday and he said you are meeting on Monday to discuss the big picture. Let me know how you want to proceed. The testing site is in Ohio and they can start Monday.

With regards to the door latches I am not sure how you want to proceed. We need root cause before we can attempt to reproduce the failure. I have not received feedback from the teardown meeting at Keykert yesterday.

Rob/Mark, do we have a work plan?

[redacted]

From: Holland, Shirleen (S.)
Sent: Friday, August 13, 2004 11:31 AM
To: Minnich, Kathy (K.P.)
Cc: Loschiavo, Jim (J.J.); Goodchild, Tim (T.O.)
Subject: RE: APG-E Testing

Thanks for the help. We owe ya one.

-----Original Message-----
From: Minnich, Kathy (K.P.)
Sent: Friday, August 13, 2004 11:16 AM
To: Myers, Mark (M.A.); Goodchild, Tim (T.O.)
Cc: Molnar, Glen (G.A.); Kowalczyk, Richard (R.A.); Holland, Shirleen (S.); Loschiavo, Jim (J.J.)
Subject: FW: APG-E Testing

Tim, please work with Mark Myers to coordinate the lab testing. Thanks

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Wednesday, August 11, 2004 11:55 AM
To: Minnich, Kathy (K.P.)
Cc: Holland, Shirleen (S.); Loschiavo, Jim (J.J.)
Subject: APG-E Testing

Kathy,
Shirleen asked me to get with you regarding getting APG-E testing done on some latches as part of root cause investigation on the C170 NHTSA inquiry. Basically what we want to accomplish is being able to turn on a potential failure mode in the latch that appears to be related to corrosion. Latches would be subjected to the normal APG-E testing with addition of a specified amount of dust being applied to the latches every cycle. The latches will need to be monitored once a day (between cycles) for functionality. I don't expect that the latches will need to go more than the 30 cycles called out in the requirement. I know that you have been in discussion with Shirleen with regard to this matter. If you should have any additional questions, please feel free to contact me. Thank you!

Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

[redacted]

From: Ueda, Roger (R.M.)
Sent: Wednesday, September 08, 2004 5:36 PM
To: Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Kowalski, George (G.S.); Herthel, John (J.C.); Ward, Merle (M.R.); Reeves, Scott (S.C.)
Subject: RE: APG Parts Inventory

We have found out where the parts came from. They came from Ed Marriott-Green of the C264 Focus Program. Since they are essentially his parts, we would need permission from him to send them to you. Below is a note, just received from Ed.

"Our program is only a small one based on the 2001 / 2 MYish four door Focus. We obtained all our carryover C170 parts from Wayne Assembly in June 2002 before the model year change to 2003. Whatever level Wayne was building with at that time is what we got. I had a quick look in WERS and it seems all the door latches had major updates for 2003MY. "

If you would still like to have the parts, you can contact John and he will contact Ed or you can contact Ed directly.

Regards,

Roger M. Ueda
rueda@ford.com
Ford Net: 9-1-753-7301; Commercial: 928-753-7301
Fax: 9-1-753-7213

APG Visitor Portal: http://www.homepages.ford.com/apg/index.asp

FEC Visitor: (Closed April 30, 2004)

---Original Message---
From: Goodchild, Tim (T.O.)
Sent: Tuesday, September 07, 2004 12:58 PM
To: Reeves, Scott (S.C.); Herthel, John (J.C.); Ueda, Roger (R.M.); Ward, Merle (M.R.)
Cc: Herline, Thomas (T.M.); Kowalski, George (G.S.)
Subject: RE: APG Parts Inventory

John/Roger/Merle,
I have talked with my manager and she would like to have you send those parts back to us. If you would like, you can send them directly to my house so that they don't get lost along the way.

Tim Goodchild
4084 Sarah Ann Drive
Canton, MI 48188
(734) 398-5636

Thanks!

Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

[redacted]

-----Original Message-----
From: Reeves, Scott (S.C.)
Sent: Tuesday, September 07, 2004 3:06 PM
To: Herthel, John (J.C.); Ueda, Roger (R.M.); Ward, Merle (M.R.)
Cc: Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Kowalski, George (G.S.)
Subject: APG Parts Inventory

John/Roger/Merle - just to confirm. Looking at the current Experimental parts list for current inventory at APG the following latches need to be scrapped.

(1) 2M15-A219A64-BE R/F Door Latch (I believe this is a type-o and should be 2M51)
(0) 2M51-A219A65-BE L/F Door Latch (quantity shows zero, but should not be listed)
(2) 2M51-A264A26-GB R/R Door Latch
(2) 2M51-A264A27-GB L/R Door Latch

The current production parts for MY05 are listed below and should be used for replacement for door latch failures on this 06MY vehicle (590W130).

5S43-A219A64-BA R/F Door Latch
5S43-A219A65-BA L/F Door Latch
4S43-A264A26-BB R/R Door Latch
4S43-A264A27-BB L/R Door Latch

Scott Reeves
Closures Hardware
Small FWD & RWD Car
Phone: 313-206-2268
EMail: sreeves2@ford.com

[redacted]

Patel, Bharat (B.J.)

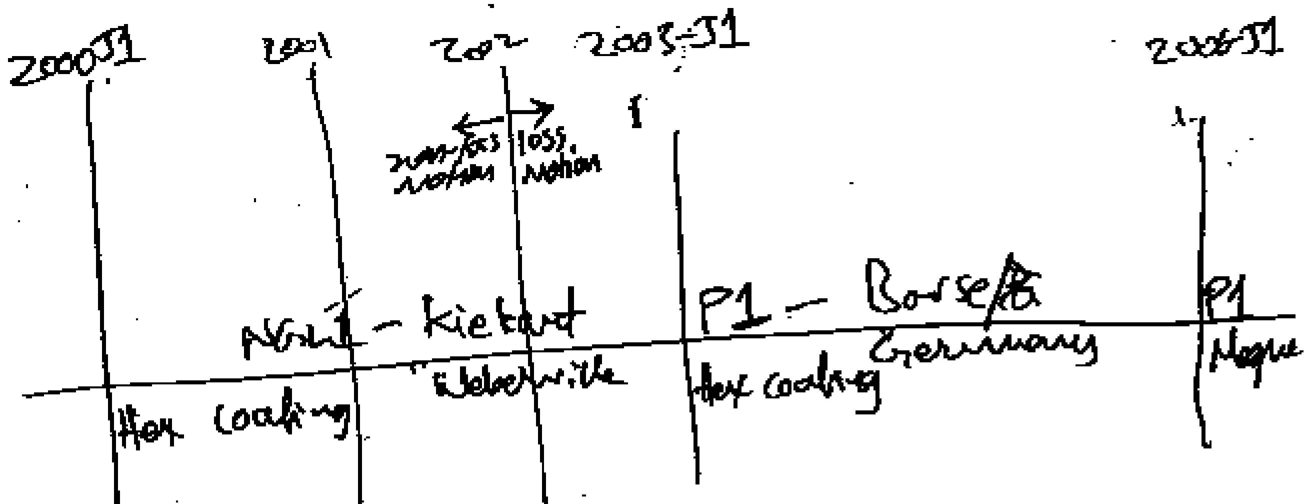
Subject:	NGLI/P1 Latch Design Review
Location:	Harmer's Ofc.
Start:	Thu 8/19/2004 1:00 PM
End:	Thu 8/19/2004 3:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Souchock, Peter (P.D.); Patel, Bharat (B.J.); Goodchild, Tim (T.O.); Gilhool, Jennifer (J.); Nevi, Ray (R.A.); Gioia, Nancy (N.L.); Reeves, Scott (S.C.); Harmer, Robert (R.J.); Culkeen, Patrick (P.M.)

- Europe design
- not Europe ES. 196 & 144 Hr Salt spray

- ASO Findings - Pete Souchock
  - TC
  - NHTSA
- Ford Engineering Workplan - Tim Goodchild
- Strategy - All
  - Material Review Timing

- LH/RH
- Power/manual
- loss motion/non-loss motion
- correlation to ES & real world was lacking

- schd fixture of Shirkeen & Goodchild
- " " " " Shore, Bo



- ert very similar to RR; environment is different/dropline

EA04-023 02874

[redacted]

From:	Skiba, Stan (SS.)
Sent:	Wednesday, September 19, 2001 3:09 PM
To:	Lebeck, Ron (R.V.); Lebednick Mark (E-mail); Williams, Alex (G.A.); Skiba, Stan (SS.)
Cc:	Partch, Tom (T.W.); Miles, Stephen (S.K.); Goodchild, Tim (T.O.)
Subject:	Meeting minutes - latch corrosion during APG test (c11231717)

Meeting (audio conference) date: 9/19/01
Participants: R.Lebeck, M.Lebednick, A.Williams, S.Skiba

Subject: side door latch compliance with APG corrosion test requirements (appearance issue - test conducted in June 2001)

Discussion:
Mark Lebednick from Keykert stated that latches were developed to meet light fog salt spray test (WCR/Work Product Standard page 00.00-P-35).
Ron Lebeck (RVT Corrosion) said that currently it is required that Ford vehicles to meet more severe APG corrosion test (described by CETP 00.00-R-311).
Assignment was given to Keykert Engineering to update concern c11231717 with cost and timing to meet APG corrosion resistance requirement. Completion date 9/21/01.

During APG test it was also observed issue with side door cylinder functioning, after the test. It was possible that tested vehicle was equipped with older lock cylinder. The revised lock cylinder, with new shut door face was implemented by Huf in 5/10/01. The new lock was in Wayne 10 - 14 days later.

Soon, Wayne will implement a rubber foam around the latch and door fish mouth. The main purpose of the seal is to reduce wind noise. However, the foam may affect latch appearance. Stan Skiba will advise to the Team when vehicle with the foam is available for review.

Regards,
Stan Skiba
WSAO - PVT

[redacted]

From: Holland, Shirleen (S.)
Sent: Thursday, September 09, 2004 6:43 PM
To: Goodchild, Tim (T.O.)
Cc: Radke, Allen (A.E.); Minnich, Kathy (K.P.)
Subject: RE: CL#41578 Focus door latch

Please get with Allen and determine timing plan. We can't let this slip again.

-----Original Message-----
From: Minnich, Kathy (K.P.)
Sent: Thursday, September 09, 2004 11:49 AM
To: Holland, Shirleen (S.)
Cc: Radke, Allen (A.E.)
Subject: RE: CL#41578 Focus door latch

We had a number of launch concerns hit us in the last few weeks. I have asked Allen Radke to get back to you with a timing commitment, thanks.

-----Original Message-----
From: Holland, Shirleen (S.)
Sent: Wednesday, September 08, 2004 10:24 AM
To: Minnich, Kathy (K.P.)
Subject: FW: CL#41578 Focus door latch

Would you please look into what is going on and let me know what the timing for completing the test analysis will be? ASO is awaiting a response on the tesing before we go to the FRC to report out on the status.

We had commiitted to this week based on the completion date projected when the sample was provided to Central Lab.

Thanks.

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Wednesday, September 08, 2004 8:42 AM
To: Holland, Shirleen (S.); Loschiavo, Jim (J.J.)
Subject: FW: CL#41578 Focus door latch

Here is the latest with regard to the analysis of the latches. It is nice that they wait until they are overdue to tell us that they haven't even started. We will need to pen another note for Harmer to put the pressure on to complete.

Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodch@ford.com

-----Original Message-----
From: Myers, Mark (M.A.)
Sent: Wednesday, September 08, 2004 8:33 AM
To: Goodchild, Tim (T.O.)
Subject: FW: CL#41578 Focus door latch

Info concerning earlier test request.

-----Original Message-----
From: Plank, Heather (H.M.)

Sent: Tuesday, September 07, 2004 8:36 AM
To: Myers, Mark (M.A.)
Cc: Radke, Allen (A.E.)
Subject: CL#41578 Focus door latch

Mark,
CL#41578 Focus door latch will be overdue today.
Unfortunately, due to launch and priority issues, this request has yet to be started.
I will need to take photos and route to Chemistry for contamination analysis.

The new due date (if no other launch issues take precedence) will be September 30, 2004.

Please let me know if this is sufficient or if there is any data/information you need immediately.
If there are issues, please talk to Allen to coordinate re-prioritization.

I apologize for the inconvenience.

Heather M. Pesek
Laboratory Engineer
Metallurgy Section, Central Laboratory
Materials Engineering, Testing & Standards (METS)
Phone: (313) 24-84576
Email: <mailto:hpesek@ford.com>

[redacted]

From: Radke, Allen (A.E.)
Sent: Monday, September 13, 2004 10:40 AM
To: Holland, Shirleen (S.); Goodchild, Tim (T.O.)
Cc: Minnich, Kathy (K.P.); Pesek, Heather (H.M.); Myers, Mark (M.A.)
Subject: RE: CL#41578 Focus door latch

Per Heather's note below, she plans to have this analysis completed by 9/30. Sorry for the delay, but our #1 priority issues are Stop Ships/Plant Shutdowns, Launch and durability concerns. With all of the upcoming and on-going launches we have be swamped with D219, S197, and P131 issues.

-----Original Message-----
From: Holland, Shirleen (S.)
Sent: Thursday, September 09, 2004 6:43 PM
To: Goodchild, Tim (T.O.)
Cc: Radke, Allen (A.E.); Minnich, Kathy (K.P.)
Subject: RE: CL#41578 Focus door latch

Please get with Allen and determine timing plan. We can't let this slip again.

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From: Minnich, Kathy (K.P.)
Sent: Thursday, September 09, 2004 11:49 AM
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Cc: Radke, Allen (A.E.)
Subject: RE: CL#41578 Focus door latch

We had a number of launch concerns hit us in the last few weeks, I have asked Allen Radke to get back to you with a timing commitment, thanks.

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Sent: Wednesday, September 08, 2004 10:24 AM
To: Minnich, Kathy (K.P.)
Subject: FW: CL#41578 Focus door latch

Would you please look into what is going on and let me know what the timing for completing the test analysis will be? ASO is awaiting a response on the tesing before we go to the FRC to report out on the status.

We had commiitted to this week based on the completion date projected when the sample was provided to Central Lab.

Thanks.

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Wednesday, September 08, 2004 8:42 AM
To: Holland, Shirleen (S.); Loachlavo, Jim (J.L.)
Subject: FW: CL#41578 Focus door latch

Here is the latest with regard to the analysis of the latches. It is nice that they wait until they are overdue to tell us that they haven't even started. We will need to pen another note for Harmer to put the pressure on to complete.

Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

—Original Message—
From: Myers, Mark (M.A.)
Sent: Wednesday, September 08, 2004 8:33 AM
To: Goodchild, Tim (T.O.)
Subject: FW: CL#41578 Focus door latch

Info concerning earlier test request.

—Original Message—
From: Pesek, Heather (H.M.)
Sent: Tuesday, September 07, 2004 8:36 AM
To: Myers, Mark (M.A.)
Cc: Radke, Allen (A.E.)
Subject: CL#41578 Focus door latch

Mark,
CL#41578 Focus door latch will be overdue today.
Unfortunately, due to launch and priority issues, this request has yet to be started.
I will need to take photos and route to Chemistry for contamination analysis.

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Please let me know if this is sufficient or if there is any data/information you need immediately.
If there are issues, please talk to Allen to coordinate re-prioritization.

I apologize for the inconvenience.

Heather M. Pesek
Laboratory Engineer
Metallurgy Section, Central Laboratory
Materials Engineering, Testing & Standards (METS)
Phone: (313) 24-84576
Email: mailto:hpesek@ford.com

[redacted]

From: Radke, Allen (A.E.)
Sent: Monday, September 13, 2004 1:15 PM
To: Goodchild, Tim (T.O.); DiGregorio, Dan (D.N.); Haga, Mary (M.C.)
Cc: Minnich, Kathy (K.P.); Myers, Mark (M.A.); Holland, Shirleen (S.); Pesek, Heather (H.M.)
Subject: RE: CL#41578 Focus door latch

Tim,

Heather is already working on this. She has routed the samples to Chemistry for their analysis and once they are completed she will perform the metallurgical analysis.

Dan and Mary,

Could you please help in getting this through Chemistry. Thanks.

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Monday, September 13, 2004 12:01 PM
To: Radke, Allen (A.E.); Holland, Shirleen (S.)
Cc: Minnich, Kathy (K.P.); Pesek, Heather (H.M.); Myers, Mark (M.A.)
Subject: RE: CL#41578 Focus door latch

What do I need to provide to expedite this testing. I am involved in NHTSA investigation and this information is necessary for our analysis. I wish that someone would have let me know sooner than the day after the test was to be completed that this was placed on the back burner.

Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

-----Original Message-----
From: Radke, Allen (A.E.)
Sent: Monday, September 13, 2004 10:40 AM
To: Holland, Shirleen (S.); Goodchild, Tim (T.O.)
Cc: Minnich, Kathy (K.P.); Pesek, Heather (H.M.); Myers, Mark (M.A.)
Subject: RE: CL#41578 Focus door latch

Per Heather's note below, she plans to have this analysis completed by 9/30. Sorry for the delay, but our #1 priority issues are Stop Ships/Plant Shutdowns, Launch and durability concerns. With all of the upcoming and on-going launches we have be swamped with D219, S197, and P131 issues.

-----Original Message-----
From: Holland, Shirleen (S.)
Sent: Thursday, September 09, 2004 6:43 PM
To: Goodchild, Tim (T.O.)
Cc: Radke, Allen (A.E.); Minnich, Kathy (K.P.)
Subject: RE: CL#41578 Focus door latch

Please get with Allen and determine timing plan. We can't let this slip again.

-----Original Message-----
From: Minnich, Kathy (K.P.)
Sent: Thursday, September 09, 2004 11:49 AM
To: Holland, Shirleen (S.)
Cc: Radke, Allen (A.E.)
Subject: RE: CL#41578 Focus door latch

[redacted]

We had a number of launch concerns hit us in the last few weeks, I have asked Allen Radke to get back to you with a timing commitment, thanks.

-----Original Message-----
From: Holland, Shirleen (S.)
Sent: Wednesday, September 08, 2004 10:24 AM
To: Minnich, Kathy (K.P.)
Subject: FW: CL#41578 Focus door latch

Would you please look into what is going on and let me know what the timing for completing the test analysis will be? ASO is awaiting a response on the tesing before we go to the FRC to report out on the status.

We had commiitted to this week based on the completion date projected when the sample was provided to Central Lab.

Thanks.

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Wednesday, September 08, 2004 8:42 AM
To: Holland, Shirleen (S.); Loschiavo, Jim (J.J.)
Subject: FW: CL#41578 Focus door latch

Here is the latest with regard to the analysis of the latches. I t is nice that they wait until they are overdue to tell us that they haven't even started. We will need to pen another note for Harmer to put the pressure on to complete.

Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

-----Original Message-----
From: Myers, Mark (M.A.)
Sent: Wednesday, September 08, 2004 8:33 AM
To: Goodchild, Tim (T.O.)
Subject: FW: CL#41578 Focus door latch

Info concerning earlier test request.

-----Original Message-----
From: Pesek, Heather (H.M.)
Sent: Tuesday, September 07, 2004 8:36 AM
To: Myers, Mark (M.A.)
Cc: Radke, Allen (A.E.)
Subject: CL#41578 Focus door latch

Mark,
CL#41578 Focus door latch will be overdue today.
Unfortunately, due to launch and priority issues, this request has yet to be started.
I will need to take photos and route to Chemistry for contamination analysis.

The new due date (if no other launch issues take precedence) will be September 30, 2004.

Please let me know if this is sufficient or if there is any data/information you need immediately.
If there are issues, please talk to Allen to coordinate re-prioritization.

I apologize for the inconvenience.

Heather M. Pesek
Laboratory Engineer
Metallurgy Section, Central Laboratory
Materials Engineering, Testing & Standards (METS)
Phone: (313) 24-84576
Email: «mailto:hpesek@ford.com»

[redacted]

From: DiGregorio, Dan (D.N.)
Sent: Monday, September 13, 2004 3:28 PM
To: Radke, Allen (A.E.); Goodchild, Tim (T.O.); Haga, Mary (M.C.)
Cc: Minnich, Kathy (K.P.); Myers, Mark (M.A.); Holland, Shirleen (S.); Pesek, Heather (H.M.)
Subject: RE: CL#41578 Focus door latch

Thanks Allen. Mary has assigned the request to Tom Munie. We will expedite.

Regards,
Dan DiGregorio
Supervisor, Central Laboratory, Chemistry Section
ph: 33-78277 fax: 32-21614
[mailto:ddigrego@ford.com]

----Original Message----
From: Radke, Allen (A.E.)
Sent: Monday, September 13, 2004 1:15 PM
To: Goodchild, Tim (T.O.); DiGregorio, Dan (D.N.); Haga, Mary (M.C.)
Cc: Minnich, Kathy (K.P.); Myers, Mark (M.A.); Holland, Shirleen (S.); Pesek, Heather (H.M.)
Subject: RE: CL#41578 Focus door latch

Tim,

Heather is already working on this. She has routed the samples to Chemistry for their analysis and once they are completed she will perform the metallurgical analysis.

Dan and Mary,

Could you please help in getting this through Chemistry. Thanks.

----Original Message----
From: Goodchild, Tim (T.O.)
Sent: Monday, September 13, 2004 12:01 PM
To: Radke, Allen (A.E.); Holland, Shirleen (S.)
Cc: Minnich, Kathy (K.P.); Pesek, Heather (H.M.); Myers, Mark (M.A.)
Subject: RE: CL#41578 Focus door latch

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Tim Goodchild
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Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

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Sent: Monday, September 13, 2004 10:40 AM
To: Holland, Shirleen (S.); Goodchild, Tim (T.O.)
Cc: Minnich, Kathy (K.P.); Pesek, Heather (H.M.); Myers, Mark (M.A.)
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Per Heather's note below, she plans to have this analysis completed by 9/30. Sorry for the delay, but our #1

priority issues are Stop Ships/Plant Shutdowns, Launch and durability concerns. With all of the upcoming and on-going launches we have be swamped with D219, S197, and P131 issues.

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Sent: Thursday, September 09, 2004 11:49 AM
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Tim Goodchild
Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637
E-mail: tgoodchi@ford.com

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Subject: FW: CL#41578 Focus door latch

Info concerning earlier test request.

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

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Sent: Tuesday, September 07, 2004 8:36 AM
To: Myers, Mark (M.A.)
Cc: Radke, Allen (A.E.)
Subject: CL#41578 Focus door latch

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Please let me know if this is sufficient or if there is any data/information you need immediately.
If there are issues, please talk to Allen to coordinate re-prioritization.

I apologize for the inconvenience.

Heather M. Pesek
Laboratory Engineer
Metallurgy Section, Central Laboratory
Materials Engineering, Testing & Standards (METS)
Phone: (313) 24-84576
Email: «mailto:hpesek@ford.com»

[redacted]

From: Lock, Andreas (A.)
Sent: Thursday, September 30, 2004 5:22 AM
To: Holland, Shirleen (S.)
Cc: Goodchild, Tim (T.O.); Miles, Stephen (S.K.); Loschiavo, Jim (J.J.); Kantz, Peter (P.H.)
Subject: RE: P1 latch Magni coating - status

Shirleen,
short update...

1. C170 EU (my LC) and CD132 (R.Wirths' LC) will be freeze tested (-29°C & -5°C) by Oct. 8th
2. Magni oncost review (coating and assembly implications) is scheduled for Oct.7th
3. EU CD132/C170 Concern will be reopened and AB00 AC'd as soon as the freeze tests have been passed

Regards,
Andreas Lock
TS Mechanisms - Body Closures

----Original Message----
From: Holland, Shirleen (S.)
Sent: Montag, 20. September 2004 19:03
To: Lock, Andreas (A.)
Cc: Goodchild, Tim (T.O.); Buettner, Carsten (C.); Miles, Stephen (S.K.); Loschiavo, Jim (J.J.); Kantz, Peter (P.H.)
Subject: RE: P1 latch Magni coating - status

Would you please send us a quick note on the results of your trip to Wuppertal?

Thanks.
----Original Message----
From: Lock, Andreas (A.)
Sent: Monday, September 20, 2004 9:50 AM
To: Holland, Shirleen (S.)
Cc: Goodchild, Tim (T.O.); Buettner, Carsten (C.); Miles, Stephen (S.K.)
Subject: P1 latch Magni coating - status

Shirleen,
Carsten just asked me for the status of this important coating change:

1. DVP&R on DV component level completed (Brose)
2. Line trial with modified number of layers planned for Oct. 18 (9000 EU/NA latches)
3. Vehicle tests (freeze) with latches of item 2.
4. Component PV tests with latches of item 2.
5. SOP Latch component P1 Brose Wuppertal Dec. 8th 2004 for for NA and European applications
6. NA latches at Brose Wayne 16.1.05 ...SOP Module to support C170 NA

I will be at Brose Wuppertal this week to review:
> the very latest test results & surface coating updates in detail
> testplan for PV
> next steps to get the release
> NGL1 vs. P1 corrosion performance on physical parts

Regards,
Andreas Lock
TS Mechanisms - Body Closures

[redacted]

From: Ford, Randy (R.)
Sent: Thursday, June 03, 2004 4:24 PM
To: 'Conley, Christopher'; Reeves, Scott (S.C.); Lichon, Richard; Lozano, Luis
Cc: Giesey, Tony; Deschl, Udo; Peterson, Jolynn; Goodchild, Tim (T.O.); Celaya, Isabel (I.)
Subject: RE: nuevos contactos

Per the information below from Rich Marleau...

Randy,

This is the change I just spoke to you about. It appears the WERS notice is the same as the other change ECN0206531. I will add to the other change, let me know if after reviewing you have changed your mind. Thanks.

```
CMMSHVFA                        ECN FACE SHEET                      06/03/04 11:44:43
 ==> _____ _____
ECN: ECN0206530 Ctl Meth: D  Status: SCHEDULED    Auth Date: 06/01/04
Earliest Sched Date: 08/11/04  Earliest Effective Date: 08/11/04  Tot Prts:  22
V/L:. CAU
PPM Analyst Assigned: PO4 MOORER, JEROME, 313-323-7393
Lead WERS Notice: NB00E11576444000
Mech WERS Notices: NB00E11576444000


Manual WERS Notices: _____ _____ _____ _____
Mech Exh Reas Cds: 01 02 04 05 08 11 12
Last Chg Analyst: MOORER, JEROME, 313-323-7393   Last Chg Date: 06/01/04
ECN Impacted By Broadcast Part: N                ILVS Part(s) on ECN: N
ECN Desc: FRT MANUAL LATCHES ONLY - CHANGE # OF PINS IN CONNECTOR FROM
          8 TO 4 PINS.  FOR POWER FRONT & REAR LATCHES ADDED THE_____
          MABUCHI MOTOR.  PUT WHITE ENAMEL PAINT ON REINF SCREWS_____
          ALSO, THIS IS FOR THE KEY CYLINDER DELETION CHANGE WHICH____
          REMOVES THE CLA RH MODULE.  ALSO, ON CL RH MODULES, THE_____
          KC ROD, KC CLIP ARE ALSO REMOVED.  ON THE CL LATCH, THE_____
          KC LEVER, LOCK/UNLOCK CAM & SWITCH ARE ALSO REMOVED._____ MORE
F1=Help F4=HWFA F6=HXFA F10=Prev Desc F11=Next Desc F16=HUFA F17=Create ECN

RECORD FOUND                                                          AA16V02


CMMSGVFA            PART RUNNING CHANGE MANAGEMENT            06/03/04 11:48:50
==> _____ _____                                               PLT AP16A WA__
 CONTROL METHOD: A (A:All,D,B,E) ECN: ECN0206530 I/O: _
 SORT BY: P (D:Eff Date, E:ECN, P:Part)              LIMIT VIEW: ALL (days)

A PART NUMBER /                    I/O  CM Limit Amt  P Eff DATE Blend Number OV
C ECN        Cum Rcpt+Int  St V/L
- ------------------------------ ---  -- ---------  - -------- ------------ --
    4S43-  A219A64-AA_________  O   D          0   _ 08/11/04 AGGREGATE___
  ECN0206530          3024  C  CAU      INST: 99      INCORP ST:
  REPLBY:          4S43-  A219A64-AB
    4S43-  A219A64-AB_________  I   D          0   _ 08/11/04 AGGREGATE___
  ECN0206530             0  N  CAU      INST: 99      INCORP ST:
  REPL:            4S43-  A219A64-AA
    4S43-  A219A64-CA_________  O   D          0   _ 08/11/04 AGGREGATE___
  ECN0206530           775  C  CAU      INST: 99      INCORP ST:
  REPLBY:          4S43-  A219A64-BB
    4S43-  A219A65-AA_________  O   D          0   _ 08/11/04 AGGREGATE___
```

ECN0206530 3108 C CAU INST: 99 INCORP ST:
REPLBY: 4S43- A219A65-AB

4S43- A219A65-AB I D 0 08/11/04 AGGREGATE
ECN0206530 0 N CAU INST: 99 INCORP ST:
REPL: 4S43- A219A65-AA
4S43- A219A65-CA O D 0 08/11/04 AGGREGATE
ECN0206530 420 C CAU INST: 99 INCORP ST:
REPLBY: 4S43- A219A65-CB
4S43- A219A65-CB I D 0 08/11/04 AGGREGATE
ECN0206530 0 N CAU INST: 99 INCORP ST:
REPL: 4S43- A219A65-CA

4S43- A264A26-AA O D 0 08/11/04 AGGREGATE
ECN0206530 3150 C CAU INST: 99 INCORP ST:
REPLBY: 4S43- A264A26-AB
4S43- A264A26-AB I D 0 08/11/04 AGGREGATE
ECN0206530 0 N CAU INST: 99 INCORP ST:
REPL: 4S43- A264A26-AA
4S43- A264A26-BA O D 0 08/11/04 AGGREGATE
ECN0206530 9450 C CAU INST: 99 INCORP ST:
REPLBY: 4S43- A264A26-BB
4S43- A264A26-BB I D 0 08/11/04 AGGREGATE
ECN0206530 0 N CAU INST: 99 INCORP ST:
REPL: 4S43- A264A26-BA
4S43- A264A27-AA O D 0 08/11/04 AGGREGATE
ECN0206530 3330 C CAU INST: 99 INCORP ST:
REPLBY: 4S43- A264A27-AB
4S43- A264A27-AB I D 0 08/11/04 AGGREGATE
ECN0206530 0 N CAU INST: 99 INCORP ST:
REPL: 4S43- A264A27-AA

4S43- A264A27-BA O D 0 08/11/04 AGGREGATE
ECN0206530 9360 C CAU INST: 99 INCORP ST:
REPLBY: 4S43- A264A27-BB
4S43- A264A27-BB I D 0 08/11/04 AGGREGATE
ECN0206530 0 N CAU INST: 99 INCORP ST:
REPL: 4S43- A264A27-BA

Rich Marleau
Engineering Change Coordinator
Wayne Assembly Plant
734-46-70260
dmarleau@ford.com

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Product Development Engineer
Handles, Locks and Mechanisms
e-mail: rford17@ford.com
Phone: 734.467.0290
Pager: 734.566.5672
Fax: 734.467.0489

Man blames fate for other accidents, but feels personally responsible when he makes a hole in one.

-----Original Message-----
From: Conley, Christopher [mailto:Christopher.Conley@brose.net]
Sent: Thursday, June 03, 2004 4:15 PM

To: Reeves, Scott (S.C.); Lichon, Richard; Lozano, Luis
Cc: Giesey, Tony; Deschl, Udo; Peterson, Jolynn; Goodchild, Tim (T.O.); Celaya, Isabel (I.); Ford, Randy (R.)
Subject: RE: nuevos contactos

Scott,
The PPAP's are all approved all changes are all implemented except key cyl deletion, these parts are currently in transit from Germany, we are not receiving orders for any of the new part no's

Best Regards

Brose North America, Inc.
QU

Christopher Conley

1107 Centre Road
Auburn Hills, Mi. 48326
USA
Phone: +1 (248) 754 1832
Fax: +(248) 364 2306
Mobile: +1 (586) 455 5779
mailto:Christopher.Conley@brose.net

-----Original Message-----
From: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Thursday, June 03, 2004 3:52 PM
To: Lichon, Richard; Lozano, Luis
Cc: Giesey, Tony; Conley, Christopher; Deschl, Udo; Peterson, Jolynn; Goodchild, Tim (T.O.); Celaya, Isabel (I.); Ford, Randy (R.)
Subject: RE: nuevos contactos

When is the PSW scheduled for these? These should be in under the notice by now (ref C11576444)shouldn't they?

Scott Reeves
Closures Hardware
Small FWD & RWD Car
Phone: 313-206-2268
E-Mail: sreeves2@ford.com

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

From: Ford, Randy (R.)
Sent: Thursday, June 03, 2004 3:40 PM
To: 'Lichon, Richard'; Lozano, Luis; Celaya, Isabel (I.)
Cc: Giesey, Tony; Conley, Christopher; Deschl, Udo; Peterson, Jolynn; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Subject: RE: nuevos contactos

I've approved all 3

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Product Development Engineer
Handles, Locks and Mechanisms
e-mail: rford17@ford.com
Phone: 734.467.0290
Pager: 734.566.5672
Fax: 734.467.0489

Man blames fate for other accidents, but feels personally responsible when he makes a hole in one.

-----Original Message-----
From: Lichon, Richard [mailto:richard.lichon@brose.net]
Sent: Wednesday, June 02, 2004 6:41 PM
To: Lozano, Luis; Celaya, Isabel (I.)
Cc: Giesey, Tony; Conley, Christopher; Deschl, Udo; Peterson, Jolynn; Reeves, Scott (S.C.); Ford, Randy (R.); Goodchild, Tim (T.O.)
Subject: RE: nuevos contactos

A11661420 replaces A11590418 (Mabuchi Motor and 4 pin) A11661433 replaces A11616343 (White painted screws) A11661437 (Reinforcements without key cylinder tab)

All are at "A" status waiting for approval.

Thanks,

Dick Lichon
Project Engineer - Closures
Brose North America
1107 Centre Road
Auburn Hills, MI 48326
USA
Phone: 1 (248) 364-2227
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5987
mailto:richard.lichon@brose.net

-----Original Message-----
From: Lozano, Luis
Sent: Wednesday, June 02, 2004 4:56 PM
To: '[redacted].)'
Cc: [redacted]
Subject: nuevos contactos

Hello Customer team.

I just receive a call from Isabel Celaya, (Ford Hermosillo). She is concern about some Alerts that have expired but we are still using,
These are:

A11616343
A11590418

Brose is shipping a BB level(102) but the paper work and requirements are for a BA (101), and as I was able to understand the Alerts have expired. Isabel has questions about what are the alerts able to cover
and until when.

She will be waiting for someone from Brose team to get in touch with her. Her phone number is 01152 6622 598314. Please give her a call to
clear this issue.

Isabel:
Since Stacy is no longer with the company please forward your issues
with the following persons:

Tony Giesey
Phone: +248 (754) 1818
Fax: (248) 340-1104
Mobile: +248 (722) 4073
mailto:Tony.Giesey@brose.net

Dick Lichon
Phone: 1 (248) 364-2227
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5987
mailto:richard.lichon@brose.net

If anyone has questions about this please let me know

Thanks

Best Regards

Luis Lozano
Brose North America
Logistic Supervisor
Phone. 248 754 1804
Fax. 248 364 2306
Cell. 248 840 6352

[redacted]

From: Herline, Thomas (T.M.)
Sent: Monday, August 09, 2004 10:50 AM
To: Reeves, Scott (S.C.)
Cc: Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: FW: DURIS DEFECT Incident - FOCUS 590W130 (Corr.): Rear doors will not open. (# 473716)

Scott, as indicated in previous note, please get these latches back here asap for teardown analysis.

Jim and Tim, fyi....

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: Zaas, Carl (C.)
Sent: Monday, August 09, 2004 7:24 AM
To: Herline, Thomas (T.M.)
Cc: Kowalski, George (G.S.)
Subject: FW: DURIS DEFECT Incident - FOCUS 590W130 (Corr.): Rear doors will not open. (#473716)

Looks like latch issue. Please handle.

-----Original Message-----
From: Kowalski, George (G.S.)
Sent: Sunday, August 08, 2004 3:11 PM
To: Zaas, Carl (C.)
Subject: DURIS DEFECT Incident - FOCUS 590W130 (Corr.): Rear doors will not open. (#473716)

Carl,

The reart doors did not meet the Corrosion Functional Trustmark Requirement at 20 cycles of CETP:00.00-R-311 corrosion testing at APG. Please provide me with the name of the responsible engineer for this issue. If I do not hear from you by Friday I will be forced to initiate a WERS concern on Monday. If a WERS concern is written an 8D will be required in order to close the WERS concern. Attached are the 8D template and 8D cover sheet.
This may be related to Duris 472232 WERS C11684706.

8D Template.xls (18 KB) New Durability 8D Cover Sheet...

DURIS Incident 473716 is documented in the attached .htm file:

CPSC: 01.14.05
Program and Sub Program: C170 - 2006 C170 CORROSION CP

EP04-023-2413

Incident.htm (12 KB)

[redacted]

From:	"Sandkühler, Stefan" [Stefan.Sandkuehler@brose.net]
Sent:	Monday, June 14, 2004 9:34 AM
To:	Cox, Stephen (S.R.)
Cc:	Lock, Andreas (A.); Goodchild, Tim (T.O.); Henshaw, Bob (R.P.); Stevenson, Sarah (S.J.); Thijs, Peter (P.); Buettner, Carsten (C.); "Persbach, Jürgen"; Coenen, Christian; Evels, Michael; Wilde, Andreas; Davidson, Mark (M.); Wirths, Rainer; Stratil, Peter
Subject:	AW: P1 Pawl & Claw Coating

Hi Steve,

Our advanced development department had disapproved this coating due to the softness of the surface. Therefore this kind of coating didn't came into the shortlist.
Deplon is a mechanical process for depositing zinc/tin alloy *(85% max. Zinc & 20% min. tin)* and metal deposits to protect against corrosion. Extremely uniform thickness; no hydrogen embrittlement. Due to our knowledge the same high effort issue is still existent at Volvo P1x with this coating.

If you have other informations and knowledge about test-results with deplon coating ?. We will start every test if we see long odds.

Hope the informations are useful and please contact me if any questions arise.

Best Regards

WU/QU1-Qualität und Umwelt

Stefan Sandkühler

Phone: +49 (202) 4667 296

Fax: +49 (202) 4667 796

Mobile: +49 (170) 921 9938

mailto:Stefan.Sandkuehler@brose.net

-----Ursprüngliche Nachricht-----
Von: Cox, Stephen (S.R.) [mailto:scox10@jaguar.com]
Gesendet: Donnerstag, 10. Juni 2004 09:56
An: Sandkühler, Stefan
Cc: Lock, Andreas (A.); Goodchild, Tim (T.O.); Henshaw, Bob (R.P.); Stevenson, Sarah (S.J.); Thijs, Peter (P.); Cox, Stephen (S.R.); Buettner, Carsten (C.); Persbach, Jürgen; Coenen, Christian; Evels, Michael; Wilde, Andreas; Davidson, Mark (M.); Wirths, Rainer; Stratil, Peter
Betreff: P1 Pawl & Claw Coating

Stefan,

The coating on C1 latch pawl and claw is Deplon with a thickness of 10-20 microns. Has this coating been tested as a possible coating for the P1 latch pawl and claw ?

Best Regards,
Steve Cox
Group Leader - Door Mechanisms

8484-823 2471

Jaguar & Land Rover

Tel No. 01926 646311
E-Mail - scox10@jaguar.com

[redacted]

From: Peshkopia, Stacy [Stacy.Peshkopia@brose.net]
Sent: Wednesday, January 14, 2004 11:08 AM
To: Reeves, Scott (S.C.); Goll, Brandon; Taylor, Tim
Cc: Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.)
Subject: RE: Handle Chassis Redesign

Scott,
I do not have cost and timing yet.
I should have it by Monday.

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: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Wednesday, January 14, 2004 10:06 AM
To: Peshkopia, Stacy; Goll, Brandon; Taylor, Tim
Cc: Goodchild, Tim (T.O.); Herline, Thomas (T.M.); Ford, Randy (R.)
Subject: Handle Chassis Redesign

As part of the 8d corrective actions, we were looking at redesigning the chassis. Brandon sent over the concepts/design of the 'redesign'. Costs and timing were suppose to be forwarded by 12/18/2003. Do you have cost and timing for the handle redesign? I need for tomorrow's 8D review with Nancy.

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

[redacted]

From: Reeves, Scott (S.C.)
Sent: Tuesday, August 19, 2003 8:42 AM
To: Ford, Randy (R.); '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.); 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.

PDQR Agenda 82003.doc (90 KB).

We will be present ng 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.

PDQR Agenda - 8/20/03

-----Original Message-----
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.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.)
Subject: 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 'here 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 [redacted] 2417

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

[redacted]

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

Reeves, Scott (S.C.)
Wednesday, January 14, 2004 10:10 AM
Goodchild, Tim (T.O.)
ject: High Efforts 8D

, we have had changes (add dust in the bench testing) listed to the SDS/ES spec in the high side door rts 8D. I wanted to ask if this was actually going to take place and if you have timing. We will be reviewing 8D with Nancy tomorrow and are just about complete. Let me know, call or write. Thanks, talk to you n.

cott Reeves
sures Hardware
all FWD & RWD Car
one: 313-390-0316
Mail: sreeves2@ford.com

[redacted]

From: Lock, Andreas (A.)
Sent: Monday, October 13, 2003 4:45 AM
To: Ford, Randy (R.)
Cc: Bejune, Daniel (D.C.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Riley, Patrick (P.J.)
Subject: RE: C170 side door latch

Randy,
for clarification: I never authorized Brose to modify the design of the liftgate latch. They informed me first time when you have requested that the parts need to be upsuffixed few weeks ago. Please tell me, who from Brose claimed that I authorized this.

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: Ford, Randy (R.)
Sent: Donnerstag, 9. Oktober 2003 13:12
To: Lock, Andreas (A.)
Cc: Bejune, Daniel (D.C.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Riley, Patrick (P.J.)
Subject: RE: C170 side door latch

Andreas,

We are changing the part. The suffix needs to be bumped! I understand from Brose, you authorized them to make a number of changes to the deck lid latch without bumping the suffix. This was part of the reason we had to stop shipments of cars for 3 days from Wayne Assembly in mid-July.

I know this is a lot of paper/computer work, but for traceability sake, we have to bump suffixes!

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: Lock, Andreas (A.)
Sent: Thursday, October 09, 2003 4:15 AM
To: Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.)
Subject: RE: C170 side door latch

Scott, Tim,
I reviewed yesterday the latches with the new amount of grease at the pivot points of the pawl and claw (3x to 4x as much as before). In addition Brose convinced me by showing test results that the release effort will not increase as much as on the latches with the lower amount of grease.

> I would support the introduction of the additional grease.
> My recommendation is to not up-suffix the part.
Rationale:
1) black box change

From:	Kurt_Stenzel@keykertusa.com
Sent:	Friday, August 03, 2001 9:04 AM
To:	Riezler, Norbert (N.); Bailey, Stacie (S.M.); Miles, Stephen (S.K.); Mottram, Andrew (A.K.); Skiba, Stan (SS.); Williams, Michael (M.T.); Shahab, Syed (S.A.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Brown Mark (E-mail); Jim LaCava (E-mail); Lebednick Mark (E-mail); Cathy_Dorman@keykertusa.com; Dan_Udriste@keykertusa.com
Subject:	C170 High Door Release Efforts (LM) Investigation

MEETING MINUTES:

1. Two cars w/ high Front door O/S handle release efforts were evaluated at Keykert (release efforts were in a range of 78 to 84 N)

2. Latches itself O/S release efforts were deemed OK. It was determined it is a system issue.

3. Root cause was triggered by the excessive binding condition between the white sliding clip and the latch O/S release lever (somewhere between the release travel towards the total travel of this lever during release operation). Excessive binding/friction induces a high resistance momentum into this moving joint, generating the high system O/S handle release effort.

4. This issue is not repeatable. It is a combination of rod alignment during travel - determined by system tolerance and body build variations, white sliding clip material and design condition, latch O/S release lever somewhat sharp edges. (Clip is attached to the rod, rod changes angles during travel, "sometimes" the clip bites into the latch OS release lever during release travel motion).

5. Latch O/S release lever is C/O Mondeo and Cougar component for NGL1 and is made in Europe. White sliding clip is a C/O Cougar/Mondeo part.

6. All evaluations were performed with production parts at IPP- LM level

Multiple Action Items to reduce efforts were evaluated & the results are as following:

-de burr latch O/S release lever -efforts dropped to -70(+/-5%)N
-add a chamfer to the latch O/S release lever -efforts dropped to -62 (+/-5%) N while operating feel is improved (smooth release)
(At this point we meet the drawing specification.)
-use "new" die cast lever - efforts dropped to -5(+/-5%) N while operating feel is further improved (smooth release)

Action Plan:

-build 3 RH + 3 LH Front modules w/ reworked O/S release levers (add min 1 X45 deg chamfer) - available No 8/6/01

-perform trial runs and efforts evaluations on 3 vehicles and verify the O/S release efforts of -60-65 N is consistent

-investigate feasibility, cost and timing to add a coining operation to the latch O/S rel. lever in production

-release for production the "new" die cast profile

-support Ford engineering in performing additional evaluations at Wayne and Hermasillo Plants.

From: Ford, Randy (R.)
Sent: Wednesday, January 07, 2004 11:08 AM
To: Goodchild, Tim (T.O.)
Subject: Closing efforts

Hard to believe, but it seems I was wrong about the closing efforts being a velocity check.....

3.6 ft/sec. for the front and 3.8 ft/sec. for the rears. Let me know if you need anything else.

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
e-mail: rford17@ford.com
Phone: 734.467.0290
Fax: 734.467.0489

From:	Herline, Thomas (T.M.)
Sent:	Monday, February 16, 2004 1:08 PM
To:	'Tim.Taylor@brose.net'; 'stefan.schwitters@brose.net'
Cc:	Loschiavo, Jim (J.L.); Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Sahutske, William (W.); Simpson, Michael (M.J.); 'michael.brosseau@brose.net'; 'tony.giesey@brose.net'
Subject:	9000 Latch Magni Trial

Tim and Stefan,
After discussion with NAE (Loschiavo, Goodchild, Sahutske), we are extremely uncomfortable with Brose conducting a 9000 latch trial with the Magni coating. We believe there are still too many questions...primarily:
1) Which Magni coating would you use? 18E or D20?
2) What was the outcome (written report) of the Barth trial that was due to Bill and Scott last Wednesday 2/11/04?
3) What actions have you taken to address the latch assembly process (ie dust intrusion into bowls and feeders) issues?
4) What are the properties to ensure proper coating of the parts (ie what are you going to cover the bendable tab)?
5) What are your plans to address effort issue with pawl and rotor (ie trivalent or some other hex-free coating)?

With so many open questions, we request you do not conduct a 9000 piece trial until resolution of these issues occurs. Please provide an updated plan to all on this note for further discussion.

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

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Friday, January 23, 2004 11:17 AM
To: Goodchild, Tim (T.O.)
Cc: Goll, Brandon; Taylor, Tim; Giesey, Tony
Subject: Magni 565 BL18E "Paris" Coating for APG-E

Importance: High

Tim,
We received the "Paris" latches (Magni 565 BL18E) from Wuppertal yesterday (11 car sets). Brandon Goll will visit on Monday, 26-Jan-04, and will hand over the APG-E samples to you. How many car sets you need and what time you want to meet him ? Please inform Brandon about it. Thanks.

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: Thursday, February 12, 2004 5:39 PM
To: Goodchild, Tim (T.O.)
Subject: C170 NA Side door latch: Magni

Tim,
I have an urgent question: A couple of weeks ago we discussed to keep the current Antri-Fricor coating on rotor and pawl, because of the better friction coefficient compared to Magni 565 BL28E. Yesterday this topic was touched in a discussion with Peter Kantz and Tom Herline and they were not away of this. My position is: Magni on all parts without pawl and rotor is what we are going to have in production. Please confirm this position. There's no other way without increasing the initial outside release forces on the latch.

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:	Goll, Brandon [Brandon.Goll@brose.net]
Sent:	Wednesday, January 21, 2004 2:09 PM
To:	Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Ford, Randy (R.); Sahutske, William (W.)
Cc:	Schwitters, Stefan; Taylor, Tim; Giesey, Tony
Subject:	RE: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Tim,

These are the results from the first latch samples built with Magni 565BL18E coated from Magni Paris. We are by no means saying we are throwing our hands up and just accepting these efforts. I sent this out to inform everyone of where we stand today with the efforts of our most recent samples because this information was requested by Ford. These samples were JUST tested and results JUST provided today. Of course, we will begin examining the latches for the cause of the high efforts, but keep in mind that these results are new to us too.

Brandon

-----Original Message-----
From: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]
Sent: Wednesday, January 21, 2004 1:37 PM
To: Goll, Brandon; Reeves, Scott (S.C.); Ford, Randy (R.); Sahutske, William (W.)
Cc: Schwitters, Stefan; Taylor, Tim; Giesey, Tony
Subject: RE: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Stefan/Brandon,
What is this data? As of this morning Stefan said that this data didn't exist. Is this data from the parts that were plated at Magni Paris? I am trying to figure out what is going on. Has anyone at Wuppertal even tried to understand why the efforts are going up with the Magni, or are they just throwing their hands up in the air because we asked Brose to use Magni. We never say this level of increase in efforts on the D21, P2 or Mini-latches when we implemented Magni on them. I don't think that it is asking Brose too much to investigate potential root causes to this increase in efforts. Brose should be the champion to understand what needs to be done to implement the Magni coating on the P1 latch without a 15 N increase in efforts. At a minimum, I would expect Brose to at least come back with some potential root causes why the efforts increase (i.e. tolerances too tight, etc). Please give me a call if you would like to discuss further.

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

-----Original Message-----
From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Wednesday, January 21, 2004 11:25 AM
To: Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Ford, Randy (R.)
Cc: Schwitters, Stefan; Taylor, Tim; Giesey, Tony
Subject: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Attached are the test results of the initial outer release efforts of P1 latches built with Magni 565 BL18E (lower cof). The file contains the raw data and a plot. These are the latches built in January 2004.

Summary:

Outer Release Effort Averages:

FR - 54.7 N
FL - 48.4 N
RR - 51.9 N
RL - 47.9 N

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:	Taylor, Tim [Tim.Taylor@brose.net]
Sent:	Wednesday, January 21, 2004 2:30 PM
To:	Goodchild, Tim (T.O.); Goll, Brandon; Reeves, Scott (S.C.); Ford, Randy (R.); Sahutske, William (W.)
Cc:	Schwitters, Stefan; Giesey, Tony
Subject:	RE: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Tim,

There's no need for you to clarify your statements any further, we thoroughly understand your position and comments. I'll request the following work be performed at Wuppertal.

Inspect the components (for some) of the latches and determine:

1 If the coating thickness is within specification (or if the Magni company even has some intent of a specification), if the coating is uniform, the coating's appearance and any other visual indicator of "quality" for the finish.

2 A more in-depth analysis of the surface condition of the Magni coating which could tell us if surface roughness is consistent with a degradation in friction properties.

3 A break-down in the contribution to efforts of the springs, cam-follower actions (pawl to rotor, etc), journal bearing friction and clamping friction of moving parts (our axial clamps are relatively "tight" for the rotor and pawl to help control walk-out propensity). This information might help us to analytically determine if the surface coating coefficient of friction is the culprit, or if the coating thickness is the culprit (or both).

I think you've received a note from Brandon mentioning that he sent the data so that everyone sees that we're on schedule. We're a bit gunshy about not meeting timing, hence the unprocessed raw data. We did not mean to imply that we are offering this raw data as justification for a decision of the viability of the Magni process. Again, the raw data was just sent as a courtesy and to allow everyone to assess and "track" our progress.

I'd appreciate any suggestions that you might have, based on your experience with Magni coating in North America, of what else we should investigate with these first parts with Magni coating.

Thanks again.

Tim Taylor
(248) 310-2058

-----Original Message-----
From: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]
Sent: Wednesday, January 21, 2004 1:37 PM
To: Goll, Brandon; Reeves, Scott (S.C.); Ford, Randy (R.); Sahutske, William (W.)
Cc: Schwitters, Stefan; Taylor, Tim; Giesey, Tony
Subject: RE: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Stefan/Brandon,
What is this data? As of this morning Stefan said that this data didn't exist. Is this data from the parts that were plated at Magni Paris? I am trying to figure out what is going on. Has anyone at Wuppertal even tried to understand why the efforts are going up with the Magni, or are they just throwing their hands up in the air because we asked Brose to use Magni. We never say this level of increase in efforts on the D21, P2 or Mini-latches when we implemented Magni on them. I don't think that it is asking Brose too much to investigate potential root causes to this increase in efforts. Brose should be the champion to understand what needs to be done to implement the Magni coating on the P1 latch without a 15 N increase in efforts. At a minimum, I would expect Brose to at least

come back with some potential root causes why the efforts increase (i.e. tolerances too tight, etc). Please give me a call if you would like to discuss further.

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

-----Original Message-----
From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Wednesday, January 21, 2004 11:25 AM
To: Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Ford, Randy (R.)
Cc: Schwitters, Stefan; Taylor, Tim; Giesey, Tony
Subject: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Attached are the test results of the initial outer release efforts of P1 latches built with Magni 565 BL18E (lower cof). The file contains the raw data and a plot. These are the latches built in Janaury 2004.

Summary:

Outer Release Effort Averages:

FR - 54.7 N
FL - 48.4 N
RR - 51.9 N
RL - 47.9 N

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: Sahutske, William (W.)
Sent: Wednesday, January 21, 2004 2:37 PM
To: 'Brandon.Goll@brose.net'
Cc: Papanikolaou, Kosta (K.D.); Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.)
Subject: RE: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Brandon
I know you most likely have done this once already, but in order for me to make intelligent assessments of data I need specific coating process procedures, assembly and testing sequence of events. Can I get your work plan showing this, I'm looking for mechanisms that were in place to assure quality and consistency with the plating and subsequent testing. When is your plan outlining what your corrective actions will be and when they will be implemented going to be complete. We have other latches that have gone to this already which did not show these results.

Regards
Bill Sahutske
Ford Motor Company
(NAE)-Hardware

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Wednesday, January 21, 2004 12:51 PM
To: Papanikolaou, Kosta (K.D.); Sahutske, William (W.)
Subject: FW: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

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

-----Original Message-----
From: Goll, Brandon [mailto:Brandon.Goll@brose.net]
Sent: Wednesday, January 21, 2004 11:25 AM
To: Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Ford, Randy (R.)
Cc: Schwitters, Stefan; Taylor, Tim; Giesey, Tony
Subject: Initial Outer Release Efforts - P1 Latches with Magni 565 BL18E

Attached are the test results of the initial outer release efforts of P1 latches built with Magni 565 BL18E (lower cof). The file contains the raw data and a plot. These are the latches built in Janaury 2004.

Summary:

Outer Release Effort Averages:

FR - 54.7 N
FL - 48.4 N
RR - 51.9 N
RL - 47.9 N

Best Regards

Brose North America, Inc.
LK5 - Closure Systems

EDS4-823 3433

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: Lock, Andreas (A.)
Sent: Wednesday, September 22, 2004 10:52 AM
To: Urry, Anthony (A.R.); Lichon, Richard; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing

Gents,.
I fully agree with Losch.
European freeze test plan:
> Mondeo CD132 with LHD 3 layer LHS FR&RR CL (keep the RHS yellow chromate for comparison)
> Focus Wagon EU C170 with LHD 3 layer LHS FR&RR CL (keep the RHS yellow chromate for comparison)
The latches will be produced with the PV tools, but with a modified handling process. I intent to treat these parts as PV representative.

Regards,
Andreas Lock
TS Mechanisms - Body Closures

----Original Message----
From: Urry, Anthony (A.R.)
Sent: Mittwoch, 22. September 2004 14:59
To: Lichon, Richard; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lock, Andreas (A.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing

Update from NAE.
I spoke to Losch about this test. He said it should be done in both Europe AND North America. He also said we should go ahead and test here with the two layer latches now (viewing the test of the two layer latch as an additional DV test) and retest with the three layer latches when they are available.
Scott - go ahead and reserve the chamber.

Anthony R. Urry
North American Engineering
313-84-51199
aurry@ford.com <mailto:aurry@ford.com>

----Original Message----
From: Lichon, Richard [mailto:richard.lichon@brose.net]
Sent: Wednesday, September 22, 2004 8:44 AM
To: Reeves, Scott (S.C.); Urry, Anthony (A.R.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lock, Andreas (A.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing
Importance: High

Update.

I just spoke with Kirsten Schmidt from Wu about the timing for the 3 layer Magni parts. If we kick off the suppliers today, 22-Sep-04, Wu would have components on 15-Oct-04. We could then have latches here for testing the following week by 22-Oct-04.

The above dates are dependent on a GO from Ford based on the new price calculation from Wu for 3 layer Magni parts. Stefan and I will be discussing this with Mike Simpson today.

Dick Lichon
Project Engineer - Closures
Brose North America
1107 Centre Road
Auburn Hills, MI 48326
USA
Phone: 1 (248) 364-2227
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5987
mailto:richard.lichon@brose.net

-----Original Message-----
From: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Wednesday, September 22, 2004 8:33 AM
To: Urry, Anthony (A.R.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lichon, Richard; Lock, Andreas (A.)
Subject: RE: P1 Magni testing

Tony/Tim - I need to know as soon as possible if we are testing here in the states as I need to get the chamber request in if we are.

Scott Reeves
Closures Hardware
Small FWD & RWD Car
Phone: 313-206-2268
E-Mail: sreeves2@ford.com

-----Original Message-----
From: Lichon, Richard [mailto:richard.lichon@brose.net]
Sent: Wednesday, September 22, 2004 7:41 AM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: P1 Magni testing

Tony,

I've requested the timing for when the 3 layer V11 latches will be available. I know that Stefan is working with Wu to finalize a workplan to complete testing and PSW for delivery of Modules starting in Jan 05.

I will check with him when he gets in this morning to find out when these new parts will be available.

I see no advantage of performing the test here if Andreas insists on doing it over there. The cold performance test shows no indication of freezing problems. I would look to Ford for the decision to test here as well.

According to Wu the 3 layer is for capability of coating. This should have no affect on freezing. I have one car set.

V11 with 2 top coat layers, here at my desk.

Thanks,

Dick Lichon
Project Engineer - Closures
Brose North America
1107 Centre Road
Auburn Hills, MI 48326
USA
Phone: 1 (248) 364-2227
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5987
mailto:richard.lichon@brose.net

---Original Message---
From: Urry, Anthony (A.R.) [mailto:aurry@ford.com]
Sent: Tuesday, September 21, 2004 8:22 AM
To: Lichon, Richard
Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: P1 Magni testing

Will Andreas testing slow down the timelien? Will our insisting on 3 layers slow down the timeline here? Is there still and advantage to our testing here?

---Original Message---
From: Lichon, Richard [mailto:richard.lichon@brose.net]
Sent: Mon 9/20/2004 3:46 PM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.)
Subject: RE: P1 Magni testing

I have one vehicle set that has 2 layers. According to Kirsten Schmidt from Wu Quality, they are still working on the 3 layer single components. If you require the 3 layer parts for this freeze test, I will need to get timing when Wu can supply these.

Dick Lichon
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---Original Message---
From: Urry, Anthony (A.R.) [mailto:aurry@ford.com]
Sent: Monday, September 20, 2004 11:20 AM
To: Lichon, Richard
Cc: Goodchild, Tim (T.O.)
Subject: RE: P1 Magni testing

Dick:

Are the latches you have for this test coated with two or three layers? Will Andreas' test slow down the Magni time line at all?

-----Original Message-----
From: Lock, Andreas (A.)
Sent: Monday, September 20, 2004 10:22 AM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.); Richard Lichon (E-mail)
Subject: RE: P1 Magni testing

Anthony,
my intention is to do the test with the latest Magni coating that will be available Oct. 18th. These are then PV samples (3 layers ito 2 in the DV tests). For DV testing you can take the latches you have already. My fear is that the performance might have changed due to

1. different coating water absorption (it's now organic paint) and
2. potentially different coating thickness/topography.

Therefore I recommend to do the C170 in NA and the Mondeo tests in Europe. It's really just one hour in the afternoon and one hour evaluation in the morning after the -29°C procedure.

Regards,
Andreas Lock
TS Mechanisms - Body Closures

-----Original Message-----
From: Urry, Anthony (A.R.)
Sent: Montag, 20. September 2004 15:26
To: Lock, Andreas (A.)
Cc: Goodchild, Tim (T.O.); Richard Lichon (E-mail)
Subject: RE: P1 Magni testing

Andreas:
Tim's still here. He's just working on other stuff. We are pulling ahead the Magni change to the P1 as quickly as possible. It was our hope that if we tested it here (we have a set of Magni latches) you would accept the results and not need to test on the Mondeo. This would assist in the Magni pull ahead. Is this acceptable?

Anthony R. Urry
North American Engineering
313-84-51199
aurry@ford.com <mailto:aurry@ford.com>

-----Original Message-----
From: Lock, Andreas (A.)
Sent: Monday, September 20, 2004 2:03 AM
To: Urry, Anthony (A.R.)

Subject: RE: P1 Magni testing

Anthony,
welcome on board! What's going with Tim?
I propose to test according to the SDS DL-0067. Please see my test checklist attached. You need a water hose, a freeze chamber for -29°C and I a car wash to conduct this test. Feel free to contact me if you need support. I will do the same test in the Mondeo (CD132) environment here in Europe (timing pending on latch availability).

Regards,
Andreas Lock
TS Mechanisms - Body Closures

<< File: LatchFreezing_updateAug4.doc >>

-----Original Message-----
From: Urry, Anthony (A.R.)
Sent: Freitag, 17. September 2004 16:50
To: Lock, Andreas (A.)
Cc: Goodchild, Tim (T.G.)
Subject: P1 Magni testing

Andreas:
I am taking over the P1 latch for Tim Goodchild here in NAE.
We are talking with Brose about Magni implementation. It was mentioned that you requested a vehicle level freeze test at -10 degrees (c) for the Magni coated latches. Can you describe the test procedure? We would like to see if we can run it here (if that is acceptable to you) to facilitate faster timing. We have latches, vehicles, and a freeze chamber here. Do we need anything else?

Thanks,

Anthony R. Urry
North American Engineering
313-84-51199
aurry@ford.com <mailto:aurry@ford.com>