EA04-023

FORD

5/12/2005

BOOK 2 OF 2

PART 1 OF 4

Uny, Anthony (A.R.)

Sent:

Wednesday, September 22, 2004 8:59 AM

To: Cc: "Lichon, Richard"; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)

Subject:

Herline, Thomas (T.M.); Lock, Andreas (A.); Schwitters, Stefan; Brosseau, Michael 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.)

Co: Hersine, 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. Stafan and I will be discussing this with Mike Simpson today.

Olck Lichen Project Engineer - Closures Brose North America 1107 Centre Road Aubum 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 Wulthe 3 leyer 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 Aubum Hills, MI 48326

USA

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

---Original Message---Freez: 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.) Co: 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 Project Engineer - Closures Brose North America 1107 Centre Road Autum Hills, MI 48326 USA

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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 Co: Goodchild, Tim (T.O.) Subject: RE: P1 Magni testing

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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.)

Co: Goodchild, Tim (T.O.); Richard Lichon (E-mail)

Subject: RE: P1 Magni testing

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- 1. different coating water absorption (it's now organic paint) and
- 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

Sent: Montag, 20. September 2004 15:26

To: Lock, Andreas (A.)

Cr. Goodchild, Tim (T.O.); Richard Lichon (E-mail)

Subject: RE: P1 Magni testing

Andreas:

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North American Engineering 313-84-51199 aurry@ford.com < <u>mailto:aurry@ford.com</u>>

----Original Message ----From: Lock, Andrees (A.)

Sent: Monday, September 20, 2004 2:03 AM

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Subflect: RE: P1 Magni testing

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<< File: LatchFreezing_updateAug4.doc >>

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Tos --- Lock, Andreas (A.)

Cc: Goodchild, Tim (T.O.)
Subject: P1 Magni testing

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ten.esord@norbit.brackin:cificm

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Co: Goodchild, Tim (T.O.); Richard Lichon (E-mail)

Subject: RE: P1 Magni testing

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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

From: Unry, Anthony (A.R.)

Sent: Montag, 20. September 2004 15:26

To: Lock, Andreas (A.)

Ce: Goodchild, Tim (T.D.); Richard Lichon (E-mail)

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Anthony R. Urry

North American Engineering

313-84-51199

aurry@ford.com <mailto:aurry@ford.com>

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Subject: RE: P1 Magni testing

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Regards, Andreas-Lock

TS Mechanisms - Body Closures

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Sent: Fretag, 17. September 2004 16:50

To: Lock, Andress (A.)
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Subject: P1 Magni testing

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Thanks.

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North American Engineering 313-84-51199 aurry@ford.com <<u>mailto:aurry@ford.com</u>>

Urry, Anthony (A.R.)

Sent:

Monday, September 20, 2004 9:26 AM

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Cc:

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Subject:

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TS Mechanisms - Body Closures

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Sent To:

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Subject

Goodchild, Tim (T.O.)

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<u>Anthony R. Urry</u> North American Engineering 313-84-51199 aurry@ford.com <mailto:aurry@ford.com>

Lock, Andreas (A.)

Sent:

Monday, September 20, 2004 9:50 AM

To:

Holland, Shirleen (8.)

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 OV 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 Wuppertail 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,

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TS Mechanisms - Body Closures

Urry, Anthony (A.R.)

Sent:

Monday, September 20, 2004 11:20 AM

To: Cc: Richard Lichon (E-mail) Goodchild, Tlm (T.Q.)

Subject:

RE: P1 Magni testing

Dick: .

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Sent:

Marxiay, September 20, 2004 10:22 AM

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Goodchild, Tim (T.O.); Richard Lichon (E-mail)

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Andreas Lock

T5 Mechanisms - Body Closures

Original Message

Front: Senta

Urry, Anthony (A.R.)

Montag, 20. September 2004 15:26

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Goodchild, Tim (T.O.); Richard Uchen (E-mail) œ

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<u>Anthony R. Urry</u>

North American Engineering

313-84-51199

aurry@ford.com <mailto:aurry@ford.com>

Original Message

Sent:

Monday, September 20, 2004 2:03 AM

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Urry, Anthony (A.R.)

Subject

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TS Mechanisms - Body Closures

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Freitag, 17. September 2004 16:50

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Lock, Andreas (A.)

Cc:

Goodchild, Tim (T.O.)

Subject:

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Sent:

Monday, September 20, 2004 1:03 PM

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Cc:

Goodchild, Tim (T.O.); Buettner, Carsten (C.); Miles, Stephen (S.K.); Loschlavo, 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.)

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TS Mechanisms - Body Closures

Lichon, Richard [richard.lichon@brose.net]

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To: Ce: Urry, Anthony (A.R.) Goodchild, Tim (T.O.)

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Tuesday, September 21, 2004 8:22 AM

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Lichon, Richard

Cc:

Goodchild, Tim (T.O.); Reeves, Scott (S.C.)

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From: Lichon, Richard [mailto:richard.lichon@brose.net]

Sent: Mon 9/20/2004 3:46 PM To: Uny, Anthony (A.R.) Ce: 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 Project Engineer - Closures Brose North America 1107 Centre Road Aubum Hills, MI 48326

USA

Phone: 1 (248) 384-2227 Fax: 1 (248) 340-1104 Mobile: 1 (248) 588-5987 mailto:richard.lichon@brosa.net

---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

Urry, Anthony (A.R.)

Ce: Goodchild, Tim (T.O.); Richard Lichon (E-mail)

Subject: RE: P1 Magni teeting

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- 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.)

Co: 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 <<u>mailto:aurry@ford.com</u>>

--- Original Message ---

Prom: 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.)

Sunt: Freitag, 17. September 2004 15:50

To: Lock, Andreas (A.) Goodchild, Tim (T.O.) P1, Magni testing Subject:

· 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> From: Sent: Lichon, Richard [richard.lichon@brose.net] Wednesday, September 22, 2004 7:41 AM

To:

Urry, Anthony (A.R.)

Ce:

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 tatches 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.

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Thanks,

Dick Lichon Project Engineer - Closures Brose North America 1107 Centre Road Aubum Hills, MI 48326

USA

Phone: 1 (248) 364-2227

Fax: 1 (248) 340-1104 .

Mobile: 1 (248) 568-5987

mailtorichard 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

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Sent: Mon 9/20/2004 3:46 PM To: Urry, Anthony (A.R.) Co: Goodchild, Tim (T.O.)

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Dick Lichon

Project Engineer - Closures

ER84-823 3518

Brose North America 1107 Centre Road Aubum Hills, M! 48326

USA

Phone: 1 (248) 364-2227 Fax: 1 (248) 340-1104 Mobile: 1 (248) 568-5987

mailto:richard.lichon@brose.net

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Sent: Monday, September 20, 2004 10:22 AM

To: Urry, Anthony (A.R.)

Cc. Goodchild, Tim (T.O.); Richard Lichon (E-mail)

Subject: RE: Pl Magni testing

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- 1. different coating water absorption (it's now organic paint) and
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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,

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TS Mechanisms - Body Closures

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Co: Goodchild, Tim (T.O.); Richard Lichon (E-mail)

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<u>Anthony R. Urry</u>

North American Engineering 313-84-51199 aurry@ford.com <mailto:aurry@ford.com>

----Original Message-

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Sent: Nonday, September 20, 2004 2:03 AM

To: Urry, Anthony (A.R.)

RE: PL Magni testing Subject

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TS Mechanisms - Body Closures

<< File: LatchFreezing_updateAug4.doc >>

----Original Message----

From: Urry, Anthony (A.R.)

Sent: Freitzg, 17. September 2004 16:50

Lock, Andreas (A.) Goodchild, Tim (T.O.)

Subject: P1 Magni testing

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Thanks.

Anthony R. Urry North American Engineering

313-84-51199

aurry@ford.com <<u>mailto:aurry@ford.com</u>>

Reeves, Scalt (S.C.)

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.)

Ca: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)

Subject: RE: P1 Magni testing

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Phone: 1 (248) 384-2227 Fax: 1 (248) 340-1104 Mobile: 1 (248) 568-5987

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E964-623 3514

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TS Mechanisms - Body Closures

<< File: LatchFreezing_updateAug4.doc >>

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Anthony R. Urry
North American Engineering
313-84-51199
aurry@ford.com <<u>mailto:aurry@ford.com</u>>

Urry, Anthony (A.R.)

Sent:

Friday, September 17, 2004 10:38 AM

To:

Richard Lichon (E-mail)

Ç¢:

Loschiavo, Jim (J.J.); Goodchild, Tim (T.O.)

Subject:

Manual Temperature

Dick: ,

Tim and I spoke to Losch. His answer was that the cold temperature Performance test should be run at both -10 and -40 to verify the Magni.

Anthony R. Urry North American Engineering 313-84-51199 aurry@ford.com <mailto:aurry@ford.com>

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Sent:

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Subject:

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North American Engineering 313-84-51199 aurry@ford.com <mailto:aurry@ford.com> Fram:

Lichon, Richard [richard.lichon@brose.net]

Sent:

Friday, September 17, 2004 10:52 AM

To:

Urry, Anthony (A.R.)

Cc:

Loschiavo, Jim (J.J.); Goodchild, Tim (T.O.)

Subject:

RE: Manual Temperature

What method of testing? Should we do the dunk test you spoke about or the shower chamber?

Dick Lichon Project Engineer - Closures Brose North America 1107 Centre Road Aubum Hills, MI 48326

USA

Phone: 1 (248) 364-2227 Fax: 1 (248) 340-1104 Mobile: 1 (248) 568-5987

mailto:richard.lichon@brose.net

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Sent: Friday, September 17, 2004 10:38 AM

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Friday, September 17, 2004 11:20 AM

To:

'Lichon, Richard'

Cc:

Loschiavo, Jim (J.J.); Goodchild, Tim (T.O.)

Subject:

RE: Manual Temperature

The cold temperature performance test as described in the ES with the additional temperature of -10 C being evaluated. We should also (at some point) amend the ES to reflect both -40 deg testing and the -10 deg.

And while we are at it, we also need to capture the 30 cycle APGE test in the ES as well.

Anthony R. Urry

North American Engineering 313-84-51199 aurry@ford.com < <u>mailto:aurry@ford.com</u>>

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Anthony R. Urry North American Engineering 313-84-51199 aurry@ford.com < mailto:aurry@ford.com>

Urry, Anthony (A.R.)

Sent

Friday, September 17, 2004 3:16 PM

To:

'Lichon, Richard'

Cc:

Leschiavo, Jim (J.J.); Goodchild, Tim (T.O.)

Subject:

RE: Manual Temperature

An additional observation: this should not incur any cost as we do APGE anyway (already done) and the temperature change is trivial.

The cold temperature performance test as described in the ES with the additional temperature of -10 C being evaluated. We should also (at some point) amend the ES to reflect both -40 deg testing and the -10 deg.

And while we are at it, we also need to capture the 30 cycle APGE test in the ES as well.

Anthony R. Urry

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Dick Lichen 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

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Anthony R. Urry North American Engineering 313-84-51199 aurry@ford.com < mailto:aurry@ford.com>

Herline, Thomas (T.M.)

Sent

Friday, September 10, 2004 8:46 AM

To:

Reeves, Scott (S.C.); Loschiavo, Jim (J.J.); Goodchild, Tim (T.O.); Holland, Shirleen (S.);

Kantz, Peter (P.H.)

Subject:

FW: Brose latches on C170 2006MY CP veh # 590W130

FYI...Brose magni latches installed on vehicle yesterday. However, in another 20 cycles, it looks like they will not commit to cycling the door. I will contact APG to stress the importance of cycling the latches, and try to get a committment.

Tom Herline Closures Supervisor

Small FWD & RWD Body Engineering Fax: (313)845-9493 Pager: (313)851-2167

(313)845-9493

email: therline@ford.com

-Original Message

From:

Kowalski, George (G.S.)

Senti To:

Thursday, September 09, 2004 6:05 PM

Œ

Herline, Thomas (T.M.)

Subject:

Moinar, Glen (G.A.); Herthel, John (J.C.); Ueda, Roger (R.M.)

Brose latches on C170 2006MY CP veh # 590W130

Thomas,

The tatches were installed at 40 cycles. There is a 30 cycle requirement which will take the vehicle to 70 cycles. Starting at 60 cycles R311 test procedure does not call for cycling the doors. Due to the number of different drivers at APG it will be very difficult to assure that the doors get cycled 2X per cycle from 60 to 70. cycles. We are requesting that someone from Brose or an agency person be sent out to APG for ~ 2 weeks to cycle the doors. That will guarantee that the cycling is performed. If a failure occur this will eliminate any doubt about door cycling. Regards,

George Kowalski

Corrosion Protection Engineering Materials Engineering, Testing & Standards Building 3, Cube 3G066 Phone: (313) 32-24869 Fax: (313) 390-5555

Holland, Shirleen (S.)

Sent

Friday, September 03, 2004 1:35 PM

To:

Goodchild, Tim (T.O.); Reeves, Scott (S.C.)

Subject:

FW: Magni Latches

Please ensure these latches make it on the Focus Durability Vehicle so we can get 30 cycles on the latches before the vehicle completes its 100 cycles.

Thanks for the support.

----Original Message----

From: Brosseau, Michael [mailto:Michael.Brosseau@brose.met]

Sent: Friday, September 03; 2004 1:32 PM

To: Holland, Shirlesn (S.)

Co: Simpson, Michael (M.J.); Lichon, Richard; Schwitters, Stefan; Giesey, Tony; Herline,

Thomas (T.M.); Pill, Roland; Galbraith, John (J.A.); Orr, Craig (C.C.)

Subject: Magni Latches

Shirleen,

Per my voice mail, we will receive the version 11 latches here in North America next Tuesday, September 7. We will ensure that these will be in Arizona for APG testing next week. Also, we are working on a manufacturing plan and supply base support that may allow us to begin production in early January. We will have the details next week. Important feedback that we need, is which of the three scenarios for volume presented yesterday will be required.

Regards,

Nike Brosseau.

Myers, Mark (M.A.)

Sent

Tuesday, August 17, 2004 1:51 PM

To: Subject: Goodchild, 7im (T.O.) FW: APG-E Testing

Hi Tim.

We can run some latches in APGE at Central Lab with more specific instructions as far as the dust/dirt being added and daily (cyclic) functioning, is the plan to just test stand alone latch assemblies? We may get lucky and "turn on a potential failure mode" or we may find another failure mode which is not indicative of the field failures since corrosion may be induced differently than in the vehicle environment.

Also, I understand George Kowalski has a vehicle under test at APG that is somewhere around 30 cycles and it might be worthwhile to replace the rear latches in this vehicle to simulate the failure mode. This would need to be done fairly quickly to get 30 cycles completed. I can help coordinate the testing at Central Lab and/or APG. Let me know when you have parts and the details for dirt and functioning.

---- Original Message---

Frant:

Minnich, Kathy (K.P.)

Sent:

Filday, August 13, 2004 11:16 AM

To:

Myers, Mark (M.A.); Goodchild, Tim (T.Ω.)

Če

Mainar, Glen (G.A.); Kowaiczyk, Richard (R.A.); Holland, Shirleen (S.); Loschievo, Jim (1,1.)

Subject:

PW: 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:

Mirmich, Rathy (K.P.)

Cc:

Holland, Shirteen (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 patential failure made 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 manitored 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 youl

Tim Goodchild Product Design Engineer-Side Door Latches

Ford North American Engineering

РН: (313) 390-0637

E-mail: tapodchi@ford.com

Myers, Mark (M.A.)

Sent:

Thursday, August 12, 2004 1:13 PM

To: Ce: Pesek, Heather (H.M.) Goodchild, Tim (T.O.)

Subject:

RE: CL#41578 - Focus door latch

Thanks Heather,

I'm still trying to get a bill of materials for all the parts in the latch assembly as well as a description of the grease from the design engineer. Tim Goodchild, I did get his permission to remove the palt and catch from the second latch if you need to for comparison.

Tim, any luck yet with the list of materials? Can you live with this timing?

-----Original Message----

From: Pesek, Heather (H.M.)

Sent:

Thursday, August 12, 2004 10:46 AM

To: Subject: Myers, Mark-(M.A.)
CL#41578 - Focus door latch

I am the Lead Coordinator for Central Laboratory Lab Request Number 41578 - Focus door latch that was received on August 9, 2004. Please contact me (HPESEK, 24-84576) If you have any questions about the testing or status. If you cannot reach me, please contact Allen Radke (ARADKE, 32-21613) or Steve LaRouche (SLAROUCH, 84-54876).

The estimated completion date is September 7, 2004 based on standard turnaround time and current workload.

Heather M. Pesek

Laboratory Engineer

Metallurgy Section, Central Laboratory

Materials Engineering, Testing & Standards (METS)

Phone: (313) 24-84576

Email: mailto:hpesek@ford.com

Myers, Mark (M.A.)

Sent:

Monday, August 09, 2004 1:01 PM

To:

Goodchild, Tim (T.O.)

Subject:

Focus Latch Failure Analysis

Hi Tim,

As I mentioned this morning it would be helpful to get a Bill of Materials for the parts making up the critical components in the latch. When I brought the parts over to Central Lab this morning I had a discussion with Alan Radke, Steve LaRouche and Mary Haga. Alan Is the Metals supervisor, Steve Is in the Metals group and Mary Haga is in the Chemistry section. They plan to take pictures of the part, do a chemical rinse and attempt to isolate some of the elements in the rust/dirt build up to determine composition. As I understand oxides would represent corrosion, sifeon containing parts might be dirt (ie silicon dioxide - sand) and there may be fragments of polymer from the overmold and possibly grease residue.

In addition once the part has been cleaned Steve plans to do a cross section and determine how deep the corrosion goes into the part. This should be accompanied by photographs as well. I know this is hot because of NHTSA's invovement but I have not been given any critical timing. Central Lab requires a L2 signature or email to prioritize the job but even that doesn't gaurantee they will meet your timing since much of what they work on already has the L2 approval. Please let us know of any critical dates and as much material into as possible. Thanks.

Mark A. Myers
Materials Engineering, Testing and Standards (METS)
Ph: 313-845-2509; FAX: 313-390-5555
The needs of the many outweigh
the needs of the few or the one.

Lichon, Richard [richard.lichon@brose.net]

Sent

Monday, June 21, 2004 3:15 PM

To:

Urry, Anthony (A.R.); Reinholz, John (J.A.)

Cc:

Goodchild, Tim (T.O.)

Subject:

RE: CLE #40921 Car set latches for corrosion testing

Importance:

High

John and Tony,

I dropped off the 12 latches to my prototype lab for measurement this morning. It takes approximately 45 minutes per latch to take complete measurements. They have started on the samples but will not be done by tomorrow morning. I will have them back to you by 9am Wednesday morning. Sorry for the delay, I was not aware of the time required for measurement and back log in our lab.

Please let me know if this presents a problem.

Thanks,

Dick Lichon Project Engineer - Closures Brose North America 1107 Centre Road Aubum Hills, MJ 48326 USA

Phone: 1 (248) 364-2227 Fax: 1 (248) 340-1104 Mobile: 1 (248) 568-5987

mailtoxichard.lichon@brose.net

-Öriginai Message----

From: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]

Sent: Thursday, June 17, 2004 7:47 AM

To: Uchon, Richard

Subject: FW: CLE #40921 Car set latches for corrosion testing

Dick.

The contact at Central Labs is John Reinhotz. His contact information is located at the bottom of this note.

Tim Goodchild

Product Design Engineer-Side Door Letches Ford North American Engineering PH: (313) 390-0637 E-mail: togodchi@ford.com

---- Original Message-----

Fram: Reinholz, John (J.A.)

Sent: Thursday, June 10, 2004 7:24 AH

Goodchild, Tim (T.O.)

Subject: RE: CLE #40921 Car set latches for corresion histing.

Thanks!

---- Original Message---

From: Goodstild, Tim (T.O.)

Sent: Wednesday, June 09, 2004 3:24 PM

To: Reinholz, John (J.A.); Sahutske, William (W.)
Cc: LaDuke, Jeff (N.); Kowalczyk, Richard (R.A.)

Subject: RE: CLE #40921 Car set tatches for corrosion testing

John.

The parts need to go a total of 30 cycles. The supplier will be picking the parts up after every 10th cycle. Your contact for Brose (the supplier) is Dick Lichon @ (248) 568-5987 (cell).

For all future questions, please forward to Tony Urry (aurry) at x51199 Instead of Bill.

Thanks!

Tim Goodchild

Product Design Engineer-Side Door Latches
Ford North American Engineering
PH: (313) 390-0637

E-mail: Igoodchi@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)59-47578

Urry, Anthony (A.R.)

Sent

Friday, June 18, 2004 8:04 AM

To:

Goodchild, Tim (T.O.); Richard Lichon (E-mail)

Subject:

FW: CLS #40921 Frt/RR car set latches for 30 cycles corrosion test.

FYI- Tim: They are following your directions as requested.

Dick - see you there Monday?

----Original Message-----

From:

Reinholz, John (J.A.)

Sent:

Friday, June 18, 2004 7:41 AM

Ta: Cc: Urry, Anthony (A.R.) LaDuke, Jeff (M.)

Subject;

CLS #40921 Prt/RR car set letches for 30 cycles corrosion test.

Топу,

Per the instructions I received from Tim Goodchild on June 9th. I called Dick Lichon yesterday and left him a message that your samples will be at 10 cycles on Monday June 21st. This request states that effort tests will be conducted by the supplier at 10 cycle Intervals. The first 10 cycle interval will happen this coming Monday. I'll pull the samples out by 9:00 a.m. and let them set until Dick evaluates them. At that time I'll continue testing and notify you and Dick when the next interval should take place. Tim Goodchild informed me that this request will run for a total of 30 cycles.

John Reinholz Ford Motor Central Laboratory 15000 Century Drive Dearborn, Michigan, 48120 jreinhol @ ford.com (313)59-47578

Sahutske, William (W.)

Sent:

Thursday, June 10, 2004 9:50 AM Goodchild, Tim (T.O.)

To:

Subject:

FW: CLS #40921 (HEX CHROME; TRIVALENT: MAGNI 565) corrosion test

Bili Sahutske Medium & Large FWD/AWD Exterior Systems 313-323-9362

wsahutsk@ford.com

--- Original Message-

Fram:

Reinholz, John (J.A.)

Sent

Monday, June 07, 2004 10:10 AM

Tei

Sahutske, William (W.) Kowalczyk, Richard (R.A.); LaDuke, Jeff (M.)

CC: Subject:

CLS #40921 (HEX CHROME; TRIVALENT: MAGNI 565) corresion test

Bill.

Your test request states that the supplier will measure efforts at 10 cycle intervals. How many cycle total did you want to run? I need to up date the due date status on your request.

If you need me to contact the supplier to schedule a time to check the efforts, I'll need his phone number or I can just let you know when the test starts and you can let him know when to come over to the lab to measure the efforts. Thanksl

John Reinholz

Ford Motor Central Laboratory 15000 Century Drive Dearborn, Michigan, 48120 ireinhal @ ford.com (313)59-47578

Reeves, Scott (S.C.)

Sent:

Monday, April 28, 2004 8:50 AM

To:

Cc:

Shawn Patrick (E-mail); Dick Lichon (E-mail); Tony Giesey (E-mail); Elizabeth Alcala (E-mail);

Dave Legault (E-mail); Ryan Gramling (E-mail); Joel Buelow (E-mail); Watson, Tom (L.)

Herline, Thomas (T.M.); Richardson, Justin (J.A.); Howells, Thomas (T.W.); Goodchild, Tim

(T.O.); Patel, Bhupendra (A.)

Subject:

Hex Chrome Action Needed

Thanks for all the effort last week, but our Hex Chrome Elimination work is not done yet.

The notices for the following concerns are suppose to be in released status by this Friday, 4/30/2004.

Huf - Shawn Patrick C11627833

Stratec - Tom Watson C11634421

Brase - Dick Lichon/Tony Glesey

C11529019

C11631259

C11631407

C11637617

C11637688

Oura - Elizabeth Alcala C11632496

Intler - Dave Legault/Ryan Gramfing C11636368

Keykert - Joel Buelow C11637297 C11637478

ACTION REQUESTED:

- Most of the WACTS screens are not completed and the PPM's will be processesing them throughout the week.
- Our drafting changes should mostly be 'table' updates for the 06MY part numbers.
- 3) Please initiate the drafting prior to the WACTS screens being complete and WACTS to you so we can make a prompt turnaround for drafting/CAD.
- Some of the parts need AB00 releases, we need to work with Core Engineering to get the AB00's complete. so the NB00's can be released.
- If you have any 'roadblocks' please bring them forward as soon as possible so the can be worked through.

Thank you very much.

Scott Reeves

Closures Hardware Small FWD & RWO Car Phone: 313-206-2268 E-Mail: sreeves2@ford.com Fram:

Reinhalz, John (J.A.)

Sent:

Thursday, June 10, 2004 7:24 AM

To;

Goodchild, Tim (T.O.)

Subject:

RE: CLE #40921 Car set latches for corrosion testing

Thanks!

----Original Message---

From:

Goodchild, Tim (F.O.)

Sent

Wednesday, June 09, 2004 3:24 PM

To:

Reinfolz, John (J.A.); Sahutske, William (W.) ŁaDuke, Jeff (M.); Kowałczyk, Richard (R.A.)

Cc: Subject;

RE: CLE #40921 Car set latches for corrosion testing

John,

The parts need to go a total of 30 cycles. The supplier will be picking the parts up after every 10th cycle. Your contact for Brose (the supplier) is Dick Lichon @ (248) 588-5987 (cell).

For all future questions, please forward to Tony Urry (aurry) at x51199 instead of Bill.

Thanksl

Tim Goodchild Product Design Engineer-Side Door Latches Ford North American Engineering PH: (313) 390-0837 E-mail: Igoodchil@ford.com

---Original Message----

From:

Reinhalz, Jahn (1.A.)

Sent:

Wednesday, June 09, 2004 3:11 PM

To:

Sahutske, William (W.); Goodchild, Tim (T.O.) LaDuke, Jeff (M.); Kowalczyk, Richard (R.A.)

Cc: Subject:

CLE #40921 Car set latches for corrosion testing

BIII,

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)59-47578

Reeves, Scott (S.C.)

Sent

Monday, May 24, 2004 3:20 PM

To:

Culkeen, Patrick (P.M.); Goodchild, Tim (T.O.); Loschlavo, Jim (J.J.); Herline, Thomas (T.M.)

Cc:

Bejune, Daniel (D.C.)

Subject:

RE: 6 Sigma Survey

A couple of items.

- 1) We should note if the car has alarm or not for the power locks. Power locks come in two kinds Central Lock & Central Lock with Alarm.
- Although we are concentrating on the latch, we should also have a spot to note condition of the door striker.
- 3) We should have a spot for seal force (or relative seal force). We can get this by pushing in on the door with a force gauge until the door latches (providing it does).
- 4) We should have an observation space for the door fit and finish when closed and note if the door drops or lifts when opened.

Scott Reeves

Closures Hardware Small FWD & RWD Car Phone: 313-206-2268

E-Mail: sreeves2@ford.com

----Original Message----

From:

Culkeen, Patrick (P.M.)

Sent:

Monday, May 24, 2004 1:42 PM

Ta:

Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Loschlavo, Jim (J.J.); Herline, Thomas (T.M.)

Subject: 6 Sigma Survey

I have enclosed a draft 6 Sigma Survey Form for your review. Please review and comment. Thanks for your assistance.

Patrick M. Culkeen
External Safety Investigations
Automotive Safety Office
Febrians Plaze South, Suita 500
330 Town Center Drive
Desrborn, MI 48125-2738 USA
W: (313) 594-4792
F: (313) 594-2268

<< File: Survey Questions.xts >>

Reeves, Scott (S.C.)

Sent:

Friday, Mey 07, 2004 3:57 PM

To: Cc: Culkeen, Patrick (P.M.) Goodchild, Tim (T.O.)

Subject:

FW: 2000 MY Focus Latch Assembly P/N's

Pat, just to confirm, the rear door latch part numbers are:

Engineering Number, Service Number, Discription

XS41 - A26412 - AA, 2S4Z-5426412-AA, Rear Manual LHS XS41 - A26413 - AA, 2S4Z-5426413-AA, Rear Manual RHS

XS41 - A26412 - BA, 2S4Z-5426412-BA, Rear Power Central Lock LHS XS41 - A26413 - BA, 2S4Z-5426413-A, Rear Power Central Lock RHS

Let me know if you need anything else.

Scott Reeves

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

---Original Message---

From: Reeves, Scott (S.C.)

Sent:

Monday, April 26, 2004 11:22 AM

To:

Culkeen, Patrick (P.N.)

Subject:

RE: 2000 MY Focus Latch Assembly P/N's

Patrick, the following are engineering numbers for the Focus. I am working with Tim Goodchild to confirm the Prefix numbers for the 2000 model year. I believe they will be XS41, but will confirm. From this we should be able to track the service part numbers.

What I have seen in AWS for service numbers are 5421812 and 5421813 for front doors and 5426412 and 5426413 for rear doors.

Engineering Numbers:

4 Door / 5 Door / Wagon

XXXX - A219A65 - AA, Front Manual LHS

XXXX - A219A64 - AA, Front Manual RHS

XXXX - A219A65 - BA, Front Power Central Lock LHS

XXXX - A219A64 - BA, Front Power Central Lock RHS

XXXX - A219A65 - CA, Front Power Central Lock w/Perimeter Alarm LHS

XXXX - A219A64 - CA, Front Power Central Lock w/Perimeter Alarm RHS

XXXX - A264A27 - AA, Rear Manual LHS

XXXX - A264A26 - AA, Rear Manual RHS

XXXX - A264A27 - BA, Rear Power Central Lock LHS

XXXX - A264A26 - BA, Rear Power Central Lock RHS

3 Door

XXXX - B219A65 - AA, Front Manual LHS

XXXX - B219A64 - AA, Front Manual RHS

XXXX - B219A65 - BA, Front Power Central Lock LHS

XXXX - 8219A64 - BA, Front Power Central Lock RHS

XXXX - B219A65 - CA, Front Power Central Lock w/Perimeter Alarm LHS XXXX - B219A64 - CA, Front Power Central Lock w/Perimeter Alarm RHS

The latch part numbers that go in the assemblies above are (for all cars):

XXXX - A21812 - AA, Front Manual LHS

XXXX - A21813 - AA, Front Manual RHS

XXXX - A21812 - BA, Front Power Central Lock LHS

XXXX - A21813 - BA, Front Power Central Lock RHS

XXXX - A21812 - CA, Front Power Central Lock w/ Perimeter Alarm LHS

XXXX - A21813 - CA, Front Power Central Lock w/ Perimeter Alarm RHS

XXXX - A26412 - AA, Rear Manual LHS

XXXX - A28413 - AA, Rear Manual RHS

XXXX - A28412 - BA, Rear Power Central Lock LHS

XXXX - A26413 - BA, Rear Power Central Lock RHS

----Original Message---

From:

Culkeen, Patrick (P.M.)

Sent:

Friday, April 23, 2004 11:33 AM

To: Cc: Reeves, Scott (S.C.) Herline, Thomas (T.M.)

Subject:

2000 MY Focus Latch Assembly P/N's

Importance

High

Scott.

Could you please tell me the part numbers for the 2000MY Focus Front & Rear Door Letch Assy P/N's for service. When you have a chance, please contact me regarding this.

Patrick M. Culkeen

External Safety Investigations Automotive Safety Office Fairtane Plaza South, Suite 500 330 Town Center Drive Gearborn, MI 48126-2738 USA W: (313) 594-4792 F: (313) 594-2268

Reeves, Scott (S.C.)

Sent:

Wednesday, October 98, 2003 3:33 PM

To:

Stefan Schwitters (E-mail); Brandon Goll (E-mail); David Rundell (E-mail); Bejune, Daniel (D.C.); Goodchild, Tim (T.O.); Ford, Randy (R.); Xu, Kui (K.); Parlow, Katie (K.M.); Herline,

Thomas (T.M.); Garascia, Mark (M.D.); 'udo.deschi@brose.net'; Stacy Peshkopia (E-mail)

C170 Latch Rework ^ubject:

Randy Ford, Kui Xu, and Scott Reeves visited the Brose re-work site for the greased latches (C11553751). Approval was given to Brose to start re-working the latches and built-up modules and start to ship into Wayne assembly plant under A11569244.

-Notes:

- 1) Measurement of the amount of grease on an ongoing basis will be added as a process control. This will ensure the proper amount of grease is applied to the tatch.
- Hermosillo parts will be air shipped and the pipeline filled as soon as possible.
- Service stock will also be reworked (from quarterback deep dive 10/8). A plan on how this will be completed shall be submitted by Brose.

Please let me know if anyone has any questions.

Scott Reeves

VFG Leader Closures Hardware Small FWD & RWD Car Phone: 313-390-0316

E-Mail: sreeves2@ford.com

Lock, Andreas (A.)

Sent:

Wednesday, October 08, 2003 4:17 AM

To:

Goodchild, Tim (T.O.)

Cc:

Reeves, Scott (S.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Brandon Goll (E-mail);

Peshkopia Stacy (FOVTNFE4) (Stacy Peshkopia (E-mail); Henshaw, Bob (R.P.)

Subject:

RE: Grease change

_Tim,

my position is that I would support the additional grease application if Brose can demonstrate that we do have an improvement for the releasing efforts. I asked Brose this Monday to send this informations over to me, but the only answer I got so far is that the additional grease has <u>no negative</u> impact on the performance of the latch. This is -from my point of view- not enough to justify a release/upsuffix of 18 Ford EU latch versions. If you have any informations that is convincing that the efforts will go down I will immediately work on the EU release.

I travel to Brose in the afternoon anyway, I will check the amount of grease (the material experts are not happy having Isotopas L32 in contact areas).

Sorry, that I did not respond to the motor issue so far. The P1 latch introduction into CD132 is time consuming...

Regards,

Andreas Lock

Body Closures - TS Mechanisms Tel. Ford Internal: 703-2353 Tel. external: +49 (0)221 903-2353

email: atocki@ford.com

---Original Message----

From:

Goodchild, Tim (T.O.)

Sent

Dienstag, 7. Oktober 2003 14:21

Ta:

Henshaw, Bob (R.P.); Lock, Andreas (A.)

Ces

Reeves, Scott (S.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Brandon Goli (E-mail); Stacy Peshkopia (E-mail); Stefan Schwitters

(C-mail)

Subjects

Grease change

Gentlemen,

As you know, the P1 tatch is common between all of us (Jaguar, Ford-EU, Ford-NA). We are currently working on a change to improve our efforts here in NA by adding additional grease to the latch. I have pulled a no cost concern (C11553751) to release this change. It appears that we have some to a point in the road in which we need your assistance. In order to move ahead, the drawing needs to be updated to reflect new part numbers. It is my understanding that Brose has contacted, you (Andreas) and that you do not want to proceed with this change. Would it be possible to have a short teleconference between Bob, Andreas and myself to discuss this change. I need to report out daily why I can not process this change. Your attention to this matter is greatly appreciated.

Tim Goodchild

Korth America Engineering (NAE)-Hambrare Bldg #5 30043 (313) 390-4637 tgoodchi@ford.com

Wattai John (AB/ELS) * [John.Wattai@us.bosch.com]

Sent:

Thursday, July 11, 2002 1:18 PM

To:

Nebral Buster (AW/QAM); Janisse Jerry (AiW/MFE-JJ); Mark Mikents (E-mail); Peshkopla Stacy (AB/SFO2); Ingle Merle (AiW/PUR-MI); Goll Brandon (AB/ELS); Bamhart Allen

(AW/QAM); Stan Skiba (E-mail); Alex Williams (E-mail); Tim Goodchild (E-mail); Jeff Meyville

(E-mail); Reinert Joerg (AB/ELS); Rundell David (AB/ELS)

Cc:

Budweg Mathles (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

Helio 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...

	Start	! Finish	Duration	Т	Work		Cost	1 % C	Omplete / % Work Complete
1	Mon 7/8/02	Tue 9/17/02	51.5d	34		\$0 .		0%	0%

Lichen, Richard [richard.lichen@brose.net]

Sent:

Thursday, May 06, 2004 2:19 PM

Ta:

Herline, Thomas (T.M.); Schwitters, Stefan; Loschiavo, Jim (J.J.); Holland, Shirlean (S.); Kantz, Peter (P.H.); Simpson, Michael (M.J.); Walter, Lars (L.); Starling, Kerstin (K.); Buettner, Carsten (C.); Cox, Stephen (S.R.); Galbraith, John (J.A.); Goodchild, Tim (T.O.); Lock, Andreas (A.); Miles, Stephen (S.K.); Reeves, Scott (S.C.); Ford, Randy (R.); "Römer, Hans-

Herward": Wirths, Rainer, Taylor, Tim-

Cc: Subject: "Zietiow, Jürgen"; Merz, Martine; Brosseau, Michael RE: Meeting minutes: Hexavelent chrome deletion

Tom,

I am currently working with our CAD group to complete these model attribute updates. working as quickly as possible. We have full CAD support this Saturday. We are now looking at Monday for completion of the remaining items.

Thank you,

Dick Lichon Project Engineer - Closures Brose North America 1107 Centre Road Auburn Hills, MI 48326 USA

Phone: 1 (248) 364-2227 1 (248) 340-1104 Fax: Mobile: 1 (248) 568-5987

mailto:richard.lichon@brose.net

----Original Message----

Prom: Herline, Thomas (T.M.) [mailto:therline@ford.com]

Sent: Thursday, May 06, 2004 1:28 PM

To: Schwitters, Stefan; Loschiavo, Jim (J.J.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Simpson, Michael (M.J.); Walter, Lars (L.); Starling, Kerstin (K.); Buettner, Carsten (C.); Cox, Stephen (S.R.); Galbraith, John (J.A.); Goodchild, Tim (T.O.); Lock, Andreas (A.); Miles, Stephen (S.K.); Reeves, Scott (S.C.); Ford, Randy (R.); Lichon,

Richard; Rômer, Hans-Herward; Wirths, Rainer; Taylor, Tim Cc: Zietlow, Jürgen; Merz, Martina; Brosseau, Michael Subject: RE: Meeting minutes: Hexavalent chrome deletion

Stefan and Tim, there are 3 notices that have missed their CAD completion dates of May 4 and May 5. When is this CAD data going to be complete? Is the CAD that is due today May 6, 2004 going to be complete?

Hood latch

04-May-04, will be completed 05-May-04 (C11637617-CAD STILL NOT

COMPLETE)

Hood striker

04-May-04, will be completed 05-May-04 (C11621945-COMPLETE)

Liftgate latch 05-May-04 (C11631259-CAD STILL NOT COMPLETE) Liftgate striker

05-May-04 (C11631407-CAD STILL NOT COMPLETE) Side door latch 06-May-04 (C11637688-CAD TO BE COMPLETE TODAY)

06-May-04 (C11637688-CAD TO BE COMPLETE TODAY) Side door mini-module

Side door striker done

Tom Herline Closures Supervisor

Small FWD & RWD Body Engineering

(313) 645-9493 Fax: (313)845-9493 Pager: (313)851-2167

email: therline@ford.com

----Original Message----

From: Schwitters, Stefan {mailto:Stefan.Schwitters@brose.net}

Sent: Tuesday, May 04, 2004 7:33 PM

To: Loschiavo, Jim (J.J.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Simpson, Hichael (M.J.); Walter, Lars (L.); Starling, Kerstin (K.); Buettner, Carsten (C.); Cox, Stephen (S.R.); Galbraith, John (J.A.); Goodchild, Tim (T.O.); Lock, Andreas (A.); Miles, Stephen (S.K.); Reeves, Scott (S.C.); Ford, Randy (R.); Lichon,

Richard; "Römer, Hans-Herward"; Wirths, Rainer; Taylor, Tim Cc: "Zietlow, Jürgen"; Merz, Martina; Brosseau, Michael

Subject: Meeting minutes: Hexavalent chrome deletion

Importance: High

Peter, Scott and Tim,

Thanks for the meeting we had this morning. Please review the meeting minutes we put together and correct if necessary:

Meeting:

Dearborn, 04-May-04 - 08:00am

Participants

Peter Kantz Scott Reeves Tim Goodchild Ford C170 NA Program Engineering Ford C170 NA Program Engineering Ford NA Hardware Engineering

Tim Taylor Richard Lichon Brose NA Brose NA

Stefan Schwitters Brose NA

Topic:

C170 NA Hexavalent chrome deletion

C170 NA CAD data entered into Ford system

Hood latch

04-May-04, will be completed 05-May-

04

Hood striker

04-Nay-04, will be completed 05-May-

04

Liftgate latch Liftgate striker Side door latch Side door mini-module

Side door striker

05-May-04 06-May-04

05-May-04

06-May-04

done

Assumptions (as requested from Ford NA) for side door latch (and so for mini-module, too):

CAD data will show Magni, even if DV-testing is outstanding

2. C170 NA Notice 'R' status

Hood latch
Hood striker
Liftgate latch
Liftgate striker
Side door latch
Side door mini-module

Side door striker

07-May-04 07-May-04

07-May-04 07-May-04

07-May-04 07-May-04

07-May-04 done

Assumptions (as requested from Ford NA) for side door latch (and so for mini-module, too):

- Notice will show Magni, assuming a world-wide switch of all Ford/Jaguar programs to Magni

- NA Motice to be processed in 'R' status without waiting for European concern/notice on the base latch

Change release for Ford EUR and Jaguar

Concerns to be pulled & processed to 'AC' (all complete) status Muppertal, Hans Roemer

Brose

completion data to be agreed with Ford EUR

4. Testing

-Side door latches

- Ford NA received latch samples (Magni & 101 & current coating) on Friday, 30-Apr-04
- Ford NA cannot start APG-E test earlier than beginning of June 2004 (all chambers occupied)
- Brose NA to Check availability of own or external chambers to Richard Lichon, 06-May-04 start testing sooner

Втове NA,

Attached you find the updated timing for the whole change process. <<RexChrome Schedule 5-4-04.xls>>

Best Regards LK4

Stefan Schwitters

Phone: +1 (248) 754 1801

Fax: +1 (248) 340 1104

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

Lock, Andreas (A.)

Sent

Monday, October 13, 2003 5:10 AM

To:

Henshaw, Bob (R.P.); Goodchild, Tim (T.O.)

Cc:

Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon Goll (E-mail)'

Subject:

RE: Grease

Sob,

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

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

Tim, Bob,

would you agree if I ask Brose to re-test with reduced grease on the daw?

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----

Fram: Sent: Herishaw, Bob (R.P.)

341X.

Freitag, 10. Oktober 2003 10:57

Te: Goodchild, Tim (T.O.)

Cc

Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon Goll (E-mail)'; Lock, Andreas (A.)

Subject:

RE: Grease

Tim.

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

regards,

Bob Henshaw Project Engineer Ext 6311

----Original Message----

From:

Goodshild, Tim (T.O.)

Sent

Thursday 09 October 2003 20:41

To: Co Lock, Andreas (A.); Henshaw, Bob (R.P.)

Subject:

Reeves, Scott (S.C.); Ford, Randy (R.); Brandon Golf (E-mail) Grease

Andreas/Bob.

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

What I need from both of you is how you want to manage this change for your effected vehicles. As I

see it, here are the options:

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

From what I have seen from your emails, option "B" might be the best alternative. Please send me a response ASAP tomorrow so that I can get Brose moving on the Latch Drawing. Our upper management is demanding that we get this concern approved by COB tomorrow. Thank you in advance for all of your assistance.

Tim Goodchild
North America Engineering (NAE)-Hardware
Bldg #5 30043 (313) 390-8637
teoodchi @ ford.com

Herline, Thomas (T.M.)

Sent:

Thursday, May 05, 2004 1:28 PM

To:

'Schwitters, Stefan'; Loschiavo, Jim (J.J.); Holland, Shirteen (S.); Kantz, Peter (P.H.); Simpson, Micheel (M.J.); Walter, Lars (L.); Starling, Kerstin (K.); Buettner, Carsten (C.); Cox,

Stephen (S.R.); Galbratth, John (J.A.); Goodchild, Tim (T.O.); Lock, Andreas (A.); Miles, Stephen (S.K.); Reeves, Scott (S.C.); Ford, Randy (R.); Lichon, Richard; "Römer, Hans-

Herward"; Wirths, Rainer, Taylor, Tim.

Cc: Subject: "Zietłow, Jürgen"; Merz, Martina; Brosseau, Michael RE: Meeting minutes: Hexavalent chrome deletion

Stefan and Tim, there are 3 notices that have missed their CAD completion dates of May 4 and May 5. When is this CAD data going to be complete? Is the CAD that is due today May 6, 2004 going to be complete?

Hood latch

04-May-04, will be completed 05-May-04 (C11637617-CAD STILL NOT

COMPLETE)

Hood striker

04-May-04, will be completed 05-May-04 (Cl1621945-COMPLETE)

Liftgate latch

05-May-04 (Cl1631259-CAD STILL NOT COMPLETE)

Liftgate striker

05-May-04 (C11631407-CAD STILL NOT COMPLETS)

Side door latch

06-May-04 (C11637688-CAD TO BE COMPLETE TODAY)

Side door mini-module 06-May-04 (C11637688-CAD TO BE COMPLETE TODAY)

Side door striker done

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: Schwitters, Stefan [mailto:Stefan.Schwitters@brose.net]

Sent: Tuesday, May 04, 2004 7:33 PM

To: Loschiavo, Jim (J.J.); Holland, Shirleen (S.); Kantz, Peter (P.H.); Herline, Thomas (T.M.); Simpson, Michael (M.J.); Walter, Lars (L.); Starling, Kerstin (K.); Buettner, Carsten (C.); Cox, Stephen (S.R.); Galbraith, John (J.A.); Goodchild, Tim (T.O.); Lock, Andreas (A.); Miles, Stephen (S.K.); Reeves, Scott (S.C.); Ford, Randy (R.); Lichon, Richard; "Römer, Hans-Herward"; Wirths, Rainer; Taylor, Tim

Co: "Zietlow, Jürgen"; Merz, Martina; Brosseau, Michael Subject: Meeting minutes: Hexavalent chrome deletion

Importance: High

Peter, Scott and Tim,

Thanks for the meeting we had this morning. Please review the meeting minutes we put together and correct if necessary:

Meeting:

. Dearborn, 04-May-04 - 08:00am

Participants

Peter Kantz Scott Reeves Tim Goodchild

Ford C170 NA Program Engineering Ford C170 NA Program Engineering Ford NA Hardware Engineering

Tim Taylor Brose NA

Richard Lichon Brose MA

Stefan Schwitters Brose NA

Topic:

C170 NA Hexavalent chrome deletion

 C170 NA CAD data entered into Ford system Hood latch

04-May-04, will be completed 05-May-

Hood striker

04-May-04, will be completed 05-May-

04

Liftgate latch Liftgate striker Side door latch Side door mini-module Side door striker 05-May-04 05-May-04 06-May-04 06-May-04

Assumptions (as requested from Ford NA) for side door latch (and so for mini-module, too):

done

. - CAD data will show Magni, even if DV-testing is outstanding

2. C170 NA Notice 'R' status

Hood latch
Hood striker
Liftgate latch
Liftgate striker
Side door latch
Side door mini-module
Side door striker

07-May-04 07-May-04 07-May-04 07-May-04 07-May-04 07-May-04

Assumptions (as requested from Ford NA) for side door latch (and so for mini-module, too):

- Notice will show Magni, assuming a world-wide switch of all Ford/Jaguar programs to Magni
- NA Notice to be processed in 'R' status without waiting for European concern/notice on the base latch
- Change release for Ford EUR and Jaquar

Concerns to be pulled & processed to 'AC' (all complete) status

Brose

Wuppertal, Hans Rosmer

completion date to be agreed with Ford EUR

4. Testing

Side door latches

- Ford WA received latch samples (Magni & 101 & current coating)

on Friday, 30-Apr-04

- Ford NA cannot start APG-E test earlier than beginning of June

2004 (all chambers occupied)

- Brose NA to Check availability of own or external chambers to Richard Lichon, 06-May-04

Brose NA.

start testing sooner

Attached you find the updated timing for the whole change process. <<HexChrome Schedule 5-4-04.xls>>

Best Regards LK4

Stefan Schwitters

Phone: +1 (248) 754 1801 Fax: +1 (248) 340 1104

Mobile: +1 (248) 495 0123 Wailto:Stefan.Schwitters@brose.net

Sahutske, William (W.)

Sent:

Friday, April 30, 2004 6:39 AM

To:

'Wirths, Rainer'; Goodchild, Tim (T.O.); Robinson, Jon

Cc:

Reeves, Scott (S.C.); Lichon, Richard; Schwitters, Stefan; Loschievo, Jim (J.J.); Evels, Michael; Haft, Bettina; Lock, Andreas (A.); Holland, Shirleen (S.); Herline, Thomas (T.M.);

Taxtor, Tim: "Persbach, Jürgen".

Subject:

RE: 3 carsets of P1 latches with different coatings for APGe testing

I will set up the testing with central lab, and we will pull the latches for efforts every 10 cycles.

Bill Sahutske NAR BODY SYSTEMS 313-845-6231 washutsk@ford.com

----Original Message----

Prom: Wirths, Rainer [mailto:Rainer.Wirths@brose.net]

Sent: Thursday, April 29, 2004 4:14 PM
To: Goodchild, Tim (T.O.); Sahutske, William (W.); Robinson, Jon

Cc: Reeves, Scott (S.C.); Lichon, Richard; Schwitters, Stefan; Loschiavo, Jim (J.J.);

Evels, Michael; Haft, Bettina; Lock, Andreas (A.); Holland, Shirleen (S.); Herline, Thomas (T.M.); Taylor, Tim; "Persbach, Jürgen"

Subject: 3 carsets of P1 latches with diffferent coatings for APGe testing

Importance: High

Hi Tim, hi Bill,

The 3 carsets of the Pl latch with the different coatings (production hexavalent chromate, trivalent chromate (101) and the Magni 565) has arrived and been measured. Jon Robinson from our test department will deliver the 3 carsets to Bill Sahutkae tomorrow morning so we can start the APGe-testing. After every 5 cycles the latches will be measured again at Brose and put back to the test.

Mit freundlichen Grüßen/Best Regards

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft LKS2-Konstuktion / Design

Rainer Wirths

Postřach 210151 D-42351 Wuppertal Germany

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

US contact information:

Phone: +1 (248) 754-1825 (248) 364-2306 Fax: Mobile: +1 (248) 535-7357 mailto:Rainer.Wirths@brose.net

Sitz der Gesellschaft Wuppertal Reg.-Gericht Wuppertal HRA 18642

Gesch**ifteführung** :

Martina Merz Bernhard Fischenich

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Wirths, Rainer [Rainer.Wirths@brose.net]

Sent

Thursday, April 29, 2004 4:14 PM

To:

Goodchild, Tim (T.O.); Sahutake, William (W.); Robinson, Jon.

Cc:

Reeves, Scott (S.C.); Lichon, Richard; Schwitters, Stefan; Loschiavo, Jim (J.J.); Evels, Michael; Haft, Bettina; Lock, Andreas (A.); Holland, Shirleen (S.); Herline, Thomas (T.M.);

Taylor, Tim; "Persbach, Jürgen"

Subject:

3 carsets of P1 latches with diffferent coatings for APGe testing

Importance:

High.

Hi Tim, hi Bill,

The 3 carsets of the P1 latch with the different coatings (production becavalent chromate, trivalent chromate (101) and the Magni S65) has arrived and been measured. Jon Robinson from our test department will deliver the 3 carsets to Bill Sabutkse tomorrow morning so we can start the APGe-testing. After every 5 cycles the latches will be measured again at Brose and put back to the test.

Mit freundlichen Grüßen/Best Regarde

Brose Schließsysteme GmbH & Co. Kommanditgesellschaft LKS2-Konstuktion / Design

Rainer Wirths

Postfach 210151 D-42351 Muppertal Germany

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

US contact information:

Phone: +1 (248) 754-1825 Pax: (248) 364-2306 Mobile: +1 (248) 535-7357 mailto:Rainer.Wirths@brose.get

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

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Roberts, Michael (M.J.)

Sent:

Wednesday, September 15, 2004 8:44 AM

To:

Shore, John (J.)

Cc:

Cheff, Amy (A.B.); Balint, Gary (G.S.); Badges, Robert (R.S.)

Subject:

RE: 04W06 Focus Latch - counts by MY and Locktype

John, .

Here is the information you requested...it includes 2005 builds also.



04W06_10258v6_w khRegiona_US_C...

---Original Message----

From:

Shore, John (J.)

Sent

Tuesday, August 31, 2004 3:57 PM

To:

Roberts, Michael (M.J.); Badges, Robert (R.S.)

œ Subject: Chaff, Array (A.B.) RE: 04W06 Focus Latch

ASQ stated we should plan supplier capacity based against "worst case".

John Shore

Recall / QSF Parts Program Manager Ford Customer Service Division Office 734 286-9789 Cell 248 935-4408

E-mail Jshore @ Ford.com

2120B NPDC Mail Drop MD-44

---- Original Message

Frem:

Roberts, Michael (M.J.)

Sert: Tet

Tuesday, August 31, 2004 3:38 PM Shore, John (1.); Badges, Robert (R.S.)

CC

Cheff, Amy (A.B.)

Subject:

RE: 04W06 Focus Labels

John,

I have it on our sheet as 2000-2002 only. Why do you want 03 & 04?

Mike

-Original Message

Frant;

Shore, John (1.)

Sent:

Tuesday, August 31, 2004 3:24 PM

Tos

Badges, Robert (R.S.); Roberts, Michael (M.J.)

Subject

Cheff, Amy (A.S.); Shore, John (J.) 04W06 Focus Latch

Mike and Bob.

Can you please tell me the volume population split as follows:

Year

Power Door Locks

Manual Door Locks Total

2000

2001

2002

2003 2004

America's only.

Thanks!

John Shore

Floral / QSF Parts Program Manager Ford Customer Service Division Office 734 266-9789 Cell 248 935-4408 E-mail Jahore & Ford.com 2120B NPDC Mail Drop MD-44





A Corrosion States and Provinces filter was applied to the original total volume of 1,383,850. The following counts reflect this filter.

Country	VIN Group	Look	МΥ	VIN Group	Description	2000 MY	2001 MY	2002 MY	2003 MY	2004 MY	2006 MY	Total
CANADA	KK	Man		00 Focus Man 1	Way Hrm 4dr	2941			<u>—</u> .		0	2941
UNITED STATES		Men		OC Foous Man	· · •	28778	¢	6	. 0	0	a	28778
CANADA	II	Men	Q1	01 Focus Man 1	Way_Hrm 4dr	0		0	0	0	٥	Ś
UNITED STATES	II	Man	01	01 Focus Men 1	Way_Hrm 4dr	0	31444	0	0	0	Ď	81444
UNITED STATES	0.G	Mori	蛇	02 Foous Mon 1	Way_Hrm 4dr	Ċ	0	80600	0	0	9	30800
GANADA	Œ	Man	03	03 Facus Men	Way_Hren 4dr	Q	D	0	1160	0	D	1150
UNITED STATES	EE2	Man	03	09 Focus Man	Way_Hrm 4dr	0	0		26210	0	0	28210
CANADA	cc	Man	04	D4 Focus Man*	Way_Hm 4dr	0	å	0	0	417	Q	417
UNITED STATES	CC	Men	04	64 Focus Man	Wey_Hrm 4dr	0	0		0	5216	0	6216
UNITED STATES	90	Man	04	04 Focus Man	Wayna 5Dr	0	۵	0	0	203	0	203
CANADA	.88	Jan		06 Facus Man	•	0	0	0	0	0	72	72
UNITED STATES	AA	Man	05	O5 Focue Man	Way_Hrm 4dr	0	D	٥	_	-	10506	10805
UNITED STATES	TT	Man	Ú6	Q5 Feaue Ment	Wayne 5Dr	0					ĘΒ	. 68
						31719	31453	30800	27360	5836	10735	137903
										_		
CANADA	LL	Pwr		00 Foous Pwr	-	28693	_		_	_	0	28593
UNITED STATES	LL	Pwr		00 Focus Pwr	•	. 99680		-	-		٥	99680
CANADA	n	Рит		01 Focus Pwr	• -	0					0	31019
UNITED STATES	. 11	Pwr		Of Focus Part	•	Ç			-	•	D	79840
VENEZUELA	71	Pwr		01 Focus Pwr		9		_	•		٥	710
CANADA	нн	Pw		02 Fooue Pwr	•	C				-	0	27390
CANADA	NN	Pwr		02 Focus Per	•	•			_	•	0	2141
UNITED STATES	HH.	Pwr		02 Focus Pwr	-	6	_		-	_	0	77054
UNITED STATES	NN S	Pwr		02 Foous Pert	•	ō	-			_	0	10924
CANADA	FF	Per		CS Focus Pwr		t		_		-	¢	22404
CANADA	₽₽	Pwt		CS Focus Per		(-	_			-	4355
UNITED STATES	e e e e e e e e e e e e e e e e e e e	Pwr		89 Focus Per		(_	_			•	52173
UNITED STATES	PP	Par		QS Focus Per	-		_	_		-	_	8467
CANADA	DO	Pwr		D4 Focus Par		(_	_	,		٥	6241
CANADA	\$8	Pw		04 Focus Per		(-	•				2169
UNITED STATES		Pwr		O4 Focus Par	•-			_	_			25494
UNITED STATES	-	Peer		04 Focus Per		(-		_			2504
CANADA	₽B	Per		05 Focus Per	•-	(_	-	-		2878
CANADA	RR	Pwr		05 Foous Pwr	•		, ,	_				269
UNITED STATES	BB.	Pwr		06 Focus Per	-	_) 0	•		_		16584
UNITED STATES	AR E	Pwr	Q5	d5 Focus P₩r	Wayne 5Dr		· · ·					1872
						128273	111089	117509	874 09	36228	20401	500889

Totale Pur & Man Look

168892 142522 146309 114769 42064 31136 636792

Originator: MROBER18,FORD

Page 1 of 1

Date (asued: 14-Sep-2004

From: Sent: Taylor, Tim [Tim.Taylor@brose.net] Friday, February 27, 2004 4:10 PM

To:

Herline, Thomas (T.M.); Reeves, Scott (S.C.)

Cc:

Wirths, Rainer, Schwitters, Stefan, Sahutske, William (W.)

Subject:

C170 Side Door Latch Effort reduction Proposal

Tom/Scott:

I have finished my initial kinematic analysis of the C170 die cast lever replaced with the U204 die-cast lever.

Analysis Summary

The advantage with using the U204 die-cast lever in place of the C170 die-cast lever is slightly reduced efforts (about 5-10%) at the handle. However, this effort advantage is at the expense of increased travel. This result is a consequence of the fixed amount of energy required to change the state of the latch from fully latched to fully released. Energy is the product of force and distance, and since we're decreasing efforts (force) with this change we thereby increase travel (distance). However, we have little travel to spare, primarily because of the lost motion needed for the NA C170 program.

Next Steps

To pursue this proposal further we may consider increasing the handle travel to accommodate the increased lever travel.

Summary

Again, this change cannot not be as simple as merely replacing the C170 die-cast lever with the U204 die-cast lever. We must increase the scope of our analysis to include possible changes in handle travel to proceed with this change.

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

Best Regards LK4

Tim Taylor

Phone: +1 (248) 754 1823

Fax: -

Mobile: +1 {248} 3102058 mailto:Tim.Taylor@brose.net

. 13

From: Sent: Koler, Ted (T.V.)

Wednesday, December 18, 2002 4:24 PM

Ta:

Pathak, Jay (J.); Klein, Peter (P.J.); Alternweg, Christian (C.); Lu, Michelle (H.); Stockton, Leslle (L.A.); Dreissiger, Adrian (A.C.); Vermeerschen, Benny (B.); Bernard, Gert (G.); Schmidt, Werner (W.R.); Detannoy, Enrique (E.); Razzano, Ron (R.A.); Bartens, Dietmar (D.); Alreth, Peter (P.); Walter, Kristian (K.); Streuke, Hartmut (.); Schwede, Robert (R.); Meyer Dr., Eckehard (E.); Czernota, Steven (S.R.); Williams, Alex (G.A.); Bonnici, Jerry (J.P.); Goodchild, Tim (T.O.); Klein, Peter (P.J.); Williams, Lyn (L.); Scheele, George (G.R.); Kowalski, George (G.S.); Sydlowski, Jerry (J.T.); Hegde, Damodar (D.M.); Thomas, Steve (S.); Khalli, George (G.Y.); Burgess, Dave (D.R.); Seetamahetti, Lokesh (L.); Delannoy, Enrique (E.); Horst, Christian (C.H.); Kupke, Manfred (M.L.); Shahab, Syed (S.A.); Swick, Curt (C.); Bednerek,

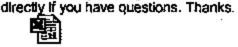
Mark (M.P.); Marx, Georg (G.R.); Buescher, Wayne (W.F.); Shepherd, Leroy (L.O.); Schamberger, Michael (M.R.); Hasenkamp, Peter (A.); Herron, Michael (M.C.)

Sidelko, John (J.W.); Marquess, Dennis (D.L.)

Cc: Subject:

RE: Focus Corrosion matrix

Team we meet dally on deviation issues. This is our 9:00am review. We discuss corrosion last. Starting turn of the year, we will have a separate review specific to corrosion. What is requested here is to review the issues assigned to you, and plan to provide corrective action input ie. verification/cost/timing to resolve. Most of these will require engineering deviations, and is considered a top priorty to resolve quickly. Please contact me



Focus Corresion
coen Issue ma...

---Original Message--

निक्ताः

Pathek, Jay (1.)

Sent

Wednesday, December 18, 2002 3:50 PM

To:

Klein, Peter (P.I.); Altenweg, Christian (C.); Lii, Michelle (H.); Stockton, Leslie (L.A.); Dreissiger, Adrian (A.C.); Vermeerschen, Benny (B.); Bernard, Gert (G.); Schmidt, Werner (W.R.); Delannoy, Enrique (E.); Razzano, Ron (R.A.); Bartens, Dietmar (D.); Alirath, Peter (P.); Walter, Kristian (K.); Streuke, Hartmut (.); Schwede, Robert (R.); Meyer Dr., Eckehard (E.); Czamota, Steven (S.R.); Williams, Alex (G.A.); Bonnici, Jerry (J.P.); Goodchild, Tim (T.O.); Kinin, Peter (P.I.); Williams, Lyn (L.); Scheele, George (G.R.); Kowalski, George (G.S.); Sydlowski, Jerry (J.T.); Hegde, Darnodar (D.M.); Pathak, Jay (J.); Thomas, Steve (S.); Khalil, George (G.Y.); Burgess, Deve (D.R.); Seetamshetti, Lokesh (L.); Delannoy, Enrique (E.); Horst, Christian (C.H.); Kupke, Manfred (M.L.); Kolar, Ted (T.V.); Shahab, Syed (S.A.); Swick, Curt (C.); Bednarek, Mark (M.P.); Marx, Georg (G.R.); Buescher, Wayne

(W.F.); Shepherd; Leroy (LO.); Schamberger, Michael (M.R.); Hasenkamp, Peter (A.); Herron, Michael (M.C.)

Subject:

Focus Corresion matrix

Attached is a list of Focus corrosion issue list. Responsible activities are requested to add comments to status, cost and timing . Thank you.

Jay Pathak NA OPD Focus Vehicle Engineering 313-24-82626

File: Focus Corrosion open issue matrix 12-18-02.xls >>

Focus Corrosion Open Concerns

, -		564WB5128440	
			 · - <u>-</u>
$\tilde{\mathcal{L}}_{i}(t) \in \mathcal{L}(t) \cap \mathcal{L}(t)$			
C11380297	378463	LEFT INNER AXLE HALF SHAFT SEAT, LEAKING	294W753
Salvy i siglatify	::		
C11323858	369968	VERTSOW375 - FOCUS - UDD 2282 TEST 00.00- R311TRANSMISSION PAN FASTENERS NOT	301W148
	363258	SERVICEABLE PLEASE SEE DURIS IR: 365258 AND	590w375
		ATTACHED PHOTO.	
419 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		WEREARWERE DOORS 132 M TEST W.W.RSTT	
C11234185	336020	CORROSION TEST AT APGALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES.DURIS INCIDENT	578W578
C11226187	336035	NUMBER: \$38020 VEP: S78WS76 - FOCUS - ODO: T132 M TEST: 00.00- R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUÉ PLEASE SEE DURIS IR: 336035 FOR DETAILS	578W576
C11226250	336038	AND PHOTO VERS/8WS/6 - FOCUS - ODD:1332 M TEST:00:00- R311TRANSMISSION COOLER LINES CORROSION USSLIE, DURIS INCIDENT NUMBER:338038 FOR	578W576
<u>C11226255</u>	336025	DETAILS AND PHOTO VEHS/8WS/9- FOCUS - OUCKY132 M TESTSUJU- R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE PLEASE SEE DURIS IR:336025	578W576
C11226403	336021	FOR RETAILS AND PHOTO VEH:S78WS76 000:1132 M 3EST(00,00-R31) CORROSION TEST AT APGENGINE VALVE COVER FASTEMERS UP TO 40% RED RUST AT 10 CYCLESOLIBIS INCIDENT MUMBER 139021	578W576
C11217284	334343	578W576 ODCEST TEST (MICORETT FRONT AXLE HALF SHAFTS CORROSIONDURIS INCIDENT NUMBER: 334343	578W576
C11363186	15.05A	VEH:590W375 ODO:1135 TE8T:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APPEARANCEOURIS INCIDENT NUMBER:356952	590W375
C11355372	369820	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCORRODED ENGINE	301W146
	358938 383551	VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS (NCIDENT NUMBER 256838.	590w375 294w753
C11355374	369818	VEH:590W375 ODO:1135 TEST:00.09-R311 ICORROSION TEST AT APG.ENGINE LIFT HOOK	301W146
	356941 361340	CORROSION, RUSTY AT 10 CYCLES DURIS INCIDENT NUMBER: 356041.	590w375 294W753
C11355377	369800 356949 361448	VEH:590W375 ODC:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES, DURIS INCIDENT NUMBER:358848.	301w146 590w375 294W753

C11355378	368182 356951 361442	VEH:590W375 ODD:1135 TEST:00.00-R311 CORROSION TEST AT APGCRANISHAFT DAMPER CORROSION, DAMPER RUSTED AT 10 CYCLES DURIB INCIDENT NUMBER:356651.	301W148 590W375 294W753
C11355387	356968	VEH:590W375 ODD:1135 TEST:00,00-R311 CORROSION TEST AT APGMASS AIR FLOW SENSOR FASTENER CORROSION AT 10 CYCLES.DURIS UNCIDENT NUMBER:356968	590W375
C11314363	356964	VEH:590W375 CIDO:1138, YO CYCLES, TEST:00.00- FR311SPEED CONTROL SERVO FASTENER CORROSIONDURIS INCIDENT MUMBER: 356984.	590W375
C11316037	368151 361453	VEH: 29/W753 - FOCUS - CIDO 28/TEST: 00100- R311FRONT AXLE HALF SHAFTS SHOWING 80% RED RUSTPLEASE SEE DURIS IR: 381453 & PHOTO ATTACHED	301W146 294W753
C11418B39	363545	Fuel Rail Pressure Regulator fasteners corroded	294W753
C11397678	389825	VACUUM LINE CLAMP CORROSION	301W146
C11355375	356945 363553	VERISHWS/S ODOTTOS TEST/0000-RSTT CORROSION TEST AT APGENGINE OIL DIPSTICK TUBE FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER-199945	590W375 294W753
C11316149	356954 361334	VEN:294W753 ODO:290 TEST:00:00-R311RUST ON EGR TUBE AFTER 1 CYCLEDURIS INCIDENT NUMBER:301334.	590W375 294W753

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PVT	777	T	<u> </u>	
Freshening PVT	Mark Brown			
m	Mark Brown	_ +]	
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Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			
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Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			

Fresherling PZEV PVT PZEV	Mark Bednarek		
PZEV	Mark Brown		
PVT	Mark Brown		
PVT	Mark Bednerek		
PZEV	Mark Bednerek	 	
Freshening PZEV	Merk Brown Tim Webb		
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Verse in 18	——————————————————————————————————————				
j	356935 357498	Vehicles 590W375 and 294W753, TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requirement for appearance.	294W753 ⁻ 590W375 590W375 301W146	PVT	Curt Swick

্রান্ন চ/২(জন)	Mi Dair	ः अस्तुक्षानिदेशका स्टब्स्वस्थानिहरू	રહેલો(ઉમલું (ઇક્લ)	វិត្តនូវស្លាស់ដីធ្វើគ្រប់ស		•
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<u>सिंगाओं (जान)</u>	Children III	Programa	i maininila Barana		y rogerne i	7114)
C11331727	371603 335934	VEH:578W678 ODO:1132 M TEST:00.50- R311AC COMPRESSOR LEAXDURIS INCIDENT NUMBER:335834.	301W148 578W576	PVT	Jerry Sydkowski/Mike Schamberger	
Serverelly			- 1-10 - 10 - 10 - 10 - 10 - 10 - 10 -		. ,	
No concerns					1	<u>-</u> .
Appearance		The second secon	- · - / · · · · · · · · · · · · · · · · · · 	Andrew Control of the Angree		
C11350980	369801	VEH;301W146 CIDC:882 TEST2000- R311RUST ON A/C COMPRESSOR CULTCH PINS AFTER 10 CYCLESDURIS INCIDENT, NUMBER:368001	301W146	Freshening PV7	Jerry Sylowski/ Mike Schamberger	

	तुर्वाक्षान्य विकास	ព្រះមា <u>ជ្ឈី</u> ទីភ្នាក់ថា នៅដែរ	S. Maron		·
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FRI TO TOTAL			·		
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No concerns			·	'	

Open Corrosiom Concerns Focus

ConcarniNo	CONGLATION CONTRACTOR	Madue, Dated	Státul	Apple to the Park State of the	accirit lity stemal	avarified.
C11332001	Test Wheels are Corroded at 60% Corrosion Cycles	Feb /	A	•		N
C <u>11331727</u>	VEH::://BW576 ODO::1122 M TEST:::00.00431(TAY); COMPRESSOR LEAKOURIS INCIDENT NUMBER::335434	Feb 15 17 7	A	•	•	N
<u> </u>	M IMPER 33864 VEHIS/BWS/6 ODC!! 132 M 7ESTIBILIDER311 CORROSION TEST AT APGALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES, DURIS INCIDENT MUMBER: 338020.	May-22-2001	A	-		N
C11226167	NUMBER: 138020 VEHIS/BMS78 - FIXIUS - CIXX:1132 M TEST:00.00- R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUE: PLEASE SEE DURIS IR: 336036 FOR DETAILS AND PHOTO	May-02-2001	A		-	N
C11226250	VERISTRWS76-FOCUS - UDC:1182 M TEST:00.00- R311TRANSMISSION COOLER LINES CORROSION ISSUE.DURIS INCIDENT NUMBER:336036 POR DETAILS AND PHOTO.	May-02-2001	A		-	Ň
C11226255	VEH:578W576 - FUCUS - UCC:1132 M TEST:00.00- R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE,PLEASE SEE DURIS IR:338025 FOR DETAILS AND PHOTO	May-02-2001	æ	•	-	Ň
<u>011220403</u>	VEH:579W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGENGINE VALVE COVER FASTENERS UP TO 40% REO RUST AT 10 CYCLESDITRIS INCIDENT NIMREP-34001 S78W976 ODO:90 TEST:00.00-R31 IFRONT AXLE HALF	May-02-2001	A	•	· · ·	N
C11217284	S78W578 DDD:90 TEST:00.00-R31 TFRONT AXLE HALF SHAFTS CORROSIONDURIS INCIDENT NUMBER:334343.	Apr-05-2001	A	•		N
C11381521	DECKLID GAS CYLINDER CORROSION	Jun-17-2002	A		•	N
<u>Q11303100</u>	VER:590W375 ODG:1135 TEST:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APIZEARANCE/LURS INCIDENT NUMBER:358852 VER:590W378 ODG:1135 TEST:00.00-R311	May-01-2002	A	-	-	N
C11356372	CORROSION TEST AT APGCORRODED ENGINE VALVÉ COVER FASTÉNERS, RUSTY AT 10 CYCLES,DURIS INCIDENT NUMBER:35836	Apr-12-2002	4	•	•	N
C11355374	VEH:580W375 CDO:1195 TEST:00.00-R\$11 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES DURIS INCIDENT	Apr-12-2002	A	•	•	N
<u>C11355374</u>	VEH:590W375 ODO:1135 TEBT:00.00-R311 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION_RUSTY AT 10 CYCLES DURIS INCIDENT	Apr-12-2002	A	•	-	N
<u> </u>	VEH:SNUW375 COU:1135 TES 200,00;-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES, DURIS INCIDENT NUMBER:338948.	Apr-12-2002	A	•	-	N

	LT: TYPE THE STATE AND DESCRIPTION OF THE STATE OF THE ST					
C11355378	CORROSION DEST AT APGCRANKSHAFT DAMPER CORROSION, DAMPER RUSTED AT 10 CYCLES, DURIS	Apr-12-2002	^	• '	•	N
0440	INCIDENT AUMBER:358951. IVEH:590W375 ODU:1135 TEST:00,00-H311					
C11355387	CORROSION TEST AT APGMASS AIR FLOW SENSOR	Apr-12-2002	Α [•	•	N
	FASTENER CORROSION AT 10 CYCLES.DURIS		1	ŀ		1
	INCIDENT NUMBER 358088 VEH:580W375 - FOCUS - ODO:3282 TEST:00.00-					┛
C11323858	R3117RANSMISSION PAN FASTENERS NOT	Jan-30-2002 [Α .	-		" N
	SERVICEABLE PLEASE SEE DURIS IR: 363258 AND	1	ĺ	í		1
	ATTACHED PHOTO					
C11314363	VEH:590W375 ODO:1135, 10 CYCLES, TEST:00:00-	Jan-08-2002	A	-	•	N N
	R311SPEED CONTROL SERVO FASTENER					1 "
C11314370	CORROSIONOURIS INCIDENT NUMBER 358984	1 00 2002	_	Botdler met sure		 , ,
P11214210	CORRODED underhood GROUNDING WIRE	Jan-08-2002	A	Panding root cause.	-	N
	FASTENERS. Does not meet WCR requiremnt for		1	,		1
C11418851	POWER STEERING PRESSURE SENSOR CORROSION	Sep-24-2002				
C11381521	DECKLID GAS CYLINDER CORROSION		<u>B</u>			N.
		Jun-17-2002	A	-		Ņ
C11370351	EXCESSIVE OUTSIDE DOOR HANDLE EFFORTS	May-20-2002	Α		<u>*</u>	N.
C11363179	CYCLESD219 - STABILIZER LINK UPPER	May-01-2002	Α	-	-	l N
	FASTENERDURIS INCIDENT NUMBER:369885.		- 1			
	NOTIFIED GEORGE KOWALSKI (CORR					1
C11356565	DOOR LOCKS SEIZED UP DUE TO CORROSION	Apr-16-2002	Α			N
C11355372	VEH:590W375 CDC:1136 TEST:00,00-R311	Apr-12-2002	A	•		N N
	CORROSION TEST AT APGCORRODED ENGINE VALVE	• •	···			1 "
	COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS		- 1			
C11355374	INCUDENT NUMBER:356658 VEH:560W375 ODO:1125 TEST:00:00-R311	Apr-12-2002	X			N
<u> </u>	CORROSION TEST AT APGIENGINE LIFT HOOK		^ I		•	J 19
	CORROSION, RUSTY AT 10 CYCLES OURIS INCIDENT VEH:550W376 CDC:1135 TEST:00:00-R311					
C11355377	CORROSION TEST AT APGWATER PUMP SHAFT AND	Apr-12-2002	A	-	•	N
	FASTEMER CORROSION AT 10 CYCLES, DURIS		- 1			1
	INCIDENT NUMBER:356849 VER:590W979 ODU:11551ES1:00.00F6311					
C11355378	CORROSION TEST AT APGCRANKSHAFT DAMPER	Apr-12-2002	Α	-	•	N
	CORROSION, DAMPER RUSTED AT 10 CYCLES.DURIS	i .	- 1			
	INCIDENT NUMBER:354951		- 1			
C11350990	VEH:301W148 ODO:882 TEST:00.00-R31 TRUST ON A/C	Apr-03-2002	A		-	T N
	COMPRESSOR CLUTCH PINS AFTER 10		``			"
C14336333	CYCLESDURIS INCIDENT NUMBER 3/18/101	E-h 07 6000				
C11336222	OUTER MIRROR TO DOOR FASTENER CORROSION VEH:678W676 ODC:1132 N TEST:00.09-R311A/C	Feb-27-2002	A.	-	-	<u> </u>
C11331727	COMPRESSOR LEAKOURIS INCIDENT	Feb-16-2002	Α	- 1	-	l N
İ	NUMBER:335934.					1

C11316037	VIS-E294W753 - FOCUS - ODO:290 TEST:00:00- R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED VANCASE SHOW375 and 294W753. TEST:00,00-R311	Jan-11-2002	A	, , ,	-	2
C11314370	Vehicles 580W375 and 294W753. TEST20000-R311 CORRODED underhood GROUNDING WIRE PASTENERS. Does not meet WCR requiremnt for	Jan-08-2002	Ä	Pending root cause.	-	N
C11418839	Fuel Rail Presents Regulator feateners corroded	Sep-24-2002	Α		-	l N
C11397678	VACUUM LINE CLAMP CORROSION	Jul-31-2002	A	-		- N
C11380297	LEFT INNER AXLE HALF SHAFT SEAL LEAKING	Jun-13-2002	Α	-	-	N
C11355372	CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS	Apr-12-2002	A	•	-	N
C11355374	CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES, DURIS INCIDENT	Apr-12-2002	A		-	N
C11355375	VEHISOWS75 CLCC1135 TEST: DOUB-RATT CORROSION TEST AT APPENGINE OIL DIPSTICK TUBE FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER 25045 VEHISBUWS75 ODOS1135 TEST: DOUB-RATT	Apr-12-2002	Α		-	N
C11355377	CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES DURIS WEIGHN BY BURNER ASSESSMENT AUGUSTATT	Apr-12-2002	Α	•	-	N
C11355378	CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION, DAMPER RUSTED AT 10 CYCLES DURIS	Apr-12-2002	Α		-	N
C11336222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	А		-	. N
C11330938	294W092 R/F 8TRUT(100/415 CYC. R357, 1,820M), PVF STRUTTUBE IS BENT AT KNUCKLE. WHEEL EXHIBITS NEG. CAMBER. TUBE ISSLIPPING DOWN IN KNUCKLE. FASTENERS MEASURE IN SPEC.	Feb-19-2002	A		-	N
C11324054	CORROSION - CORRODED POWER STEERING PUMP SHAFT ENDOURIS INCIDENT NUMBER:381447.	Jan-30-2002	В	·	-	N
C11316037	R31 1FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:361463 & PHOTO	Jan-11-2002	Α .		-	N
C11316149	EGR TUBE AFTER 1 CYCLEDURIS INCIDENT	Jan-11-2002	Α	•.	-	N
C11314370	WildSEP\$6W\$/5 and Zervy (53, 103) (0000-Rs 1) CORRODED underhood GROUNDING WIRE FASTENERS, Dode not meet WCR requiremnt for	Jan-08-2002	Ā	Pending root cause.	-	N

Pathak, Jay (J.)

Sent:

Wednesday, December 18, 2002 3:50 PM

To:

Klein, Peter (P.J.); Altenweg, Christian (C.); Lu, Michelle (H.); Stockton, Lesse (L.A.); Dreiseiger, Adrian (A.C.); Vermeerschen, Benny (B.); Bernard, Gert (G.); Schmidt, Werner (W.R.); Delannoy, Enrique (E.); Razzano, Ron (R.A.); Bartens, Dletmar (D.); Allrath, Peter (P.); Walter, Kristian (K.); Streuke, Hartmut (.); Schwede, Robert (R.); Meyer Dr, Eckehard (E.); Czamote, Steven (S.R.); Williams, Alex (G.A.); Bonnici, Jerry (J.P.); Goodchild, Tim (T.O.); Klein, Peter (P.J.); Williams, Lyn (L.); Scheele, George (G.R.); Kowalski, George (G.S.); Sydiowski, Jerry (J.T.); Hegde, Damodar (D.M.); Pethak, Jay (J.); Thomas, Steve (S.); Khalit, George (G.Y.); Burgess, Dave (D.R.); Seetamshetti, Lokesh (L.); Delarinoy, Enrique (E.); Horst, Christian (C.H.); Kupke, Marrired (M.L.); Kolar, Ted (T.V.); Shahab, Syed (S.A.); Swick, Curt (C.); Bednarek, Mark (M.P.); Marx, Georg (G.R.); Buescher, Wayne (W.F.); Shepherd, Leroy (L.O.); Schamberger, Michael (M.R.); Hasenkamp, Peter (A.); Herron,

Micheal (M.C.)

Subject:

Focus Corrosion matrix

Attached is a list of Focus corrosion issue list. Responsible activities are requested to add comments to status, cost and timing . Thank you.

Jay Pathak NA OPD Pocus Vehicle Engineering 313-24-82626



Focus Corrosion open issue ma...

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C11380287	378453	LEFT INNER AIDLE HALF SHAFT BEAL LEAVING	294W753	PVT	777			
ServiceeDillt C11323888	7 369908 303256	PERSONATS FUCDS - CIDOSHET (ESTSERIE) POLITRANSMESION PAN PARTENERS NOT SERVICEALIE MILIASIS SEE OLINIS IR 363256 AND ATTACHED PHOTO	301W145 890w376	Freehening . PVT	Merk Brown			
Appearance 011233121	\$38020	VERSIBITION COOCHES IN TESTROCOPPORT COMPOSION TEST AT ANGALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES DURIS INCIDENT IN BIRER 334720	678W576	777	Mark Brown			
1127 (31)	338025	PERESPONDE - FOCUS - GUCTTSE M TESTIDADO- PERTARIGHT ENGINE MOUNT BRACKET COMPOSION INSULE PLEASE SEE DURIS IR: 356006 FOR DETAILS	679W578	777	Mark Bednarek			
C11225250	350030	AN BERTH WERDYMAYS-FOCUS *COCK1182 IN TESTROLOG- REI 1 TRANSMISSION COOLER LINES CORROSION ISSUE: DURS INCIDENT MARKER 23 MOSA FOR DETAM 9 AND SWITCH	676W675	777	Merk Bednerek			
C11228255	338025	VEHSPRINGS - POCUS - ODO; 1132 M TEST. BLDO- RIJ 1TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE PLEASE SEE DURIS IR: 338035	578W878	177	Mark Bednarak			
C11228403	336021	POR DETAILS AND PROVIDE THE STRUCK-PRIVING PROVIDER THE STRUCK-PRIVING PROVIDER THE STRUCK-PRIVING PRIVING PRI	578W576	1997	Mark Bednerek			
C11217284	334343	TACLE STEERS INCLEDED THE INSTERNATION OF THE HALF BACKETS CORROSCONDURIS INCLEDENT IN ASSESSMENT IN	678W676	777	Mark Bednarek			
C11363186		VIEH: MAINWAYE COC: 1126 TEST: 00.0049.1 I ENGINE MOUNT FASTENER CORRUSION - 10 CYCLE APPEARANCEOURS INCIDENT NUMBER 289982.	590W275		May-01-2002			
C11355372	369620 368838 363551	VEH:SEOWSTS CIDC:1125 TEST:00.00-PS () COMPOSION TEST AT APGCOMPCOSO ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES, DUFIS INCIDENT NUMBER: 18808.	301W148 580w375 284w753	Freehening PZEV PVT PZEV	Mark Brown Mark Bednarek			
C11355374	369616 356941 361340	VIEH: BRINKATE CIDC: 1135 TEST: CO.CO.P.3.1 (CORROGION TEST AT APOLENOME LIFT HOOK CORROGION. RUSTY AT 10 CYCLES. DURIS INCIDENT NUMBER: 325941.	301W140 680w375 294W753	Freehening PZEV PVT	Mark Brown Mark Bednerek			

A							
Q11355377	889900 800949 301448	VEH-BOOKITS CIDOX 1125 TEST: 02.00 PG 11 COMPOSION TEST AT APONATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES DURIS INCIDENT MUNICIPES 200049.	301W146 590W376 284W763	Freshening PZEV PVT PZEV	Merk Brown Mark Bednerek		
C11355378	358162 358051 381442	VEHERIWIM COC. 1196 TEST (10.00-R) 11 COMPOSION TEST AT APPECRACE AT 10 COPROSIEN CAMPER RUSTED AT 10 CYCLES DURS INCIDENT NAMER 20061	301W146 590W378 294W753	Friedwiding PZEV PVT PZEV	Mark Bednarek		
C11355387	355658	VORKBERWAYS CUCK THAT TEST RUSCHSTT CORROGION TEST AT APOMASS AIR NUTW SENSOR FASTENER CORROSION AT 10 CYCLES DURING INCLUDED MINISTERS SEGMA	5907/378	PZEV	Mark Brown		
C11314363	355254	VEH SAMPS SOCIO (1185, 10 CYCLES) TEST (1000- RATISPISED CONTINUE SERVO PARTENER COMMOSCIONE PUB INCIDENT IN SACCE 338884 VEH 21847 282- POCOS COCCESSOT EST 30008-	590W375	PVT	Mark Brown		
C11318037	368151 381453	VIERDIN VIII - POLOS POLOCIO TESTIMOS- IRST TRACITA MALE MALE SHAFTS SHOWING SON, RED RUSTPILLASE IRSE DURUS PLSM182 & PHOTO ATTACHED	301W148 294W753	PVT	Mark Bednerek		
C11418839	383546	Publi Rail Pressure Regulator feateness corrected	294W753	PZEV	Mark Bednerek		
C11387678	389629	VACUUM LINE CLAMP CORRECTION	301W146	Freehening PZEV	Merk Brown Tim Webb		<u> </u>
C11355375	388945 383853	VERSIONISTS CARETIES LESISCULFOIT CORROSION TEST AT APPENDING OF DIPSTICA TURE PASTEMEN CORROSION AT 10 CYCLE DURUS INCIDENT IN BEST PARONIA.	500W3F5 204W763	PVT . PZEV	Mark Brown		
C11316149	350954 381334	VIII-26NII/NG COCURE TESTICECERIT RELET ON EGR TUBE AFTER 1 CYCLEDURUS INCIDENT NUMBER:201224	690W375 284W763	PVT PZEV	Mark Brown		

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engavs	356935	Validias 800M378 and 29FW753, TEST:00:00-R31 (CORRODED underhood GROUNDING WINE FAITHINGRS. Does not meet WCR requirement for	294W753 590W375 590W375	PVT	Curt Swick			
	369935	арежина.	301W146					

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C11331727	335934	VEH:578W576 ODD:1132 M TEST 00.06- POT FAC COMPRESSOR LEAKOLING FACIONIT NUMBER (33.9634)	301W14B 578W576	PVT	Jerry Sydkowaki/Mike Schamberger						
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<u>c.</u>	389601 ,	RESTRUCT ON ALC COMPRESSOR CLUTCH PRES AFTER 18 CYCLESOURS INCIDENT IN EMPRESSORS	301W149	Freshening PVT	Jerry Byłowskii Mike Schamberger						

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	Test Wheels a	F- 1-2002	Α	-	-	N
C11331727	VER:378W67 COMPRESSOR LEAKOURIS INCIDENT NUMBER:215834	F 1-2002	A	•	-	N
C11234185	VEHIS/8W6/6 DOD:\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	May-22-2001	A		-	N
C11226187	PENS/8W976 - FOCUS - ODO:1132 M TESTSUBU- R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUE PLEASE SEE DURIS IR: 336035 FOR DETAILS AND PHOTO	May-02-2001	Α		-	N
C11226250	VEH:S/8WS/8 - FOCUS - ODO:T132 M TESTIQUO- R311TRANSMISSION COOLER LINES CORROSION ISSUE.OURIS INCIDENT NUMBER:336038 FOR DETAILS AND PHOTO VEH:S/8WS/8 - FOCUS - ODO:1132 M TESTIQUO-	May-02-2001	.	,		N
C11225255	VEH:5/8W978 - FOCUS **ODO:1132 M TEST:00.00- R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE.PLEASE SEE DURIS IR:338025 FOR DETAILS AND PHOTO. VEH:5/8W678 DUC:1132 M TEST:00.004C311	May-02-2001	В	-		N .
C11226403	VEH:5/8W9/8 0D0:1132 M TES;:00:004-311 CORROSION TEST AT APGENGINE VALVE COVER FASTENERS UP TO 40% RED RUST AT 10 COVELED INCIDENT MULIER:338021 B/8W8/8 0D0:80 TEST:00:00-83/1FRONT AXLE HALF	May-02-2001	4	•	,	N
C11217284	B78W578 C00:90 TEST:00.00-R311FRONT AXLE HALF SHAFTS CORROSIONDURIS INCIDENT NUMBER:334343	Apr-05-2001	۷	•	•	N
C11381521	DECKLID GAS CYLINDER CORROSION	Jun-17-2002	Α	· · · · · · · · · · · · · · · · · · ·		N
C11363186	VEH:580W376 ODO:1135 TEST:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APPEAGANCEDURS: MCIDENT NUMBER:358882. VEH:580W376 OUO:1135 TEST:00.00-R311	May-01-2002	A	-	-	N
C11366372	CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:358634	Apr-12-2002	A			N
C11355374	VEH:590W376 ODO:1135 TEST:00:00-R3111 CORROSION TEST AT APG.ENGINE UPT HOOK CORROSION, RUSTY AT 10 CYCLES DURIS INCIDENT	Apr-12-2002	A	•	-	N
C11355374	VEHISBOW375 000:1135 TEST:80.00-R311 CORROSION TEST AT APGLENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES DURIS INCIDENT VEHISBOW375 000:1135 TEST:90.00-R311	Apr-12-2002	¨A	+	•	N
C11355377	VEH:590W375 COU:1135 TEST:90,05H211 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES,DURIS INCIDENT NUMBER 358848	Apr-12-2002	A	•	•	N

C11355378	VEH:690W376 ODG:1136 TEST:00.00-N311	Apr 12 2002				
<u> </u>	CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS	Apr-12-2002	^	-	•	N
244055057	VEH:690W375 XXXX:1135 TEST:00:00-R311		•			
<u> 211355387</u>	CORROSION TEST AT APGMASS AIR FLOW SENSOR	Apr-12-2002	A	- [-	N
	FASTENER CORROSION AT 10 CYCLES DURIS		- 1			
	INCIDENT NUMBER: 24664		- 1	1		1
11323858	VEH:580W375 - FOCUS - ODU:3282 TEST:300:00-	Jan-30-2002	A			T N
· · · · · ·	R311TRANSMISSION PAN FASTENERS NOT		^ I		-	"
	SERVICEABLE PLEASE SEE DURIS IR: 363258 AND		- 1			1
11314363	VEH:580W375 ODO:1136, 10 CYCLES, TEST:00:00-		~			
<u>, i) 3 14363</u>	R311SPEED CONTROL SERVO FASTENER	Jan-08-2002	Α	• 1	-	l N
	CORROSIONDURIS INCOENT MIMBER:358884		- 1			L
11314370	Va/W298 590W376 248 29490753; TERT;00:00-R311	Jan-08-2002	Α .	Pending root cause.		N N
	CORRODED underhand GROUNDING WIRE	5611-05-2002	^ I		-	19
	FASTENERS. Does not meet WCR requirement for		- 1	• 1		
11418851	POWER STEERING PRESSURE SENSOR CORROSION	Sep-24-2002	В	-	· · · · · · · · · · · · · · · · · · ·	N
11361521	DECKLID GAS CYLINDER CORROSION	Jun-17-2002	Ā			N
11370351	EXCESSIVE OUTSIDE DOOR HANDLE EFFORTS	May-20-2002				
11363179	VEH:301W146 OOC/882 M TEST/900/00-R311 (5) 10		<u> </u>	<u> </u>	<u> </u>	<u>N</u>
V CIDOD I LA	CYCLESC218 - STABILIZER LINK UPPER	May-01-2002	Α	- 1	•	l N
	FASTENERDURIS INCIDENT NUMBER: 369865.					1
	NOTIFIED GEORGE KOWALSKI (CORR					1
2113565 <u>85</u>	DOOR LOCKS SEIZED UP DUE TO CORROSION	Apr-16-2002	Α .			N
11356372	VEH:880W376 ODD:1136 TEST300:00-R311	Apr-12-2002	A	···		N N
	CORROSION TEST AT APGCORRODED ENGINE VALVE		^ I		•	"
	COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS	. 1	.			
11355374	INCIDENT NUMBER:368938 VEH:590W375 ODC:1155 TEST:00.00-R311	(0 0000	 -	·		<u></u>
/11200374	CORROSION TEST AT APG.ENGINE LIFT HOOK	Apr-12-2002	Α	•	-) N
	CORROSION, RUSTY AT 10 CYCLES DURIS INCIDENT		- 1			
11355377	AE4:360M312 ODDX1139 LEST:00:004G311	Apr-12-2002	A	<u> </u>		i N
	CORROSION TEST AT APGWATER PUMP SHAFT AND	7 71 12 2002	.		-	"
	FASTENER CORROSION AT 10 CYCLES DURIS					1
1110E CÓ 70	INCIDENT NUMBER:358349 VEH:580W375 ODG:1135 TEST:300.00-R311	···				
: <u>11355378</u>	CORROSION TEST AT APGCRANKSHAFT DAMPER	Apr-12-2002	Α	•	-	l N
	CORROSION, DAMPER RUSTED AT 10 CYCLES, DURIS					1
	JINCIDENT NUMBER:39891		- 1			1
11350990	VEH:301W148 CDC:882 TEST:00.007R311RUST ON A/C	Apr-03-2002	Α	'''		" N
	COMPRESSOR CLLITCH PINS AFTER 10			1	_	"
14990000	CYCLESDURYS INCIDENT NUMBER-199801.	C PR 8000	 -			 _
11336222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	Α	-	<u> </u>	N
11331727	VEH:578W578 ODO:1132 M TEST:00:00-R311A/C	Feb-18-2002	Α	-		N
	COMPRESSOR LEAKDURIS INCIDENT NUMBER: 335934.			ļ		1 .,
	INVMDER:333934.					

C11316037	VEH: 24/0763 - FOCUS - COCC290 TEST 00:00- R311FRONT AXLE MALE SHAFTS SHOWING 90% RED	Jan-11-2002	A	<u> </u>		N N
	RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED. Venucies 56000375 and 2640753. TEST:00.00-R311					
C11314370	Venucine Shows / S and 204W753, TEST:00.00-R31 CORRODED undertood GROUNDING WIRE FASTENERS, Does not most WCR requirement for	Jan-06-2002	Α .	Pending root cause.	• '	N
	ANDRAHEDEA.					
C11418839_	Fuel Rail Pressure Regulator fastaners corroded	Sep-24-2002	Α	- <u></u>		. N _
C11397678	VACUUM LINE CLAMP CORROSION	Jul-31-2002	Α		·	N
C11380297	LEFT INNER AXLE HALF SHAFT SEAL LEAKING	Jun-13-2002	A }	 	-	N
C11355372	CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES DURIS	Apr-12-2002	A	-	-	, N
C11355374	CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION. RUSTY AT 10 CYCLES.DURIS INCIDENT	Apr-12-2002	Α		-	N
C11355375	VEHISHWAYS COUNTES TEST DOUBLESTOR CORROSION TEST AT APGENGINE OIL DIPSTICK TUBE FASTENER CORROSION AT 10 CYCLES.DURIS	Арт-12-2002	. ^	•	-	N
C11355377	VERTISATIVE AND THE TRANSPORT OF T	Apr-12-2002	^			N
C11355378	CORROSION DAMPER RUSTED AT 10 CYCLES.DURIS	Apr-12-2002	A	-	-	N
C11336222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	Α	-	-	N
C11330938	294W092 RVF STRUT(100/415 CYC. R357, 1,820ML)RVF STRUTTUBE IS BENT AT KNUCKLE, WYPEL EXHIBITS NEG. CAMBER, TUBE ISSUPPING DOWN IN KNUCKLE. FASTENERS MEASURE IN SPEC.	Feb-19-2002	^		•	N
C11324054	CORROSION - CORRODED POWER STEERING PUMP SHAFT ENDOURS INCIDENT NUMBER: 381447.	Jan-30-2002	В		-	N
C11316037	WOTTEREN CECTOR OF KOWALEY LEST MUMBER R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:351453 & PHOTO	Jan-11-2002	A	-	•	N
C11316149	EGR TUBE AFTER 1 CYCLEDURIS INCIDENT	Jan-11-2002	Α		-	N.
C11314370	Vehicle 500W3/s and 294vvr33, Test tottoo-rest to CORRODED underhood GROUNDING WIRE FASTENERS, Dogs not meet WCR requirement for consequences.	Jan-08-2002	A	Pending root cause.	-	N

Peshkopia Stacy (AB/SFO2) [Stacy.Peshkopia@us.bosch.com]

Sent:

Monday, February 04, 2002 11:39 AM

To:

Goll Brandon (AB/ELS); Rundell Devid (AB/ELS); Barnhart Allen (AW/QAM); Roemer Hans (BE-CS/PRR) *; Georgenthum Marc (BE-CS/PRG) *; Tim Goodchild (E-mail); Doug Pierman

(E-mail); Alex Williams (E-mail); Steve Miles (E-mail); Stan Skibe (E-mail)

Subject:

Minutes from 4-Feb-2002 meeting to review Bosch outer release eff out



2002-02-04 Vidutes regarding ...

Please find attached the meeting minutes from today's latch and module effort discussion. More will be discussed at this Thursday's meeting down in Albion, Indiana.

<<2002-02-04 Minutes regarding Options to reduce module efforts.doc>>

Thank you,

Stacy Peshkopia

Bosch FOVT/SF02

Senior Account Manager - Closure Systems

Phone

(248) B48-2437

Fax

(248) 553-1410

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

Bosch and Ford

Date: 4-Feb-2002

<u>Participants</u>: Tim Goodchild, Stacy Peshkopia, Al Barnhart, Merc Georgenthum, Brandon Goll, Dave Rundell

Meeting <u>Purpose</u>: To review Bosch P1 Latch and Module Outside Release Efforts and determine next actions.

Minutes:

- Review Wu's latest data on P1 NAFTA latch efforts (last 30 days)
 <u>Front Latch</u>: Outer Release Efforts: 42-43 N average Cpk = 3.9, 2.9 Range: ???
 <u>Rear Latch</u>: Outer Release Efforts: 42-43 N Cpk = 3.1, 2.7, Range: ???
 Georgenthum to bring data summary to Albion
- 2. Wu to provide update on status of getting a new spring that would reduce latch efforts and timing to provide sample latches. Wirths has ordered new spring samples (which are same as Keykert). Wu has verified 30g calculation, and this spring would be OK. Georgenthum will bring; 30g calculation to Albion.
- Discuss changing the latch outer release specification (25N-60N) to a tighter spec Can spec be reduced? Not without a design change.
- Discuss if Ford of Europe will consider NAFTA crash testing to replace European homologation for the lower force spring in the latch
 C170 Eu EOP: July 2004.
 Wu has been asked by Ford to do Lost Motion on Rear Door.
 If Wu goes to Lost Motion and make spring change, do we have to rehomologate in Europe?
- Wuppertal has received Keykert latch. They will disessemble latch and see if they can see any differences between Keykert and Bosch latch.
- Tim wants to understand mechanical liaadvantage 1:1.7
- Stan has stack up for entire system. Goll to get this from Skiba.
- Goodchild wents us to bring cobbled up module to Albion.
- Will follow-up on above issues at the Thursday, 7 Feb 2002 meeting in Albion, indiana

Goll, Brandon [Brandon.Goll@brose.net] Thursday, October 02, 2003 7:29 AM

Sent:

To:

Peshkopia, Stacy, Schwitters, Stefan; Rundell, David; tgoodchi@ford.com; Ford, Randy (R.);

Reeves, Scott (S.C.)

Subject:

Issues Līst.xis

Importance:

High



Issues Listuds (67

KB)

Ki All,

I have started an issues list to keep track of the tasks for pawl walkout and high efforts. Talk to you at 8:00.

Issues List.xls

Brandon

<<Iseues List.xle>>



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Culkeen, Patrick (P.M.)

Sent:

Monday, May 24, 2004 1:42 PM

To:

Goodchild, Tim (T.O.); Reeves, Scott (S.C.), Loschiavo, Jim (J.J.); Herline, Thomas (T.M.)

Subject:

6 Sigma Survey

I have enclosed a draft 6 Sigma Survey Form for your review. Please review and comment. Thanks for your assistance.

Patrick M. Culkeen
External Safety Investigations
Automotive Safety Office
Fairlane Plaza South, Suite 500
330 Town Center Drive
Dearborn, MI 48126-2738 USA
W: (313) 594-4792
F: (313) 594-2288



Survey Juestions.xis (17 KB

2000 MY Focus 4 Door/Wagon Door Hardware Performance Survey

Owner Questions	
- Owner Name	
Original Owner or Purchased Used	
Vehicle Questions	
Configuration (Sedar/Wagos)	
VIN	
Mileage	
Power or Manual Door Locks	
Hardware Questions	
Are the doors hard to dose	
If so, which ones (RF/LF/RR/LR)	
Are the doors hard to open or require high effort on the door handle?	
If so, which ones (RF/LF/RR/LR & Inside or Outside Handles)?	
Latch Corresion Performance (Rusty or Not)	
Latch Dirt/Grime Condition (Dirty or Not)	
Do you notice noise when either inside or outside door handles are ectuated?	
Servics/Maintaince History	
Have the door latches been lubricated?	
If so, by whom (Owner/Dealer/Oil Change Shop)	
If the latches have been lubricated, what has been used?	
(Grease/Spray Lube?)	
Do you wash your vehicle regularly?	
Vehicle Usage	
Are you the primary user of the vehicle?	
If you use the 2nd row doors, how often are they used?	•
(Number of times per week)	
Have you noticed the door alar light on or the dome light on while driving?	
Do you have a lot of wind or road noise?	
You drive on mostly on paved or unpaved roads?	
Have you noticed dust or dirt infatration into the passenger compartment?	

Culkeen, Patrick (P.M.)

Sent:

Thursday, June 03, 2004 6:01 PM

To:

Shore, John (J.)

Subject:

PE04-033: Focus Door Latch Performance Investigation

John,

I performed some calculations regarding our total service part sales and warranty claims and the figures didn't compute. After talking with our friends in PD, I have new part numbers for annual & monthly service part sales:

Engineering P/N's	Түрө	Service Part
XS41-A26412-AG	Manual	Y\$4Z-5426412-AA (Kiekert)
		294A-A26412-A (Brose)
XS41-A26412-BH	Power	Y\$4Z-5426412-BA (Kiekert)
		2S4A-A26412-BA (Brose)
XS41-A26413-AG	Manual	YS4Z-5426413-AA (Kiekert)
		2S4A-A26413-A (Brose)
XS41-A26413-BH	Power	YS4Z-5428413-BA (Kiekert)
		2S4A-A26413-BA (Brose)

After talking with one of my coworkers, he explained that the service parts were originally released with Kiekert (Keykert) as the production and service supplier. In 2002, the latch was resourced to Brose and engineering released the 2S4A part for service only. I hope this helps with the search.

Patrick M. Culkeen

External Safety Investigations Automotive Safety Office Fairlane Plaza South, Suita 500 330 Town Center Drive Dearborn, MI 48126-2738 USA W: (313) 594-4792 F: (313) 584-2258