EA04-023

FORD

5/12/2005

BOOK 2 OF 2

PART 1 OF 4

From: Urry, Anthony (A.R.)
Sent: Wednesday, September 22, 2004 8:58 AM
To: 'Lichon, Richard'; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lock, Andreas (A.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing

Update from NAE.
I spoke to Losch about this test. He said it should be done in both Europe AND North America. He also said we should go ahead and test here with the two layer latches now (viewing the test of the two layer latch as an additional DV test) and retest with the three layer latches when they are available.
Scott - go ahead and reserve the chamber.

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

-----Original Message-----
From: Lichon, Richard [mailto:richard.lichon@brose.net]
Sent: Wednesday, September 22, 2004 8:44 AM
To: Reeves, Scott (S.C.); Urry, Anthony (A.R.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lock, Andreas (A.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing
Importance: High

Update.

I just spoke with Kirsten Schmidt from Wu about the timing for the 3 layer Magni parts. If we kick off the suppliers today, 22-Sep-04, Wu would have components on 15-Oct-04. We could then have latches here for testing the following week by 22-Oct-04.

The above dates are dependent on a GO from Ford based on the new price calculation from Wu for 3 layer Magni parts. Stefan and I will be discussing this with Mike Simpson today.

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

-----Original Message-----
From: Reeves, Scott (S.C.) [mailto:sreeves2@ford.com]
Sent: Wednesday, September 22, 2004 8:33 AM
To: Urry, Anthony (A.R.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lichon, Richard; Lock, Andreas (A.)
Subject: RE: P1 Magni testing

Tony/Tim - I need to know as soon as possible if we are testing here in the states as I need to get the chamber request in if we are.

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

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Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: P1 Magni testing

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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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According to Wu the 3 layer is for capability of coating. This should have no affect on freezing. I have one car set, V11 with 2 top coat layers, here at my desk.

Thanks,

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To: Lichon, Richard
Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: P1 Magni testing

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To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.)
Subject: RE: P1 Magni testing

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To: Lichon, Richard
Cc: 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?

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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

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Regards,
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TS Mechanisms - Body Closures

---Original Message---
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Subject: RE: P1 Magni testing

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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).

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To: Lock, Andreas (A.)

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

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Cc:	Goodchild, Tim (T.O.); Buettner, Carsten (C.); Miles, Stephen (S.K.)
Subject:	P1 latch Magni coating - status

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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 Wuppertal Dec. 8th 2004 for for NA and European applications
6. NA latches at Brose Wayne 16.1.05 ...SOP Module to support C170 NA

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

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

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

Thanks.

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Subject: RE: P1 Magni testing

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Sent: Mon 9/20/2004 3:46 PM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.)
Subject: RE: P1 Magni testing

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

-----Original Message-----
From: Urry, Anthony (A.R.) [mailto:aurry@ford.com]
Sent: 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-----
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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: P1 Magni testing

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the performance might have changed due to

1. different coating water absorption (it's now organic paint) and
2. potentially different coating thickness/topography.

Therefore I recommend to do the C170 in NA and the Mondeo tests in Europe. It's really just one hour in the afternoon and one hour evaluation in the morning after the -29°C procedure.

Regards,
Andreas Lock
TS Mechanisms - Body Closures

---Original Message---
From: Urry, Anthony (A.R.)
Sent: Montag, 20. September 2004 15:26
To: Lock, Andreas (A.)
Cc: Goodchild, Tim (T.O.); Richard Lichon (E-mail)
Subject: RE: P1 Magni testing

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Tim's still here. He's just working on other stuff. We are pulling ahead the Magni change to the P1 as quickly as possible. It was our hope that if we tested it here (we have a set of Magni latches) you would accept the results and not need to test on the Mondeo. This would assist in the Magni pull ahead. Is this acceptable?

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

---Original Message---
From: Lock, Andreas (A.)
Sent: Monday, September 20, 2004 2:03 AM
To: Urry, Anthony (A.R.)
Subject: RE: P1 Magni testing

Anthony,
welcome on board! What's going with Tim?
I propose to test according to the SDS DL-0067. Please see my test checklist attached. You need a water hose, a freeze chamber for -29°C and I a car wash to conduct this test. Feel free to contact me if you need support. I will do the same test in the Mondeo (CD132) environment here in Europe (timing pending on latch availability).

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<< File: LatchFreezing_updateAug4.doc >>

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

From: Lichon, Richard [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.

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According to Wu the 3 layer is for capability of coating. This should have no affect on freezing. I have one car set, V11 with 2 top coat layers, here at my desk.

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Anthony R. Urry
North American Engineering
313-84-51199

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

From: Reeves, Scott (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

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From: Urry, Anthony (A.R.)
Sent: Friday, September 17, 2004 10:38 AM
To: Richard Lichon (E-mail)
Cc: 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.

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From: 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

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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.

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Cc: Loschiavo, 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.

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From: 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
(313)845-9493 Fax: (313)845-9493 Pager: (313)851-2167
email: therline@ford.com

-----Original Message-----
From: Kowalski, George (G.S.)
Sent: Thursday, September 09, 2004 6:05 PM
To: Herline, Thomas (T.M.)
Cc: Molnar, Glen (G.A.); Herthel, John (J.C.); Ueda, Roger (R.M.)
Subject: Brose latches on C170 2006MY CP veh # 590W130

Thomas,

The latches 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

From: 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.net]
Sent: Friday, September 03, 2004 1:32 PM
To: Holland, Shirleen (S.)
Cc: 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,

Mike Brosseau

From: Myers, Mark (M.A.)
Sent: Tuesday, August 17, 2004 1:51 PM
To: Goodchild, Tim (T.O.)
Subject: 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-----
From: Minnich, Kathy (K.P.)
Sent: Friday, August 13, 2004 11:16 AM
To: Myers, Mark (M.A.); Goodchild, Tim (T.O.)
Cc: Mainar, Glen (G.A.); Kowalczyk, Richard (R.A.); Holland, Shirleen (S.); Loschiavo, Jim (J.J.)
Subject: FW: APG-E Testing

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

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

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

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

From: Myers, Mark (M.A.)
Sent: Thursday, August 12, 2004 1:13 PM
To: Pesek, Heather (H.M.)
Cc: Goodchild, Tim (T.G.)
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 pall 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: Myers, Mark (M.A.)
Subject: 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

From: 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, silicon 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 e-mail 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 info 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.

From: 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
Auburn Hills, MI 48326
USA
Phone: 1 (248) 364-2227
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5987
mailto:richard.lichon@brose.net

-----Original Message-----
From: Goodchild, Tim (T.O.) [mailto:tgoodchi@ford.com]
Sent: Thursday, June 17, 2004 7:47 AM
To: Lichon, Richard
Subject: FW: CLE #40921 Car set latches for corrosion testing

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

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

-----Original Message-----
From: Reinholz, 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!

EH04-023 3588

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Wednesday, June 09, 2004 3:24 PM
To: Reinholz, John (J.A.); Sahutske, William (W.)
Cc: LaDuke, Jeff (M.); Kowalczyk, Richard (R.A.)
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) 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: tgoodchi@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

From: 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
To: Urry, Anthony (A.R.)
Cc: LaDuke, Jeff (M.)
Subject: CLS #40921 Frt/RR car set latches for 30 cycles corrosion test.

Tony,
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

From: Sahutske, William (W.)
Sent: Thursday, June 10, 2004 9:50 AM
To: Goodchild, Tim (T.O.)
Subject: FW: CLS #40921 (HEX CHROME; TRIVALENT: MAGNI 565) corrosion test

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

----Original Message----
From: Reinholz, John (J.A.)
Sent: Monday, June 07, 2004 10:10 AM
To: Sahutske, William (W.)
Cc: Kowalczyk, Richard (R.A.); LaDuke, Jeff (M.)
Subject: CLS #40921 (HEX CHROME; TRIVALENT: MAGNI 565) corrosion 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. Thanks!

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

From:	Reeves, Scott (S.C.)
Sent:	Monday, April 26, 2004 8:50 AM
To:	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.)
Cc:	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

Brose - Dick Lichon/Tony Giesey
C11529019
C11631259
C11631407
C11637617
C11637688

Dura - Elizabeth Alcala
C11632496

Intier - Dave Legault/Ryan Gramling
C11636368

Keykert - Joel Buelow
C11637297
C11637478

ACTION REQUESTED:
1) Most of the WACTS screens are not completed and the PPM's will be processesing them throughout the week.
2) 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.
4) 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.
5) 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 & RWD Car
Phone: 313-206-2268
E-Mail: sreeves2@ford.com

From: Reinholz, 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 (T.O.)
Sent: Wednesday, June 09, 2004 3:24 PM
To: Reinholz, John (J.A.); Saliutske, William (W.)
Cc: LaDuke, Jeff (M.); Kowalczyk, Richard (R.A.)
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) 566-5987 (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) 390-0837
E-mail: tgoodchil@ford.com

---Original Message---
From: Reinholz, John (J.A.)
Sent: Wednesday, June 09, 2004 3:11 PM
To: Saliutske, 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

From: Reeves, Scott (S.C.)
Sent: Monday, May 24, 2004 3:20 PM
To: Culkeen, Patrick (P.M.); Goodchild, Tim (T.O.); Loschiavo, 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.

2) 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
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) 594-2268

<< File: Survey Questions.xls >>

From: Reeves, Scott (S.C.)
Sent: Friday, May 07, 2004 3:57 PM
To: Culkeen, Patrick (P.M.)
Cc: 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.M.)
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:
<u>4 Door / 5 Door / Wagon</u>
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

<u>3 Door</u>
XXXX - B219A65 - AA, Front Manual LHS
XXXX - B219A64 - AA, Front Manual RHS
XXXX - B219A65 - BA, Front Power Central Lock LHS
XXXX - B219A64 - 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 - A26413 - AA, Rear Manual RHS
XXXX - A26412 - 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: Reeves, Scott (S.C.)
Cc: 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 Latch 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
Fairlane Plaza South, Suite 500
330 Town Center Drive
Dearborn, MI 48126-2738 USA
W: (313) 594-4792
F: (313) 594-2266

From: Reeves, Scott (S.C.)
Sent: Wednesday, October 08, 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.O.); 'udo.deschl@brose.net'; Stacy Peshkopia (E-mail)
Subject: C170 Latch Rework

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 latch.

2) Hermosillo parts will be air shipped and the pipeline filled as soon as possible.

3) 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

From:	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 (FOVT/VFE4) (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 additonal grease has no negative 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: alock1@ford.com

---Original Message---

From:	Goodchild, Tim (T.O.)
Sent:	Dienstag, 7. Oktober 2003 14:21
To:	Henshaw, Bob (R.P.); Lock, Andreas (A.)
Cc:	Reeves, Scott (S.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Brandon Goll (E-mail); Stacy Peshkopia (E-mail); Stefan Schwitters (E-mail)
Subject:	Grease change

Gentlemen,
As you know, the P1 latch 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 come 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
North America Engineering (NAE)-Hardware
Bldg #5 30043 (313) 390-8637
tgoodchi@ford.com

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

Importance: High

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

bosch sidedoor module reenforc...

	Start	Finish	Duration	Work	Cost	% Complete	% Work Complete
1	Mon 7/8/02	Tue 9/17/02	51.5d	348h	$0.00	0%	0%

From: Lichon, Richard [richard.lichon@brose.net]
Sent: Thursday, May 06, 2004 2:19 PM
To: Herline, Thomas (T.M.); 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.); "Römer, Hans-Herward"; Wirths, Rainer; Taylor, Tim
Cc: "Zietlow, Jürgen"; Merz, Martina; Brosseau, Michael
Subject: RE: Meeting minutes: Hexavalent chrome deletion

Tom,

I am currently working with our CAD group to complete these model attribute updates. I am 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
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5987
mailto:richard.lichon@brose.net

-----Original Message-----
From: 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; Römer, 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)
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.D.); 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	Ford C170 NA Program Engineering
	Scott Reeves	Ford C170 NA Program Engineering
	Tim Goodchild	Ford NA Hardware Engineering
	Tim Taylor	Brose NA
	Richard Lichon	Brose NA
	Stefan Schwitters	Brose NA

Topic: C170 NA Hexavalent chrome deletion

1. C170 NA CAD data entered into Ford system

Hood latch	04-May-04, will be completed 05-May-04
Hood striker	04-May-04, will be completed 05-May-04
Liftgate latch	05-May-04
Liftgate striker	05-May-04
Side door latch	06-May-04
Side door mini-module	06-May-04
Side door striker	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	07-May-04
Hood striker	07-May-04
Liftgate latch	07-May-04
Liftgate striker	07-May-04
Side door latch	07-May-04
Side door mini-module	07-May-04
Side door striker	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 Notice to be processed in 'R' status without waiting for European concern/notice on the base latch

3. Change release for Ford EUR and Jaguar
Concerns to be pulled & processed to 'AC' (all complete) status Brose Wuppertal, Hans Roemer

completion date 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 start testing sooner — Brose NA, Richard Lichon, 06-May-04

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
mailto:Stefan.Schwitters@brose.net

From: 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

Bob,
Brose started already with adding 3x more grease about 2 weeks ago per request from NA. You can see the grease at the latch claw at the attached picture. I propose the reduce the grease on the pivot point of the claw for the following reasons:
1) skin contact area (Isotopas L32 causes skin-irritations)
2) limited or no effect on releasing efforts anticipated

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

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

-----Original Message-----
From: Henshaw, Bob (R.P.)
Sent: Freitag, 10. Oktober 2003 10:57
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon 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: Goodchild, Tim (T.O.)
Sent: Thursday 09 October 2003 20:41
To: Lock, Andreas (A.); Henshaw, Bob (R.P.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Brandon Goll (E-mail)
Subject: Grease

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

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

see it, here are the options:

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

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

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

From: Herline, Thomas (T.M.)
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; "Römer, 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)
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
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	Ford C170 NA Program Engineering
	Scott Reeves	Ford C170 NA Program Engineering
	Tim Goodchild	Ford NA Hardware Engineering
	Tim Taylor	Brose NA
	Richard Lichon	Brose NA
	Stefan Schwitters	Brose NA

Topic: C170 NA Hexavalent chrome deletion

1. C170 NA CAD data entered into Ford system
   Hood latch 04-May-04, will be completed 05-May-04

Hood striker 04-May-04, will be completed 05-May-04
Liftgate latch 05-May-04
Liftgate striker 05-May-04
Side door latch 06-May-04
Side door mini-module 06-May-04
Side door striker 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 07-May-04
Hood striker 07-May-04
Liftgate latch 07-May-04
Liftgate striker 07-May-04
Side door latch 07-May-04
Side door mini-module 07-May-04
Side door striker 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 Notice to be processed in 'R' status without waiting for European concern/notice on the base latch

3. Change release for Ford EUR and Jaguar
Concerns to be pulled & processed to 'AC' (all complete) status Brose Wuppertal, Hans Roemer

completion date 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 start testing sooner Brose NA, Richard Lichon, 06-May-04

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
mailto:Stefan.Schwitters@hrose.net

From:	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; Loschiavo, Jim (J.J.); Evels, Michael; Haft, Bettina; Lock, Andreas (A.); Holland, Shirleen (S.); Herline, Thomas (T.M.); Taylor, 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
NAB BODY SYSTEMS
313-845-6231
wsahutsk@ford.com

-----Original Message-----
From: 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 P1 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 Sahutske 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

Postfach 210151
D-42351 Wuppertal
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
Fax: (248) 364-2306
Mobile: +1 (248) 535-7357
mailto:Rainer.Wirths@brose.net

Martina Merz
Bernhard Fischenich

From:	Wirths, Rainer [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 P1 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 Sahutkse 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

Postfach 210151
D-42351 Wuppertal
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
Fax: (248) 364-2306
Mobile: +1 (248) 535-7357
mailto:Rainer.Wirths@brose.net

From: 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
ithRegions_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.)
Cc: Cheff, Amy (A.B.)
Subject: RE: 04W06 Focus Latch

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

John Shore
Recall / QSF Parts Program Manager
Ford Customer Service Division
Office 734 266-9789 Cell 248 935-4408
E-mail Jshore@Ford.com
2120B NPDC Mail Drop MD-44

----Original Message----
From: Roberts, Michael (M.J.)
Sent: Tuesday, August 31, 2004 3:38 PM
To: Shore, John (J.); Badges, Robert (R.S.)
Cc: Cheff, Amy (A.B.)
Subject: RE: 04W06 Focus Latch

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

Mike

----Original Message----
From: Shore, John (J.)
Sent: Tuesday, August 31, 2004 3:24 PM
To: Badges, Robert (R.S.); Roberts, Michael (M.J.)
Cc: Cheff, Amy (A.B.); Shore, John (J.)
Subject: 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
Recall / QSF Parts Program Manager
Ford Customer Service Division
Office 734 266-9769 Cell 248 935-4408
E-mail Jshore@Ford.com
2120B NPDC Mail Drop MD-44

ENTIRE PAGE CONFIDENTIAL

Global FSA: 00010258 - 2000-05 FOCUS 4DR/4DRSW/5DR REAR DOOR LATCH CORROSION

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	MY	VIN Group Description	2000 MY	2001 MY	2002 MY	2003 MY	2004 MY	2005 MY	Total
CANADA	KK	Man	00	00 Focus Man Way_Hrm 4dr	2941	0	0	0	0	0	2941
UNITED STATES	KK	Man	00	00 Focus Man Way_Hrm 4dr	28778	0	0	0	0	0	28778
CANADA	II	Man	01	01 Focus Man Way_Hrm 4dr	0	9	0	0	0	0	9
UNITED STATES	II	Man	01	01 Focus Man Way_Hrm 4dr	0	31444	0	0	0	0	31444
UNITED STATES	GG	Man	02	02 Focus Man Way_Hrm 4dr	0	0	30800	0	0	0	30800
CANADA	EE	Man	03	03 Focus Man Way_Hrm 4dr	0	0	0	1150	0	0	1150
UNITED STATES	EE	Man	03	03 Focus Man Way_Hrm 4dr	0	0	0	26210	0	0	26210
CANADA	CC	Man	04	04 Focus Man Way_Hrm 4dr	0	0	0	0	417	0	417
UNITED STATES	CC	Man	04	04 Focus Man Way_Hrm 4dr	0	0	0	0	5216	0	5216
UNITED STATES	OO	Man	04	04 Focus Man Wayne 5Dr	0	0	0	0	203	0	203
CANADA	AA	Man	05	05 Focus Man Way_Hrm 4dr	0	0	0	0	0	72	72
UNITED STATES	AA	Man	05	05 Focus Man Way_Hrm 4dr	0	0	0	0	0	10605	10605
UNITED STATES	TT	Man	05	05 Focus Man Wayne 5Dr	0	0	0	0	0	58	58
					31719	31453	30800	27360	5836	10735	137903
CANADA	LL	Pwr	00	00 Focus Pwr Way_Hrm 4dr	28593	0	0	0	0	0	28593
UNITED STATES	LL	Pwr	00	00 Focus Pwr Way_Hrm 4dr	99680	0	0	0	0	0	99680
CANADA	JJ	Pwr	01	01 Focus Pwr Way_Hrm 4dr	0	31019	0	0	0	0	31019
UNITED STATES	JJ	Pwr	01	01 Focus Pwr Way_Hrm 4dr	0	79340	0	0	0	0	79340
VENEZUELA	JJ	Pwr	01	01 Focus Pwr Way_Hrm 4dr	0	710	0	0	0	0	710
CANADA	HH	Pwr	02	02 Focus Pwr Way_Hrm 4dr	0	0	27390	0	0	0	27390
CANADA	NN	Pwr	02	02 Focus Pwr Wayne 5Dr	0	0	2141	0	0	0	2141
UNITED STATES	HH	Pwr	02	02 Focus Pwr Way_Hrm 4dr	0	0	77054	0	0	0	77054
UNITED STATES	NN	Pwr	02	02 Focus Pwr Wayne 5Dr	0	0	10924	0	0	0	10924
CANADA	FF	Pwr	03	03 Focus Pwr Way_Hrm 4dr	0	0	0	22404	0	0	22404
CANADA	PP	Pwr	03	03 Focus Pwr Wayne 5Dr	0	0	0	4365	0	0	4365
UNITED STATES	FF	Pwr	03	03 Focus Pwr Way_Hrm 4dr	0	0	0	52173	0	0	52173
UNITED STATES	PP	Pwr	03	03 Focus Pwr Wayne 5Dr	0	0	0	8467	0	0	8467
CANADA	DD	Pwr	04	04 Focus Pwr Way_Hrm 4dr	0	0	0	0	6241	0	6241
CANADA	SS	Pwr	04	04 Focus Pwr Wayne 5Dr	0	0	0	0	2189	0	2189
UNITED STATES	DD	Pwr	04	04 Focus Pwr Way_Hrm 4dr	0	0	0	0	25494	0	25494
UNITED STATES	SS	Pwr	04	04 Focus Pwr Wayne 5Dr	0	0	0	0	2304	0	2304
CANADA	BB	Pwr	05	05 Focus Pwr Way_Hrm 4dr	0	0	0	0	0	2676	2676
CANADA	RR	Pwr	05	05 Focus Pwr Wayne 5Dr	0	0	0	0	0	269	269
UNITED STATES	BB	Pwr	05	05 Focus Pwr Way_Hrm 4dr	0	0	0	0	0	15584	15584
UNITED STATES	RR	Pwr	05	05 Focus Pwr Wayne 5Dr	0	0	0	0	0	1872	1872
					128273	111069	117509	87409	36228	20401	500889
				Totals Pwr & Man Look	159992	142522	148309	114769	42064	31136	638792

From: Taylor, Tim [Tim.Taylor@brose.net]
Sent: 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.

Best Regards
LK4

Tim Taylor

Phone: +1 (248) 754 1823
Fax: -
Mobile: +1 (248) 3102058
mailto:Tim.Taylor@brose.net

From: Kolar, Ted (T.V.)
Sent: Wednesday, December 18, 2002 4:24 PM
To: Pathak, Jay (J.); Klein, Peter (P.J.); Altenweg, Christian (C.); Lu, 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.); Allrath, Peter (P.); Walter, Kristian (K.); Streuke, Hartmut (.); Schwede, Robert (R.); Meyer Dr, Eckehard (E.); Czarnota, 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.); Khalil, George (G.Y.); Burgess, Dave (D.R.); Seetamshetti, Lokesh (L.); Delannoy, Enrique (E.); Horst, Christian (C.H.); Kupke, Manfred (M.L.); 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.)
Cc: Sidelko, John (J.W.); Marquess, Dennis (D.L.)
Subject: RE: Focus Corrosion matrix

Team we meet daily 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 priority to resolve quickly. Please contact me directly if you have questions. Thanks.

Focus Corrosion open issue ma...

—Original Message—
From: Pathak, Jay (J.)
Sent: Wednesday, December 18, 2002 3:50 PM
To: Klein, Peter (P.J.); Altenweg, Christian (C.); Lu, 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.); Allrath, Peter (P.); Walter, Kristian (K.); Streuke, Hartmut (.); Schwede, Robert (R.); Meyer Dr, Eckehard (E.); Czarnota, 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.); Pathak, Jay (J.); Thomas, Steve (S.); Khalil, George (G.Y.); Burgess, Dave (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 (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 Focus Vehicle Engineering
313-24-82626

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

Focus Corrosion Open Concerns

[redacted]			
[redacted]			
[redacted]			
[redacted]			
C11380297	378463	LEFT INNER AXLE HALF SHAFT SEAL LEAKING	294W753
[redacted]			
C11323856	369968 363258	VEH:590W375 - FOCUS - ODO:5262 TEST:00.00-R311TRANSMISSION PAN FASTENERS NOT SERVICEABLE.PLEASE SEE DURIS IR: 363258 AND ATTACHED PHOTO.	301W146 590w375
[redacted]			
C11234185	336020	VEH:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:336020.	578W576
C11226187	336035	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUE.PLEASE SEE DURIS IR: 336035 FOR DETAILS AND PHOTO.	578W576
C11226250	336038	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION COOLER LINES CORROSION ISSUE.DURIS INCIDENT NUMBER:336038 FOR DETAILS AND PHOTO.	578W576
C11226255	336025	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE.PLEASE SEE DURIS IR:336025 FOR DETAILS AND PHOTO.	578W576
C11226403	336021	VEH:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGENGINE VALVE COVER FASTENERS UP TO 40% RED RUST AT 10 CYCLESDURIS INCIDENT NUMBER:336021	578W576
C11217264	334343	578W576 ODO:90 TEST:00.00-R311FRONT AXLE HALF SHAFTS CORROSIONDURIS INCIDENT NUMBER:334343.	578W576
C11363186	[redacted]	VEH:590W375 ODO:1135 TEST:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APPEARANCEDURIS INCIDENT NUMBER:356952.	590W375
C11355372	369820 356938 363551	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:356938.	301W146 590w375 294w753
C11355374	369818 356941 361340	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:356941.	301W146 590w375 294W753
C11355377	369800 356949 361448	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356949.	301w146 590w375 294W753

C11355378	368182 356951 361442	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS INCIDENT NUMBER:356951.	301W146 590W375 294W753
C11355387	356968	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGMASS AIR FLOW SENSOR FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356968.	590W375
C11314363	356964	VEH:590W375 ODO:1135, 10 CYCLES, TEST:00.00-R311SPEED CONTROL SERVO FASTENER CORROSIONDURIS INCIDENT NUMBER:356964.	590W375
C11316037	368151 361453	VEH:294W753 - FOCUS - ODO:290 TEST:00.00-R311FRONT AXLE HALF SHAFTS SHOWING 80% RED RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED	301W146 294W753
C11418839	363545	Fuel Rail Pressure Regulator fasteners corroded	294W753
C11397578	369825	VACUUM LINE CLAMP CORROSION	301W146
C11355375	356945 363553	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGENGINE OIL DIPSTICK TUBE FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356945.	590W375 294W753
C11316149	356954 361334	VEH:294W753 ODO:290 TEST:00.00-R311RUST ON EGR TUBE AFTER 1 CYCLEDURIS INCIDENT NUMBER:361334.	590W375 294W753

PVT	???			
Freshening PVT	Mark Brown			
???	Mark Brown			
???	Mark Bednarek			
???	Mark Bednarek			
???	Mark Bednarek			
???	Mark Bednarek			
???	Mark Bednarek			
[redacted]	May-01-2002			
Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			
Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			
Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			

Freshening PZEV PVT PZEV	Mark Bednarek			
PZEV	Mark Brown			
PVT	Mark Brown			
PVT	Mark Bednarek			
PZEV	Mark Bednarek			
Freshening PZEV	Mark Brown Tim Webb			
PVT PZEV	Mark Brown			
PVT PZEV	Mark Brown			

Focus Corrosion Open Concerns

ELECTRICAL					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional					
No concerns					
Serviceability					
[illegible]					
Appearance					
[illegible]	383566 356935 357498 369935	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

Focus Corrosion Open Concerns

[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional						
C11331727	371603 335934	VEH:578W578 ODO:1152 M TEST:00.00-R311A/C COMPRESSOR LEAKDURIS INCIDENT NUMBER:335934.	301W146 578W578	PVT	Jerry Sydlowski/Mike Schamberger	
Serviceability						
No concerns						
Appearance						
C11350990	369801	VEH:301W146 ODO:642 TEST:00.00-R311RUST ON A/C COMPRESSOR CLUTCH PINS AFTER 10 CYCLESDURIS INCIDENT NUMBER:369801	301W146	Freshening PVT	Jerry Sylowski/ Mike Schamberger	

Focus Corrosion Open Concerns

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional					
No concerns					
Serviceability					
No concerns					
Appearance					
No concerns					

Open Corrosion Concerns Focus

Concern No	Concern Description	Status	Verified
C11332001	Test Wheels are Corroded at 60% Corrosion Cycles	A	N
C11331727	VEH:578W576 ODO:1132 M TEST:00.00-R311A/C COMPRESSOR LEAKDURIS INCIDENT NUMBER:335934.	A	N
C11234185	VEH:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:336020.	A	N
C11226187	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUE.PLEASE SEE DURIS IR: 336035 FOR DETAILS AND PHOTO.	A	N
C11226250	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION COOLER LINES CORROSION ISSUE.DURIS INCIDENT NUMBER:336038 FOR DETAILS AND PHOTO.	A	N
C11226255	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE.PLEASE SEE DURIS IR:336025 FOR DETAILS AND PHOTO.	B	N
C11226403	VEH:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGENGINE VALVE COVER FASTENERS UP TO 40% RED RUST AT 10 CYCLESDURIS INCIDENT NUMBER:336021.	A	N
C11217284	578W576 ODO:90 TEST:00.00-R311FRONT AXLE HALF SHAFTS CORROSIONDURIS INCIDENT NUMBER:334343.	A	N
C11381521	DECKLID GAS CYLINDER CORROSION	A	N
C11363186	VEH:590W375 ODO:1135 TEST:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APPEARANCEDURIS INCIDENT NUMBER:358852.	A	N
C11355372	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:358836.	A	N
C11355374	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES.DURIS INCIDENT	A	N
C11355374	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES.DURIS INCIDENT	A	N
C11355377	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:358849.	A	N

C11355378	VER:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS INCIDENT NUMBER:356951	Apr-12-2002	A	-	-	N
C11355387	VER:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGMASS AIR FLOW SENSOR FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356988	Apr-12-2002	A	-	-	N
C11323858	VER:590W375 - FOCUS - ODO:3262 TEST:00.00-R3117RANSMISSION PAN FASTENERS NOT SERVICEABLE,PLEASE SEE DURIS IR: 353258 AND ATTACHED PHOTO	Jan-30-2002	A	-	-	N
C11314363	VER:590W375 ODO:1135, 10 CYCLES, TEST:00.00-R311SPEED CONTROL SERVO FASTENER CORROSIONDURIS INCIDENT NUMBER:356984	Jan-08-2002	A	-	-	N
C11314370	Vehicles 590W375 and 244W753. TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requiremnt for appearance.	Jan-08-2002	A	Pending root cause.	-	N
C11418851	POWER STEERING PRESSURE SENSOR CORROSION	Sep-24-2002	B	-	-	N
C11381521	DECKLID GAS CYLINDER CORROSION	Jun-17-2002	A	-	-	N
C11370351	EXCESSIVE OUTSIDE DOOR HANDLE EFFORTS	May-20-2002	A	-	-	N
C11363179	VER:301W148 ODO:882 M TEST:00.00-R311 @ 10 CYCLESD219 – STABILIZER LINK UPPER FASTENERDURIS INCIDENT NUMBER:369685. NOTIFIED GEORGE KOWALSKI/CORR	May-01-2002	A	-	-	N
C11356585	DOOR LOCKS SEIZED UP DUE TO CORROSION	Apr-16-2002	A	-	-	N
C11355372	VER:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:356936	Apr-12-2002	A	-	-	N
C11355374	VER:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES.DURIS INCIDENT	Apr-12-2002	A	-	-	N
C11355377	VER:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356949	Apr-12-2002	A	-	-	N
C11355378	VER:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS INCIDENT NUMBER:356951	Apr-12-2002	A	-	-	N
C11350990	VER:301W148 ODO:882 TEST:00.00-R311RUST ON A/C COMPRESSOR CLUTCH PINS AFTER 10 CYCLESDURIS INCIDENT NUMBER:368801	Apr-03-2002	A	-	-	N
C11336222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	A	-	-	N
C11331727	VER:678W676 ODO:1132 M TEST:00.00-R311A/C COMPRESSOR LEAKDURIS INCIDENT NUMBER:335934.	Feb-18-2002	A	-	-	N

C11316037	VEH:294W753 - FOCUS - ODO:290 TEST:00.00-R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED	Jan-11-2002	A	-	-	N
C11314370	Vehicles 580W375 and 294W753. TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requirement for acceptance.	Jan-08-2002	A	Pending root cause.	-	N
C11418839	Fuel Rail Pressure Regulator fasteners corroded	Sep-24-2002	A	-	-	N
C11397678	VACUUM LINE CLAMP CORROSION	Jul-31-2002	A	-	-	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	A	-	-	N
C11355375	VEH:580W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGENGINE OIL DIPSTICK TUBE FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:358945	Apr-12-2002	A	-	-	N
C11355377	VEH:580W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:358949	Apr-12-2002	A	-	-	N
C11355378	CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS	Apr-12-2002	A	-	-	N
C11335222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	A	-	-	N
C11330938	294W092 R/F STRUT[100/415 CYC. R357, 1,820MI.)R/F STRUTTUBE IS BENT AT KNUCKLE. WHEEL EXHIBITS NEG. CAMBER. TUBE ISSLIPPING DOWN IN KNUCKLE. FASTENERS MEASURE IN SPEC.	Feb-19-2002	A	-	-	N
C11324054	VEH:294W753 ODO:290 TEST:00.00-R311FOCUS CORROSION - CORRODED POWER STEERING PUMP SHAFT ENDDURIS INCIDENT NUMBER:361447. NOTIFIED GEORGE KOWALSKI	Jan-30-2002	B	-	-	N
C11316037	VEH:294W753 - FOCUS - ODO:290 TEST:00.00-R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED	Jan-11-2002	A	-	-	N
C11316149	EGR TUBE AFTER 1 CYCLEDURIS INCIDENT	Jan-11-2002	A	-	-	N
C11314370	Vehicles 580W375 and 294W753. TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requirement for acceptance.	Jan-08-2002	A	Pending root cause.	-	N

From:	Pathak, Jay (J.)
Sent:	Wednesday, December 18, 2002 3:50 PM
To:	Klein, Peter (P.J.); Altenweg, Christian (C.); Lu, 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.); Allrath, 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.); Klein, Peter (P.J.); Williams, Lyn (L.); Scheele, George (G.R.); Kowalski, George (G.S.); Sydlowski, Jerry (J.T.); Hegde, Damodar (D.M.); Pathak, Jay (J.); Thomas, Steve (S.); Khalil, George (G.Y.); Burgess, Dave (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 (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 Focus Vehicle Engineering
313-24-82626

Focus Corrosion
open issue ma...

Focus Corrosion Open Concerns

POWER TRAIN								
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Functional								
C11360287	378453	LEFT INNER AXLE HALF SHAFT SEAL LEAKING	284W753	PVT	???			
Serviceability								
C11323836	369968 363258	VER:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION PAN FASTENERS NOT SERVICEABLE PLEASE SEE DURS IR: 363258 AND ATTACHED PHOTO	301W146 590w376	Freshening PVT	Mark Brown			
Appearance								
[redacted]	338020	VER:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APG:ALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES.DURS INCIDENT NUMBER:338020.	578W576	???	Mark Brown			
[redacted]	338035	VER:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUE.PLEASE SEE DURS IR: 338035 FOR DETAILS AND PHOTO	578W576	???	Mark Bednarek			
C11225250	338038	VER:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION COOLER LINES CORROSION ISSUE.DURS INCIDENT NUMBER:338038 FOR DETAILS AND PHOTO	578W576	???	Mark Bednarek			
C11226255	338025	VER:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE.PLEASE SEE DURS IR:338025 FOR DETAILS AND PHOTO	578W576	???	Mark Bednarek			
C11229403	338021	VER:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APG:ENGINE VALVE COVER FASTENERS UP TO 40% RED RUST AT 10 CYCLES.DURS INCIDENT NUMBER:338021.	578W576	???	Mark Bednarek			
C11217284	334343	VER:578W576 ODO:60 TEST:00.00-R311FRONT AXLE HALF SHAFTS CORROSION.DURS INCIDENT NUMBER:334343.	578W576	???	Mark Bednarek			
C11363186	[redacted]	VEH:590W375 ODO:1135 TEST:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APPEARANCE.DURS INCIDENT NUMBER:389652.	590W375	[redacted]	May-01-2002			
C11355372	369620 356038 363551	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG:CORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURS INCIDENT NUMBER:356038.	301W146 590w375 284w753	Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			
C11355374	369618 356941 361340	VEH:590W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG:ENGINE LIFT HOOK CORROSION. RUSTY AT 10 CYCLES.DURS INCIDENT NUMBER:356941.	301W146 590w375 284W753	Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			

C11355377	359800 359949 361448	VEH:590W378 ODO:1135 TEST:60,00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:359949,	301w146 590w376 294W753	Freshening PZEV PVT PZEV	Mark Brown Mark Bednarek			
C11355378	359162 359951 361442	VEH:590W378 ODO:1135 TEST:60,00-R311 CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS INCIDENT NUMBER:359951,	301W146 590W378 294W753	Freshening PZEV PVT PZEV	Mark Bednarek			
C11355387	359958	VEH:590W376 ODO:1135 TEST:60,00-R311 CORROSION TEST AT APGMASS AIR FLOW SENSOR FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:359958	590W376	PZEV	Mark Brown			
C11314363	359884	VEH:590W375 ODO:1135, 10 CYCLES, TEST:60,00-R311SPEED CONTROL SERVO FASTENER CORROSION.DURIS INCIDENT NUMBER:359884	590W375	PVT	Mark Brown			
C11316032	360151 361453	VEH:294W753 - FOCUS - ODO:280 TEST:60,00-R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUST.PLEASE SEE DURIS PI:361453 & PHOTO ATTACHED	301W146 294W753	PVT	Mark Bednarek			
C11418839	363546	Fuel Rail Pressure Regulator fasteners corroded	294W753	PZEV	Mark Bednarek			
C11397878	359825	VACUUM LINE CLAMP CORROSION	301W146	Freshening PZEV	Mark Brown Tim Webb			
C11355375	359945 363553	VEH:590W375 ODO:1135 TEST:60,00-R311 CORROSION TEST AT APGENGINE OIL DIPSTICK TUBE FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:359945	590W375 294W753	PVT PZEV	Mark Brown			
C11316149	359954 361334	VEH:294W753 ODO:990 TEST:60,00-R311 RUST ON EGR TUBE AFTER 1 CYCLE.DURIS INCIDENT NUMBER:361334	590W375 294W753	PVT PZEV	Mark Brown			

Focus Corrosion Open Concerns

ELECTRICAL								
[illegible] No.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional								
No concerns								
Serviceability								
No concerns								
Appearance								
[illegible]	363508 356935 357468 359939	Vehicles 600W376 and 294W753. TEST:00.00-R311 CORRODED unidentified GROUNDING WIRE FASTENERS. Does not meet WCR requirement for appearance.	294W753 580W375 580W375 301W146	PVT	Curt Swick			

Focus Corrosion Open Concerns

[illegible]								
[illegible]								
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional								
C11331ZZZ	371603 335934	VEH:576W576 ODO:1132 M TEST:00.00-R311A/C COMPRESSOR LEAK(LIKE) INCIDENT NUMBER:335934.	301W148 576W576	PVT	Jerry Sydowski/Mike Schamberger			
Serviceability								
N								
Appearance								
C	389601	VEH:301W148 ODO:582 TEST:00.00-R311RUST ON A/C COMPRESSOR CLUTCH PINS AFTER 18 CYCLESOURS INCIDENT NUMBER:389601	301W148	Freshening PVT	Jerry Sydowski/ Mike Schamberger			

Focus Corrosion Open Concerns

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional							
No concerns							
Sustainability							
No concerns							
Appearance							
No concerns							

Focus Corrosion Open Concerns

SEATS & RESTRAINTS								
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Functional								
No concerns								
Serviceability								
No concerns								
Appearance								
No concerns								

Open Corrosion Concerns Focus

Concern No	Concern Description	Issued Date	Status	[illegible]	[illegible]	Required
C11332001	Test Wheels a	F[illegible]-2002	A	-	-	N
C11331727	VEH:578W67[illegible] COMPRESSOR LEAKDURIS INCIDENT NUMBER:335634	F[illegible]-2002	A	-	-	N
C11234185	VEH:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGALTERNATOR BRACKET FASTENERS RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:336020	May-22-2001	A	-	-	N
C11226187	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311RIGHT ENGINE MOUNT BRACKET CORROSION ISSUE.PLEASE SEE DURIS IR: 336035 FOR DETAILS AND PHOTO	May-02-2001	A	-	-	N
C11226250	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION COOLER LINES CORROSION ISSUE.DURIS INCIDENT NUMBER:336038 FOR DETAILS AND PHOTO	May-02-2001	A	-	-	N
C11226255	VEH:578W576 - FOCUS - ODO:1132 M TEST:00.00-R311TRANSMISSION MOUNTING BOLTS - CORROSION ISSUE.PLEASE SEE DURIS IR:336025 FOR DETAILS AND PHOTO	May-02-2001	B	-	-	N
C11226403	VEH:578W576 ODO:1132 M TEST:00.00-R311 CORROSION TEST AT APGENGINE VALVE COVER FASTENERS UP TO 40% RED RUST AT 10 CYCLESDURIS INCIDENT NUMBER:336021	May-02-2001	A	-	-	N
C11217284	578W576 ODO:80 TEST:00.00-R311FRONT AXLE HALF SHAFTS CORROSIONDURIS INCIDENT NUMBER:334343	Apr-05-2001	A	-	-	N
C11361521	DECKLID GAS CYLINDER CORROSION	Jun-17-2002	A	-	-	N
C11363186	VEH:580W376 ODO:1135 TEST:00.00-R311ENGINE MOUNT FASTENER CORROSION - 10 CYCLE APPEARANCEDURIS INCIDENT NUMBER:356852	May-01-2002	A	-	-	N
C11366372	VEH:580W376 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:356934	Apr-12-2002	A	-	-	N
C11355374	VEH:580W376 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG,ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES.DURIS INCIDENT	Apr-12-2002	A	-	-	N
C11355374	VEH:580W376 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG,ENGINE LIFT HOOK CORROSION, RUSTY AT 10 CYCLES.DURIS INCIDENT	Apr-12-2002	A	-	-	N
C11355377	VEH:580W376 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356948	Apr-12-2002	A	-	-	N

C11355376	VEH:580W375 ODO:1136 TEST:00.00-R311 CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS INCIDENT NUMBER:356851	Apr-12-2002	A	-	-	N
C11355387	VEH:580W375 ODO:1139 TEST:00.00-R311 CORROSION TEST AT APGMASS AIR FLOW SENSOR FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356858	Apr-12-2002	A	-	-	N
C11323858	VEH:580W375 - FOCUS - ODO:3282 TEST:00.00-R311TRANSMISSION PAN FASTENERS NOT SERVICEABLE.PLEASE SEE DURIS IR: 353258 AND ATTACHED PHOTO	Jan-30-2002	A	-	-	N
C11314363	VEH:580W375 ODO:1136, 10 CYCLES, TEST:00.00-R311SPEED CONTROL SERVO FASTENER CORROSIONDURIS INCIDENT NUMBER:356864	Jan-08-2002	A	-	-	N
C11314370	Vehicle: 580W376 and 2040W758. TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requirmnt for appearance	Jan-08-2002	A	Pending root cause.	-	N
C11418851	POWER STEERING PRESSURE SENSOR CORROSION	Sep-24-2002	B	-	-	N
C11361521	DECKLID GAS CYLINDER CORROSION	Jun-17-2002	A	-	-	N
C11370351	EXCESSIVE OUTSIDE DOOR HANDLE EFFORTS	May-20-2002	A	-	-	N
C11363179	VEH:301W146 ODO:882 M TEST:00.00-R311 @ 10 CYCLES0218~ STABILIZER LINK UPPER FASTENERDURIS INCIDENT NUMBER:369855. NOTIFIED GEORGE KOWALSKI (CDSB	May-01-2002	A	-	-	N
C11356585	DOOR LOCKS SEIZED UP DUE TO CORROSION	Apr-16-2002	A	-	-	N
C11356372	VEH:580W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS INCIDENT NUMBER:356838	Apr-12-2002	A	-	-	N
C11355374	VEH:580W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION. RUSTY AT 10 CYCLES.DURIS INCIDENT	Apr-12-2002	A	-	-	N
C11355377	VEH:580W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356849	Apr-12-2002	A	-	-	N
C11355376	VEH:580W375 ODO:1135 TEST:00.00-R311 CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS INCIDENT NUMBER:356851	Apr-12-2002	A	-	-	N
C11350990	VEH:301W146 ODO:882 TEST:00.00-R311RUST ON A/C COMPRESSOR CLUTCH PINS AFTER 10 CYCLESDURIS INCIDENT NUMBER:369801.	Apr-03-2002	A	-	-	N
C11336222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	A	-	-	N
C11331727	VEH:578W575 ODO:1132 M TEST:00.00-R311A/C COMPRESSOR LEAKDURIS INCIDENT NUMBER:355934	Feb-18-2002	A	-	-	N

C11316037	VEH:284W753 - FOCUS - ODO:290 TEST:00.00-R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED	Jan-11-2002	A	-	-	N
C11314370	Vehicles 580W375 and 284W753. TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requiremnt for appearance.	Jan-08-2002	A	Pending root cause.	-	N
C11418839	Fuel Rail Pressure Regulator fasteners corroded	Sep-24-2002	A	-	-	N
C11397678	VACUUM LINE CLAMP CORROSION	Jul-31-2002	A	-	-	N
C11360297	LEFT INNER AXLE HALF SHAFT SEAL LEAKING	Jun-13-2002	A	-	-	N
C11355372	[illegible] CORROSION TEST AT APGCORRODED ENGINE VALVE COVER FASTENERS, RUSTY AT 10 CYCLES.DURIS [illegible]	Apr-12-2002	A	-	-	N
C11355374	[illegible] CORROSION TEST AT APG.ENGINE LIFT HOOK CORROSION. RUSTY AT 10 CYCLES.DURIS INCIDENT [illegible]	Apr-12-2002	A	-	-	N
C11355375	VEH:580W375 ODO:1136 TEST:00.00-R311 CORROSION TEST AT APGENGINE OIL DIPSTICK TUBE FASTENER CORRDSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356946	Apr-12-2002	A	-	-	N
C11355377	VEH:580W375 ODO:1136 TEST:00.00-R311 CORROSION TEST AT APGWATER PUMP SHAFT AND FASTENER CORROSION AT 10 CYCLES.DURIS INCIDENT NUMBER:356948	Apr-12-2002	A	-	-	N
C11355378	[illegible] CORROSION TEST AT APGCRANKSHAFT DAMPER CORROSION. DAMPER RUSTED AT 10 CYCLES.DURIS [illegible]	Apr-12-2002	A	-	-	N
C11336222	OUTER MIRROR TO DOOR FASTENER CORROSION	Feb-27-2002	A	-	-	N
C11330939	284W002 R/F STRUT(100/415 CYC. R357, 1,820MI.)R/F STRUTTUBE IS BENT AT KNUCKLE. WHEEL EXHIBITS NEG. CAMBER. TUBE ISSLIPPING DOWN IN KNUCKLE. FASTENER5 MEASURE IN SPEC.	Feb-19-2002	A	-	-	N
C11324054	VEH:284W753 ODO:290 TEST:00.00-R311FOCUS CORROSION - CORRODED POWER STEERING PUMP SHAFT ENDDURIS INCIDENT NUMBER:361447. NOTEIED GEORGE KOWALSKI	Jan-30-2002	B	-	-	N
C11316037	[illegible] R311FRONT AXLE HALF SHAFTS SHOWING 90% RED RUSTPLEASE SEE DURIS IR:361453 & PHOTO ATTACHED	Jan-11-2002	A	-	-	N
C11316149	[illegible] EGR TUBE AFTER 1 CYCLEDURIS INCIDENT	Jan-11-2002	A	-	-	N
C11314370	Vehicles 580W375 and 284W753. TEST:00.00-R311 CORRODED underhood GROUNDING WIRE FASTENERS. Does not meet WCR requiremnt for appearance.	Jan-08-2002	A	Pending root cause.	-	N

From: Peshkopia Stacy (AB/SFO2) [Stacy.Peshkopia@us.bosch.com]
Sent: Monday, February 04, 2002 11:39 AM
To: Goll Brandon (AB/ELS); Rundell David (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 Skiba (E-mail)
Subject: Minutes from 4-Feb-2002 meeting to review Bosch outer release eff orts

2002-02-04 Minutes 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/SFO2
Senior Account Manager - Closure Systems
Phone (248) 848-2437
Fax (248) 553-1410
Mobile (248) 705-1412
Email Stacy.Peshkopia@us.bosch.com

Bosch and Ford

Date: 4-Feb-2002

Participants: Tim Goodchild, Stacy Peshkopia, Al Barnhart, Marc Georgenthum, Brandon Goll, Dave Rundell

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

Minutes:

1. Review Wu's latest data on P1 NAFTA latch efforts (last 30 days)
   Front Latch: Outer Release Efforts: 42-43 N average - Cpk = 3.9, 2.8 - Range: ???
   Rear Latch: 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.

3. Discuss changing the latch outer release specification (25N-60N) to a tighter spec
   Can spec be reduced? Not without a design change.

4. 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?

5. Wuppertal has received Keykert latch. They will disassemble latch and see if they can see any differences between Keykert and Bosch latch.

6. Tim wants to understand mechanical lisadvantage
   1:1.7

7. Stan has stack up for entire system. Goll to get this from Skiba.

8. Goodchild wants us to bring cobbled up module to Albion.

9. Will follow-up on above issues at the Thursday, 7 Feb 2002 meeting in Albion, Indiana

From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Thursday, October 02, 2003 7:29 AM
To: Peshkopia, Stacy; Schwitters, Stefan; Rundell, David; tgoodchi@ford.com; Ford, Randy (R.); Reeves, Scott (S.C.)
Subject: Issues List.xls

Importance: High

Issues List.xls (67 KB)

Hi 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
<<Issues List.xls>>

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Technik für Automobile

Time: 8:00 - 9:00 a.m. Tuesdays and Thursdays
Location: Large Conference Room and Teleconference
Call-in: 1-888-[illegible]
Passcode: [illegible]
Distribution: B. Ost, [illegible], D. Russell, T. Gondolak, [illegible], [illegible], D. Reyes, A. White, W. Vatz
Updated: September [illegible], 2003

1	Test vehicle at MPG for displacement and [illegible]		[illegible]	October 1, 2003		D. Reyes		
2	Verify critical dimensions of [illegible] returned from [illegible]	[illegible]	[illegible]	TBD				
3	[illegible] test on [illegible] with high clearances that have been through [illegible] testing		[illegible]					
4	Return parts of [illegible] rotor to T. Gondolak after [illegible], [illegible], and [illegible]		[illegible]			B. Ost		
5	[illegible] measurements [illegible] of Lamar [illegible]	[illegible]	[illegible]	TBD		D. Russell		
6	Rotor and [illegible] by [illegible] to Ford		[illegible]	[illegible]		B. Ost		
7	Test report for all [illegible] testing completed		[illegible]	[illegible]		B. Ost		
1	[illegible] durability testing for [illegible] grease [illegible]		[illegible]	October 7, 2003		D. Russell		
2	[illegible]		[illegible]	October 8, 2003		W. Vatz		
3	Finalize [illegible]		[illegible]	October 1, 2003		R. Ford		
4	[illegible] for [illegible] completed with part numbers (C1[illegible])		[illegible]	October 3, 2003		B. Ost T. Gondolak		
5	[illegible]		[illegible]	October 6, 2003		B. Ost		
6	[illegible] PV testing		[illegible]	October 3, 2003		A. White		
7	Update [illegible] drawing with new [illegible] part numbers ([illegible] 2004)		[illegible]	October 6, 2003		A. White		

E004-0023 6624

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[illegible]

Time: 8:?? - 9:?? a.m. Tuesdays and Thursdays
Location: Large Conference Room and Teleconference
Call-In: 1-???-???-????
Passcode: 1??????
Distribution: B. Gall, [illegible], D. [illegible], T. [illegible], [illegible], [illegible], D. [illegible], A. White, [illegible]
Updated: September ??, 2003

No.	Issue	[illegible]	[illegible]	Original Due Date	Due Date	Responsible	Completion Date	Notes
8	Update lubrication specification with new grease amount	[redacted]	[illegible]	October 6, 2003		A. White		
9	Module drawings updated with new part numbers ([illegible])	[redacted]	[illegible]	October 6, 2003		B. Gall		
10	[illegible]	[redacted]	[illegible]	October 3, 2003		B. Gall		
11	PV plan for hinge change completed and approved	[redacted]	[illegible]			B. Gall		
12	Define dust test for latches with hinge coating	[redacted]	[illegible]			T. [illegible]		

EA04-023 0025

From: 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
Questions.xls (17 KB

2000 MY Focus 4 Door/Wagon
Door Hardware Performance Survey

Owner Questions	
Owner Name	
Original Owner or Purchased Used	
Vehicle Questions	
Configuration (Sedan/Wagon)	
VIN	
Mileage	
Power or Manual Door Locks	
Hardware Questions	
Are the doors hard to close 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 Corrosion Performance (Rusty or Not)	
Latch Dirt/Grime Condition (Dirty or Not)	
Do you notice noise when either inside or outside door handles are actuated?	
Service/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 ajar 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 infiltration into the passenger compartment?	

From: 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	Type	Service Part
XS41-A26412-AG	Manual	YS4Z-5426412-AA (Kiekert) 2S4A-A26412-A (Brose)
XS41-A26412-BH	Power	YS4Z-5426412-BA (Kiekert) 2S4A-A26412-BA (Brose)
XS41-A26413-AG	Manual	YS4Z-5426413-AA (Kiekert) 2S4A-A26413-A (Brose)
XS41-A26413-BH	Power	YS4Z-5426413-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
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