

EA04-023

FORD

5/12/2005

BOOK 2 OF 2

PART 2 OF 4



From: Lock, Andreas (A.)
Sent: Wednesday, September 22, 2004 10:52 AM
To: Urry, Anthony (A.R.); Lichon, Richard; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing

Gents,
 I fully agree with Losch.
 European freeze test plan:
 > Mondeo CD132 with LHD 3 layer LHS FR&RR DL (keep the RHS yellow chromate for comparison)
 > Focus Wagon EU C170 with LHD 3 layer LHS FR&RR CL (keep the RHS yellow chromate for comparison)
 The latches will be produced with the PV tools, but with a modified handling process. I intent to treat these parts as PV representative.

Regards,
Andreas Lock
 TS Mechanisms - Body Closures

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

From: Urry, Anthony (A.R.)
Sent: Mittwoch, 22. September 2004 14:59
To: Lichon, Richard; Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Herline, Thomas (T.M.); Lock, Andreas (A.); Schwitters, Stefan; Brosseau, Michael
Subject: RE: P1 Magni testing

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

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

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

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



Update.

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

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

Dick Lichon
Project Engineer - Closures
Brose North America
1107 Centre Road
Auburn Hills, MI 48326
USA
Phone: 1 (248) 364-2227
Fax: 1 (248) 340-1104
Mobile: 1 (248) 568-5887
<mailto:richard.lichon@brose.net>

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

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

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

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

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

From: Lichon, Richard [<mailto:richard.lichon@brose.net>]
Sent: Wednesday, September 22, 2004 7:41 AM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: P1 Magni testing

Tony,

I've requested the timing for when the 3 layer V11 latches will be available. I know that Stefan is working with Wu to finalize a workplan to complete testing and PSW for delivery of Modules starting in Jan 05.

I will check with him when he gets in this morning to find out when these new parts will be available.

I see no advantage of performing the test here if Andreas insists on doing it over there. The cold performance test shows no indication of freezing problems. I would look to Ford for the decision to test here as well.

According to Wu the 3 layer is for capability of coating. This should have no affect on freezing. I have one car set,

V11 with 2 top coat layers, here at my desk.

Thanks,

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

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

From: Urry, Anthony (A.R.) [<mailto:aurry@ford.com>]
Sent: Tuesday, September 21, 2004 8:22 AM
To: Lichon, Richard
Cc: Goodchild, Tim (T.O.); Reeves, Scott (S.C.)
Subject: RE: P1 Magni testing

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

From: Lichon, Richard [<mailto:richard.lichon@brose.net>]
Sent: Mon 9/20/2004 3:46 PM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.)
Subject: RE: P1 Magni testing

I have one vehicle set that has 2 layers. According to Kirsten Schmidt from Wu Quality, they are still working on the 3 layer single components. If you require the 3 layer parts for this freeze test, I will need to get timing when Wu can supply these.

Dick Lichon
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—

From: Lock, Andreas (A.)
Sent: Monday, September 20, 2004 10:22 AM
To: Urry, Anthony (A.R.)
Cc: Goodchild, Tim (T.O.); Richard Uchon (E-mail)
Subject: RE: P1 Magni testing

Anthony,
my intention is to do the test with the latest Magni coating that will be available Oct. 18th. These are then PV samples (3 layers ilo 2 in the DV tests). For DV testing you can take the latches you have already. My fear is that the performance might have changed due to

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

Therefore, I recommend to do the C170 in NA and the Mondeo tests in Europe. It's really just one hour in the afternoon and one hour evaluation in the morning after the -28°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 Uchon (E-mail)
Subject: RE: P1 Magni testing

Andreas:

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

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

—Original Message—

From: Lock, Andreas (A.)
Sent: Monday, September 20, 2004 2:03 AM
To: Urry, Anthony (A.R.)

Subject: RE: P1 Magni testing

Anthony,

welcome on board! What's going with Tim?

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

Regards,

Andreas Lock

TS Mechanisms - Body Closures

<< File: LatchFreezing_updateAug4.doc >>

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

From: Urry, Anthony (A.R.)

Sent: Freitag, 17. September 2004 16:50

To: Lock, Andreas (A.)

Cc: Goodchild, Tim (T.O.)

Subject: P1 Magni testing

Andreas:

I am taking over the P1 latch for Tim Goodchild here in NAE.

We are talking with Brose about Magni implementation. It was mentioned that you requested a vehicle level freeze test at -10 degrees (c) for the Magni coated latches. Can you describe the test procedure? We would like to see if we can run it here (if that is acceptable to you) to facilitate faster timing. We have latches, vehicles, and a freeze chamber here. Do we need anything else?

Thanks,

Anthony R. Urry

North American Engineering

313-84-51199

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

[REDACTED]

From: Urry, Anthony (A.R.)
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Closures Hardware
Small FWD & RWD Car
Phone: 313-208-2288
E-Mail: sreeves2@ford.com

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TS Mechanisms - Body Closures

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Thanks.

Anthony R. Urry

North American Engineering

313-84-51199

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

- 2) already in production w/o alert etc.
- 3) significant work load to release the approx. 54 (!) latch components plus release costs to Ford and Brose
- 4) C170 EU lock cylinder deletion blocks the release, since Brose received no orders from Ford
- 5) potential "out of control" scenario due the Magni release
- 6) no oncost to Ford

Recommendation:

- > upsuffix the NA modules to track the part numbers in AWS etc. instead of the latch component.
- > reduce the amount of grease at the claw to avoid any visible grease (as is currently the case), adding grease to the claw should have a very limited effect anyway.

Unfortunately I can't call in this afternoon, since I'm on a bus. trip. Please keep me informed.

Regards,

Andreas Lock

Body Closures - TS Mechanisms

Tel. Ford Internal: 7013-2353

Tel. external: +49 (0)221 903-2353

email: alock1@ford.com

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

From: Reeves, Scott (S.C.)

Sent: Mittwoch, 8. Oktober 2003 21:09

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

Cc: Goodchild, Tim (T.O.); Bejune, Daniel (D.C.); Ford, Randy (R.); Garasda, Mark (M.D.)

Subject: C170 side door latch

Andreas/Bob, as you must be aware North America (N.A.) is recommending addition of grease to the current P1 latch. This is based from a durability concern and N.A. warranty analysis as an action to reduce time in service effort increases. We would like to discuss the data collected thus far and the areas for grease application to expedite concern resolution.

Please refer to C11553751.

I would like to invite you to call in to our working meeting on Thursday, October 9, 2003 at 8 am eastern standard time (I believe it is 2 pm your time) to discuss this issue and address any questions you may have.

Phone: 1-313-323-6737

1-800-367-3840

Passcode: 13926480

Scott Reeves

VFG Leader

Closures Hardware

Small FWD & RWD Car

Phone: 313-390-0316

E-Mail: sreeves2@ford.com

[REDACTED]

From: Lock, Andreas (A.)
Sent: 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 to reduce the grease on the pivot point of the claw for the following reasons:

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

Tim, Bob,

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

Regards,

Andreas Lock

Body Closures - TS Mechanisms

Tel. Ford internal: 703-2353

Tel. external: +49 (0)221 903-2353

email: alock1@ford.com

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

From: Henshaw, Bob (R.P.)
Sent: Freitag, 10. Oktober 2003 10:57
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon 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 3D043 (313) 390-0637

tgoodchi@ford.com

[REDACTED]

From: Lock, Andreas (A.)
Sent: Monday, October 13, 2003 4:45 AM
To: Ford, Randy (R.)
Cc: Bejune, Daniel (D.C.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Riley, Patrick (P.J.)
Subject: RE: C170 side door latch

Randy,
for clarification: I never authorized Brose to modify the design of the liftgate latch. They informed me first time when you have requested that the parts need to be up-suffixed few weeks ago. Please tell me, who from Brose claimed that I authorized this.

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

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

From: Ford, Randy (R.)
Sent: Donnerstag, 9. Oktober 2003 13:12
To: Lock, Andreas (A.)
Cc: Bejune, Daniel (D.C.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Riley, Patrick (P.J.)
Subject: RE: C170 side door latch

Andreas,

We are changing the part. The suffix needs to be bumped! I understand from Brose, you authorized them to make a number of changes to the deck lid latch without bumping the suffix. This was part of the reason we had to stop shipments of cars for 3 days from Wayne Assembly in mid-July.

I know this is a lot of paper/computer work, but for traceability sake, we have to bump suffixes!

Regards,

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

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

From: Lock, Andreas (A.)
Sent: Thursday, October 09, 2003 4:15 AM
To: Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.)
Subject: RE: C170 side door latch

Scott, Tim,

I reviewed yesterday the latches with the new amount of grease at the pivot points of the pawl and claw (3x to 4x as much as before). In addition Brose convinced me by showing test results that the release effort will not increase as much as on the latches with the lower amount of grease.

> I would support the introduction of the additional grease.

> My recommendation is to not up-suffix the part.

Rationale:

1.) black box change

- 2) already in production w/o alert etc.
3) significant work load to release the approx. 54 (!) latch components plus release costs to Ford and Brose
4) C170 EU lock cylinder deletion blocks the release, since Brose received no orders from Ford
5) potential "out of control" scenario due the Magni release
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Recommendation:

- > upsuffix the NA modules to track the part numbers in AWS etc. instead of the latch component.
- > reduce the amount of grease at the claw to avoid any visible grease (as is currently the case), adding grease to the claw should have a very limited effect anyway.

Unfortunately I can't call in this afternoon, since I'm on a bus. trip. Please keep me informed.

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Andreas Lock

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To: Lock, Andreas (A.); Henshaw, Bob (R.P.)
Cc: Goodchild, Tim (T.O.); Sejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.)
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VFG Leader

Closures Hardware

Small FWD & RWD Car

Phone: 313-390-0316

E-Mail: sreeves2@ford.com

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Bob Henshaw
Project Engineer
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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

[REDACTED]

From: Henshaw, Bob (R.P.)
Sent: Thursday, October 09, 2003 5:59 AM
To: Lock, Andreas (A.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.)
Subject: RE: C170 side door latch

All,

I have not seen the latches with extra grease, but I haven't any objection to additional grease at the pivot points of the pawl and claw. I would also prefer not to have to up-suffix the parts and I will not be able to until the Magni release is clarified. I am unable to call in this afternoon as I am supporting Land Rover Build.

regards
Bob Henshaw

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

From: Lock, Andreas (A.)
Sent: 09 October 2003 09:15
To: Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.)
Subject: RE: C170 side door latch

Scott, Tim,

I reviewed yesterday the latches with the new amount of grease at the pivot points of the pawl and claw (3x to 4x as much as before). In addition Brose convinced me by showing test results that the release effort will not increase as much as on the latches with the lower amount of grease.

- > I would support the introduction of the additional grease.
- > My recommendation is to not up-suffix the part.

Rationale:

- 1) black box change
- 2) already in production w/o alert etc.
- 3) significant work load to release the approx. 54 (1) latch components plus release costs to Ford and Brose
- 4) C170 EU lock cylinder deletion blocks the release, since Brose received no orders from Ford
- 5) potential "out of control" scenario due the Magni release
- 6) no oncost to Ford

Recommendation:

- > upsuffix the NA modules to track the part numbers in AWS etc. instead of the latch component.
- > reduce the amount of grease at the claw to avoid any visible grease (as is currently the case), adding grease to the claw should have a very limited effect anyway.

Unfortunately I can't call in this afternoon, since I'm on a bus. trip. Please keep me informed.

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: Reeves, Scott (S.C.)
Sent: Mittwoch, 8. Oktober 2003 21:09
To: Lock, Andreas (A.); Henshaw, Bob (R.P.)
Cc: Goodchild, Tim (T.O.); Bejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.)
Subject: C170 side door latch

Andreas/Bob, as you must be aware North America (N.A.) is recommending addition of grease to the

current P1 latch. This is based from a durability concern and N.A. warranty analysis as an action to reduce time in service effort increases. We would like to discuss the data collected thus far and the areas for grease application to expedite concern resolution.

Please refer to C11553751.

I would like to invite you to call in to our working meeting on Thursday, October 9, 2003 at 8 am eastern standard time (I believe it is 2 pm your time) to discuss this issue and address any questions you may have.

Phone: 1-313-323-8737
1-800-367-3840

Passcode: 13926480

Scott Reeves

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

From: Ford, Randy (R.)
Sent: Thursday, October 09, 2003 7:12 AM
To: Lock, Andreas (A.)
Cc: Bejune, Daniel (D.C.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Riley, Patrick (P.J.)
Subject: RE: C170 side door latch

Andreas,

We are changing the part. The suffix needs to be bumped! I understand from Brose, you authorized them to make a number of changes to the deck lid latch without bumping the suffix. This was part of the reason we had to stop shipments of cars for 3 days from Wayne Assembly in mid-July.

I know this is a lot of paper/computer work, but for traceability sake, we have to bump suffixes!

Regards,

Randy Ford

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

---Original Message---

From: Lock, Andreas (A.)
Sent: Thursday, October 09, 2003 4:15 AM
To: Reeves, Scott (S.C.); Goodchild, Tim (T.O.)
Cc: Bejune, Daniel (D.C.); Ford, Randy (R.); Garascia, Mark (M.D.); Henshaw, Bob (R.P.)
Subject: RE: C170 side door latch

Scott, Tim,

I reviewed yesterday the latches with the new amount of grease at the pivot points of the pawl and claw (3x to 4x as much as before). In addition Brose convinced me by showing test results that the release effort will not increase as much as on the latches with the lower amount of grease.

- > I would support the introduction of the additional grease.
- > My recommendation is to not up-suffix the part.

Rationale:

- 1) black box change
- 2) already in production w/o alert etc.
- 3) significant work load to release the approx. 54 (!) latch components plus release costs to Ford and Brose
- 4) C170 EU lock cylinder deletion blocks the release, since Brose received no orders from Ford
- 5) potential "out of control" scenario due the Magni release
- 6) no oncost to Ford

Recommendation:

- > upsuffix the NA modules to track the part numbers in AWS etc. Instead of the latch component.
- > reduce the amount of grease at the claw to avoid any visible grease (as is currently the case), adding grease to the claw should have a very limited effect anyway.

Unfortunately I can't call in this afternoon, since I'm on a bus. trip. Please keep me informed.

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: Reeves, Scott (S.C.)
Sent: Mittwoch, 8. Oktober 2003 21:09
To: Lock, Andreas (A.); Henshaw, Bob (R.P.)
Cc: Goodchild, Tim (T.O.); Bejune, Daniel (D.C.); Ford, Randy (R.); Garcia, Mark (M.D.)
Subject: C170 side door latch

Andreas/Bob, as you must be aware North America (N.A.) is recommending addition of grease to the current P1 latch. This is based from a durability concern and N.A. warranty analysis as an action to reduce time in service effort increases. We would like to discuss the data collected thus far and the areas for grease application to expedite concern resolution.

Please refer to C11553751.

I would like to invite you to call in to our working meeting on Thursday, October 9, 2003 at 8 am eastern standard time (I believe it is 2 pm your time) to discuss this issue and address any questions you may have.

Phone: 1-313-323-6737
1-800-367-3840

Passcode: 13926480

Scott Reeves

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

From: Henshaw, Bob (R.P.)
Sent: Wednesday, October 08, 2003 5:35 AM
To: Goodchild, Tim (T.O.)
Cc: Lock, Andreas (A.); Cox, Stephen (S.R.)
Subject: RE: Grease change

Tim,

all of this is news to me. I don't have a strong view on additional grease within the latch, but if in handling the part, more grease is evident that will be an issue. As far as changing part numbers I believe we are already mismatched ref Magni 585.

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

From: Lock, Andreas (A.)
Sent: 08 October 2003 09:17
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Garasda, 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 additional 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.); Garasda, 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 3D043 (313) 390-0637

tgoodchi@ford.com

From: Lu, Michelle (H.)
Sent: Thursday, November 13, 2003 1:29 PM
To: Zaas, Carl (C.); Adams, Renee (R.L.); Beins, Gurjeet (G.S.); Barnes, Tom (T.); Bejune, Daniel (D.C.); Beno, Jeffrey (J.J.); Bernard, Gert (G.); Bolton, Rick; Brown, Mark (D.); Brown, Todd (E.T.); Bulat, Benjamin (B.P.); Cameron, Bill (W.T.); Clemons, Loretta (L.T.); Cline, Susan (S.L.); Conen, Mark (M.); Cordes, Amy; Dawda, Tim (T.J.); De Mar, Hans (H.); de Vuigt, Alex (A.R.); Desantis, Massimo (M.D.); Dobies, Kathi (K.M.); Dreissiger, Adrian (A.C.); Dudley, Gregory (G.); Eisenety, Nabih (N.W.); Fike, Barbara (B.G.); Ganguly, Shane (S.); Garascia, Mark (M.D.); Genus, Scott (S.); Gibbons, Jim (J.J.); Gibbs, Max (M.); Gitcho, Garry (G.E.); Golan, Bob (R.H.); Goodchild, Tim (T.O.); Gourd, Jim (J.T.); Gridley, Scott (S.D.); Grove, Brian; Hasenkamp, Peter (A.); Haugh, Todd (T.A.); Hawkes, Frank (F.B.); Headapohl, James (J.D.); Henker, Scott (S.); Hoffman, Elaine (E.M.); Huber, Thomas (T.F.); Iby, Michael (M.J.); Jankowski, Todd (T.J.); Johnson, Kathy (K.D.); Jones, Darryl (D.L.); Kang, Hongling (H.); Kelsey, Dallas (D.S.); Kodrik, Gene (G.A.); Koesler, Paul (P.D.); Kowalski, George (G.S.); Kurple, Alex (A.C.); Landis, Leonard (L.A.); Lipsey, Ed; Lloyd, Dave (D.B.); Maitland, Alexander (A.W.); Marshman, David (D.P.); Martelli, Ron (R.L.); Matkovich, Dale (D.M.); Matysiewicz, Edwin (E.J.); McCann, Joseph (J.M.); Mehta, Paras (P.M.); Melhorn, Barry (B.J.); Moreau, Andrew (A.P.); Nold, Jeff; Nowka, Erich (E.J.); Orlebeke, Michael (M.E.); Paciero, Scott; Pan, Ming (M.); Pariseau, David (D.M.); Parks, David (D.H.); Parrish, Will (W.F.); Patil, Rajendra (R.D.); Pollitt, Dwayne (D.); Poon, Charles (C.); Preweda, Ivan Wasyl (I.W.); Price, Don (D.D.); Pupin, Anthony (A.A.); Reeves, Scott (S.C.); Riches, Mark (M.D.); Roehner, Julie (J.D.); Sankaranarayanan, Shankar (.); Sathya, Santh (S.); Schamberger, Michael (M.R.); Scheele, George (G.R.); Sebold, Lynn (L.A.); Seetamsetti, Lokesh (L.); Singer, Jeffrey (J.J.); Swick, Curt (C.); Veluchamy, Venkatasamy (V.); Vermeerschen, Benny (B.); Vinkovich, Richard (B.); Vizzini, Frank; Weaver, Kirk (E.); Wiedmeyer, Robert (R.J.); Wild, Marcus (M.C.); Williams, Alex (G.A.); Wilson, Ed (E.); Wroblewski, Mike (M.J.); Wu, Zhen (Z.); Yilma, Benjamin (B.); Yacks, Dennis (D.L.); Barnett, Ross (R.); Barrie, Gary (G.L.); Bussone, Robert (R.P.); Gabriele, Martin (M.); Infante, Guy (G.J.); Moosh, Michael (M.V.); Schradle, Janis (J.V.); Starkey, James (J.A.)

Subject: C170 Durability PAT 8D Review Agenda / Issues List - 11/17/03

Importance: High

Dear All,

Please find attached Agenda/Issues list for Monday (11/17) C170 Durability PAT 8D Review meeting. It has also been uploaded to the following eRoom Durability folder link:

https://e2.ford.com/eRoom/Fordna2/Global_Focus_e-Team/0_6cbbc

For the future meetings, please refer to this site for agenda/issues list; I update it frequently.

We will not only address "Open Issues", but also "Close Pending Issues", please make sure at least a representative is present from each PMT for all issues. For those close pending issues which are still staying at "A" status (highlighted items), please push to release CR or close. Please don't forget to continually update your latest 8D in eRoom. Contact me with any questions. Thanks.

Happy Holiday and Enjoy your Long Weekends!!



C170 Durability PAT
8D Review ...

Michelle Lu

EQ04-023 82335

Durability Verification Engineering

Bldg #4, Room 100, Cate 381

Tel: (313) 24-8383

Fax: (313) 24-8877

From: Lu, Michelle (H.)
Sent: Monday, December 15, 2003 1:24 PM
To: Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Wilson, Ed (E.); Clemons, Loretta (L.T.); Bolisetty, Ramana (V.R.); Landis, Leonard (L.A.); Huber, Thomas (T.F.); Haugh, Todd (T.A.); Wiedmeyer, Robert (R.J.); Gerus, Scott (S.); Gridley, Scott (S.D.); Desantis, Massimo (M.D.); Schamberger, Michael (M.R.); Swick, Curt (C.); Williams, Alex (G.A.); Pupin, Anthony (A.A.); Gibbons, Jim (J.J.)
Cc: Keller, Mark (M.E.); Harline, Thomas (T.M.); Nelson, Don (D.F.); Blair, Monica (M.A.); Kim, Peter (P.K.); Fika, Barbara (B.G.); Mehta, Paras (P.M.); De Pena, Juan (J.E.); Adams, Renee (R.L.); LaFaive, Rita (R.A.); de Viugt, Alex (A.R.); Parks, David (D.H.); Dobies, Kathi (K.M.); Golan, Bob (R.H.); Sidalko, John (J.W.); Roehner, Julie (J.D.); Seetamsetti, Lokesh (L.); Kowalski, George (G.S.); Yacks, Dennis (D.L.); Barnett, Ross (R.); Barrie, Gary (G.L.); Bussone, Robert (R.P.); Gabriele, Martin (M.); Infante, Guy (G.J.); Moosh, Michael (M.V.); Schradie, Janis (J.V.); Starkey, James (J.A.); DaDeppo, Lynn (L.D.); Davis, Jeffrey (J.S.); Pitzel, Kimberly (K.L.); Skinner, Sandra (S.A.)
Subject: RE: Latest 8D and 1-page cover sheet for C170 open Durability issues for WWB review
Importance: High

Sorry, forgot to attach 1-page cover sheet, here it is ...



Durability Issue
Assessment On...

Michelle Lu

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

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

From: Lu, Michelle (H.)
Sent: Monday, December 15, 2003 12:06 PM
To: Goodchild, Tim (T.O.); Reeves, Scott (S.C.); Wilson, Ed (E.); Clemons, Loretta (L.T.); Bolisetty, Ramana (V.R.); Landis, Leonard (L.A.); Huber, Thomas (T.F.); Haugh, Todd (T.A.); Wiedmeyer, Robert (R.J.); Gerus, Scott (S.); Gridley, Scott (S.D.); Desantis, Massimo (M.D.); Schamberger, Michael (M.R.); Swick, Curt (C.); Williams, Alex (G.A.); Pupin, Anthony (A.A.); Gibbons, Jim (J.J.)
Cc: Keller, Mark (M.E.); Harline, Thomas (T.M.); Nelson, Don (D.F.); Blair, Monica (M.A.); Kim, Peter (P.K.); Fika, Barbara (B.G.); Mehta, Paras (P.M.); De Pena, Juan (J.E.); Adams, Renee (R.L.); LaFaive, Rita (R.A.); de Viugt, Alex (A.R.); Parks, David (D.H.); Dobies, Kathi (K.M.); Golan, Bob (R.H.); Sidalko, John (J.W.); Roehner, Julie (J.D.); Seetamsetti, Lokesh (L.); Kowalski, George (G.S.); Yacks, Dennis (D.L.); Barnett, Ross (R.); Barrie, Gary (G.L.); Bussone, Robert (R.P.); Gabriele, Martin (M.); Infante, Guy (G.J.); Moosh, Michael (M.V.); Schradie, Janis (J.V.); Starkey, James (J.A.)
Subject: Latest 8D and 1-page cover sheet for C170 open Durability issues for WWB review
Importance: High

Dear All,

As we mentioned on this morning's C170 Durability PAT, we are now asking you to provide us your **LATEST** 8D along with attached 1-page cover sheet for Will Boddie review to close out all C170 Durability open issues by year-end.

The fields on 1-page cover sheet (C170 Durability Issue Deviation Assessment) that issue owners must fill out are: WERS concern number, issue description, PMT/responsible chief engineer, and the functional activity assessment column for root cause, corrective action, and verification plan. The rest of this form is for Will Boddie to mark-up when he reviews the 8D.

8Ds are required from following issues:

1. C11538282 (A) – L/F & R/F doors jump into first lock
2. C11553751 (C) – Door opening efforts excessive
3. C11568225 (C) – LH trans mount fractured
4. C11578069 (A) – Decklid lock inop due to corrosion
5. C11480074 (A) – Sight shield label peeling
6. C11580156 (X) – Retractable cargo cover creasing
7. C11580158 (A) – R/F seat belt does not retract
8. C11572257 (A) – R/F wheel cover fell off 15" steel wheel
9. C11540688 (X) – Transmission inop
10. C11593547 (A) – Engine MIL/engine stalled at idle
11. C11496983 (X) – BJB connector wiring pulled
12. C11496242 (X) – Coolant leak at lower rad. hose
13. C11565578 (A) – R/F strut rod lost torque
14. C11573572 (A) – Battery light on/inline fuse corroded

Note: a. Fleet concerns will also be presented to WWB as Nancy Gioia is out of the office for the rest of the year.

b. Items #13 & #14 need to be brought back to WWB if CRs are NOT authorized and released by 12/16.

Please send me your latest 8D (or upload to eRoom) and 1-page cover sheet by **COB, Tuesday 12/16/03**. A binder of these documents will be submitted to WWB on Wednesday (12/17) if a review meeting is unable to be scheduled. It will be your responsibility to explain to Will if 8D is not provided. Please contact me with any questions. Thanks!

Michelle Lu

Reliability Verification Engineering

Bldg #4, Room 100, Cube 301

Tel: (313) 24-8589

Fax: (313) 24-8976



C170 Durability Issue Deviation Assessment



WERS Concern Number(s):

Issue Description: Directly from the BD

PMT/Responsible Chief Engineer:

	Functional Assessment (Complete / Incomplete)	Concurrence by Will Boddie (Yes or No)	Will Boddie's Comments
Root Cause Identified?			
Corrective Action Identified?			
Verification Plan Developed and Acceptable? (includes A-to-B testing, KLTs, vehicle testing if needed)			
Next Steps, if Required			

Will Boddie's Assessment:

<input type="checkbox"/>	Approved and Closed to Deviation
<input type="checkbox"/>	Approved Pending Verification
<input type="checkbox"/>	Rejected - See Above Comments / Next Steps

ER04-023 0034

From: Goodchild, Tim (T.O.)
Sent: Tuesday, October 16, 2001 7:19 AM
To: Al Barnhart (E-mail); Williams, Alex (G.A.); Bailey, Stacie (S.M.); Stacy Peshkopia (E-mail); Skiba, Stan (SS.); Mies, Stephen (S.K.); Brandon Goll (E-mail)
Cc: Goodchild, Tim (T.O.)
Subject: C170 NA P1 Module Open Issues List

Importance: High



C170 NA Open
Issues.doc (52 KB...)

Tim Goodchild

Global Core Engineering-Body Hardware
(313) 390-0637 tgoodchi@ford.com

CI70 NA Open Issues List

Item #	Issue Description	Date Opened	Comments/Progress/Results	Champion	Due Date	Date Closed
1	P1 Latch line modifications for Lost Motion	9/18/01	9/18/01 - Bosch has provided cost/timing for modification to the P1 latch line. Need to include with Item #3 for overall cost/timing of lost motion change.	S. Peshkopia	10/19/01	
3	CI70 North America door mini-module assembly line	9/18/01	9/18/01 - Bosch to provide cost/timing to Ford for modification to the CI70 NA door mini-module assembly line (see #8)	S. Peshkopia	10/19/01	
5	Review of Bosch's Door Module TKU, Control Plans, D/PFMEA's, End of line tester	9/18/01	10/4/01 - Meeting with Sri Rao (STA) on 10/10/01 to review timing, BOM's, control plans, CI70 Eu PPAP	Team	On-going	
7	Proposal to remove Ajar switch from the striker	9/25/01	10/2/01 - Bosch to investigate the cost/timing impact to remove the door ajar switch on the striker for NA only	S. Peshkopia	10/30/01	
9	Mini-module part labels	9/25/01	9/25/01 - Bosch to get with A. Williams to determine any requirements for labels	S. Peshkopia	10/9/01	
10	GEM modules are unique for Europe and North America	9/25/01	9/25/01 - Need to do electrical testing (yellow board) to confirm that there are no issues with P1 latch GEM compatibility. 10/2/01 - Bosch to contact T. D'Agostino/K. Swick at Wayne to determine what next steps are required	B. Goll		

E884-023 5903

Originator: Tim Goodchild (tgoodch)
 Date Created: 9/25/01
 Date Updated: 10/29/04

CI70 NA Open Issues List

11	Bosch to investigate using lower effort spring	10/2/01	10/9/01 Bosch to get quote from ITW for new spring. Quote has been given to Keykert for this change (\$87K for automated spring tool)			
13	New strikers for APG/LINCAP test vehicles	10/9/01	10/9/01 Bosch to provide new strikers for the APG Durability and LINCAP test vehicle	S. Pestleopis	10/31/01	
14	Release new P1 latch part numbers for CI70 NA program	10/9/01	10/9/01 Need authorization to pull P1 latch part numbers for	T. Goodchild	TBD	
15	Modifications to Fr. Dr latch O/S release lever (SW164)	10/9/01	10/9/01 Bosch to provide cost/timing to modify existing lever tooling (SW164) to the latest Keykert level	Bosch	10/31/01	
16	Letter of Intent from Ford to proceed with Inst motion changes	10/9/01		J. Galbraith		
17	Bosch requests that the P1 striker be Ex-Works Applan Way, Charleston, SC	10/12/01	10/12/01 S. Bailey to investigate who needs to issue PO for striker (used in Eu and NA)	S. Bailey	10/31/01	
18	Bosch requests that Alkion be the Ford Supplier Code for the CI70 pass thru parts, but ITW would be the abtp code	10/12/01	10/12/01 S. Bailey to investigate how to do this within the Ford system	S. Bailey	10/31/01	

EWS-823 5894

Originator: Tim Goodchild (tgoodch)
 Date Created: 9/21/01
 Date Updated: 10/29/04



From: Goll, Brandon [Brandon.Goll@brose.net]
Sent: Tuesday, August 26, 2003 8:06 AM
To: sreeves2@ford.com
Subject: Pictures from MPG Car Evaluated on 8/25/03

Importance: High



MVC-001F.JPG (147 KB) MVC-002F.JPG (160 KB) MVC-006F.JPG (157 KB) MVC-007F.JPG (156 KB)

Hi Scott,

Here are the pictures taken from yesterday's MPG vehicle/latch evaluation of high outer release efforts.

Brandon

Best Regards

Brose North America, Inc.
LX5 - Closure Systems

Brandon Goll

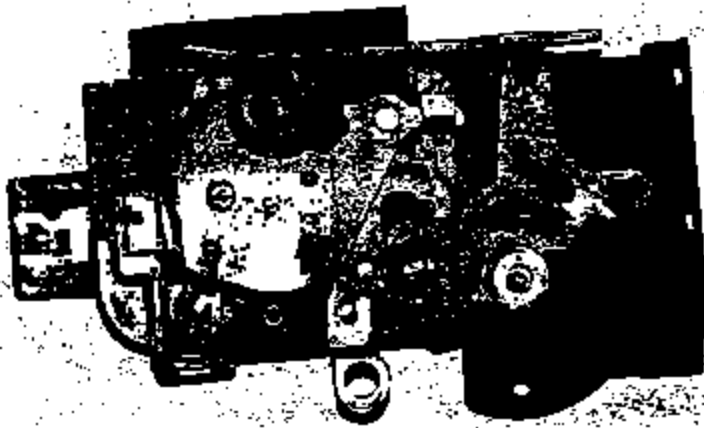
2630 Superior Court
Auburn Hills, MI 48326
USA

Phone: +1 (248) 754 1825
Fax: +1 (248) 364 2306
Mobile: +1 (734) 693 4542
Email: Brandon.Goll@brose.net

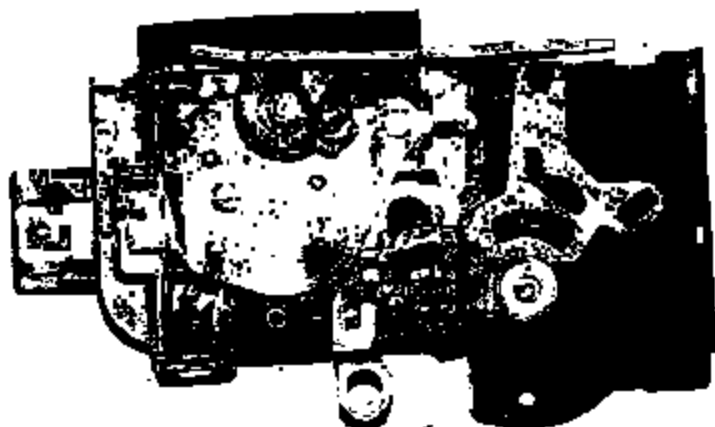




BR04-823 5571



AUG 25 200



AUG 25 2003

[REDACTED]

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>>

Title: ESD - ESD in m. Tunnels and Tunnels

Location: Large Conference Room and Teleconferencing

Client: 1-800-367-3643

Project: 1888430

Contributors: E. Oul, B. Schwilke, D. Pincus, T. Gooding, R. Ford, B. Pevsny, G. Sapiro, A. White, W. Metz

Updated: September 21, 2002

1	Test vehicle at MPG for displacement and seal test	September 24, 2002	October 2, 2002		D. Sapiro	
2	Study of best alternative of relative airflow from L-shaped	September 26, 2002	TBD			
3	Field walked test on kitchen with high clearance that have been through duct testing	September 27, 2002				
4	Sample tests of joint seal over to T. Gooding's all or baseline, cooling, and exhaust	September 27, 2002			D. Sapiro	
5	Flangeless measurements on joint and seal of L-shaped kitchen	September 28, 2002	TBD		B. Pevsny	
6	Value and joint leakage by design to Ford	September 28, 2002	September 28, 2002		D. Sapiro	
7	Test report for all joint walked testing completed	September 28, 2002	September 28, 2002		D. Sapiro	
1	ESD ambient sterility testing for more grams generated	September 24, 2002	October 2, 2002		D. Sapiro	
2	Study more grams on each location	September 25, 2002	October 4, 2002		W. Metz	
3	Prevent illegal Openers operation	September 28, 2002	October 1, 2002		R. Ford	
4	Concept for extra grams integrated with joint numbers (11188761)	September 28, 2002	October 3, 2002		D. Sapiro T. Gooding	
5	Alert for extra grams on each kitchen seal test	September 28, 2002	October 2, 2002		D. Sapiro	
6	Illegal dining with 1.0 PV testing	September 28, 2002	October 2, 2002		A. White	

E004-0223 28710



Titel: ACH - 500 u.m. Termine und Termine
Leistung: Large Document Room and Teleconference
Kaufnr: 1-800-367-2642
Produkt: 0288440
Hersteller: B. Ode, S. Schmitt, G. Pausel, T. Gumbold, R. Fied, S. Pflaum, H. Schäfer, J. Hoff, W. Metz
Update: September 28, 2003

		Start Date	End Date	Location	Project Manager	Project Status	Project Notes
7	Update time table drawing with any type per number (M7 0000)	September 20, 2003	October 8, 2003		S. Wilde		
8	Update fabrication quantities for M7 per ground drawing	September 20, 2003	October 8, 2003		S. Wilde		
9	Update drawings electrical with new part numbers (M7232a)	September 20, 2003	October 8, 2003		S. Ode		
10	Get details on air handling equipment advantages compare	September 20, 2003	October 8, 2003		S. Ode		
11	RF plan for M7 change assembly and systems	September 20, 2003			S. Ode		
12	Define steel case for cabinet with M7 and M7232a	September 20, 2003			T. Gumbold		

EN04-023 5871



From: Wulf, Jan-Peter (J.-P.)
Sent: Tuesday, February 26, 2002 10:31 AM
To: Wulf, Jan-Peter (J.-P.); Williams, Alex (G.A.); Schneider, Thomas (T.);
Mark_Lebednick@keykertusa.com; Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.); Williams,
Peter (P.T.)
Subject: RE: Introduce new E-Coating on NA Focus Side Door Latches (updated meeting minutes)

Please find attached updated meeting minutes.



Meeting minutes
new e-coating ...

Jan-Peter Wulf

Body Engineering PD Europe
Body Closures Locks and Latches

☎49-(0)221-9034254

☎49-(0)221-9037673

—Original Message—

From: Wulf, Jan-Peter (J.-P.)
Sent: Montag, 25. Februar 2002 12:51
To: Williams, Alex (G.A.); Schneider, Thomas (T.); Mark_Lebednick@keykertusa.com; Goodchild, Tim (T.O.); Loschiavo, Jim (J.J.);
Williams, Peter (P.T.)
Subject: Introduce new E-Coating on NA Focus Side Door Latches

Team,

please find meeting minutes from Friday's meeting attached to this note.

<< File: Meeting minutes new e-coating on NA Focus side door latch.doc >>

Jan-Peter Wulf

Body Engineering PD Europe
Body Closures Locks and Latches

☎49-(0)221-9034254

☎49-(0)221-9037673

Meeting Minutes

22.02.02

Participants: Keykert: M. Lebednick
Ford: T. Schneider, P. Williams, J. Wulf

The meeting was held to discuss introduction of new e-coating on latch and striker for C170 NA Focus side door latches to improve corrosion resistance (C11231717)
There is no effect on any Europe program.

Issue	Description	Responsible	Due	Done
Testing	Perform for latch and striker: 1. Salt spray test (3 vehicle sets) 2. Full environmental durability (3 vehicle sets) 3. Strength test (3 new vehicle sets and 6 sets mentioned under 1.,2.) 4. Durability-ambient only (3 vehicle sets)	Keykert (M. Lebednick)	24.04.02	
Test report	Provide proper test report (for finished tests and pre-report for those not fully completed)	Keykert (M. Lebednick)	24.04.02	
FMVSS	Update FMVSS report for ESO	A. Williams	26.04.02	
Release	Review test results and release new coating (AB00 & EB00)	Team	mid August	
Update team	Keep team informed with all informations	A. Williams	ongoing	-

From: Reeves, Scott (S.C.)
Sent: Thursday, August 21, 2003 3:44 PM
To: Ford, Randy (R.); Reeves, Scott (S.C.)
Subject: Date:



Door Efforts.doc
(34 KB)



Focus High Side Door Efforts				
Date:				
Vehicle Type:				
Vehicle Mileage:				
VIN:				
Build Date:				
	RHS Front	RHS Rear	LHS Front	LHS Rear
Visual Inspect Margin w/ door closed				
Visual Inspect Flushness w/ door closed				
Visual Inspect movement after latch release				
Outside Handle Opening Effort (N)				
Inside Handle Opening Effort (N)				
Door Seal Force (N)				
Inspect for Damaged Parts (Y/N - Describe)				
Position of white clip in racetrack				
Outside handle travel before latch engagement (mm)				
Outside handle travel to open latch (bottom out)				
Inside handle travel before latch engagement (mm)				
Inside handle travel to open latch (bottom out)				
General condition and visual observations				
Module travel measured at module paddle (mm)				
Module effort measured at module paddle (N)				
Travel measured at racetrack (mm)				
Effort measured at racetrack (N)				
Handle only travel (mm)				
Handle only Force (N)				
Cable only travel (mm)				
Cable only Force (N)				

From: Garascia, Mark (M.D.)
Sent: Monday, September 08, 2003 10:56 AM
To: Reeves, Scott (S.C.)
Cc: Allen, Rick (R.G.)
Subject: FW: Updated 5-Sept -> 05MY Major / Minor Risk List

Scott, Q11553751 was issued as a C170 durability issue. I think this is the same issue you have been working on. Can you give me a status on this for change control at noon today?

Mark D. Garascia

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

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

From: Garascia, Mark (M.D.)
Sent: Monday, September 08, 2003 7:57 AM
To: Allen, Rick (R.G.); Kantz, Peter (P.H.)
Subject: FW: Updated 5-Sept -> 05MY Major / Minor Risk List

Note, excessive door opening efforts has been added to the 2005MY MAJOR issues list as a carryover item, which we are working to resolve. Also, as you know the date shown for resolution of the side door latches on front door jumping out of first lock is past due. The date was originally developed based on the idea it could be closed to high seal forces which we know now may not be appropriate. We will need to put in a new projected closure date as <CC> is 9/30. Please let me know, I understand we were looking at the vehicle over the weekend.

Mark D. Garascia

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

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

From: Larson, Dave (C170.)
Sent: Friday, September 05, 2003 5:26 PM
To: Larson, Dave (C170.); Thomas, Steve (S.); Garascia, Mark (M.D.); Vliegen, Bert (B.); Fike, Barbara (B.G.); Gibbons, Jim (J.I.); Mazur, Christopher (C.J.); Wild, Marcus (M.C.); Adams, Renee (R.L.); Schamberger, Michael (M.R.); Chaung, Kar (K.K.); Henker, Scott (S.); Heiser, Ron (R.D.); Vyas, Bhadrash (B.); de Vlugt, Alex (A.R.)
Subject: Updated 5-Sept -> 05MY Major / Minor Risk List

Updated file with new adds per the latest Durability Open Issues matrix that was published last night.



major minor risks
05Sept03 PM....

or https://a2.ford.com/efRoom/Fordna2/Global_Focus_e-Team/0_09157

Latest Durability List with comments:



C170 Durability
Open Issues 9-...

Regards,

Dave Larson C170 Focus Project Management
dlarson2@ford.com ph: 313/32-38389 fx: 313/32-38389
Bldg #1, MD1136, cube 13G040 - 20000 Rotunda Dr., Dearborn, MI 48121

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

From: Larson, Dave (C170.)
Sent: Wednesday, September 03, 2003 1:55 PM
To: Thomas, Steve (S.); Garasda, Mark (M.D.); Vliegen, Bert (B.); Fike, Barbara (B.G.); Gibbons, Jim (J.J.); Mazur, Christopher (C.J.); Adams, Renee (R.L.); Schamberger, Michael (M.R.); Cheung, Kar (K.K.); Henker, Scott (S.); Helser, Ron (R.D.); Vyas, Bhadrash (B.)
Subject: OSMY Major / Minor Risk List

Here is the current status of open Major/Minor Risks. We still have a few more dates to capture (highlighted in yellow).

https://s2.ford.com/eforum/Fordna2/Global_Focus_e-Team/0_89157
<< File: major_minor_risks_03Sept03 PM.xls >>

Regards,

Dave Larson C170 Focus Project Management
dlarson2@ford.com ph: 313/32-38389 fx: 313/32-38389
Bldg #1, MD1136, cube 13G040 - 20000 Rotunda Dr., Dearborn, MI 48121



PROGRAM TRACK						
Concern	CRCR	Lead Responsibility	Action to Major	Date to Major	Date to M1	
Open MAJOR:						
Status 3-Sept						
1	Safety-Crash					
	- Passenger Neck	C11542877 (C)	Body	CAE analysis, review airbag, sled test	22-Sep-03	29-Sep-03
	- Overhead console opened during crash	C11537820 (C)	Body	Sled test w/ CR1 console 0/5	8-Sep-03	18-Sep-03
	- PCGS FMVSS 208 robustness	NA	Body	Test complete 3-Sept, Analysis 5-Sept	8-Sep-03	24-Oct-03
	- Spillage from FDM	C11555688 (A)	Safety/Fuel	Spillage tank top detail, CAE verification	15-Sep-03	18-Sep-03
2	RFI Bumper Reinforcer Impact Test	C11548558 (A)	Body	Review tactile thickness at detailed interface	10-Sep-03	17-Sep-03
3	CP Underhood Temperature over Target					
	- Cool cover temp. exceeds limit	C11549863 (A)	PTSE	Shielded manifold joint	29-Sep-03	24-Oct-03
	- Cool temp exceeds limit	C11549890 (C)	PTSE	Add heatshield to HEGO Mt, FASE verification	29-Sep-03	3-Oct-03
	- Fuel system 2.0L Auto PZEV	C11523418 (A)	Fuel	RFI heat shield w/ verification testing	29-Sep-03	10-Sep-03
4	Climate Control Performance (carry over)					
	- Heater performance (4 deg interior temp short of target)		Climate	Running test with R03	12-Sep-03	24-Oct-03
	- Unwanted heat (2.5 C higher than tgt. Rise over ambient w/ A/C off)		Climate	Meet A/C performance VDS, pursuing S05 deviation. EUI evaluating sealing improvement.	28-Sep	17-Oct
5	Road Noise NVH (carry over)					
	- Road noise from rear / floor ding		Chassis / VE	Single Mt changeover for r/s of NVH pack 7a	15-Sep-03	22-Sep-03
6	Package Concerns					
	- Single block heater harness routing	C11546077 (A)	EESG	Design proposal review on HTRF rejected. Team investigating additional attachment's on cover and GCR shields plus potential VO reprocessing.		
	- B+ cable clip to clearance 2.3L ST dynamic	new	EESG	Finalize CAD envelope pkg study, conduct dynamic evaluation on HTRF, possible cold.	25-Sep-03	26-Sep-03
	- B+ cable clip to clearance 2.0L ch/c	C11582989 (A)	EESG	Release additional clip	29-Sep-03	10-Sep-03
	Major Durability Issues (carry over)					
7	L/R 75" wheel wheel shudder	C11888037 (A)	Chassis	Under investigation.		
8	Engine stalling during hot weather	C11551018 (A)	PTSE	Trailer test issues, may be completed w/ C11546688		
9	Engine check light cycles P035NP1370	C11554718 (A)	PTSE	Hold review 0/2. Action plan 0/2.		
10	Powertrain knocking noise	C11588127 (A)	PTSE	Hold review 0/2. Action plan 0/2.		
	Major Durability Issues (carry over)					
11	L/R & R/F doors jump into fast lock	C11585252 (A)	Body	Best effort under investigation, RD in progress	8-Sep-03	8-Sep-03
12	Tail lamp mounter binding	C11585258 (D)	Body	Completed RD on temp housing due 0/5	12-Sep-03	12-Sep-03
13	Door open affects navigation	C11582781 (A)	Body	Under investigation.		
14	Auto transmission					
	- Transmission failure during Passer 2	C11548586 (A)	PTSE	Return at 4300 RPM	7-Oct-03	7-Oct-03
	- NLTST defect: Planetary gear out of phion	C11564780 (D)	PTSE	Evaluating several design alternative		
15	R/F engine mount and/or fuel filter leak	C11584105 (A)	PTSE	CAE analysis, R2,7 proposed	28-Sep-03	24-Oct-03
16	Chassis processes (binding clutch)	C11585251 (A)	PTSE	Part shipped to supplier 0/4. Action plan 0/1/0.		
17	PEAD built into floor panel	C11588172 (A)	PTSE	Under investigation.		
18	R/F LCA Rear bushing metal sleeve fractured	C11448143 (A)	Chassis	Reduce tail bearing weather QD to avoid insert, with substrate	1-Oct-03	19-Oct-03
19	R/F Insulator cracked below shock Abs	C11527881(A)	Chassis	Release CAE proven fit, edited material	22-Sep	21-Nov
20	L/R wheel drive bearing noise	C11586246 (A)	Chassis	Under investigation, FAG providing analysis		
21	R/F steel roller plate fractured	C11821490 (A)	Chassis	Rig test with C1 road load data	19-Sep-03	12-Jan-04
22	R/F LCA fastener p.L. 2 broken (fractured in Major 3-Sept)	C11580948 (A)	Chassis	Strength testing to confirm need of design action.	reclassified	13-Oct-03
23	R/F 24" aluminum wheel shunt	C11542282 (A)	Chassis	Under investigation.		
24 out of 68 Deviations pending signature			Team			

New Issues added after 10-Aug

ITEMS MOVED FROM MAJOR TO MINOR OR NIL

Concern	CRCR	Lead Responsibility	Action
Calibration Incomplete			
- Drivability			Moved to minor with agreement for Tier 2 6/11
- Emissions			Moved to minor with agreement for Tier 2 6/11
- Fuel			2006 MAPE adjusted to status, Moved to nil
Safety-Crash			
- Glovebox opened during crash, registers come out of IP	C11642528 (C)	Body	Glovebox stayed shut, registers did not come out during crash test run on 0/25. Moved to nil
CP Underhood Temperature over Target			
- Wiring loop exceeds limit	C11647425 (C)	ME/PTSE	Fix confirmed and concern released. Moved to nil.
	C11648926 (C)		Extend heatshields. Concern Authorized.
Climate Control Performance			
- Climate control indicator	C11685700 (C)	EESG	Based board testing completed and moved to minor.
PEAD failed water washing, lack of PAS support after washing (0/2)	C11633807 (D)	PTSE	Release customer program. Moved to nil
M insufficient degree of cooling eye	C11633801 (D)	TASG/PTSE	Release in NA confirms no issue. Moved to nil
Spare wheel well cracked	C11584174 (A)	Body	Fix confirmed, moved to minor
Exhaust Rec. Joint and collector leaking	C11633807 (C)	PT	Rig test run. Concern authorized. Moved to minor
Auto Trans NLY 0/2 failed	C11633718 (C)	PTSE	Add Hatching to Clutch. Concern Released. Moved to minor.
L/R gear mount (brk) failure	C11645141 (D)	PTSE	Secondary failure closed to RH asset link (C11548100)
Exhaust Insulator loose	C11685700 (C)	PTSE	Added Steel Inlet and Increased lag thickness. CR Authorized. Moved to minor
R/F Balljoint boot torn (0/2)	C11648361 (D)	Chassis	Closed to service. Concern rejected and moved to nil 0/2.
Climate Control Performance (carry over)			
- System Airflow NVH (71.3 db status vs. 66 db tgt req A/C)		Climate	EUI working / pursuing S05 deviation. 0/2.
Safety-Crash			
- Driver chest		Body	Moved to minor per 0/2 barrier test. Passenger moved to nil. 0/3.
- Passenger torso		Body	Moved to minor per 0/2 barrier test. Driver moved to nil. 0/3.
- FSC		Body	Moved to nil per 0/2 barrier test. 0/3.
R/F member end of span / Short End	C11408862 (D)	Chassis	Deviation approved 0/2. Moved to ME 0/2.
Package Concerns			
- Horn sound intensity level	C11607810 (C)	EESG	Use dual note horn. CR Authorized. Moved to ME. 0/4.
R/F ST 0/2 Wild Cracked at B-axial	C11648324 (A)	Chassis	CR Auth for design change per CAE. Moved to minor 0/2.
Cracks in body under engine mounts	C11633809 (A)	Body	Realign brackets, WMS approved. Moved to ME 0/2 per durability mark.

C170 Durability Open Issues

Description	Concern #	Date Opened	Week opened at BGS/03	PMT	New/ C/O	Deviation Status	Major/ Minor	Remarks
1 Cracks in body under engine mounts	C11432890 (A)	13-Nov-02	42	Body	c/o	Working	Nil	Re-designing engine mount reinforcement. WMB Approved, pending CR approval & release
2 Fuel tank heatshield broke	[REDACTED]	28-May-03	14	Body	c/o	Working	Minor	A: B testing underway. SD in progress
3 AC tube touches the radiator bracket	C11512821 (C)	2-Jun-03	13	Body	c/o	Working	Nil	SD in progress. To add convolute to the AC line
4 Headlamp adjuster screws unworkable	C11538888 (C)	16-Jun-03	11	Body	New	Working	Nil	CR released. ASD testing in progress
5 Tail lamp bulb electrical short due to water intrusion	C11535328 (Q)	8-Jul-03	8	Body	wh	Working	Major	SD in progress
6 Spare wheel well cracked	C11538174 (R)	16-Jul-03	7	Body	c/o	Working	Minor	Testing issue. SD in progress
7 LUF & RUF doors jump into seal lock	C11538242 (A)	16-Jul-03	7	Body	c/o	Working	Major	Under investigation, potential run-build issue, SD in progress
8 Door opening efforts excessive	C11538751 (A)	27-Aug-03	1	Body	c/o	Working	Major	Under investigation
9 RUF camber out of spec	[REDACTED]	28-Apr-03	18	Chassis	c/o	Working	Major	Need design change per WMB
10 RUF LCA Rear bushing metal sleeve fractured	C11449140 (A)	1-Sep-03	18	Chassis	c/o	Working	Major	A: B testing underway
11 RUF strut front plate fractured	C11381488 (A) C11448844 (C)	3-May-03	17	Chassis	c/o	Working	Major	SD in progress. Rig test in progress
12 PAC nut torque loss	C11532860 (C)	12-Jun-03	12	Chassis	New	Working	Nil	CR released. SD in progress
13 RUF LCA ballast at 3 loose	C11538345 (A)	24-Jun-03	10	Chassis	c/o	Working	[REDACTED]	SD in progress
14 RUF knuckle cracked below shock ABS	C11537581 (A)	16-Jul-03	7	Chassis	c/o	Working	Major	SD in progress
15 LRF wheel drum bearing noise	C11538248 (A)	17-Jul-03	7	Chassis	c/o	Working	Major	Under investigation, SD in progress
16 RUF new 10" Alloy wheel cracked at 9 o'clock	[REDACTED]	18-Jul-03	7	Chassis	New	Working	[REDACTED]	SD in progress
17 RUF 18" Alum wheel dents	C11543283 (A)	28-Jul-03	5	Chassis	c/o	Working	[REDACTED]	Under investigation, no SD provided
18 LUF 15" steel wheel dented	C11538357 (A)	4-Sep-03	0	Chassis	New	Working	Major	Under investigation
19 Exhaust hanger loose	C11498736 (C)	28-Apr-03	18	PT	c/o	Working	Minor	Durability DV testing and A: B testing completed. WMB DV testing in progress. CR approved, pending release
20 Catalytic converter heatshield corroded - falling off	C11542187 (C)	17-Jul-03	7	PT	New	Working	Minor	CR released, A-B testing in progress, to be completed in Nov.
21 Transmission hicp	C11544684 (A)	22-Jul-03	6	PT	c/o	Working	Major	SD in progress
22 RH engine mount exhibited a fluid leak	C11541815 (A)	12-Aug-03	3	PT	c/o	Working	Major	SD in progress
23 Engine running rough / Engine MIL	C11544133 (A)	12-Aug-03	3	PT	c/o	Working	[REDACTED]	MAPS self contamination, SD in progress
24 Engine stalling during hot weather	C11544618 (A)	20-Aug-03	2	PT	New	Working	Major	Under investigation
25 Clutch pressure bearing defect	C11545281 (A)	28-Aug-03	1	PT	c/o	Working	Major	Under investigation
26 Engine MIL / Codes P0801 P1278	C11544714 (A)	29-Aug-03	1	PT		Working	Major	Under investigation
27 Clutch hose rubbing FAS hose	C11546121 (A)	1-Sep-03	0	PT		Working	[REDACTED]	Under investigation
28 Power/brake tracking noise	C11546127 (A)	1-Sep-03	0	PT		Working	Major	Under investigation
29 LH Engine mount bracket fractured	C11546571 (A)	3-Sep-03	0	PT	c/o	Working	[REDACTED]	Under investigation
30 FEAD ball lowerer misad	C11546172 (A)	3-Sep-03	0	PT	c/o	Working	Major	Under investigation
31 Small connector wiring to fuse box pulled	C11498943 (Q) C11431871 (C) C11483328 (C)	23-Apr-03	19	Electrical	c/o	Working	[REDACTED]	CR released, New design is on 218488824K33333 to new W367, SD in progress
32 Alternator defect	C11538977 (Q)	28-Aug-03	10	Electrical	New	Working	Minor	CR released for duct and pipe. Workaround testing in progress
33 RVL ABS cable holder out of fitting	C11538713 (A)	25-Jun-03	10	Electrical	c/o	Working	Minor	SD in progress

From: Peshkopia Stacy (AB/SFO2) [Stacy.Peshkopia@us.bosch.com]
Sent: Tuesday, May 21, 2002 3:54 PM
To: Praful Patel (E-mail); John A. Galbraith (E-mail); Jir Barrick (E-mail); Mike Simpson (E-mail); James J. Loschiavo (E-mail); Tim Goodchild (E-mail); Georgenthum Marc (BE-CS/PRG) *; Stratil Peter (BE-CS/QAS1) *; Wirths Rainer (BE-CS/ENG2) *; Bartel Peter (BE-CS/ENG) *; Mulvey Catherine (BE-CS/KFO) *; Moloney John (AB/SFO); Budweg Mathias (AB/PWL) *; Wattai John (AB/ELS) *; Salfi Tony (AB/SA) *; Alex Williams (E-mail)
Cc: Bartsch Juergen (AB/ELS); Stan Skiba (E-mail); Tom Partch (E-mail); Parks Kevin (AIW/PLM); Williams Michael (E-mail); Merz Martina (BE-CS/GP) *; Schraner Anke (BE-CS/CLP1) *; Heise Haiko (BE-CS/CLP1) *; Esser Michael (BE-CS/QAS) *
Subject: Bosch Action Plan and Contact List re: APG and MPG testing



2002-05-21 8D Action Plan for...
2002-05-21 8D Contact List.xls...

Hello All,

Please find attached the requested work plan from Bosch regarding the hard to open problems at APG and MPG.

Also attached is a Bosch contact sheet with names, phone numbers and email addresses.

<<2002-05-21 8D Action Plan for MPG & APG.mpp>> <<2002-05-21 8D Contact List.xls>>

We look forward to meeting with you this Friday to review our progress in determining the root cause regarding the above stated issues. If you have any questions or concerns, prior to the Friday meeting, please contact me at the numbers listed below.

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

**ROBERT BOSCH CORPORATION
CONTACT LIST FOR CRITICAL 8Ds - MPG & APG**

NAME	PRODUCTS PERSON SUPPORTS	TITLE	PHONE #	MOBILE #	PAGER #	EMAIL	LOCATION
Farmington Hills Support							
Mathias Budweg	Module C/S Handle	Management Champion - Module - Engineering	(248) 558-1487	(248) 207-6200	N/A	mathias.budweg@us.bosch.com	Farmington Hills, MI
Stacy Peethkopla	Module C/S Handle	Program Manager	(248) 848-2437	(248) 705-1412	N/A	stacy.peethkopla@us.bosch.com	Farmington Hills, MI
Brandon Goll	Module C/S Handle	Project Engineer	(248) 848-2431	(734) 946-8788	N/A	brandon.goll@us.bosch.com	Farmington Hills, MI
Juergen Bartsch	Module C/S Handle	Engineering Support	(248) 848-2853	(810) 292-9786	N/A	juergen.bartsch@us.bosch.com	Farmington Hills, MI
John Wetsai	Module C/S Handle	Engineering Manager	(248) 848-2557	(248) 514-0423	N/A	john.wetsai@us.bosch.com	Farmington Hills, MI
David Rindell	Module C/S Handle	Test Engineer	(248) 848-2486	N/A	(810) 817-0854	david.rindell@us.bosch.com	Farmington Hills, MI
Albion Indiana Support							
Buster Nebel	Module C/S Handle	Quality Manager	(260) 838-4294	N/A	N/A	buster.nebel@us.bosch.com	Albion, IN
Al Burnhart	Module C/S Handle	Quality Engineer	(260) 838-4286	N/A	N/A	allen.burnhart@us.bosch.com	Albion, IN
Kevin Parica	Module C/S Handle	Plant Manager	(260) 838-4201	N/A	N/A	kevin.parica@us.bosch.com	Albion, IN
Wuppertal Latch Support							
Catherine Muvey	Latch Striker	Program Manager - Modules	011-49-202- 4687-196	011-49-180- 8841-834	N/A	catherine.muvey@us.bosch.com	Farmington Hills, MI
Marc Georghum	Latch Striker	Program Manager - Latch	011-49-202- 4687-511	011-49-173- 8315-887	N/A	marc.georghum@us.bosch.com	Wuppertal, Germany
Rainer Wirths	Latch Striker	Engineering Team Leader	011-49-202- 4687-504	N/A	N/A	rainer.wirths@us.bosch.com	Wuppertal, Germany
Peter Stratil	Latch Striker	Quality Manager - Latch	011-49-202- 4687-548	011-49-180- 8848-854	N/A	peter.stratil@us.bosch.com	Wuppertal, Germany

FORD - CONTACT LIST
LOCATION:

NAME	TITLE	PHONE #
Stan Skiba	PVT STA Line Supervisor Line Supervisor Incoming Inspection Quality Logistics Packaging Engineer Plant Manager Purchasing	

Ford Internal Support
Tim Goodchild
Alex Williams
Syed Shahab
Jim Loschiavo

EMAIL

LOCATION

FORD - CONTACT LIST
LOCATION:

NAME

TITLE

PHONE #

PVT

STA

Line Supervisor

Line Supervisor

Incoming Inspection

Quality

Logistics

Packaging Engineer

EMAIL

LOCATION

From: Lock, Andreas (A.)
Sent: Monday, October 13, 2003 4:57 AM
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); Brandon Goll (E-mail); Henshaw, Bob (R.P.)
Subject: RE: Grease

Tim,
sorry for the delay, I was on a bus. trip. Please action as stated in alternative B. I will not upsuffix the EU Ford latch versions -if possible- for the reasons I stated already.

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

-----Original Message-----
From: Goodchild, Tim (T.O.)
Sent: Donnerstag, 9. Oktober 2003 21:41
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) 390-0637
tgoodchi@ford.com

From: Henshaw, Bob (R.P.)
Sent: Monday, October 13, 2003 8:28 AM
To: Lock, Andreas (A.); Goodchild, Tim (T.O.)
Subject: RE: Grease picture

Andreas, Tim,

Agreed, we need to avoid operator and customer contact with this grease.

regards,

Bob Henshaw
Project Engineer
Ext 6311

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

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

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

Regards,

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

<< File: grease.JPG >>

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

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

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

regards,

Bob Henshaw
Project Engineer
Ext 6311

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

From: Lock, Andreas (A.)
Sent: Monday 13 October 2003 10:10
To: Henshaw, Bob (R.P.); Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon 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 (Isobopas 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 3DQ43 (313) 398-0637

tgoodchi@ford.com

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

Rob,

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

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

Tim, Bob,

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

Regards,

Andreas Lock

Body Closures - TS Mechanisms

Tel. Ford internal: 703-2353

Tel. external: +49 (0)221 903-2353

email: alock1@ford.com

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

From: Henshaw, Bob (R.P.)
Sent: Freitag, 10. Oktober 2003 10:57
To: Goodchild, Tim (T.O.)
Cc: Reeves, Scott (S.C.); Ford, Randy (R.); 'Brandon 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,

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- 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 3D043 (313) 390-0637

tgoodchi@ford.com

From: Rytorski, Kathleen [Kathleen.Rytorski@brose.net]
Sent: Wednesday, May 19, 2004 2:20 PM
To: Ford, Randy (R.); Lovasz, Ron (R.); Estigoy, Ben; Conley, Christopher
Subject: Updated: Ford Focus Latch Analysis



Focus Latch
Analysis.xls (64 K..

I changed the column headings to reveal a better understanding of what type of latch was analyzed.

Kathleen Rytorski
Brose North America
Phone: 248-375-4133
Cell: 248-310-1149
Email: kathleen.rytorski@brose.net

Count of Brose Final Analysis		Part Returned				
Model Year	Brose Final Analysis	Cable assy	Inside Handle	Liftgate latch	Reinforcement	Shield
2002	Child entrapment cam broken					
	No conclusion			1		
	Misaligned			1		
2002 Total				2		
2003	Misaligned			2		
	NTF	5	6		7	2
	Damaged	1				
	Broken clip		3			
	Contaminated		2			
	Switch hop					
	Switch jammed					
	Ajar light on					
	Switch spring broken					
	No switch on striker					
	No plunger on switch					
	Switch damage					
	Bent contact					
	Intermittent operation					
	Child entrapment cam broken					
	No conclusion, function ok					
2003 Total		6	11	2	7	2
2004	Misaligned					
	No conclusion			1		
2004 Total				1		
Grand Total		6	11	5	7	2

Side Latch	Striker	Decklid	Grand Total
		2	2
			1
			1
		2	4
	6	99	107
34	14	6	74
	4	4	9
			3
			2
	2		2
	1		1
		1	1
	1		1
	1		1
	1		1
	1		1
		1	1
		1	1
		1	1
34	32	119	207
		6	6
			1
		6	7
34	32	121	218

	INTENT PARTS	INTENT LABOR	CONTINGENT REPAIR	CONTINGENT MISC	CONTINGENT CORE
OTHER LOCK/MECHANISM TROUBLES	52.56	200.48	277.85	0	0
BODY PANELS HARD TO OPEN	52.56	178.85	329.54	0	0
INT. DOOR LOCK CONTROLS - POWER	78.51	117.93	184.12	0	0
EXT. DOOR LOCK CONTROLS-POWER	78.51	135.28	243.45	0	0
EXT. DOOR LOCK CONTROLS-POWER	76.51	87.48	179.14	0	0
INT. DOOR LOCK CONTROLS - POWER	76.51	185	329.06	0	0
OTHER LOCK/MECHANISM TROUBLES	70.03	78.69	204.97	0	0
REMOTE/KEYLESS ENTRY TROUBLES	70.03	147.09	260.8	7.19	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	82.63	242.05	28	0
EXT. DOOR LOCK CONTROLS-POWER	76.51	65.89	173	0	0
WINDOW OPENING, CLOSING TROUBLES-POWER	70.03	132.09	231.19	0	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	134.98	241.15	8	0
REMOTE/KEYLESS ENTRY TROUBLES	70.03	77.69	192.97	15.11	0
INT. DOOR LOCK CONTROLS - POWER	70.03	104.4	210.65	6.09	0
INT. DOOR LOCK CONTROLS - POWER	70.03	311.98	561.84	16.83	0
INT. DOOR LOCK CONTROLS - POWER	70.03	311.98	561.84	16.83	0
BODY PANEL HARD TO CLOSE	52.56	49.84	123.42	0	0
OTHER LOCK/MECHANISM TROUBLES	61.5	58.5	144.6	0	0
INT. DOOR LOCK CONTROLS - POWER	70.03	248.98	396.25	11.22	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	251.73	648.62	28.79	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	251.73	649.62	28.79	0
OTHER ELECTRICAL ACCESSORY TROUBLES	76.51	153.12	235.81	0	0
BODY PANELS HARD TO OPEN	52.56	53.32	131.31	4.41	0
BODY PANELS HARD TO OPEN	52.56	112.11	269.75	56	0
OTHER LOCK/MECHANISM TROUBLES	70.03	80.25	254.18	37.86	0
INT. DOOR LOCK CONTROLS - POWER	76.51	263.01	309.38	0	0
INT. DOOR LOCK CONTROLS - POWER	70.03	123.01	224.37	0	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	58.29	157.33	0	0
EXT. DOOR LOCK CONTROLS-POWER	76.51	286.24	453.58	11.82	0
INT. DOOR LOCK CONTROLS - POWER	76.51	270.32	399.86	0	0
INT. DOOR LOCK CONTROLS - POWER	76.51	270.32	399.86	0	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	269.6	445.2	0	0
REMOTE/KEYLESS ENTRY TROUBLES	70.03	46.68	144.72	0	0
EXT. DOOR LOCK CONTROLS-POWER	70.03	269.6	445.2	0	0
INT. DOOR LOCK CONTROLS - POWER	76.51	495.98	794.92	73.19	0
OTHER LOCK/MECHANISM TROUBLES	63.08	224.48	543.38	0	0
OTHER LOCK/MECHANISM TROUBLES	76.51	224.48	543.38	0	0
BODY PANEL HARD TO CLOSE	76.51	185.14	700.98	128.8	0
EXT. DOOR LOCK CONTROLS-POWER	52.56	30.35	103.93	0	0
EXTERIOR DOOR HANDLE TROUBLES	70.03	85.99	255.22	0	0
OTHER LOCK/MECHANISM TROUBLES	70.03	200.46	277.85	0	0
OTHER LOCK/MECHANISM TROUBLES	70.03	87.18	186.28	0	0
EXT. DOOR LOCK CONTROLS-MANUAL	70.03	215.79	233.83	0	0
INT. DOOR LOCK CONTROLS - POWER	70.03	237.99	189.81	0	0
OTHER LOCK/MECHANISM TROUBLES	70.03	87.18	186.65	0	0
EXT. DOOR LOCK CONTROLS-MANUAL	76.51	54.63	189.8	0	0

INT. DOOR LOCK CONTROLS - POWER	76.51	84.11	206.81	8.03	0
INT. DOOR LOCK CONTROLS - POWER	70.03	119.3	272.79	0	0
EXT. DOOR LOCK CONTROLS-POWER	78.51	28.74	142.14	8.29	0
INT. DOOR LOCK CONTROLS - POWER	76.51	58.49	124.1	0	0
EXT. DOOR LOCK CONTROLS-POWER	76.51	85.54	192.85	0	0
BODY PANEL HARD TO CLOSE	76.51	185.14	700.98	128.6	0
EXTERIOR DOOR HANDLE TROUBLES	68.19	61.7	164.69	7.52	0

AMOUNT	DATE	WARRANT	ISSUE	ISSUE	ISSUE	CHARGE	REASON
		DATE	DATE	NAME	NAME	TYPE	NO.
74.06		29-Oct-99	01-Nov-99	WAYNE	KEYKERT USA INC	00	96917
43.05	42	07-Aug-00	22-Dec-00	WAYNE	KEYKERT USA INC	00	10324
41.77	42	29-Oct-99	13-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	138876
30.91	42	30-Sep-99	30-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	248743
63.34	42	22-Oct-99	25-Oct-99	WAYNE	BROSE NORTH AMERICA INC	00	125392
41.16	42	25-Oct-99	14-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	107076
36.65	42	17-Nov-99	27-Jan-00	HERM	BROSE NORTH AMERICA INC	00	145167
35.51	42	17-Feb-00	16-Mar-00	WAYNE	BROSE NORTH AMERICA INC	00	45020
37.55	42	29-Nov-99	02-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	177034
30.6	42	07-Oct-99	30-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	130562
28.32	42	11-Nov-99	10-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	34303
26.62	42	02-Dec-99	27-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	359098
28.62	39	07-Jan-00	25-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	18650
26.62	42	16-Dec-99	07-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	147703
66.58		26-Oct-99	23-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	131431
66.58		26-Oct-99	23-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	131431
21.02	01	02-Mar-00	17-Mar-00	WAYNE	KEYKERT USA INC	00	33805
24.6		16-Dec-99	04-Jan-00	WAYNE		00	17173
38.87		14-Dec-99	29-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	57580
105.48		03-Nov-99	17-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	210120
105.48	42	03-Nov-99	17-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	210120
66.48	42	16-Sep-99	21-Nov-00	WAYNE	BROSE NORTH AMERICA INC	00	827181
21.02	41	18-Oct-99	23-Dec-99	WAYNE	KEYKERT USA INC	00	320029
28.04	41	03-Nov-99	27-Nov-99	WAYNE	KEYKERT USA INC	00	107188
38.87		20-Jan-00	14-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	7619
31.82	42	01-Nov-99	27-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	367409
28.96	02	28-Sep-99	11-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	701137
28.01	42	20-Oct-99	21-Jun-00	WAYNE	BROSE NORTH AMERICA INC	00	14650
51.83		17-Dec-99	17-Jun-00	WAYNE	BROSE NORTH AMERICA INC	00	611436
76.51		30-Nov-99	15-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	610747
76.51	42	30-Nov-99	15-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	610747
91.6		09-Nov-99	21-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	258890
26.01	42	09-Dec-99	15-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	18151
91.6		09-Nov-99	21-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	258890
64.5	42	16-Dec-99	11-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	46623
91.11		17-Sep-99	18-Nov-99	WAYNE		00	719913
91.11	42	17-Sep-99	18-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	719913
110.64	42	07-Jan-00	17-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	93518
21.02	42	26-Oct-99	01-Dec-99	WAYNE	KEYKERT USA INC	00	7473
67.44	02	24-Sep-99	15-Oct-99	WAYNE	BROSE NORTH AMERICA INC	00	98837
74.06	28	29-Oct-99	01-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	96917
28.32	42	21-Dec-99	28-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	182483
28.01	42	17-Dec-99	12-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	317193
41.26	69	15-Dec-99	27-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	251160
26.42	46	21-Dec-99	28-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	182038
36.62	42	05-Jan-00	20-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	201990

38.28		09-Dec-99	24-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	87952
43.85	42	22-Nov-99	31-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	67353
30.6	42	15-Aug-00	18-Sep-00	WAYNE	BROSE NORTH AMERICA INC	00	210048
30.6	41	25-Nov-99	21-Jan-00	HERM	BROSE NORTH AMERICA INC	00	118155
30.6		29-Jul-99	24-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	1805
110.84		07-Jan-00	17-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	93518
27.28	89	02-Aug-00	18-Aug-00	WAYNE		00	534408

CCO Description
OTHER LOCK/MECHANISM TROUBLES
BODY PANELS HARD TO OPEN
INT. DOOR LOCK CONTROLS - POWER
EXT. DOOR LOCK CONTROLS-POWER
EXT. DOOR LOCK CONTROLS-POWER
INT. DOOR LOCK CONTROLS - POWER
OTHER LOCK/MECHANISM TROUBLES
REMOTE/KEYLESS ENTRY TROUBLES
EXT. DOOR LOCK CONTROLS-POWER
EXT. DOOR LOCK CONTROLS-POWER
WINDOW OPENING, CLOSING TROUBLES-POWER
EXT. DOOR LOCK CONTROLS-POWER
REMOTE/KEYLESS ENTRY TROUBLES
INT. DOOR LOCK CONTROLS - POWER
INT. DOOR LOCK CONTROLS - POWER
INT. DOOR LOCK CONTROLS - POWER
BODY PANEL HARD TO CLOSE
OTHER LOCK/MECHANISM TROUBLES
INT. DOOR LOCK CONTROLS - POWER
EXT. DOOR LOCK CONTROLS-POWER
EXT. DOOR LOCK CONTROLS-POWER
OTHER ELECTRICAL ACCESSORY TROUBLES
BODY PANELS HARD TO OPEN
BODY PANELS HARD TO OPEN
OTHER LOCK/MECHANISM TROUBLES
INT. DOOR LOCK CONTROLS - POWER
INT. DOOR LOCK CONTROLS - POWER
EXT. DOOR LOCK CONTROLS-POWER
EXT. DOOR LOCK CONTROLS-POWER
INT. DOOR LOCK CONTROLS - POWER
INT. DOOR LOCK CONTROLS - POWER
EXT. DOOR LOCK CONTROLS-POWER
REMOTE/KEYLESS ENTRY TROUBLES
EXT. DOOR LOCK CONTROLS-POWER
INT. DOOR LOCK CONTROLS - POWER
OTHER LOCK/MECHANISM TROUBLES
OTHER LOCK/MECHANISM TROUBLES
BODY PANEL HARD TO CLOSE
EXT. DOOR LOCK CONTROLS-POWER
EXTERIOR DOOR HANDLE TROUBLES
OTHER LOCK/MECHANISM TROUBLES
OTHER LOCK/MECHANISM TROUBLES
EXT. DOOR LOCK CONTROLS-MANUAL
INT. DOOR LOCK CONTROLS - POWER
OTHER LOCK/MECHANISM TROUBLES
EXT. DOOR LOCK CONTROLS-MANUAL

AMOUNT PARTS	AMOUNT LABOR	AMOUNT REPAIR	AMOUNT MISC	TOTAL AMOUNT	QTY RE
52.56	200.46	277.65	0	529.67	0
52.56	176.65	329.54	0	558.75	0
76.51	117.93	164.12	0	358.56	0
76.51	135.28	243.45	0	455.24	0
76.51	87.46	179.14	0	343.11	0
76.51	185	329.06	0	590.57	0
70.03	76.89	204.97	0	351.89	0
70.03	147.09	260.8	7.19	485.01	0
70.03	82.53	242.05	28	322.61	0
76.51	65.69	173	0	315.20	0
70.03	132.09	231.19	0	433.31	0
70.03	134.99	241.15	6	452.13	0
70.03	77.69	192.97	15.11	355.80	0
70.03	104.4	210.65	6.09	391.17	0
70.03	311.98	561.84	16.83	890.65	0
70.03	311.98	561.84	16.83	890.65	0
52.56	49.84	123.42	0	225.82	0
61.5	56.5	144.6	0	262.6	0
70.03	248.98	396.25	11.22	676.46	0
70.03	251.73	649.62	28.79	920.14	0
70.03	251.73	649.62	28.79	920.14	0
76.51	153.12	235.81	0	565.44	0
52.56	53.32	131.31	4.41	241.60	0
52.56	112.11	269.75	66	434.42	0
70.03	80.25	254.16	37.86	412.24	0
76.51	263.01	309.38	0	648.90	0
70.03	123.01	224.37	0	347.41	0
70.03	59.29	157.33	0	216.62	0
76.51	286.24	453.58	11.82	778.15	0
76.51	270.32	399.86	0	726.69	0
76.51	270.32	399.86	0	726.69	0
70.03	269.6	445.2	0	714.83	0
70.03	46.68	144.72	0	211.43	0
70.03	269.6	445.2	0	714.83	0
76.51	495.98	794.82	73.19	1370.49	0
63.08	224.48	543.36	0	831.92	0
76.51	224.48	543.36	0	844.35	0
76.51	185.14	700.98	128.6	1090.23	0
52.56	30.35	103.93	0	186.84	0
70.03	95.39	255.22	0	420.64	0
70.03	200.46	277.65	0	478.11	0
70.03	87.18	186.26	0	273.44	0
70.03	215.79	233.83	0	449.62	0
70.03	237.38	169.81	0	407.19	0
70.03	87.18	186.65	0	273.83	0
76.51	54.63	189.8	0	320.94	0

INT. DOOR LOCK CONTROLS - POWER	76.51	84.11	206.91	8.03	0
INT. DOOR LOCK CONTROLS - POWER	70.03	119.3	272.79	0	0
EXT. DOOR LOCK CONTROLS-POWER	76.51	26.74	142.14	8.29	0
INT. DOOR LOCK CONTROLS - POWER	76.51	59.49	124.1	0	0
EXT. DOOR LOCK CONTROLS-POWER	76.51	85.54	192.65	0	0
BODY PANEL HARD TO CLOSE	76.51	185.14	700.98	128.6	0
EXTERIOR DOOR HANDLE TROUBLES	68.19	61.7	164.69	7.52	0

AMOUNT	CATALOG	VEHICLE	WARRANTY	ASSEMBLY	SUPPLIER	CHARGE	RO NUM
PARTS	CODE	PRO	STAR	PLANT	NAME	BUCK	
MARKUP		DATE	DATE			66	
						ODE	
74.06		29-Oct-99	01-Nov-99	WAYNE	KEYKERT USA INC	00	96917
43.05	42	07-Aug-00	22-Dec-00	WAYNE	KEYKERT USA INC	00	10324
41.77	42	29-Oct-99	13-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	138876
30.91	42	30-Sep-99	30-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	248743
83.34	42	22-Oct-99	25-Oct-99	WAYNE	BROSE NORTH AMERICA INC	00	125392
41.18	42	25-Oct-99	14-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	107076
38.65	42	17-Nov-99	27-Jan-00	HERM	BROSE NORTH AMERICA INC	00	145167
35.51	42	17-Feb-00	18-Mar-00	WAYNE	BROSE NORTH AMERICA INC	00	45020
37.55	42	28-Nov-99	02-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	177034
30.8	42	07-Oct-99	30-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	130562
28.32	42	11-Nov-99	10-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	34303
28.62	42	02-Dec-99	27-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	359098
28.62	69	07-Jan-00	25-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	18650
28.62	42	18-Dec-99	07-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	147703
66.58		26-Oct-99	23-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	131431
66.58		26-Oct-99	23-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	131431
21.02	01	02-Mar-00	17-Mar-00	WAYNE	KEYKERT USA INC	00	33805
24.6		16-Dec-99	04-Jan-00	WAYNE		00	17173
38.87		14-Dec-99	29-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	57580
105.48		03-Nov-99	17-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	210120
105.48	42	03-Nov-99	17-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	210120
66.48	42	16-Sep-99	21-Nov-00	WAYNE	BROSE NORTH AMERICA INC	00	827181
21.02	41	18-Oct-99	23-Dec-99	WAYNE	KEYKERT USA INC	00	320029
29.04	41	03-Nov-99	27-Nov-99	WAYNE	KEYKERT USA INC	00	107198
38.87		20-Jan-00	14-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	7519
31.82	42	01-Nov-99	27-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	367409
28.86	02	28-Sep-99	11-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	701137
28.01	42	20-Oct-99	21-Jun-00	WAYNE	BROSE NORTH AMERICA INC	00	14650
51.83		17-Dec-99	17-Jun-00	WAYNE	BROSE NORTH AMERICA INC	00	611436
78.51		30-Nov-99	15-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	810747
78.51	42	30-Nov-99	15-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	810747
91.6		09-Nov-99	21-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	258890
28.01	42	09-Dec-99	15-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	18151
91.6		09-Nov-99	21-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	258890
64.5	42	18-Dec-99	11-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	46623
91.11		17-Sep-99	18-Nov-99	WAYNE		00	719913
91.11	42	17-Sep-99	18-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	719913
110.64	42	07-Jan-00	17-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	93518
21.02	42	28-Oct-99	01-Dec-99	WAYNE	KEYKERT USA INC	00	7473
67.44	02	24-Sep-99	15-Oct-99	WAYNE	BROSE NORTH AMERICA INC	00	99837
74.06	28	29-Oct-99	01-Nov-99	WAYNE	BROSE NORTH AMERICA INC	00	96917
28.32	42	21-Dec-99	28-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	182483
28.01	42	17-Dec-99	12-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	317193
41.26	69	15-Dec-99	27-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	251160
28.42	46	21-Dec-99	28-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	182038
38.62	42	05-Jan-00	20-Feb-00	WAYNE	BROSE NORTH AMERICA INC	00	201890

38.26	09-Dec-99	24-Dec-99	WAYNE	BROSE NORTH AMERICA INC	00	97952
43.8542	22-Nov-99	31-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	67353
30.642	15-Aug-00	19-Sep-00	WAYNE	BROSE NORTH AMERICA INC	00	210048
30.641	25-Nov-99	21-Jan-00	HERM	BROSE NORTH AMERICA INC	00	118155
30.6	29-Jul-99	24-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	1805
110.84	07-Jan-00	17-Jan-00	WAYNE	BROSE NORTH AMERICA INC	00	93518
27.2889	02-Aug-00	18-Aug-00	WAYNE		00	534408

L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	28.74	142.14	8.29	0	30.8	42
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	94.83	101.58	7.68	0	39.4	41
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	39.67	158.76	8.92	0	30.91	42
B16	BODY PANEL HARD TO CLOSE	76.51	185.14	700.98	128.6	0	110.64	42
L15	OTHER LOCK/MECHANISM TROUBLES	70.03	87.18	186.28	0	0	28.32	42
L15	OTHER LOCK/MECHANISM TROUBLES	70.03	87.18	186.65	0	0	28.42	46
B15	BODY PANEL HARD TO CLOSE	76.51	185.14	700.98	128.6	0	110.64	
L16	OTHER LOCK/MECHANISM TROUBLES	52.56	54.5	78.08	0	0	21.02	41
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	93.09	201.63	0	0	31.01	
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	85.54	192.65	0	0	30.8	
L07	EXT. DOOR LOCK CONTROLS-POWER	52.56	131.23	142.73	0	0	31.86	42
L08	EXT. DOOR LOCK CONTROLS-MANUAL	70.03	215.78	233.83	0	0	28.01	42
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	212.8	311.9	0	0	28.32	42
L08	EXTERIOR DOOR HANDLE TROUBLES	68.18	61.7	184.69	7.62	0	27.28	89
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	198.48	341.31	6.8	0	38.87	42
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	151.8	316.4	62.22	0	29.25	42
C50	OTHER STEERING/HANDLING AND RIDE TROUBLES	52.56	84.82	331.91	16.84	0	77.22	
L08	EXT. DOOR LOCK CONTROLS-MANUAL	76.51	78.18	228.67	35.74	0	38.26	01
L17	INT. DOOR LOCK CONTROLS - POWER	76.51	84.11	208.91	8.03	0	38.28	
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	237.39	169.81	0	0	41.26	89
L15	OTHER LOCK/MECHANISM TROUBLES	70.03	200.48	277.85	0	0	74.06	28
L08	EXTERIOR DOOR HANDLE TROUBLES	70.03	95.39	255.22	0	0	67.44	02
L15	OTHER LOCK/MECHANISM TROUBLES	52.56	200.48	277.86	0	0	74.06	
B05	BODY PANELS HARD TO OPEN	52.56	178.85	329.54	0	0	43.05	42
L17	INT. DOOR LOCK CONTROLS - POWER	76.51	117.93	184.12	0	0	41.77	42
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	135.28	243.45	0	0	30.91	42
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	87.48	179.14	0	0	63.34	42
L17	INT. DOOR LOCK CONTROLS - POWER	76.51	185	329.06	0	0	41.16	42
L16	OTHER LOCK/MECHANISM TROUBLES	70.03	78.89	204.97	0	0	36.65	42
L20	REMOTE/KEYLESS ENTRY TROUBLES	70.03	147.09	280.8	7.19	0	35.51	42
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	82.83	242.05	28	0	37.55	42
L07	EXT. DOOR LOCK CONTROLS-POWER	76.51	65.89	173	0	0	30.8	42

G07	WINDOW OPENING, CLOSING TROUBLES-POWER	70.03	132.09	231.19	0	0	28.32	42
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	134.99	241.15	8	0	28.82	42
L20	REMOTE/KEYLESS ENTRY TROUBLES	70.03	77.89	192.87	16.11	0	28.82	89
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	104.4	210.65	8.09	0	28.82	42
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	311.98	561.84	16.83	0	88.58	
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	311.98	561.84	16.83	0	88.58	
B15	BODY PANEL HARD TO CLOSE	52.58	49.84	123.42	0	0	21.02	01
L15	OTHER LOCK/MECHANISM TROUBLES	81.5	58.5	144.6	0	0	24.8	
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	248.98	398.25	11.22	0	38.87	
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	251.73	649.62	28.79	0	105.48	
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	251.73	649.62	28.79	0	105.48	42
A85	OTHER ELECTRICAL ACCESSORY TROUBLES	78.51	153.12	235.81	0	0	86.48	42
B05	BODY PANELS HARD TO OPEN	52.58	53.32	131.31	4.41	0	21.02	41
B05	BODY PANELS HARD TO OPEN	52.58	112.11	269.75	68	0	29.04	41
L15	OTHER LOCK/MECHANISM TROUBLES	70.03	80.25	254.16	37.86	0	38.87	
L17	INT. DOOR LOCK CONTROLS - POWER	78.51	283.01	309.38	0	0	31.82	42
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	123.01	224.37	0	0	28.98	02
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	59.29	157.33	0	0	28.01	42
L07	EXT. DOOR LOCK CONTROLS-POWER	78.51	288.24	453.68	11.82	0	51.83	
L17	INT. DOOR LOCK CONTROLS - POWER	78.51	270.32	399.88	0	0	76.51	
L17	INT. DOOR LOCK CONTROLS - POWER	78.51	270.32	399.88	0	0	76.51	42
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	289.8	445.2	0	0	91.8	
L20	REMOTE/KEYLESS ENTRY TROUBLES	70.03	48.89	144.72	0	0	28.01	42
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	289.8	445.2	0	0	91.6	
L17	INT. DOOR LOCK CONTROLS - POWER	78.51	495.88	794.82	73.19	0	84.5	42
L15	OTHER LOCK/MECHANISM TROUBLES	83.08	224.48	543.36	0	0	91.11	
L15	OTHER LOCK/MECHANISM TROUBLES	78.51	224.48	543.36	0	0	91.11	42
L07	EXT. DOOR LOCK CONTROLS-POWER	70.03	63.79	228.2	68	0	36.14	01
L08	EXT. DOOR LOCK CONTROLS-MANUAL	78.51	54.83	189.8	0	0	38.82	42
L07	EXT. DOOR LOCK CONTROLS-POWER	52.58	30.35	103.93	0	0	21.02	42
L17	INT. DOOR LOCK CONTROLS - POWER	78.51	59.49	124.1	0	0	30.8	41
L17	INT. DOOR LOCK CONTROLS - POWER	70.03	119.3	272.79	0	0	43.85	42

DESCRIPTION	AMOUNT	AMOUNT	AMOUNT
	REAR	FRONT	FRONT
OPEN	52.56	112.11	269.75
CLOSE POPS OPEN	52.56	53.32	131.31
-SEE REPAIR 10-23-04 RO-71313-MILAGE 37493-PO5	52.56	200.46	277.65
CHECK REAR DOOR	52.56	178.85	329.54
CLOSE, WILL POP OPEN EHILE DRIVING IF NOT	52.56	49.84	123.42

From: Ryterski, Kathleen (Kathleen.Ryterski@brose.net)
Sent: Thursday, November 06, 2003 1:28 PM
To: Ford, Randy (R.)
Subject: RE: e-mail address



Focus Analysis.xls
(62 KB)

Thanks.

Kathleen Ryterski
Phone: 248-375-4133
Cell: 248-310-1149

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

From: Ford, Randy (R.) [mailto:rford17@ford.com]
Sent: Thursday, November 06, 2003 11:23 AM
To: Ryterski, Kathleen
Subject: e-mail address

See below for my e-mail address

Regards,

Randy Ford
Ford Motor Company
Wayne Assembly Plant PVT
Handles, Locks and Mechanisms
rford17@ford.com
Phone: 734.467.0290
Fax: 734.467.0489

Line Returns (no paperwork or tag) Warranty Returns

Latches	
NTF	6
Noisy	1
Faulty electronics	1

Lock Assy	
NTF	11
Door ajar light on	1

Handle	
NTF	5
Clip broken	3
No part attached	1

Reinforcement Bar	
NTF	3

NTF parts will be sent for further analysis.
ETA: November 12, 2003

From: Ryterski, Kathleen [Kathleen.Ryterski@brose.net]
Sent: Tuesday, May 18, 2004 1:50 PM
To: Ford, Randy (R.); Lovasz, Ron (R.); Estigoy, Ben; Conley, Christopher
Subject: Focus Latch Analysis



Focus Latch
Analysis.xls (64 K..

Attached is a cumulative analysis of the Focus latches broken down by model year. These are parts that have been shipped to Brose directly and includes the parts seen in Dearborn.

Kathleen Ryterski
Brose North America
Phone: 248-375-4133
Cell: 248-310-1149
Email: kathleen.ryterski@brose.net

Model Year	Brose Final Analysis	Part Returned			Liftgate latch
		Cable assy	Handle	Latch	
2002	Child entrapment cam broken				2
	No conclusion				1
	Misaligned				1
2002 Total					4
2003	Misaligned				101
	NTF	5	6	3	6
	Damaged	1			4
	Broken clip		3		
	Contaminated		2		
	Switch inop				
	Switch jammed				
	Ajar light on			1	
	Switch spring broken				
	No switch on striker				
	No plunger on switch				
	Switch damage			1	
	Bent contact			1	
	Intermittent operation				1
	Child entrapment cam broken				1
	No conclusion, function ok				1
2003 Total		6	11	6	114
2004	Misaligned				6
	No conclusion				1
2004 Total					7
Grand Total		6	11	6	125



Lock Assy	Reinforcemen	Shield	Side Latch	Striker	Grand Total
					2
					1
					1
					4
				6	107
12	7	2	22	11	74
				4	9
					3
					2
				2	2
				1	1
					1
				1	1
				1	1
				1	1
					1
					1
					1
12	7	2	22	27	207
					6
					1
					7
12	7	2	22	27	218

TAG: 016200786-3 RAC: BAD RE (B)
 SHIP --> YS4Z 5426413 BA
 LOCK ASY - DOOR
 Warranty Parts Analysis Ctr
 Dearborn, MI
 PA 07298 Pacifico Marple Ford
 3015 West Chester Pike
 Broomall, PA 19008

TAG: 016200786-3 RAC: BAD RE (B)
 SHIP --> YS4Z 5426413 BA
 LOCK ASY - DOOR
 Warranty Parts Analysis Ctr
 Dearborn, MI
 PA 07298 Pacifico Marple Ford
 3015 West Chester Pike
 Broomall, PA 19008

Latch 2

VEH: 2000 FOCUS (BA) For WFR: CALL FOR REVIEW *HIGH PRIORITY* OR CRAIG GILDEN X87
 VIN: 1FAPP34P7YH
 ODOM: 49478 M AP: MAYNE Supplier: KEYKERT USA INC
 RO #: 033805 - 52 ORG NO #: Approved 1/2: TCCode: ESP
 RO Date: 05/24/2004 Paid Date: 05/28/2004 WCC: 6J02 CPSC: 041401
 WSD: 03/17/2000 ENG: KS41A26413BK Eng: P 2.0L SPI Axl: C
 Build: 03/02/2000 Trn: A COV: CRESPPREMOVALITY REVIEW: LEVEAccrd:
 Causal: YS4Z 5426413BA CCC: B15 BODY PANEL HARD TO CLOSE
 CC: 01 BROKEN/CRACKED Customer Comments: CUSTOMER STATE CHECK D-S REAR DOOR HARD TO CLOSE. WILL POP OPEN
 WHILE DRIVING IF NOT SLAMMED SHUT

Tech Comments: LATCH LATCH-REAR DOOR - REPLACE

SOLD DOCUMENT HERE

PART NUMBER	QTY	PRICE	CORE	EXT AMT	LABOR OP	TIME	TECH
* YS4Z 5426413 BA	1	52.58	0.00	73.58	2740685	.3	004512
					274068	.4	004512

<<< DTC CODES >>>

BODY:
 CHASIS:
 KOEC:
 KOBO:
 KOER:
 OTHER:
 UNDEFINED:

MIL ON FLAG M

TOTALS: LBR: 49.84 PRS: 73.58 MISC: 0.00 RPR: 123.42
 CORE: 0.00 PART MRKUP: 21.02 L/RATE: 71.20

TAG: 016200786-3 RAC: BAD RE (B) TAG: 016200786-3 RAC: BAD RE (B)

IF PART IS NOT APPROVED FOR CREDIT, RETURN AT DEALER'S EXPENSE UPS ACCT #

From: Burke, Pauline (P.F.)
Sent: Wednesday, September 15, 2004 1:53 PM
To: Shore, John (J.)
Cc: Burke, Pauline (P.F.)
Subject: FW: Focus Volumes

Hi John,

Here is a file with all the volumes you will need for Focus Door Latch alternatives.

Look at the 2nd tab which includes subtotals for each model year. Basically, corrosion states/provinces is about half the volume.

Pauline Burke

Critical Concern Engineer - NAC

Master Black Belt

Phone/Fax: (313) 248-6312; Text Pager (313) 795-3807

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—Original Message—

From: Roberts, Michael (M.J.)
Sent: Wednesday, September 15, 2004 11:45 AM
To: Burke, Pauline (P.F.)
Cc: Patel, Bharat (B.J.); Ballint, Gary (G.S.); Badges, Robert (R.S.)
Subject: RE: Focus Volumes

Pauline,

Here are the counts you requested. It is a bit more elaborate due to another request I received that was similar, so I just tagged your request onto it.



04W06_10258v6_T
OTvsFilter.xls ...

Take care,

Mike Roberts

Ford Motor Company

Recall & Service Programs

GCamp North America Field Service Action Coordinator

Cuba789_DSC2_AlienPark (313) 337-8810

—Original Message—

From: Burke, Pauline (P.F.)
Sent: Thursday, September 09, 2004 2:22 PM
To: Roberts, Michael (M.J.)
Cc: Burke, Pauline (P.F.)
Subject: Focus Volumes

Hi Mike,

I am working on the Focus door latch project.

Could you please send me Focus volumes broken down by each model year (2000 to current) and which are in corrosion states including Canada.

I would like to make a table like this:

Model Year	Total Production	Number in Corrosion States and Canada	Number in Non-corrosion States
2000			
2001			
2002			
2003			
2004			
2005			

Thank you very much.

Pauline Burke

Critical Concern Engineer - NAC

Master Black Belt

Phone/Fax: (313) 248-6312; Text Pager (313) 795-3807

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A Derivation Status and Province filter was applied to the original total volume of 1,367,860. The following counts reflect this filter. In the following Headers TP=Total Production and C&A=Canadian Status & Province
 (NOTE: The counts by country will change after Name and Address Updates are processed)

FSA	Country	VIN Class	MP	VIN Class Description	TP		C&A		TP		C&A		TP		C&A		TP		C&A		
					2000 MY	2001 MY	2000 MY	2001 MY	2000 MY	2001 MY	2000 MY	2001 MY	2000 MY	2001 MY	2000 MY	2001 MY	2000 MY	2001 MY	2000 MY	2001 MY	
FORD - NORTH AMERICA	CANADA	00	00	00 Focus Mar/Way_Jan 00	2700	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	CZECH REPUBLIC	00	00	00 Focus Mar/Way_Jan 00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Mar/Way_Jan 00	11874	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	PUERTO RICO	00	00	00 Focus Mar/Way_Jan 00	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	UNITED STATES	00	00	00 Focus Mar/Way_Jan 00	00077	00070	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	AFRICA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	ASIA/PAC	00	00	00 Focus Per/Way_Jan 00	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	CANADA	00	00	00 Focus Per/Way_Jan 00	20000	00000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	CARIBBEAN ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	DOMINICAN REPUBLIC	00	00	00 Focus Per/Way_Jan 00	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	CZECH REPUBLIC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	UNITED STATES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Per/Way_Jan 00	10000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	NETHERLANDS	00	00	00 Focus Per/Way_Jan 00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	NETHERLANDS ANTILLES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	NORTHERN MARIANA ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	PANAMA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	PUERTO RICO	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	UNITED STATES	00	00	00 Focus Per/Way_Jan 00	00000	00000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	WESTERN ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			00 Total		20000	10000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	CANADA	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	CZECH REPUBLIC	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	UNITED STATES	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	UNITED STATES	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	AFRICA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	ASIA/PAC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	CANADA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	CARIBBEAN ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	CZECH REPUBLIC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	DOMINICAN REPUBLIC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	EL SALVADOR	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	NETHERLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	CZECH REPUBLIC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	UNITED STATES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EUROPE - CENTRAL/EAST EUROPE	NETHERLANDS ANTILLES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	PANAMA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	PUERTO RICO	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	UNITED STATES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	VENEZUELA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	WESTERN ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			00 Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	PUERTO RICO	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	UNITED STATES	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	WESTERN ISLANDS	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	PANAMA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	CANADA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	CARIBBEAN ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	CZECH REPUBLIC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	DOMINICAN REPUBLIC	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	EL SALVADOR	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	GUATEMALA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - CCA	NETHERLANDS ANTILLES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	PUERTO RICO	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	UNITED STATES	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	VENEZUELA	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	WESTERN ISLANDS	00	00	00 Focus Per/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	CANADA	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORD - NORTH AMERICA	MEXICO	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORLD - US FED SAFETY ACT	NORTHERN MARIANA ISLANDS	00	00	00 Focus Mar/Way_Jan 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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A Depreciation Rate and Provision Filter was applied to the original total values of 1,363,668. The following counts reflect this filter. In the following Headers TP=Total Production and CS&P=Customer Service & Provision. NOTE: The counts by category will change after News and Address Updates are applied.

CEN	Country	VIN Desc	MP	VIN Class Description	TP CS&P		TP CS&P		TP CS&P		TP CS&P		Substr (CS&P)		
					2000 MY	2001 MY	2001 MY	2002 MY	2002 MY	2003 MY	2003 MY	2004 MY	2004 MY		
WMOG	UN FED SAFETY ACT	Puerto Rico	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	120	14	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	61878	20818	0	0	0	0	
WMOG	UN FED SAFETY ACT	VIENHIANAN AM	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	5	0	0	0	0	0	
WMOG	CCA	BARBADOS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	PERU	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	CANADA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	20402	20404	0	0	0	0	
WMOG	CCA	CAYMAN ISLANDS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	COSTA RICA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	EL SALVADOR	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	1	0	0	0	0	0	
WMOG	CCA	GUATEMALA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	MEXICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	NETHERLANDS ANTILLES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	140708	46170	0	0	0	0	
WMOG	UN FED SAFETY ACT	VIENHIANAN AM	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	BARBADOS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	168	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	38006	9600	0	0	0	0	
WMOG	UN FED SAFETY ACT	VIENHIANAN AM	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
			02 Total		0	0	0	0	270204	114811	0	0	0	0	
FORD	NORTH AMERICA	CANADA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	MEXICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	17000	0	0	0	
WMOG	UN FED SAFETY ACT	VIENHIANAN AM	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	BARBADOS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	CANADA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	CAYMAN ISLANDS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	COSTA RICA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	GUATEMALA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	MEXICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	CCA	NETHERLANDS ANTILLES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	VIENHIANAN AM	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	BARBADOS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
			02 Total		0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	CANADA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	MEXICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	NORTH AMERICA	CANADA	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	VIENHIANAN AM	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	BARBADOS	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
WMOG	UN FED SAFETY ACT	PUERTO RICO	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
FORD	NORTH AMERICA	UNITED STATES	02	02 Focus Mar Wkg, Jan 00	0	0	0	0	0	0	0	0	0	0	
			02 Total		0	0	0	0	0	0	0	0	0	0	
			Grand Total		329091	100249	291209	142798	284040	148080	278054	194005	107978	42144	180877

2000-08 TP = 120258
2000-08 CS&P = 620688

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Wednesday, September 10, 2003 6:01 PM
To: Kantz, Peter (P.H.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Allen, Rick (R.G.); Williams, Alex (G.A.); Sejune, Daniel (D.C.); Ford, Randy (R.); Goll, Brandon; Rundell, David; Coenen, Christian
Subject: C170 NA S/D latch field claim: Opening forces



Problem log file
2003-09-10.xl...

We up-dated the problem log file for the field claim and we will keep it actual. Please consider this file as our mutual task list for our meeting/ telcons.

Best Regards
LKS

Stefan Schwitters

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

Done	Date	Day	Location	Activity	Description	Results	Response
done	17-Jul-03	Thu	Ford Wayne plant	Rootcause Investigation	First information about "Hard to open" to BNA quality Juergen Bartsch		Bartsch
done	#####	###	Ford Dearborn	Afternoon Report	1 st PDQOR Meeting with Nancy Gioia and BNA Schwitters, Goll		Schwitters
done	#####	Thu	Brose Auburn Hills	Afternoon Production process investigation	Start to check mini-module, latch and component manufacturing process (force control, hardening, surfaces, material, dimensions...)	process ok (first check)	Schwitters
done	#####	Thu	Brose Auburn Hills	Afternoon Management Involvement	Meeting BNA Barbaratta, Schwitters: information about situation		Schwitters
done	#####	Fri	Brose Auburn Hills	Morning Management involvement	Meeting BNA Kowal, Barbaratta, Schwitters: information about situation		Schwitters
done	#####	Mon	Brose Auburn Hills	Afternoon Rootcause investigation	1 st car with high outside release forces measured at Brose	Forces >200 N	Rundell
done	#####	Tue	Brose Wuppertal	Production process investigation	Finalize process check (components and latch forces control)	process ok (deep check)	Schwitters
done	#####	###	Telephone	Morning Rootcause Investigation	Telcon with Ford Peter Kantz, Randy Ford, Scott Reeves, Dan Bejune - Schwitters, Goll		Schwitters
done	#####	###	Ford Wayne plant	Morning Rootcause Investigation	Pick-up of 11 claimed latches from Randy Ford, done by Juergen Bartsch		Bartsch
done	#####	###	Brose Auburn Hills	Morning Rootcause investigation	Measuring of 11 claimed latches by David Rundell		Rundell
done	#####	###	Ford Dearborn	Afternoon Report	2 nd PDQOR Meeting with Car Line Director Nancy Gioia, Lynn DaDeppo and Stefan Schwitters, Brandon Goll		Schwitters
done	#####	###	Telephone	Evening Management involvement	Late telcon between Martina Merz and Stefan Schwitters, brief information about situation		Schwitters
done	#####	Thu	Ford Wayne plant	Noon Rootcause investigation	Pick-up of 21 claimed latches from Randy Ford		Barbaratta

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Open	Close	Day	Location	Time	Category	Activity	Results	Responsible
done	#####	Fri	Brose Auburn Hills	Morning	Rootcause Investigation	Meeting BNA Barberetta, Duane, Carkins, Go'l, Rundell, Robnson, Schwitters	no comos.on issuo, concentrate on dirt	Schwitters
done	#####	Sun	Brose Auburn Hills	day	Rootcause investigation	Measuring of 11 claimed latches by David Rundell and disassembly and analysis of claimed latches		Rundell
done	#####	Mon	Brose Auburn Hills	day	Rootcause Investigation	Analysis of claimed latches and BNA discussion about findings		Rundell
done	#####	Tue	Telephone	Noon	Report	Call from Program Purchasing Mgr Wendy Williams to Stefan Schwitters	Ford prepares re- sourcing to Keykert	Schwitters
done	#####	Tue	Ford Dearborn	Afternoon	Rootcause Investigation	Meeting with Chief Engineer Lynn DaDeppo, Peter Kantz, Rick Allan, Scott Reeves and Stefan Schwitters, David Rundell, Brandon Goll, Walter Forth		Schwitters
done	#####	Tue	eMail	Evening	Report	eMail to Wendy Williams from Stefan Schwitters: Brief information about situation		Schwitters
done	#####	###	Ford Dearborn	Morning	Report	Deep dive with Nancy Gioia and Stefan Schwitters, David Rundell, Brandon Goll, Walter Forth		Schwitters
open	#####	###	Ford Dearborn	Morning	Design comparison	Ford to check, if any field claims (opening forces) with Keykert latches		
done	#####	Thu	Telephone	Morning	Management involvement	Telcon between Brose Wu Merz, Zietlow, Stratil and Brose NA Kowal, Barberetta, Schwitters: Management review		Schwitters
done	#####	Thu	Telephone	Morning	Design comperison	Call from Tim Goodchild: Wants to have files of backplate, pawl, rotor (with and without plastic covers)		Schwitters
done	#####	Thu	Brose Auburn Hills	Morning	Greasing Investigation	Build up and measure first grease latch samples		Goll
done	#####	Thu	Brose Wuppertal	Morning	Production process Investigation	Assembly line, especially riveting process information available		Forth
done	#####	Thu	Telephone	Noon	Report	Telcon with Ford Nancy Gioia, Peter Kantz , Randy Ford, Scott Reeves - Schwitters, Forth, Goll		Schwitters
done	#####	Thu	eMail	Noon	Design comparison	eMail to Tim Goodchild from Parag Athalye: Drawing files of backplate, pawl, rotor (with and without plastic covers)		Schwitters

EN94-023 6485



Stat	Day	Time	Location	Time	Action	Results	Response
done	#####	Thu	Telephone	Afternoon	Production process investigation	Telcon with Brose Wu Evels and BNA Schwitters, Forth to discuss and review riveting and assembly pallets information	Forth
done	#####	Thu	Telephone	Afternoon	Production process investigation	Telcon with Ford Peter Kantz, Randy Ford, Tim Goodchild, Scott Reeves - Schwitters, Forth, Rundell, Michael Evels	Schwitters
done	#####	Fri	Brose Auburn Hills	Morning	Report	Telcon between Brose Wu Stratil, Sandkuehler, Schroerer, Rosales and Brose NA Barbaretta, Ryterski, Duane, Schwitters, Goll and Walter Forth	Schwitters
done	#####	Fri	Ford Wayne plant	Morning	Foam pad investigation	Air leakage test with car with and without foam pads (car will be used for MPG test) - done by Scott Reeves and Randy Ford	No air noise Goll
done	#####	Fri	Brose Wuppertal	Morning	Sealing investigation	1 st engineering intent/ sketches of latch sealing available	Wirths
done	#####	Fri	Brose Auburn Hills	Noon	Foam pad investigation	Retrofit of MPG car from Wayne with new mini-modules (2 with + 2 without foam pads)	Rundell
done	#####	Fri	MPG Romeo	Afternoon	Foam pad investigation	Modified car forwarded to MPG Romeo, MI by David Rundell and Brandon Goll	Rundell
done	#####	Fri	Brose Wuppertal	Afternoon	Rootcause investigation	Claimed (disassembled) latches arrives in Wuppertal	Stratil
done	#####	Sat	MPG Romeo		Foam pad investigation	MPG testing, car with 2 latches with and 2 latches without foam pad	Goll
done	#####	Mon	Telephone	Morning	Sealing investigation	Telcon between Brose Wu Engineering Zietlow, Wirths, Rosales and BNA Schwitters to review sealing design progress	Schwitters
done	#####	Mon	Brose Auburn Hills	Morning	Foam pad investigation	Disassembly of tested latches out of MPG car, analysis of car and latches	Rundell
done	#####	Mon	Brose Auburn Hills	Morning	Rootcause investigation	Disassembly of claimed drivers door latch out of Ford Wayne pool car, analysis of car and latches	Rundell
done	#####	Mon	Brose Wuppertal	Morning	Sealing investigation	1 st engineering intent/ sketches of striker sealing available	Wirths
done	#####	Mon	Telephone	Noon	Foam pad investigation	Telcon with Ford Randy Ford, Scott Reeves, Brose Wu Wirths, Rosales, Sandkuahler, BNA Schwitters, Goll, Rundell: Discussion of MPG test results	Schwitters

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Done	Date	Location	Time	Activity	Details	Results	Responsible
done #####	Mon	Telephone	Noon	Report	Telcon with Ford Peter Kantz, Tim Goodchild, Dan Bejune, Randy Ford, Scott Reeves, BNA Barbaretta, Schwitters, Goll, Rundell		Schwitters
done #####	Mon	Brose Wuppertal	Afternoon	Rootcause investigation	On-site support arrives at Auburn Hills (to control latch activities)	Christian Coenen from Wuppertal	Stratil
done #####	Tue	Brose Auburn Hills	Morning	Greasing Investigation	Information from Klueber about Keykert Webberville available	IsoFlex Topas L-32 = same Brose uses for C170 NA	Barbareta
done #####	Tue	Brose Auburn Hills	Morning	Greasing investigation	Grease recommendation from Klueber for Brose NA available (and forwarded to Brose Wuppertal to ...)	Staburags NBU 30 PTM or Klueberpaste UH1 84-201	Barbareta
done #####	Tue	Brose Wuppertal	Morning	Greasing investigation	Set up evaluation, testing and implementation plan for potential grease change	more ok new type ???	Coenen
done #####	Tue	Brose Wuppertal		Rootcause Investigation	Modification of test chamber to simulate airflow (with dust)		Coenen
done #####	Tue	Ford Dearborn	Morning	Design comparison	Pick-up 2 Keykert MY 2002 field latches at desk of Tim Goodchild for design comparison		Schwitters
done #####	Tue	Ford Wayne plant	Morning	Design comparison	Pick-up 5 MY 2002 Keykert field claim latches at desk of Randy-Ford (by BNA quality) for benchmarking		Barbareta
done #####	Tue	Brose Auburn Hills	Morning	Design comparison	Compare Keykert vs. Brose design and report differences		Goll
done #####	Tue	Brose Auburn Hills	Noon	Report	Send status report (log book, grease timing, pawl-walk-out, design-comparison Keykert-Brose) to Ford Peter Kantz		Schwitters
done #####	Tue	Brose Auburn Hills		Sealing Investigation	Get name and contact of Ford NA Focus sealing supply source from Ford Dan Bejune, to start engineering process for additional sealing (information forwarded to Rainer Wirths)	Sealing: GDXTony Loe and Dr Schneider for reinforcement	Schwitters
done #####	###	Brose Auburn Hills		Greasing Investigation	Send latch information to Klueber		Goll

2004-023 0487

Time	Date	Location	Time	Activity	Results	Responsible	
done	#####	### Brose Auburn Hills		Design comparison	Measure 7 Keykert MY 2002 (and earlier) field latches - vehicle build dates on return-tag information is confusing when matched to latch type (lost-motion, non-lost-motion)	2 with stuck pawl, 5 from 55N to 107N O/S force (1st operation)	Rundell
done	#####	### Brose Auburn Hills		Design comparison	Disassembly of Keykert field latches (107N and one stuck-pawl-latch)	dirty, but more grease	Rundell
done	#####	### Brose Auburn Hills		Design comparison	Measure outside release force (latch) new Keykert latch MY 2002	new condition 37-38N, after dust 69-81N	Rundell
done	#####	### Brose Wuppertal		Clearance investigation	Assembly of 5 pair latches with big clearance and 5 pair latches with small clearance		Coenen
done	#####	### Brose Wuppertal	Noon	Greasing investigation	Build up latches with more grease on bearing surfaces		Coenen
done	#####	### Brose Auburn Hills	Afternoon	Design comparison	Pick up MPG car for "Keykert latches test" in Dearborn and start disassembling		Goll
done	#####	### Brose Auburn Hills	Afternoon	Design comparison	Ford to hand over Keykert test latches (MY 2002, lost-motion versions) for MPG test car to BNA		Goll
plan	#####	### Brose Auburn Hills	Evening	Design comparison	BNA to measure Keykert MY 2002 latches for MPG testing		Goll
plan	#####	Thu Telephone	Morning	Report	Telcon status report; Ford Peter Kantz, Rick Allen, Scott Reeves, Dan Bajune, Tim Goodchild, Alex Williams, BNA Schwitters, Rundell, Goll, Brose Wu Coenen		Schwitters
plan	#####	Thu Brose Auburn Hills	Morning	Design comparison	Retrofit of MPG car from Wayne with new mini-modules (2 with + 2 without foam pads) with Keykert MY 2002 lost-motion latches		Rundell
plan	#####	Thu Brose Wuppertal	Morning	Clearance investigation	Wuppertal to send dimensional reports of components (pawl, rotor, bearing pins) to Auburn Hills		Coenen
plan	#####	Thu Brose Wuppertal	Morning	Clearance investigation	Wuppertal to send opening forces report of latch samples (high, low clearances) to Auburn Hills		Coenen
plan	#####	Thu Ford Dearborn		Design comparison	MPG testing with Keykert MY 2002 latches		Goll

EN04-023 6488

Plan	Date	Time	Location	Activity	Details	Results	Response
plan #####	Thu	Morning	Brose Wuppertal	Clearance Investigation	Wuppertal to send opening forces report of "Clearance" latch samples to Auburn Hills (0-mileage status)		Coenen
plan #####	Thu	Morning	Brose Wuppertal	Greasing Investigation	Wuppertal to send opening forces report of greasing latch samples to Auburn Hills (0-mileage status)		Coenen
plan #####	Thu	Morning	Brose Wuppertal	Greasing investigation	Send sample latches with more grease on bearing surfaces to BNA		Coenen
plan #####	Thu	Morning	Brose Auburn Hills	Clearance Investigation	Agree on a test method with Ford (test start on Tuesday, 16-Sep-03)		Rundell
plan #####	Thu	Morning	Brose Auburn Hills	Greasing investigation	Agree on a test method with Ford (test start on Tuesday, 16-Sep-03)		Rundell
plan #####	Thu		Brose Wuppertal	Clearance Investigation	Wuppertal to start dust testing of "clearance" latch samples		Coenen
plan #####	Thu		Brose Wuppertal	Greasing investigation	Wuppertal to start dust testing of greasing latch samples		Coenen
plan #####	Thu		Brose Wuppertal	Sealing investigation	Contact C170 NA sealing supplier, discuss design intent		Wirths
plan #####	Fri		Brose Auburn Hills	Sealing investigation	Agreement with Ford about how and when to test new latch or striker sealing in car		Rundell
plan #####	Mon		Brose Wuppertal	Sealing investigation	1 st samples (2 pcs) of new latch sealing available		Wirths
plan #####	Tue		Brose Auburn Hills	Clearance Investigation	Big/small clearance latches (2 pairs of each) arrives at BNA incl. dimensional results		Coenen
plan #####	Tue		Brose Auburn Hills	Greasing investigation	Latch samples (more grease) arrives at BNA		Coenen
plan #####	Tue	Morning	Telephone	Report	Telcon status report: Ford Peter Kantz, Rick Allen, Scott Reeves, Dan Bajune, Tim Goodchild, Alex Williams, BNA Schwitters, Rundell, Goll, Brose Wu Coenen		Schwitters
plan #####	Thu	Morning	Telephone	Report	Telcon status report: Ford Peter Kantz, Rick Allen, Scott Reeves, Dan Bajune, Tim Goodchild, Alex Williams, BNA Schwitters, Rundell, Goll, Brose Wu Coenen		Schwitters

EM04-823 6489

From: Schwitters, Stefan [Stefan.Schwitters@brose.net]
Sent: Monday, September 15, 2003 1:44 PM
To: Kartz, Peter (P.H.); Reeves, Scott (S.C.); Goodchild, Tim (T.O.); Allen, Rick (R.G.); Williams, Alex (G.A.); Bejune, Daniel (D.C.); Ford, Randy (R.); Mark D. Garascia; Rundell, David; Golf, Brandon; Coenen, Christian; Forth, Walter; Sandkuehler, Stefan
Subject: C170 NA Mini-module: Status and activities
Importance: High



Problem log file
2003-09-15.xls

C170 NA field claim "High opening forces"

Attached you find our up-dated activity list for the a. m. issue. Please call me for further information.

Best Regards
LKS

Stefan Schwitters

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

Done	Date	Day	Site	Time	Activity	Results	Responsible	
done	17-Jul-03	Thu	Ford Wayne plant		Rootcause investigation	First information about "Hard to open" to BNA quality Juergen Bartsch	Bartsch	
done	#####	###	Ford Dearborn	Afternoon	Report	1 st PDQOR Meeting with Nancy Gioia and BNA Schwitlers, Goll	Schwitlers	
done	#####	Thu	Brose Auburn Hills	Afternoon	Production process investigation	Start to check mini-module, latch and component manufacturing process (force control, hardening, surfaces, material, dimensions...)	process ok (first check)	Schwitlers
done	#####	Thu	Brose Auburn Hills	Afternoon	Management Involvement	Meeting BNA Barbaretta, Schwitlers: information about situation		Schwitlers
done	#####	Fri	Brose Auburn Hills	Morning	Management involvement	Meeting BNA Kowal, Barbaretta, Schwitlers: information about situation		Schwitlers
done	#####	Mon	Brose Auburn Hills	Afternoon	Rootcause Investigation	1 st car with high outside release forces measured at Brose	Forces >200 N	Rundell
done	#####	Tue	Brose Wuppertal		Production process investigation	Finalize process check (components and latch forces control)	process ok (deep check)	Schwitlers
done	#####	###	Telephone	Morning	Rootcause Investigation	Telcon with Ford Peter Kentz, Randy Ford, Scott Reeves, Dan Bejune - Schwitlers, Goll		Schwitlers
done	#####	###	Ford Wayne plant	Morning	Rootcause Investigation	Pick-up of 11 claimed latches from Randy Ford, done by Juergen Bartsch		Bartsch
done	#####	###	Brose Auburn Hills	Morning	Rootcause Investigation	Measuring of 11 claimed latches by David Rundell		Rundell
done	#####	###	Ford Dearborn	Afternoon	Report	2 nd PDQOR Meeting with Car Line Director Nancy Gioia, Lynn DaDeppo and Stefan Schwitlers, Brandon Goll		Schwitlers
done	#####	###	Telephone	Evening	Management Involvement	Late telcon between Martina Merz and Stefan Schwitlers, brief information about situation		Schwitlers
done	#####	Thu	Ford Wayne plant	Noon	Rootcause investigation	Pick-up of 21 claimed latches from Randy Ford		Barbaretta

E084-023 0491

Done	Time	Day	Location	Time	Activity	Results	Responsible	
done	#####	Fri	Brose Auburn Hills	Morning	Rootcause Investigation	Meeting BNA Barbaratta, Duane, Calkins, Goll, Rundell, Robinson, Schwitters	no corrosion issue, Schwitters concentrate on dirt	
done	#####	Sun	Brose Auburn Hills	day	Rootcause Investigation	Measuring of 11 claimed latches by David Rundell and disassembly and analysis of claimed latches	Rundell	
done	#####	Mon	Brose Auburn Hills	day	Rootcause investigation	Analysis of claimed latches and BNA discussion about findings	Rundell	
done	#####	Tue	Telephone	Noon	Report	Call from Program Purchasing Mgr Wendy Williams to Stefan Schwitters	Ford prepares re- sourcing to Keykert	Schwitters
done	#####	Tue	Ford Dearborn	Afternoon	Rootcause Investigation	Meeting with Chief Engineer Lynn DaDeppo, Peter Kantz, Rick Allen, Scott Reeves and Stefan Schwitters, David Rundell, Brandon Goll, Walter Forth	Schwitters	
done	#####	Tue	eMail	Evening	Report	eMail to Wendy Williams from Stefan Schwitters: Brief information about situation	Schwitters	
done	#####	###	Ford Dearborn	Morning	Report	Deep dive with Nancy Giola and Stefan Schwitters, David Rundell, Brandon Goll, Walter Forth	Schwitters	
open	#####	###	Ford Dearborn	Morning	Design comparison	Ford to check, if any field claims (opening forces) with Keykert latches		
done	#####	Thu	Telephone	Morning	Management Involvement	Telcon between Brose Wu Merz, Zietlow, Stratil and Brose NA Kowal, Barbaratta, Schwitters: Management review	Schwitters	
done	#####	Thu	Telephone	Morning	Design comparison	Call from Tim Goodchild: Wants to have files of backplate, pawl, rotor (with and without plastic covers)	Schwitters	
done	#####	Thu	Brose Auburn Hills	Morning	Greasing investigation	Build up and measure first grease latch samples	Goll	
done	#####	Thu	Brose Wuppertal	Morning	Production process Investigation	Assembly line, especially riveting process information available	Forth	
done	#####	Thu	Telephone	Noon	Report	Telcon with Ford Nancy Giola, Peter Kantz, Randy Ford, Scott Reeves - Schwitters, Forth, Goll	Schwitters	
done	#####	Thu	eMail	Noon	Design comparison	eMail to Tim Goodchild from Parag Athalye: Drawing files of backplate, pawl, rotor (with and without plastic covers)	Schwitters	

EPO4-823 6492

SP No	SP	Day	Time	Activity	Action	Results	Responsib
done	#####	Thu	Telephone	Afternoon	Production process Investigation	Telcon with Brose Wu Evals and BNA Schwitters, Forth to discuss and review riveting and assembly pallets information	Forth
done	#####	Thu	Telephone	Afternoon	Production process Investigation	Telcon with Ford Peter Kantz, Randy Ford, Tim Goodchild, Scott Reeves - Schwitters, Forth, Rundell, Michael Evals	Schwitters
done	#####	Fri	Brose Auburn Hills	Morning	Report	Telcon between Brose Wu Strall, Sandkuehler, Schroeer, Rosales and Brose NA Barbaretta, Ryterski, Duana, Schwitters, Goll and Walter Forth	Schwitters
done	#####	Fri	Ford Wayne plant	Morning	Foam pad Investigation	Air leakage test with car with and without foam pads (car will be used for MPG test) - done by Scott Reeves and Randy Ford	No air noise Goll
done	#####	Fri	Brose Wuppertal	Morning	Sealing investigation	1 st engineering intent/ sketches of latch sealing available	Wirths
done	#####	Fri	Brose Auburn Hills	Noon	Foam pad Investigation	Retrofit of MPG car from Wayne with new mini-modules (2 with + 2 without foam pads)	Rundell
done	#####	Fri	MPG Romeo	Afternoon	Foam pad Investigation	Modified car forwarded to MPG Romeo, MI by David Rundell and Brandon Goll	Rundell
done	#####	Fri	Brose Wuppertal	Afternoon	Rootcause investigation	Claimed (disassembled) latches arrives in Wuppertal	Stratil
done	#####	Sat	MPG Romeo		Foam pad Investigation	MPG testing, car with 2 latches with and 2 latches without foam pad	Goll
done	#####	Mon	Telephone	Morning	Sealing Investigation	Telcon between Brose Wu Engineering Ziellow, Wirths, Rosales and BNA Schwitters to review sealing design progress	Schwitters
done	#####	Mon	Brose Auburn Hills	Morning	Foam pad Investigation	Disassembly of tested latches out of MPG car, analysis of car and latches	Rundell
done	#####	Mon	Brose Auburn Hills	Morning	Rootcause investigation	Disassembly of claimed drivers door latch out of Ford Wayne pool car, analysis of car and latches	Rundell
done	#####	Mon	Brose Wuppertal	Morning	Sealing investigation	1 st engineering intent/ sketches of striker sealing available	Wirths
done	#####	Mon	Telephone	Noon	Foam pad Investigation	Telcon with Ford Randy Ford, Scott Reeves, Brose Wu Wirths, Rosales, Sandkuehler, BNA Schwitters, Goll, Rundell: Discussion of MPG test results	Schwitters

EN04-023 0493

done	#####	Mon	Telephone	Noon	Report			Results	Responsib
done	#####	Mon	Telephone	Noon	Report	Telcon with Ford Peter Kantz, Tim Goodchild, Dan Bejune, Randy Ford, Scott Reeves, BNA Barbaretta, Schwitters, Goll, Rundell			Schwitters
done	#####	Mon	Brose Wuppertal	Afternoon	Rootcause investigation	On-site support arrives at Auburn Hills (to control latch activities)	Christian Coenen from Wuppertal	Stratil	
done	#####	Tue	Brose Auburn Hills	Morning	Greasing investigation	Information from Klueber about Keykert Webberville available	IsoFlex Topas L-32 = same Brose uses for C170 NA	Barbaretta	
done	#####	Tue	Brose Auburn Hills	Morning	Greasing investigation	Grease recommendation from Klueber for Brose NA available (and forwarded to Brose Wuppertal to ...	Staburags NBU 30 PTM or Klueberpaste UH1 84-201	Barbaretta	
done	#####	Tue	Brose Wuppertal	Morning	Greasing investigation	Set up evaluation, testing and implementation plan for potential grease change	more ok new type ???	Coenen	
done	#####	Tue	Brose Wuppertal		Rootcause investigation	Modification of test chamber to simulate airflow (with dust)		Coenen	
done	#####	Tue	Ford Dearborn	Morning	Design comparison	Pick-up 2 Keykert MY 2002 field latches at desk of Tim Goodchild for design comparison		Schwitters	
done	#####	Tue	Ford Wayne plant	Morning	Design comparison	Pick-up 5 MY 2002 Keykert field claim latches at desk of Randy Ford (by BNA quality) for benchmarking		Barbaretta	
done	#####	Tue	Brose Auburn Hills	Morning	Design comparison	Compare Keykert vs. Brose design and report differences		Goll	
done	#####	Tue	Brose Auburn Hills	Noon	Report	Send status report (log book, grease timing, pawl-walk-out, design-comparison Keykert-Brose) to Ford Peter Kantz		Schwitters	
done	#####	Tue	Brose Auburn Hills		Sealing investigation	Get name and contact of Ford NA Focus sealing supply source from Ford Dan Bejune, to start engineering process for additional sealing (information forwarded to Rainer Wirths)	Sealing: GDX Tony Loe and Dr Schneider for reinforcement	Schwitters	
done	#####	###	Brose Auburn Hills		Greasing investigation	Send latch information to Klueber		Goll	

5904-823 8494

Step	Date	Day	Location	Time	Task	Action	Results	Responsible
done	#####	###	Brose Auburn Hills		Design comparison	Measure 7 Keykert MY 2002 (and earlier) field latches - vehicle build dates on return-tag information is confusing when matched to latch type (lost-motion, non-lost-motion)	2 with stuck pawl, 5 from 55N to 107N O/S force (1st operation)	Rundell
done	#####	###	Brose Auburn Hills		Design comparison	Disassembly of Keykert field latches (107N and one stuck-pawl-latch)	dirty, but more grease	Rundell
done	#####	###	Brose Auburn Hills		Design comparison	Measure outside release force (latch) new Keykert latch MY 2002	new condition 37-39N, after dust 69-91N	Rundell
done	#####	###	Brose Wuppertal		Clearance investigation	Assembly of 5 pair latches with big clearance and 5 pair latches with small clearance		Coenen
done	#####	###	Brose Wuppertal	Noon	Greasing Investigation	Build up latches with more grease on bearing surfaces		Coenen
done	#####	###	Brose Auburn Hills	Afternoon	Design comparison	Pick up MPG car for "Keykert latches test" in Dearborn and start disassembling		Goll
done	#####	###	Brose Auburn Hills	Afternoon	Design comparison	Ford to hand over Keykert test latches (MY 2002, lost-motion versions) for MPG test car to BNA		Goll
done	#####	###	Brose Auburn Hills	Evening	Design comparison	BNA to measure Keykert MY 2002 latches for MPG testing		Goll
done	#####	###	Brose Wuppertal	Morning	Clearance investigation	Wuppertal to send opening forces report of "Clearance" latch samples to Auburn Hills (0-mileage status)		Coenen
done	#####	###	Brose Wuppertal	Morning	Greasing investigation	Wuppertal to send opening forces report of greasing latch samples to Auburn Hills (0-mileage status)		Coenen
done	#####	Thu	Brose Auburn Hills	Morning	Design comparison	Retrofit of MPG car from Wayne with new mini-modules (2 with + 2 without foam pads) with Keykert MY 2002 lost-motion latches		Rundell
done	#####	Thu	Telephone	Morning	Report	Telcon status report: Ford Peter Kantz, Rick Allen, Scott Reeves, Dan Bejune, Tim Goodchild, Alex Williams, BNA Schwitters, Rundell, Goll, Brose Wu Coenen		Schwitters
done	#####	Thu	Brose Wuppertal	Morning	Clearance Investigation	Wuppertal to send dimensional reports of components (pawl, rotor, bearing pins) to Auburn Hills		Coenen

E904-023 0499

Status	Date	Day	Location	Time	Activity	Action	Results	Responsible
done	#####	Thu	Brose Wuppertal	Morning	Clearance investigation	Wuppertal to send opening latch reports from samples (high, low clearances) to Auburn Hills		Coenen
done	#####	Thu	Ford Romeo		Design comparison	MPG testing with Keykart MY 2002 latches with and without foam pad		Goll
done	#####	Thu	Brose Auburn Hills	Morning	Clearance investigation	Agree on a test method with Ford (test start on Tuesday, 16-Sep-03)	MPG Test drive	Rundell
done	#####	Thu	Brose Auburn Hills	Morning	Greasing investigation	Agree on a test method with Ford (test start on Tuesday, 16-Sep-03)	MPG Test drive	Rundell
done	#####	Thu	Brose Wuppertal		Clearance investigation	Wuppertal to start dust testing of "clearance" latch samples		Coenen
done	#####	Thu	Brose Wuppertal		Greasing investigation	Wuppertal to start dust testing of greasing latch samples		Coenen
done	#####	Thu	Brose Wuppertal		Sealing investigation	Contact C170 NA sealing supplier, discuss design intent	Meeting with GDx 15-Sep-03	Wirths
done	#####	Fri	Ford Dearborn	Afternoon	Report	Meeting with Lynn DeDeppo, Peter Kentz, Jim Loschiavo, Tim Goodchild, Scott Reeves, Mark Garasie, BNA Schwitters, Rundell, Goll, Brose Wuppertal		Coenen
done	#####	Fri	Brose Auburn Hills	Evening	Clearance investigation	Big/small clearance latches (2 pairs of each) arrives at BNA incl. dimensional results		Coenen
done	#####	Fri	Brose Auburn Hills	Evening	Greasing investigation	Latch samples (more grease) arrives at BNA		Coenen
done	#####	Fri	Brose Auburn Hills	Evening	Greasing investigation	Measurement of MPG greasing latch samples		Rundell
done	#####	Sat	Brose Auburn Hills		Greasing investigation	Retrofit of MPG car with greasing latch samples and measuring of test car		Rundell
done	#####	Mon	Brose Wuppertal		Sealing investigation	1 st meeting with GDx in Wuppertal to discuss Sealing alternatives, design and sample date to support car testing		Wirths
done	#####	Mon	Brose Wuppertal		Greasing investigation	2 nd Dust Test with greasing latch samples starts in test chamber, results send to BNA		Sandkuehl er

EPP4-023 0496

done	#####	Mon	Brose Wuppertal		Clearance investigation	2 nd Dust Test with clearance latch samples starts in test chamber, results send to BNA		Sandkuehl er
	#####	Mon	Ford Romeo	Morning	Greasing investigation	MPG testing with greasing latches	to be postponed, due to weather conditions	Rundell
	#####	Mon	Brose Auburn Hills	Morning	Clearance Investigation	Measurement of MPG clearance latch samples	to be done after MPG test with greasing	Rundell
	#####	Mon	Brose Auburn Hills	Afternoon	Clearance Investigation	Retrofit of MPG car with clearance latch samples and measuring of test car	to be done after MPG test with greasing	Rundell
plan	#####	Tue	Brose Wuppertal	Morning	Greasing investigation	2 nd Dust Test with greasing latch samples in test chamber finished, results send to BNA		Sandkuehl er
plan	#####	Tue	Brose Wuppertal	Morning	Clearance Investigation	2 nd Dust Test with clearance latch samples in test chamber finished, results send to BNA		Sandkuehl er
plan	#####	Tue	Brose Wuppertal	Morning	Sealing investigation	2 nd meeting with GDX in Wuppertal to discuss Sealing alternatives, design and sample date to support car testing		Wirths
plan	#####	Tue	Ford Romeo	Morning	Clearance investigation	MPG testing with clearance latches		Rundell
plan	#####	Tue	Ford Dearborn		Information	Meeting between Will Body and Nancy Gioia w/o Brose		Ford
plan	#####	Tue	Telephone	Morning	Report	Telcon status report: Ford Peter Kantz, Rick Allen, Scott Reeves, Dan Bejune, Tim Goodchild, Alex Williams, BNA Schwitters, Rundell, Goll, Brose Wu Coenen		Schwitters
plan	#####	Thu	Telephone	Morning	Report	Telcon status report: Ford Peter Kantz, Rick Allen, Scott Reeves, Dan Bejune, Tim Goodchild, Alex Williams, BNA Schwitters, Rundell, Goll, Brose Wu Coenen		Schwitters
plan	open	ope	Brose n Auburn Hills		Sealing investigation	Agreement with Ford about how and when to test new latch or striker sealing in car		Rundell
plan	open	ope	Brose n Wuppertal		Sealing investigation	1 st samples (2 pcs) of new latch sealing available		Wirths

5901-023 0497