

RQ04-011
FORD
APRIL 26, 2005
REQUEST 8
PART 5 OF 6
BOOKS 29 OF 43



1FMEU17L02	1FTRW07822	1FTNW21F82
1FMEU17L02	1FTRW07812	1FTNW21F52
1FMRU17L12	1FTRX17222	1FTNW21F42
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1FMRU18L02	1FTRW07L22	1FTRW20F82
1FMRU18L12	1FTRF18222	1FTRW20F32
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1FMEU18L22	1FTRX17W82	1FTN021F02
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	2FTRF18L02	1FTN020F12
	1FTRF17202	1FTN021F12
	1FTRX18L02	1FTN021L72
		1FTN020F22
		1FTNW21F72
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Equipment/Navigator	F15	F22/F23
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1FMRU18W01	3FTZP073310	3FTW31861
1FMRU17W01		3FTW31821
1FMRU17W01	2FTRF18W01	3FTW31FX10
1FMRU17W01	3FTRF172210	3FTW31F710
1FMRU17W01	3FTZP072210	3FTW31F710
1FMRU17W01	2FTRW08W41	3FTN021F410
1FMRU17W01	2FTRF172210	3FTN020F310
1FMRU17W11	2FTRF17L210	3FTNW218X10
1FMRU17LX10		3FTNW21LA10
1FMRU17L01	3FTZP07301	3FTNW21L010
1FMRU17L310	2FTRX18W1	3FTNW21P810
1FMRU17L01	2FTRF07W0	3FTNW21F810
1FMRU17L01	3FTZP07311	3FTNW21F710
1FMRU17L410	3FTZP07341	3FTNW21F810
1FMRU17L310	3FTZP17231	3FTNW21F210
1FMRU17L010	3FTZP07341	3FTNW21F210
1FMRU17L010	2FTRF17W0	3FTNW21F110
1FMRU18W01	1FTRW07L5	3FTNW20L510
1FMRU18W01	1FTRW07L5	3FTNW20L210
1FMRU18W01	1FTRW07L2	3FTNW20F610
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3P990000 1017

1FTZP17281Y
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1FTZP1727Y
1FTZP1728Y
1FTRE17W41
1FTZP1727Y

[REDACTED]

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2001 Model Year

Excursion	Ranger	Wilder
1FMSU4381E	1FTZR138E1	2FMZAS74E
1FMSU4381E	1FTYR14V91	2FMZAS74E
1FMSU41741E	1FTYR14E01	2FMZAS84E
1FMSU4381E	1FTYR14D01	2FMZAS10E
1FMSU4381E	1FTYR14V81	2FMZAS14E
1FMSU4381E	1FTYR10L81	2FMZAS14E
1FMSU4381E	1FTYR14E01	2FMZAS14E
1FMSU4381E	1FTYR10U91	2FMZAS14E
1FMSU4381E	1FTYR10E21	2FMZAS14E
1FMSU4381E	1FTYR14E01	2FMZAS14E
1FMSU4381E	1FTYR14V21	2FMZAS14E
1FMSU4381E	1FTYR14E01	2FMZAS14E
1FMSU4381E	1FTZR16E41	2FMZAS14E
1FMSU4381E	1FTZR16E11	2FMZAS14E
1FMSU4381E	1FTYR10U91	2FMZAS14E
1FMSU4381E	1FTYR14V81	2FMZAS14E
1FMSU42F31E	1FTYR14E21	2FMZAS14E
1FMSU41801E	1FTYR10U71	2FMZAS14E
1FMSU41801E	1FTYR10U61	2FMZAS14E
1FMSU41801E	1FTZR16E21	2FMZAS14E
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1FMSU41801E	1FTYR10U71	2FMZAS14E

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1FMRU43B8

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1FTYR14D01
1FTYR14U81

1FMRJ4021
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Green Vehicle #	Total Car
2MEFM76W1X	1LNM82W71Y
2MEFM76W1X	1LNM82W81Y
2MEFM76W01X	1LNM82W41Y
2MEFM76W01X	1LNM82W31Y
2MEFM76W71X	1LNM82W81Y
2MEFM76W71X	1LNM82W81Y
2MEFM76W81X	1LNM82W11Y
2MEFM76W81X	1LNM82W01Y
2MEFM76W81X	1LNM82W91Y
2MEFM76W41X	1LNM81W71Y
2MEFM76W41X	1LNM81W51Y
2MEFM76W11X	1LNM81W41Y
2MEFM74W81X	1LNM81W11Y
2MEFM74W81X	1LNM80W01Y
2MEFM74W41X	1LNM83W01Y
2MEFM74W11X	1LNM83W01Y
2MEFM74W01X	1LNM82W21Y
2MEFM74W01X	1LNM81W71Y
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2FAP77W81X	
2FAP77W21X	
2FAP77W01X	

2FAP71W21X
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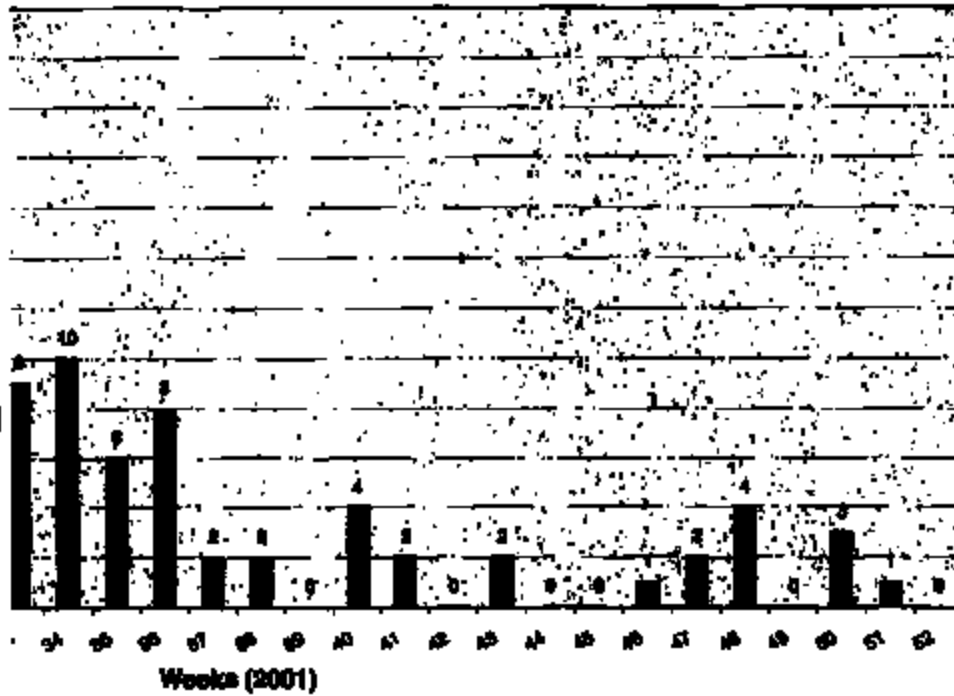
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2FAP71W81X





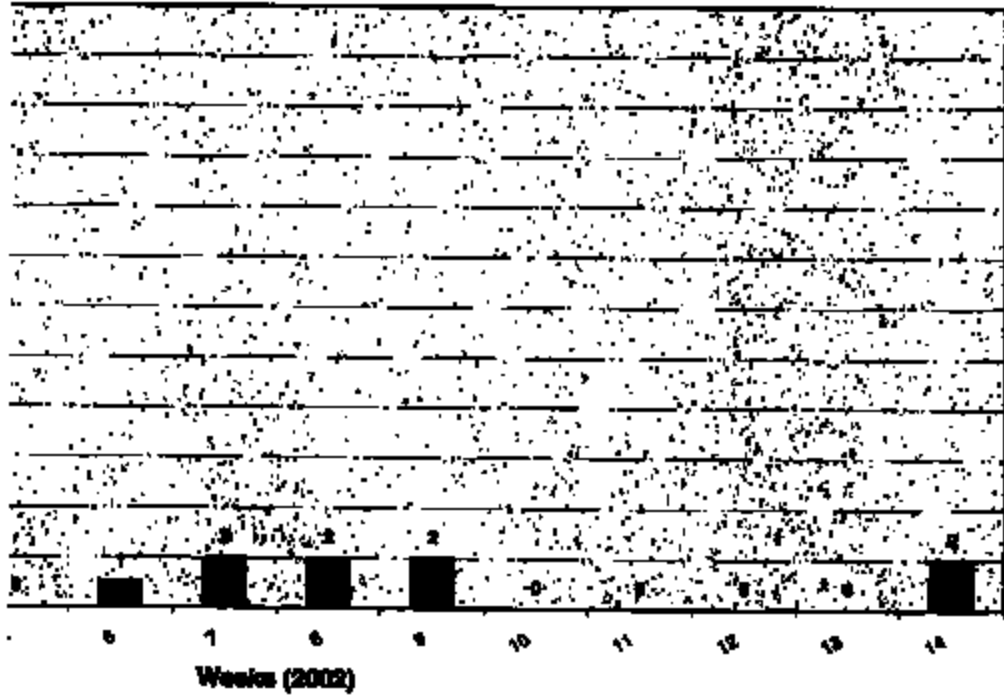
AL BUCKLES WARRANTIES
lost Cut Off Date (23/01)

TRW VSC

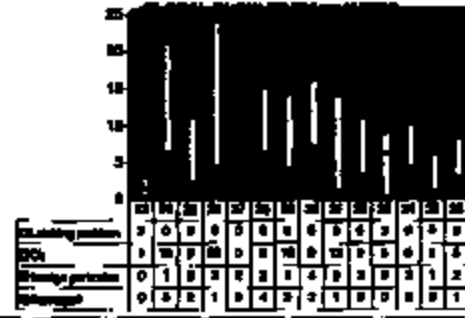


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OBAL BUCKLES WARRANTIES
Post Cut Off Data (23/01)



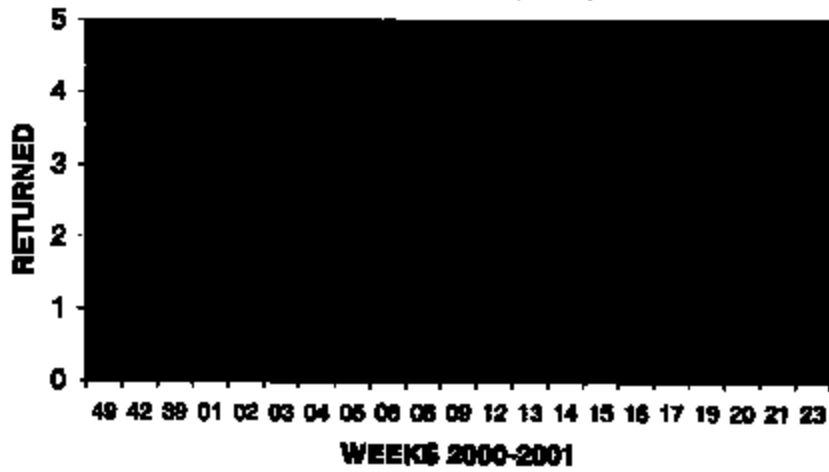
exam	Disturbed	Foreign parables	OK	Latching problem
23	0	0	1	2
24	5	1	15	0
25	2	0	9	0
26	1	3	20	0
27	0	2	0	0
28	4	2	9	0
29	3	1	10	0
30	2	4	9	0
31	1	0	13	0
32	0	3	8	0
33	0	0	8	2
34	2	2	8	0
35	0	1	8	0
36	1	2	5	0
37	0	1	0	1
38	0	0	2	0



49	1
42	1
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GLOBAL BUCKLES WARRANTIES

PRE-CUT OFF DATE (22/01)





23

Global Buckles Warranties Matrix (870 REMAINING)

PRE-OUT OFF DATE (2001)

	TWV LOG No	FORD VIN #	WEEK	YEAR	TWV ANALYSIS	Verbatim from users
3	4393	8893	49	00	Fail min tongue	does not operate properly/other restraint troubles
1	4390	8934	42	00	Fail min tongue	does not operate properly/other restraint troubles
38	4630	8387	38	00	Fail min tongue	does not operate properly/other restraint troubles
11	5111	8858	21	01	Foreign particle in the bid. mechanism	does not operate properly/other restraint troubles
12	5834	3220	21	01	Fail min tongue	does not operate properly/other restraint troubles
23	4613	1844	21	01	Foreign particle in the bid. mechanism	does not operate properly/other restraint troubles
15	4840	3480	20	01	Foreign particle in the bid. mechanism	does not operate properly/other restraint troubles
30	4822	8019	18	01	Ok, no latching problem	insufficient pressure
8	4321	3198	17	01	Foreign particle in the bid. mechanism	brakes cracked
9	4893	4808	17	01	Fail min tongue	does not operate properly/other restraint troubles
27	4684	7542	16	01	Ok, no latching problem	loose
9	4288	4572	15	01	Fail min tongue	frigit, postage maintenance
20	4738	7542	14	01	Fail min tongue	does not operate properly/other restraint troubles
17	4728	1481	13	01	Fail min tongue	frigit, postage maintenance
22	4710	7867	12	01	Fail min tongue	does not operate properly/other restraint troubles
39	4788	1127	12	01	Fail min tongue	does not operate properly/other restraint troubles
14	4813	8888	09	01	Fail min tongue	does not operate properly/other restraint troubles
25	4572	4884	09	01	Fail min tongue	does not operate properly/other restraint troubles
33	4457	3376	08	01	Fail min tongue	does not operate properly/other restraint troubles
21	4785	8083	08	01	Fail min tongue	loose
7	4580	7442	08	01	Fail min tongue	does not operate properly/other restraint troubles
19	6008	0804	06	01	Fail min tongue	does not operate properly/other restraint troubles
16	4678	7025	05	01	Fail min tongue	does not operate properly/other restraint troubles
39	4848	8828	05	01	Fail min tongue	does not operate properly/other restraint troubles
32	4773	3728	05	01	Fail min tongue	does not operate properly/other restraint troubles
13	4849	3348	04	01	Fail min tongue	does not operate properly/other restraint troubles
28	4727	1108	04	01	Fail min tongue	does not operate properly/other restraint troubles
29	4884	4848	03	01	Fail min tongue	does not operate properly/other restraint troubles
3	4283	8088	02	01	Fail min tongue	does not operate properly/other restraint troubles
24	4475	8888	02	01	Fail min tongue	does not operate properly/other restraint troubles
6	4882	9773	01	01	Fail min tongue	does not operate properly/other restraint troubles
19	4891	8788	01	01	Fail min tongue	does not operate properly/other restraint troubles
31	4887	4708	01	01	Fail min tongue	does not operate properly/other restraint troubles
37						stick bands

R004-011 10264

4.

[REDACTED]

1PRLU17W1
1PRLU17W2
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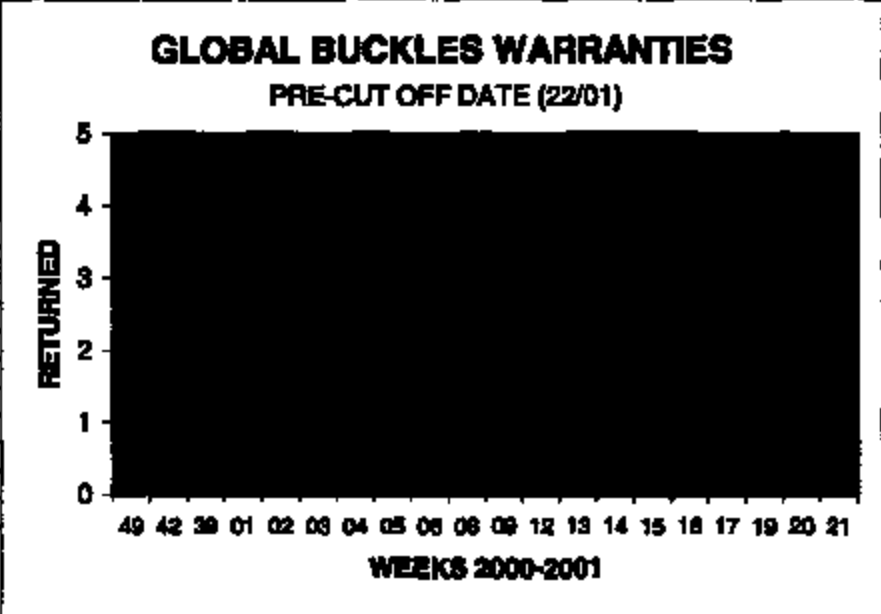
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1FTW08P22
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1FTW08P28
1FTW08P29
1FTW08P30

1FMR41P01
1FMR41P02
1FMR41P03
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30

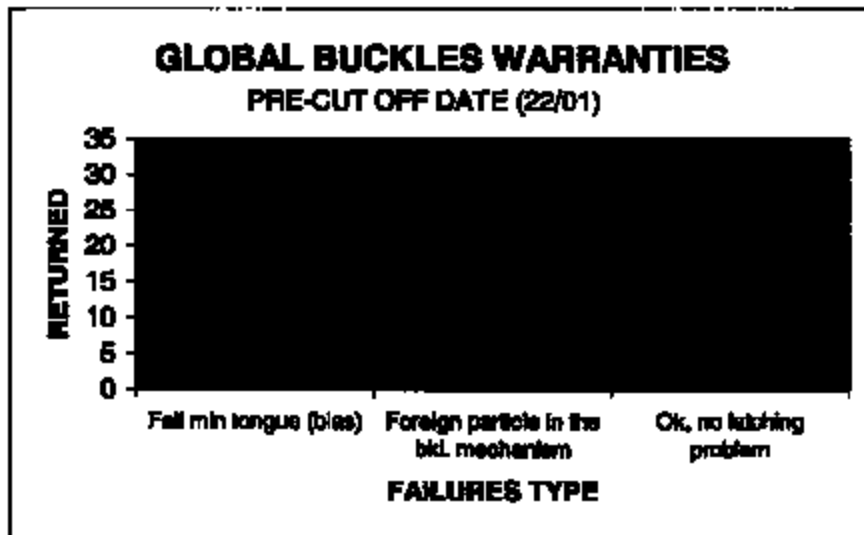
40	1
42	1
39	
01	
02	
03	
04	
05	
06	
06	
08	
12	
13	
14	
15	
16	
17	
18	
20	
21	





21

Fall in tongue (bias)	27
Foreign particle in the bid. mechanism	4
Ok, no latching problem	2



RNS-4G Warranty Return Teardown Analysis

CONFIDENTIAL

VIN #	2001 F-150		2001 F-250		2001 F-350		2001 Navigator	
	Pre W22	Post W22	Pre W22	Post W22	Pre W22	Post W22	Pre W22	Post W22
1FTRF17W71K	Partial Latch							
1FTZF17281NA	Partial Latch							
2FTZF07381CA	Chemical							
1FTZF17281NA	No Problem							
3FTZF17281MA	Contamination							
1FTZF17211NE	Partial Latch							
1FTZF17201NE	Contamination							
3FTZF17281MA	Partial Latch							
1FTRF07L81KF	Partial Latch							
3FTZF072X1KC		No Problem						
1FTZF072X1KC	Partial Latch							
3FTNW21F21L			Partial Latch					
1FT8W31F81E0					No Problem			
1FTWW33F31E					Partial Latch			
5LMFU28R1TU							Partial Latch	
5LMFU28R51L							Partial Latch	

VIN #	2001 Expedition		2001 Windstar		2001 Towncar	
	Pre W22	Post W22	Pre W22	Post W22	Pre W22	Post W22
1FMRU19L1TU	Partial Latch					
2FMZA514X1				No Problem		
2FMZA50401			Partial Latch			
1LN-8484W81					No Problem	
1LN-8481W81						Contamination

VIN #	2002 Expedition		2002 Excursion	
	Pre W22	Post W22	Pre W22	Post W22
1FMRU15W31L	Partial Latch			
1FMRU15W82L		No Problem		
3LNUK0285000				Contamination
1FMRU15W31L			Partial Latch	

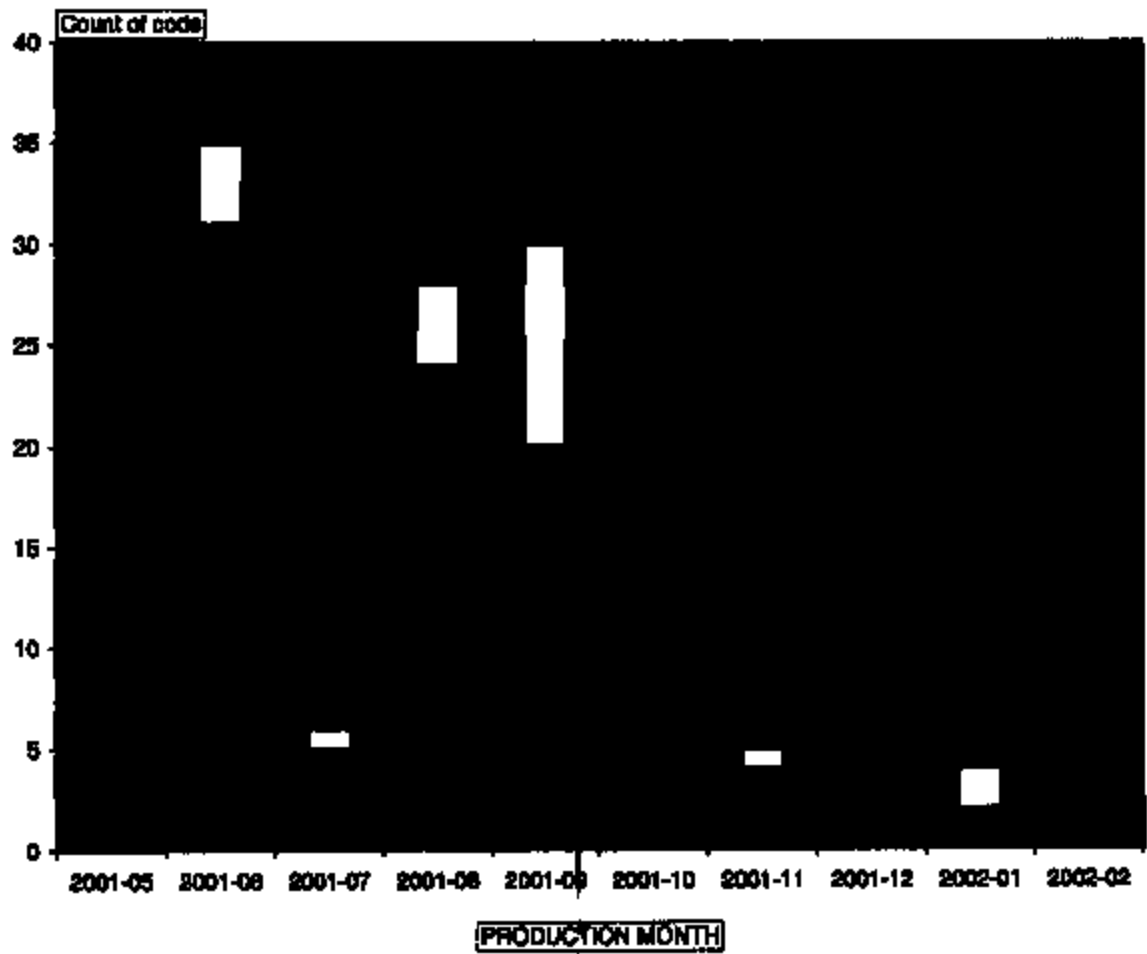
Approved for Release by NSA on 05-08-2014 pursuant to E.O. 13526

RNS-4G Warranty Return Teardown Analysis

VIN #	2001 Ranger		2001 F-150		2001 F-350		2001 Expedition	
	Pre W22	Post W22	Pre W22	Post W22	Pre W22	Post W22	Pre W22	Post W22
1FTZT18EX1TA18456	Partial Latch							
2FTRX07L51C			Contamination					
3FTZF18281M			No Problem					
1FTRW07W81K			No Problem					
3FTRF17W21M			No Problem					
1FT8X9FD1E					Partial Latch			
1FMPU18L61L							Corrosive Subs.	
1FMPU15W91L							Partial Latch	
1FMPU16W11L							Partial Latch	
1FMPU18L61E							Partial Latch	
1FMPU18L41E							Contamination	
1FMPU18L81L							Partial Latch	

VIN #	2002 Expedition		2002 Navigator	
	Pre W22	Post W22	Pre W22	Post W22
1FMEU16W92L		Contamination		
1FMPU16W92L		Contamination		
3LMEU27R2E				Contamination

Appears to customer Best Best Investigation VIN# 15121212



code
 □ UNLATCHES WHILE DRIVING
 ■ UNLATCHES
 ■ WILL NOT STAY LATCHED

RC04-011 10274



Count of code	code			Grand Total
PRODUCTION MONTH	WILL NOT STAY LATCHED	UNLATCHES	UNLATCHES WHILE DRIVING	
2004-06	8		1	4
2001-06	22		8	35
2001-07	5			5
2001-08	17		7	29
2001-09	11		9	30
2001-10	5		2	7
2001-11	2		2	5
2001-12	2			2
2002-01	2			4
2002-02	1			1
Grand Total	70		30	222



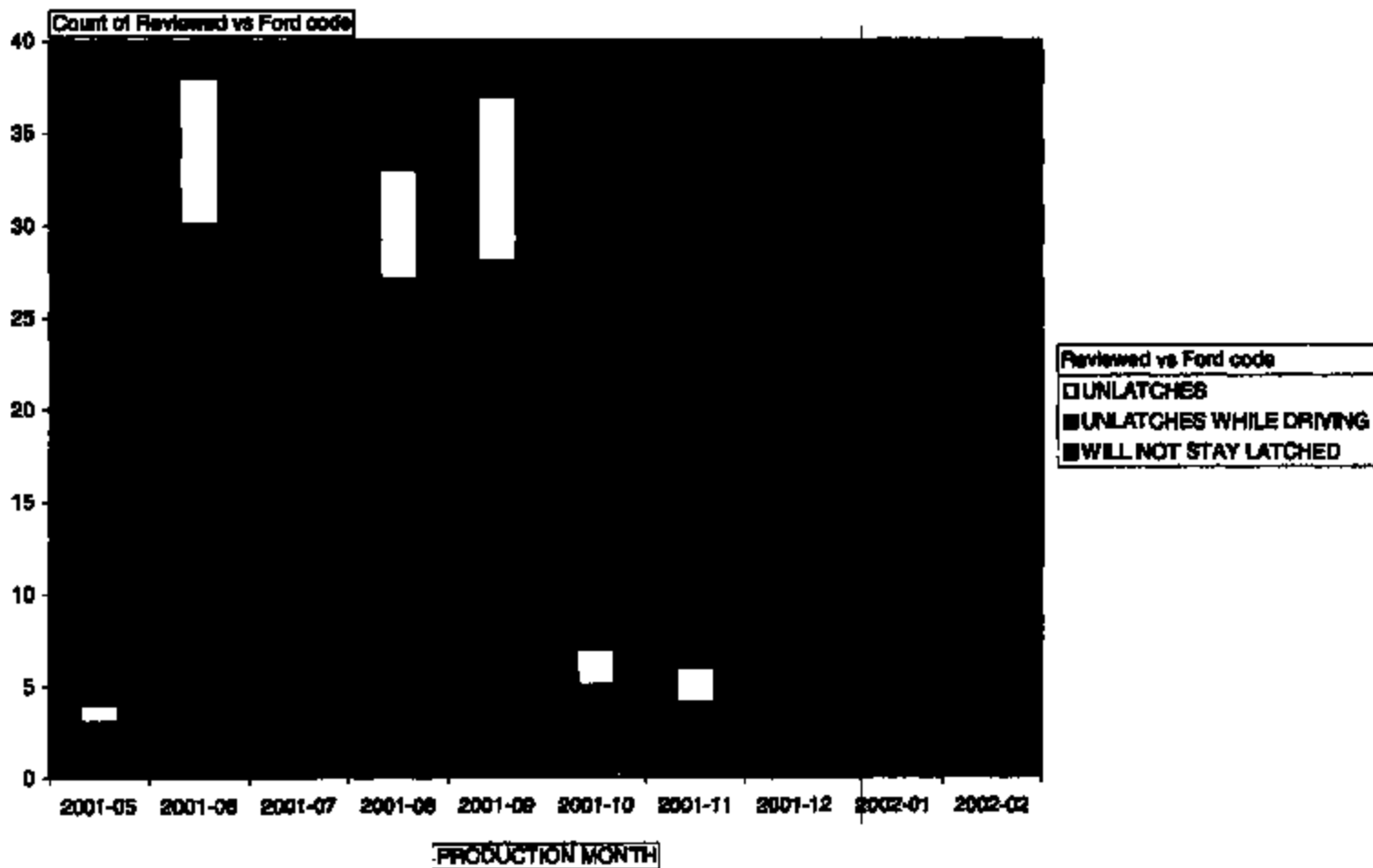
MLL_TH	PORT_NAME_CD	LER_CODE_VRS	LINE_VL_DESC	MGT_AGR	BOO_CAS	VIEW	DRIVE_C	ENQ_CD	TRUNK	PLANT	CT	PRODM_DT
2001	39 1F4R117L25	29.82 T84	EquipNet *	*	*	TR	TRC	TRK	AP			8-Sep-01
2002	39 1F4R117L25	29.84	EquipNet *	TRW	TRF	TR	TRZ	TRC	AP			8-Sep-01
2002	48 1F4R117L25	34.88 T88	EquipNet *	TWD	TRF	TR	TRV	TRC	AP			8-Sep-01
2002	48 1F4R117L25	34.89 T88	EquipNet *	TWD	TRF	TR	TRN	TRU	AP			8-Sep-01
2002	40 1F4R117L25	34.79 T83	EquipNet *	TRW	TRF	TR	TRN	TRU	AP			8-Sep-01
2002	40 1F4R117L25	34.8 T83	EquipNet *	TWD	TRF	TR	TRN	TRU	AP			20-Sep-01
2002	70 1F4R117L25	35 T83	EquipNet *	TWD	TRF	TR	TRN	TRU	AP			20-Sep-01
2002	35 1F4R117L25	29.34 T88	EquipNet *	TRW	TRF	TR	TRN	TRU	AP			21-Aug-01
2002	35 1F4R117L25	29.43 T88	EquipNet *	TRW	TRF	TR	TRN	TRU	AP			4-Sep-01
2002	38 1F4R117L25	37.1 T83	EquipNet *	TWD	TRF	TR	TRN	TRU	AP			8-Sep-01
2001	38 1F4R117L25	34.19 T88	EquipNet *	TRW	TRF	TR	TRN	TRU	AP			18-Jul-01
2001	34 1F4R117L25	31.87 T88	EquipNet *	TWD	TRF	TR	TRN	TRU	AP			26-Jun-01
2001	188 1F4R117L25	39.33 T83	EquipNet *	TWD	TRF	TR	TRZ	TRC	AP			3-Jul-01
2002	48 1F7R117L25	48.66 T87	F80-F80 *	TRC	TRC	TR	TRB	TRB	AI			23-Sep-01
2002	108 1F7R117L25	88.78 T87	F80-F80 *	TRC	TRC	TR	TRB	TRB	AI			6-Sep-01
2002	84 1F7R117L25	22.7 T87	F80-F80 *	TRC	TRC	TR	TRB	TRB	AI			23-Aug-01
2002	113 1F7R117L25	40.85 T87	F80-F80 *	TRC	TRC	TR	TRZ	TRC	AI			23-Aug-01
2002	107 1F7R117L25	32.88 T87	F80-F80 *	TRC	TRC	TR	TRB	TRB	AI			14-Sep-01
2002	105 1F7R117L25	44.78 T87	F80-F80 *	TRC	TRC	TR	TRB	TRB	AI			20-Aug-01
2002	82 1F7R117L25	38.87 T88	F100 *	TRB	TRM	TR	TRV	TRU	AI			14-Sep-01
2002	14 1F7R117L25	38.88 T88	F80 *	TRC	TRM	TR	TRV	TRU	AI			7-Sep-01

CE VFR's that are in TFRV data set

2000	05 1PTT041200	26.00 TFS	F100	*	T05	TAM	TR	TLY	TDU	AL	17-Sep-01
2000	07 1PTT071000	24.70 TFS	F100	*	T05	TAM	TR	TVZ	TDU	AL	17-Sep-01
2000	41 1PTT081000	20.00 TFS	F100	*	T05	TAM	TR	TVE	TDU	AL	18-Jun-00
2000	01 1PTT040000	20.01 TFS	F100	*	T05	TAM	TR	TNS	TDU	AL	2-Nov-00
2000	02 1PTT040000	20.01 TFS	F100	*	T05	TAM	TR	TNS	TDU	AL	2-Sep-00
2000	110 1PTT040000	20.00 TFS	F100	*	T05	TAM	TR	TNS	TDU	AL	31-Aug-01
2000	102 1PTT040000	18.74 TFS	F100	*	T05	TAM	TR	TNS	TDU	AL	20-Aug-01
2000	125 1PTT040000	20.07 TFS	F100	*	T05	TAM	TR	TNS	TDU	AL	20-Aug-01
2000	21 1PTT041000	20.70 TFS	F100	*	T05	TAM	TR	TVE	TDU	AL	20-Jul-01
2000	120 1PTT041000	20.07 TFS	F100	*	T05	TAM	TR	TLY	TDU	AL	27-Aug-01
2000	0 1PTT041000	44.17 TFS	F100	*	T05	TAM	TR	TVE	TDU	AL	10-Sep-01
2001	070 1PTT041000	20.4 TFS	F100	*	T05	TAM	TR	TVE	TDU	AL	4-Jan-01
2001	070 1PTT041000	20.4 TFS	F100	*	T05	TAM	TR	TVE	TDU	AL	21-Jan-01
2001	008 1PTT041000	19.8 TFS	F100	*	T05	TAM	TR	TLY	TDU	AL	20-Jan-01
2001	008 1PTT041000	19.8 TFS	F100	*	T05	TAM	TR	TVE	TDU	AL	20-Jan-01
2001	021 1PTT041000	20.44 TFS	F100	*	T05	TAM	TR	TNS	TDU	AL	20-Jul-00
2001	00 1PTT041000	41.20 TFS	F100	*	T05	TAM	TR	TLY	TDU	AL	18-Jul-01
2002	1 1PTT041000	20.00 TFS	Unknown	*	T05	TAM	TR	TNS	TDU	AL	20-Aug-01
2002	2000170000	22.70 CFP	CVRM	GM	DFA	CAJ	CB	CAN	CDB	AW	2-Jan-02
2002	2000170000	27.20 CFP	CVRM	GM	DFA	CAJ	CB	CAN	CDB	AW	4-Jan-02
2002	2000170000	21.00 CFP	CVRM	GM	DFA	CAJ	CB	CAN	CDB	AW	7-Jan-02

FOUO-011 10277

[REDACTED]



Cross Reference with Verbatim

Reproduce with Tongue Blotting

Position

[REDACTED]

Initial 114 samples reviewed at MezoOps

No
No
No
Yes

25 samples reviewed at Washington 01JL02

No

Initial 4 samples reviewed at Washington

Yes
Yes
Yes

4 samples reviewed at Washington w/J.Z.

No
No
No

15 samples reviewed at Washington 12JL02

RQ04-011 10279

07/12/2002

RNS-4G Buckle Work Plan

Below is a list of action items needed for discussion in the scheduled Ford conference call for 15 JUL02 at 2:30pm.

Actions

Contact Ford Warranty personnel to determine exact dates used, by Ford, to generate count of verbatims for various carlines. Review search at TRW using these dates to ensure correlation between Ford and TRW data.
Responsible: Mike Johnson

Analyze 189 of 1216 warranty returns recently received at Mex/Ops. Cross-reference VIN's back to verbatims and identify in chart form as done on previous returns. Create new chart of all warranty returns showing buckle build date. The remaining 927 samples are a result of the recall (most are tagged as recall returns). Of the 927 remaining, cross-reference VIN's to verbatims and analyze only those that are a match.
Responsible: Jose Dorado

Analyze 25 samples returned to 26 Mile Rd. by Bill Lee and Charles Clements 01JL02. Cross-reference VIN's to verbatims.
Responsible: Rob Ellis

Analyze 16 samples returned to 26 Mile Rd. received 11JL02. Cross-reference VIN's to verbatims.
Responsible: Rob Ellis

Review all analyzed warranty parts that cross-reference with verbatims to determine if tongue binding condition can be reproduced.
Responsible: Rob Ellis/Jose Dorado

Summarize all warranty parts analyzed at Mex/Ops and 26 Mile Rd. that cross-reference with verbatims.
Responsible: Rob Ellis

Create chart that shows line rejects by date and overlay date of process/component changes for review.
Responsible: Rob Ellis

RQ04-011 10028

3801 LINDALE AVE.
 MOUNTAIN VIEW, TEXAS 75149



YELLOW TAG INFORMATION

Warranty Return Log #: 2002-10-2147 Warranty Start Date: 02-20-01
 Part Number: N/A 5K1201 RAE Repair Date: 02-31-01
 V.I.N. Number: 1UNMB2W11D Mileage: 17820
 Chassis Number: 1U0525-01 Ford Condition Code: 42
 Dealer Code: 11232 Run Week: 27100T

A. [Redacted] Vehicle Car Line: TRAW CAR-2001
 CAR LINE / MODEL YEAR

- A.1. Inspect door/covers and/or latch for condition code
DOES NOT OPERATE PROPERLY
- A.2. Inspect door adjustment including color/fit, handle working, control, latch, transmission or release parts.
Handle test properly
- B. [Redacted] 1.000 1.000 1.000 1.000
 1.000 1.000 1.000
- B.1. Latch Outer Head Cycle OK
 B.2. Latching characteristics OK
 B.3. Handle latch operation Current = N.C.
 B.4. Condition of handle trim OK

- C. [Redacted] N/A
- C.1. Fully extend the window from the rearward and allow to retract. Fully extend the window from the rearward and allow to retract several times during retraction. Record any unusual operating characteristics.
- C.2. Measure and record the first inch distance. Measurement shall be from the center of the window to the mouth of the retractor.

- D. [Redacted] N/A Conventional With Clutter TYP1-1
 Proforma S.O.B. Specify
- D.1. Manually extend the window from the retractor and allow to retract. Record any unusual operating characteristics.
- D.2. Manually extend the retractor retraction allow within 75% extension and operation.
- D.3. Tie Lock - @40" from vehicle exterior. NOTE: Document and record stroke length of lock cylinder from 40"
 Forward Inward Outward Rear
- D.4. Insure applicable. Manually check function of window and/or CRACK mechanism.

- E. [Redacted] N/A
- E.1. The force required to depress the push button shall be 6 to 20N inclusive
 E.2. The force required to operate the push button shall be 6 to 20N inclusive
 E.3. The force required to operate the push button shall be 6 to 20N inclusive

F. [Redacted] TRW Evaluation Code: 00
 Evaluation coverage: Part Work Complete, Latch and Always TCR Test

- G. [Redacted] Evaluated by: [Signature]
- A. No window issue
 B. Previously identified concern. Indicate previous test report or S-DB
 C. New concern. Reference report number or S-DB

H. [Redacted] NO YES IF IN SUPPLIER RESPONSIBILITY, IDENTIFY AND PROVIDE
 DATA TO RESOLVE THE ISSUE.

- I. [Redacted]
- NTP O-RING COVER
 DAMAGED WINDOW ASSE. PLANT
 FOREIGN MATERIAL FOREIGN COMPONENTS
 CUSTOMER DAMAGE LATCH SPRING NOT SEATED

F-142-01-A
 FEB 07, 2002



Good Ball Inspector Worksheet

Percent Defective Found
57%

Round	Good	Defective	Correct	Inspected	Total (Good + Defective)
Round 1	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1
Round 2	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1
Round 3	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1
Round 4	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1
Round 5	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1
Round 6	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1
Round 7	Ball 1	X	X		1
	Ball 2	X	X		1
	Ball 3	X	X		1
	Ball 4	X	X		1
	Ball 5	X	X		1
	Ball 6	X	X		1
	Ball 7	X	X		1
	Ball 8	X	X		1
	Ball 9	X	X		1
	Ball 10	X	X		1

Total Ball Pairs Found 28

BUZ 18889

RQ04-011 10389

Mail Mail Inspector Validation

Percent Defective Found
1987

Round	Sub	Good	Defective	Correct	Insured	Mail Pool Found (Date, %)
Round 1	Sub 1		X	X		[REDACTED]
	Sub 2	X		X		[REDACTED]
	Sub 3		X	X		[REDACTED]
	Sub 4	X		X		[REDACTED]
	Sub 5		X	X		[REDACTED]
	Sub 6	X		X		[REDACTED]
	Sub 7		X	X		[REDACTED]
	Sub 8	X		X		[REDACTED]
	Sub 9		X	X		[REDACTED]
	Sub 10	X		X		[REDACTED]
Round 2	Sub 1	Good	Defective	Correct	Insured	[REDACTED]
	Sub 2	X		X		[REDACTED]
	Sub 3		X	X		[REDACTED]
	Sub 4	X		X		[REDACTED]
	Sub 5		X	X		[REDACTED]
	Sub 6	X		X		[REDACTED]
	Sub 7		X	X		[REDACTED]
	Sub 8	X		X		[REDACTED]
	Sub 9		X	X		[REDACTED]
	Sub 10	X		X		[REDACTED]
Round 3	Sub 1	Good	Defective	Correct	Insured	[REDACTED]
	Sub 2	X		X		[REDACTED]
	Sub 3		X	X		[REDACTED]
	Sub 4	X		X		[REDACTED]
	Sub 5		X	X		[REDACTED]
	Sub 6	X		X		[REDACTED]
	Sub 7		X	X		[REDACTED]
	Sub 8	X		X		[REDACTED]
	Sub 9		X	X		[REDACTED]
	Sub 10	X		X		[REDACTED]
Round 4	Sub 1	Good	Defective	Correct	Insured	[REDACTED]
	Sub 2	X		X		[REDACTED]
	Sub 3		X	X		[REDACTED]
	Sub 4	X		X		[REDACTED]
	Sub 5		X	X		[REDACTED]
	Sub 6	X		X		[REDACTED]
	Sub 7		X	X		[REDACTED]
	Sub 8	X		X		[REDACTED]
	Sub 9		X	X		[REDACTED]
	Sub 10	X		X		[REDACTED]
Round 5	Sub 1	Good	Defective	Correct	Insured	[REDACTED]
	Sub 2	X		X		[REDACTED]
	Sub 3		X	X		[REDACTED]
	Sub 4	X		X		[REDACTED]
	Sub 5		X	X		[REDACTED]
	Sub 6	X		X		[REDACTED]
	Sub 7		X	X		[REDACTED]
	Sub 8	X		X		[REDACTED]
	Sub 9		X	X		[REDACTED]
	Sub 10	X		X		[REDACTED]
Round 6	Sub 1	Good	Defective	Correct	Insured	[REDACTED]
	Sub 2	X		X		[REDACTED]
	Sub 3		X	X		[REDACTED]
	Sub 4	X		X		[REDACTED]
	Sub 5		X	X		[REDACTED]
	Sub 6	X		X		[REDACTED]
	Sub 7		X	X		[REDACTED]
	Sub 8	X		X		[REDACTED]
	Sub 9		X	X		[REDACTED]
	Sub 10	X		X		[REDACTED]

Total Mail Pool Found 20

BUZ 19889

Self-Inspection Worksheet

Percent Defective Found
20%

Plant	Sub	Good	Defective	Correct	Inspected	Self-Inspection Type
Plant 1	Sub 1		X	X		1
	Sub 2	X		X		1
	Sub 3		X	X		1
	Sub 4	X		X		1
	Sub 5		X	X		1
	Sub 6	X		X		1
	Sub 7		X	X		1
	Sub 8	X		X		1
	Sub 9		X	X		1
	Sub 10	X		X		1
Plant 2	Sub 1		X	X		1
	Sub 2	X		X		1
	Sub 3		X	X		1
	Sub 4	X		X		1
	Sub 5		X	X		1
	Sub 6	X		X		1
	Sub 7		X	X		1
	Sub 8	X		X		1
	Sub 9		X	X		1
	Sub 10	X		X		1
Plant 3	Sub 1		X	X		1
	Sub 2	X		X		1
	Sub 3		X	X		1
	Sub 4	X		X		1
	Sub 5		X	X		1
	Sub 6	X		X		1
	Sub 7		X	X		1
	Sub 8	X		X		1
	Sub 9		X	X		1
	Sub 10	X		X		1
Plant 4	Sub 1		X	X		1
	Sub 2	X		X		1
	Sub 3		X	X		1
	Sub 4	X		X		1
	Sub 5		X	X		1
	Sub 6	X		X		1
	Sub 7		X	X		1
	Sub 8	X		X		1
	Sub 9		X	X		1
	Sub 10	X		X		1
Plant 5	Sub 1		X	X		1
	Sub 2	X		X		1
	Sub 3		X	X		1
	Sub 4	X		X		1
	Sub 5		X	X		1
	Sub 6	X		X		1
	Sub 7		X	X		1
	Sub 8	X		X		1
	Sub 9		X	X		1
	Sub 10	X		X		1
Plant 6	Sub 1		X	X		1
	Sub 2	X		X		1
	Sub 3		X	X		1
	Sub 4	X		X		1
	Sub 5		X	X		1
	Sub 6	X		X		1
	Sub 7		X	X		1
	Sub 8	X		X		1
	Sub 9		X	X		1
	Sub 10	X		X		1

Total Self-Inspection 20

BUZ 10010

RQ04-011 10391

Overall Inspector's Validation

Percent Defective Found
MFG

Round	Sub	Good	Defective	Correct	Inspected	Total Part Found (9/10, 1-10)
Round 1	Sub 1		X	X		1
	Sub 2	X		X		2
	Sub 3		X	X		3
	Sub 4	X		X		4
	Sub 5		X	X		5
	Sub 6	X		X		6
	Sub 7		X	X		7
	Sub 8	X		X		8
	Sub 9		X	X		9
	Sub 10	X		X		10
Round 2	Sub 1		X	X		1
	Sub 2	X		X		2
	Sub 3		X	X		3
	Sub 4	X		X		4
	Sub 5		X	X		5
	Sub 6	X		X		6
	Sub 7		X	X		7
	Sub 8	X		X		8
	Sub 9		X	X		9
	Sub 10	X		X		10
Round 3	Sub 1		X	X		1
	Sub 2	X		X		2
	Sub 3		X	X		3
	Sub 4	X		X		4
	Sub 5		X	X		5
	Sub 6	X		X		6
	Sub 7		X	X		7
	Sub 8	X		X		8
	Sub 9		X	X		9
	Sub 10	X		X		10
Round 4	Sub 1		X	X		1
	Sub 2	X		X		2
	Sub 3		X	X		3
	Sub 4	X		X		4
	Sub 5		X	X		5
	Sub 6	X		X		6
	Sub 7		X	X		7
	Sub 8	X		X		8
	Sub 9		X	X		9
	Sub 10	X		X		10
Round 5	Sub 1		X	X		1
	Sub 2	X		X		2
	Sub 3		X	X		3
	Sub 4	X		X		4
	Sub 5		X	X		5
	Sub 6	X		X		6
	Sub 7		X	X		7
	Sub 8	X		X		8
	Sub 9		X	X		9
	Sub 10	X		X		10
Round 6	Sub 1		X	X		1
	Sub 2	X		X		2
	Sub 3		X	X		3
	Sub 4	X		X		4
	Sub 5		X	X		5
	Sub 6	X		X		6
	Sub 7		X	X		7
	Sub 8	X		X		8
	Sub 9		X	X		9
	Sub 10	X		X		10

Total Part Found 30

BUZ 18611

RQ04-011 10392

Norfolk Assembly Plant
Seat Belt Inspection Summary

Date	Day	Shift	Inspected Type	# Units		# Failures	Failure Rate	Failed by # number of inspectors				
				Checked	Classified			1	2	3	4	5
25-May	Friday	03	400%	100	200	13	6.5%	3	3	2	5	N/A
26-May	Saturday	02	400%	328	656	71	10.8%	22	10	12	17	N/A
26-May	Saturday	03	500%	87	174	49	28.2%	32	11	11	1	8
27-May	Sunday	02	600%	Reg. Parts	108	17	15.8%	7	9	2	3	2
27-May	Sunday	02	600%	284	568	66	11.6%	10	7	8	18	21
			Total	799	1598	220	13.8%	64	64	32	36	81
							% of Failures	28%	16%	15%	18%	14%

BUZ 18735

6/29/01

R004-011 10332

ENTER YOUR
NAME AND TIME

CONFIDENTIAL
 CONTROL SYSTEMS

**North Assembly Plant
 Seat Belt Inspection Summary**

Date	Day	Shift	Inspected Type	# Units		# Failures	Failure Rate	Failed by # number of inspectors					Confused Seat	Bad Parts Retained*
				Checked	Checked			1	2	3	4	5		
26-May	Friday	8S	40%	100	200	13	6.5%	3	3	2	8	NA	8	1
26-May	Saturday	8S	40%	328	850	71	10.0%	22	10	12	17	NA		
26-May	Saturday	8S	50%	87	184	83	32.8%	32	11	11	1	8		
27-May	Sunday	8S	80%	Repeat Parts	100	17	15.0%	7	3	2	3	2	4	2
27-May	Sunday	8S	80%	286	852	85	10.0%	30	7	6	19	21		
27-May	Sunday	8S	80%	804	1002	128	12.8%	49	28	12	6	38		
28-May	Monday	8S	80%	348	485	85	23.1%	38	7	8	3	27		
28-May	Monday	8S	80%	481	802	200	25.1%	111	28	24	21	80		
			Total	1888	4095	708	17.4%	257	125	54	65	174	10	3
							% of Failures	38%	16%	12%	10%	25%		

BUZ 16776

RQ04-011 10353

02001

*The failure segment contained bad parts missed by one or more inspectors.

From: Trzeciak, Robert (R.T.)
Sent: Thursday, June 13, 2002 12:22 PM
To: Zychowicz, Julie (J.A.)
Subject: RE: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

We cover all vehicles. If F-Series and Ranger exhibit the same concern as Expedition we can look at Windstar, but if no trends or pattern exist between F-Series, Ranger, and Expedition I am not sure if there will be value into looking into Windstar. I'll keep you posted.

—Original Message—
From: Zychowicz, Julie (J.A.)
Sent: Thursday, June 13, 2002 11:09 AM
To: Trzeciak, Robert (R.T.)
Subject: RE: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Bob - just start with F-Series and Ranger for now. The next high volume vehicle is Windstar. Do you cover that vehicle?

—Original Message—
From: Trzeciak, Robert (R.T.)
Sent: Thursday, June 13, 2002 9:41 AM
To: Zychowicz, Julie (J.A.); Hall, Dennis (.)
Cc: Oswalt, Greg (G.G.); Downs, Jim (J.C.); Voelker, Martin (M.C.); Gilbert, Timothy (T.P.); Macowicz, Roy (R.A.); Seftl, Frank (F.E.); 'bill.forbes@trw.com'; Clement, Charles (C.A.); Amin, Mike (M.J.); Eum, James (J.S.); Leffert, Kyle (K.R.)
Subject: RE: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Julie,

- The 227 claims passed the inspection and were later replaced. We can try to determine how many specifically state the tool was used the second time. Any claims that indicated broken, cracked, etc. were not counted in the analysis. Only claims stating not latching, unlatched, unlatched while driving were counted.
- Dennis will put in a WPRC request for parts and an FQE assignment. Initially we will start with Expedition, Navigator, F-Series and Ranger ... Is TRW calling back 100% return of parts currently?
- Dennis will also analyze F-Series and Ranger claims to determine if similar trend exists. Pending the outcome we can look at additional vehicles.

If there are different vehicles you would like us to focus on initially let me know, Thanks

Robert Trzeciak
 Supervisor, ECI Electrical
 500 Town Center Drive, Suite 300, Cube 28
 Phone (313) 248-6294 Fax (313) 248-6278

—Original Message—
From: Zychowicz, Julie (J.A.)
Sent: Thursday, June 13, 2002 9:12 AM
To: Trzeciak, Robert (R.T.); Hall, Dennis (.)

12/10/2004

RQ04-011 10307

Cc: Osvak, Greg (G.G.); Downs, Jim (J.C.); Voelker, Martin (M.C.); Gilberg, Timothy (T.P.); Naciewicz, Roy (R.A.); Setill, Frank (F.E.); 'bill.forbes@trw.com'; Clement, Charles (C.A.); Amin, Mike (M.J.); Eum, James (J.S.)
 Subject: RE: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Bob and Dennis,

Frank Setill returned 1 part to me, which I analyzed and then sent to TRW for analysis. This is what we found:

- The date code of the buckle clearly fell within the date of the recalled components
- When the "Special Dealer Tool" was properly used, the buckle clearly failed.
- If the tool was not reset to it's initial starting point, e.g. the tongue remained in it's fully inserted position, and was firmly pushed into the buckle, the buckle latched properly.
- Frank Setill and I were able to replicate the complaint, by slowly inserting a normal production tongue, tapping it against my desk, and causing the tongue to release from the buckle.
- TRW disassembled the buckle and found the following:
 1. The buckle cover shows significant wear from repeated latching of the tongue.
 2. Buckle base (PAN 33017158) was at "B" level. This was prior to the "C" level window alignment change.
 3. Buckle base coating quality is poor with smooth areas where pushbutton makes contact.
 4. Latchguide is securely riveted to base with no relative movement.
 5. Ferrules do not appear overly deformed/distorted.
 6. Latch spring is distorted and contacts latchguide before moving latch into full engagement.
 7. Subject buckle will not pass "Sort Gage". When an undistorted latch spring is introduced, the buckle will pass "Sort Gage".

Based on this analysis, the following comments can be made:

- Engineering assessment is that the buckle would have failed the "Tool" check, from day 1. In other words, it is not possible that the failure degraded over time.
- It is possible that the initial recall check by the dealer used the tool in the "non-reset" mode, again allowing the tongue to be in it's fully inserted position, and passed the buckle.
- It is possible that the dealer did not perform the tool check.

Next steps required of ECI:

- Need to answer the question; did all 227 AWS claims pass with the tool during the recall test, then fail the tool check when returned, or were some of the parts returned and replaced for other reasons?
- Need to collect as many parts as possible, for further analysis and assessment, from all vehicles affected by the recall.
- Need to understand if all other vehicles affected by the recall, have a similar replacement trend, e.g. F150, Ranger, etc.

12/10/2004

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

From: Kopinski, Jim (J.W.)
Sent: Wednesday, June 12, 2002 12:49 PM
To: Downs, Jim (J.C.); Zychowicz, Julie (J.A.)
Cc: Oswald, Greg (G.G.)
Subject: FW: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Jim - this one is yours

Greg - Jim Downs's group has the Expedition and will handle

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

From: Oswald, Greg (G.G.)
Sent: Wednesday, June 12, 2002 10:21 AM
To: Kopinski, Jim (J.W.)
Subject: FW: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Jim,

FYI..... This will need to be addressed at an upcoming CCRG meeting (approx 2 weeks 6/27)
Let me know if you have any questions.

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

From: Smith, Kim (.)
Sent: Wednesday, June 12, 2002 10:16 AM
To: Sweeney, Stephanie (S.L.); Oswald, Greg (G.G.)
Cc: Theodore, Chris (C.P.); Fowler, Bennie (B.W.); Kammerer, Al (Allan R.); Ligon, Frank (F.M.); Bradley, Joe (J.C.); Sabatle, Christine (C.R.); Bersuder, Lee (L.C.); Himes, Bob (R.S.); Ranucci, Mike (M.P.); Beck, Mike (M.C.); Faulk, William (W.R.); Zychowicz, Julie (J.A.); Naciewicz, Roy (R.A.); Conrad, Eric (E.E.); Goebel, Ken (K.M.); Gilbert, Timothy (T.P.); Kopinski, Jim (J.W.); Krafcik, John (J.F.); Loeffler, Eric (E.J.); Kuhn, Gregory (G.F.); Trzedak, Robert (R.T.); Hall, Dennis (.); Leffert, Kyle (K.R.); Preczewski, Heather (H.A.); Cole, Joanne (J.); Wilk, Linda (L.M.); Distler, Kayko (K.P.); Christensen, Kris (K.S.)
Subject: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Greg, the attached document is being submitted into the CCRG process for review. If you have questions or comments regarding the concern please contact the concern analyst identified in the document. Thanks

CC's on Note, you have received this note to help keep you informed of potential concerns on your vehicle or system.

Kim Smith

Enhanced Concern Identification
Process Problem Analyst
500 Town Center Drive, Suite 300, Cube 39
Phone (313) 248-7182 Fax (313) 248-6278

12/10/2004

RQ04-011 10309