

RQ04-011
FORD
APRIL 26, 2005
REQUEST 8
PART 2 OF 4
BOOKS 30 OF 43

Global Buckles Warranties Matrix (970 REMAINING)

PRE-CUT OFF DATE (2201)

TRW LOG No	POUL VIN #	WEEK	YEAR	TRW ANALYSIS	Verbiage from Issues
34238	888	28	00	Fall min tongue	does not operate properly/other restraint troubles
14290	3834	42	00	Fall min tongue	does not operate properly/other restraint troubles
354895	0307	28	00	Fall min tongue	does not operate properly/other restraint troubles
715111	8806	21	01	Foreign particle in the bid. mechanism	does not operate properly/other restraint troubles
138334	3328	24	01	Fall min tongue	does not operate properly/other restraint troubles
234813	7814	21	01	Foreign particle in the bid. mechanism	does not operate properly/other restraint troubles
184848	3488	20	01	Foreign particle in the bid. mechanism	does not operate properly/other restraint troubles
244282	8018	19	01	OK, no latching problems	insufficient pressure
84821	288	17	01	Foreign particle in the bid. mechanism	broken cracked
84893	888	17	01	Fall min tongue	does not operate properly/other restraint troubles
274884	7842	18	01	OK, no latching problems	loose
54288	4808	15	01	Fall min tongue	tight, postage maintenance
204738	7842	14	01	Fall min tongue	does not operate properly/other restraint troubles
174728	1181	13	01	Fall min tongue	tight, postage maintenance
284710	7842	12	01	Fall min tongue	does not operate properly/other restraint troubles
384728	1187	12	01	Fall min tongue	does not operate properly/other restraint troubles
144818	888	08	01	Fall min tongue	does not operate properly/other restraint troubles
284512	4884	08	01	Fall min tongue	does not operate properly/other restraint troubles
334487	1270	08	01	Fall min tongue	does not operate properly/other restraint troubles
214728	8588	08	01	Fall min tongue	loose
74880	7442	06	01	Fall min tongue	does not operate properly/other restraint troubles
108883	3884	28	01	Fall min tongue	does not operate properly/other restraint troubles
184818	7888	03	01	Fall min tongue	does not operate properly/other restraint troubles
284848	888	03	01	Fall min tongue	does not operate properly/other restraint troubles
324773	3788	06	01	Fall min tongue	does not operate properly/other restraint troubles
194848	3848	04	01	Fall min tongue	does not operate properly/other restraint troubles
284727	7188	04	01	Fall min tongue	does not operate properly/other restraint troubles
284884	488	03	01	Fall min tongue	does not operate properly/other restraint troubles
2488	8888	02	01	Fall min tongue	does not operate properly/other restraint troubles
244478	8888	02	01	Fall min tongue	does not operate properly/other restraint troubles
84882	877	01	01	Fall min tongue	does not operate properly/other restraint troubles
184851	578	01	01	Fall min tongue	does not operate properly/other restraint troubles
314887	478	01	01	Fall min tongue	does not operate properly/other restraint troubles
37					slat bands

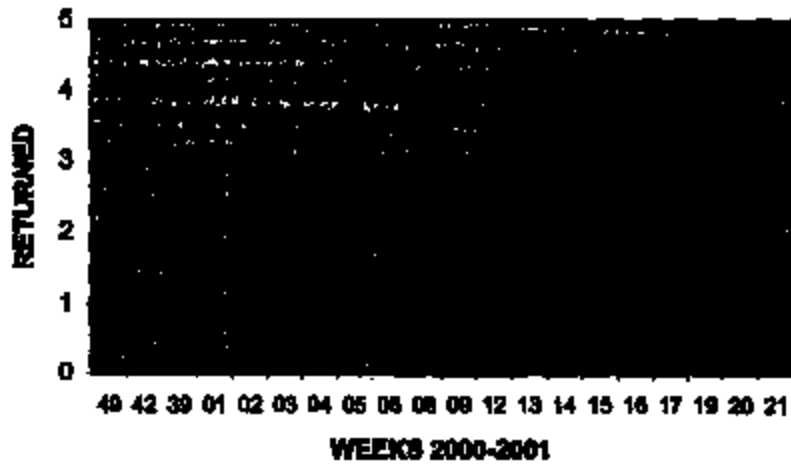
R03-011 10633

[REDACTED]

49	1
42	1
38	
01	
02	
03	
04	
05	
06	
08	
09	
12	
13	
14	
15	
16	
17	
18	
20	
21	

GLOBAL BUCKLES WARRANTIES

PRE-CUT OFF DATE (22/01)



Analyzed Warranty Parts which

<u>VIN</u>	<u>Vehicle</u>	<u>Bus Week</u>	<u>Prepost class date</u>	<u>TFW Analysis</u>
1FTZF17251N [REDACTED]	F-150	236011	post	Can't duplicate
1FTZF17281K [REDACTED]	F-150	013011	pre	Contamination (sunflower seed)
2FTZF07321C [REDACTED]	F Series	222011		Contamination (plastic bag)
1FTZF172X1N [REDACTED]	F Series	215013	pre	No problem found
2MEFM75W12X0 [REDACTED]	Grand Marquis	374013	post	Contamination (chain)
2FTZF18251C [REDACTED]	F Series	254013	post	Contamination (stone)
1FMNU40L51 [REDACTED]	Excursion	484003	pre	No problem found
1FMNU43S61 [REDACTED]	Excursion	074013	pre	Sticky pushbutton
1FMNU40L31 [REDACTED]	Excursion	055013	pre	Sticky pushbutton
1FTZF17201N [REDACTED]	F-150	222013		Contamination (staple)
1FMNU43S32 [REDACTED]	Excursion	352013	post	Contamination (rubberband)
1FTZF072X1K [REDACTED]	F-150	230013	post	No problem found
1FMNU42L21 [REDACTED]	Excursion	105011	pre	Loose latchguide
1FMPU18LX2L [REDACTED]	Expedition	421013	post	No problem found

1FMRU17W52	[REDACTED]	Expedition	431011	post	Not torn down at Washington
1FMRU17L02L	[REDACTED]	Expedition	344011	post	Not torn down at Washington
1FMEU16L12L	[REDACTED]	Expedition	344011	post	Not torn down at Washington
1FMEU16W22	[REDACTED]	Expedition	402011	post	Contamination (pebble)
1FMRU15W92	[REDACTED]	Expedition	494011	post	Contamination (stone)
6LMEU27R32L	[REDACTED]	Navigator	382011	post	Contamination (wood chip)



Cross Reference with Verbatim

Reproduce with Exact Spelling

Definition

Initial 114 samples reviewed at Mex/Opn

No
No
No
Yes

25 samples reviewed at Washington 01.JUL02

No

Initial 4 samples reviewed at Washington

RC04-011 10806



Yes
Yes
Yes

4 samples reviewed at Washington w/J.Z.

No
No
No

15 samples reviewed at Washington 12.JL02

RC04-011 10808



ANALYSIS SUMMARY AS OF 16JL02

TOTAL RETURNS THRU WARRANTY / FORD

1165 - Pre Wk 23 = 926

- Post Wk 23 = 240

- N.T.F. = 157*
- Contamination = 45
- Damaged = 26
- Reproduce w/bias = 12*

Total returns correlating to verbatims won't latch, unlatches/releases, won't stay latched and unlatches while driving.

74 - Pre Wk 23 = 35

- Post Wk 23 = 39

- N.T.F. = 18*
- Contamination = 18
- Reproduce w/bias = 3*

14 - won't latch
2 - unlatches
1 -
1 - won't stay latched

Only 12 of 240 can be made to reproduce condition by biasing** tongue into pushbutton and inserting slowly.

*All samples pass dealer gage.

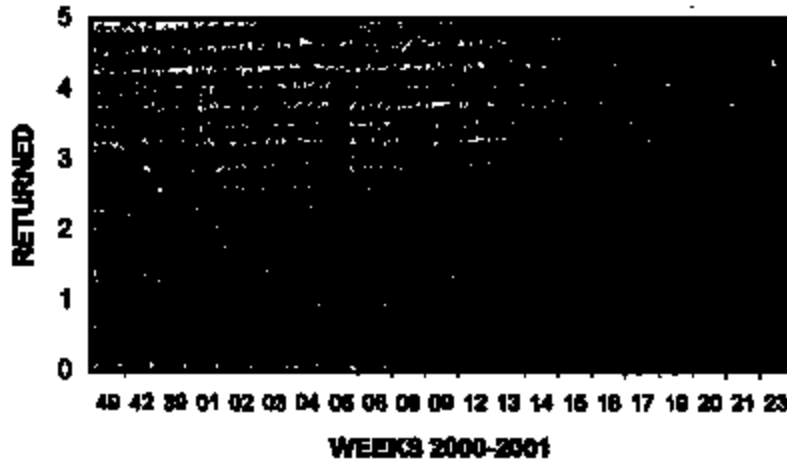
**Biasing = intentionally applying constant outboard force to tongue, during entire insertion distance, causing severe interference and dragging between tongue and pushbutton. Biasing in this manner is not indicative of vehicle operator action.

SECRET

40	1
42	1
80	
01	
02	
03	
04	
05	
06	
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12	
13	
14	
15	
16	
17	
18	
20	
21	
23	

GLOBAL BUCKLES WARRANTIES

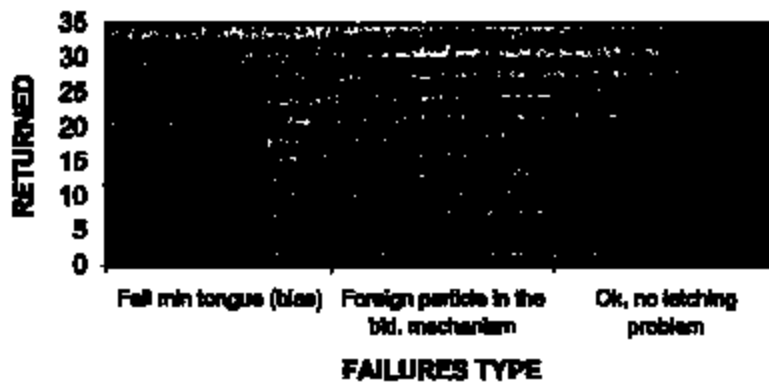
PRE-CUT OFF DATE (22/01)



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

GLOBAL BUCKLES WARRANTIES

PRE-CUT OFF DATE (22/01)



~~XXXXXXXXXX~~

XXXXXXXXXX

[Redacted]

23

From: Dave Hennessy [Dave.Hennessy@trw.com]
Sent: Monday, May 21, 2001 1:27 PM
To: jcarone@ford.com
Cc: Bill Forbes; Dwight Hodge; Ed Palczar
Subject: Buckle Containment

Jim,
To confirm our conversation earlier today, we have tested the 3 buckles from Friday with the MinMax tongue here at 26 Mile and the samples were rejected. We will be sending these parts to the plant to confirm our results with the assembly line equipment, but preliminary information shows that the containment initiated from the Norfolk buckle issue would still hold for these buckles as well.

buckle History:

Buckle #1: 2002 PN-96 1PP unit Regular cab 60/40 bench Driver side (Web Mount RNS-4G)

Buckle #2: 2001 PN-96 Supercab SIR Passenger buckle (pretensioner RNS-4G)
CCIS Report # 1EKGF001

Buckle #3: 2001 PN-96 Supercab SIR Driver buckle (pretensioner RNS-4G)
CCIS Report # 1EKGF002

Please contact me if you need additional information.
Thanks,

Dave Hennessy
TRW Occupant Safety Systems
Group Leader - F-Series
810-781-8172
810-786-7731 Fax

From: Dave Hennessey [Dave.Hennessey@trw.com]
Sent: Monday, May 21, 2001 1:27 PM
To: jcarne@ford.com
Cc: Bill Forbes; Dwight Hodge; Ed Pelczar
Subject: Buckle Containment

Jim,

To confirm our conversation earlier today, we have tested the 3 buckles from Friday with the Min/Max tongue here at 26 Mile and the samples were rejected. We will be sending these parts to the plant to confirm our results with the assembly line equipment, but preliminary information shows that the containment inflated from the Norfolk buckle issue would still hold for these buckles as well.

Buckle History:

Buckle #1: 2002 PN-08 1PP unit Regular cab 60/40 bench Driver side (Web Mount FNS-4G)

Buckle #2: 2001 PN-08 Supercab SIR Passenger buckle (pretensioner FNS-4G)
CQIS Report # 1EKGF001

Buckle #3: 2001 PN-08 Supercab SIR Driver buckle (pretensioner FNS-4G)
CQIS Report # 1EKGF002

Please contact me if you need additional information.

Thanks,

Dave Hennessey
TRW Occupant Safety Systems
Group Leader - F-Series
810-781-8172
810-786-7731 Fax

BUZ 18791

RQ04-011 10362

From: Philip, Abraham (A.G.)
Sent: Thursday, June 07, 2001 10:39 AM
To: Morphew, Lorraine (L.M.); Nacowicz, Roy (R.A.); Landis, Leonard (L.A.); Sweeney, Stephanie (S.L.); Patel, Bharat (B.J.)
Cc: Philip, Abraham (A.G.)
Subject: Experiment Data

I am forwarding to you the file containing the data from the mini-experiment we performed on 18 Windstars in the Pilot Plant on 6/5/01. Please do not forward this to TRW as I have not heard from them yet on their test of these bukkles. Please let me know if you have any questions. Thanks!



TRW Buckle
to-Latch Issue Sort...

Abraham Philip

Occupant Safety Systems
Bldg #2, Cube: 23F37
email: aphip@ford.com

Phone: 584-1134
Fax: 248-1288
Pager: 851-1388

**TRW BUCKLE NO-LATCH ISSUE
SORT EXPERIMENT WITH MIN/MAX TONGUE**

Order	VIN #	Operator #1		Operator #2		Operator #3		Operator #4		Comments
		Driver	Passenger	Driver	Passenger	Driver	Passenger	Driver	Passenger	
1	B71731	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	Driver buckle - Button stays below
2	B71725	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	
3	B71714	PPPPP	Removed	PPPPP	Removed	PPPPP	Removed	PPPPP	Removed	
4	B83478	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	
5	B71722		FFFF		FFFF		PPPPP		PPPPP	
6	B78871									
7	B78884	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	Pass buckle - Latch window stayed down
8	B78888	PPPPP		FFFF		FFFF		FFFF		
9	B78873	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	
10	B78887	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	
11	B78874	PPPPP	FFFF	PPPPP	PPPPP	PPPPP	FFFF	PPPPP	FFFF	
12	B78719	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	
13	B71718									Driver buckle - no latch sound & button stays down with min/max tongue inserted backwards (buckle passes)
14	B71717	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	
15	B71725	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	PPPPP	
16	A00004									Driver buckle - Button stays below
17	A00005	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	
18	B88004	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	FFFF	PPPPP	

Operator position

Operator 1 - Leaning into car from driver side
 Operator 2 - Seated in passenger seat
 Operator 3 - Seated in driver seat
 Operator 4 - Leaning into front row from 2nd row

Codes

P = Pass
 F = Fail

Summary

Total Buckles Reviewed: 38
 Number of Buckles that Passed: 15
 Number of Buckles that Failed: 21
 Failure Rate: 55.3%

NEW YORK STATE

RQ04-011 10693

ABE PHILIP

197

ALERT: AUL35305

CONCERN: C11216309 (W/ SURV AREA)

100

TRW RKL

C. KALINA

CURTIS KALINA



RC04-011 10895



Windstar
Pilot Plant
(18 Cars)



Min Tongue
Testing
Multiple Cycles



1st gen Gage Test



ALL CORRECT

PH-96
11 Trucks



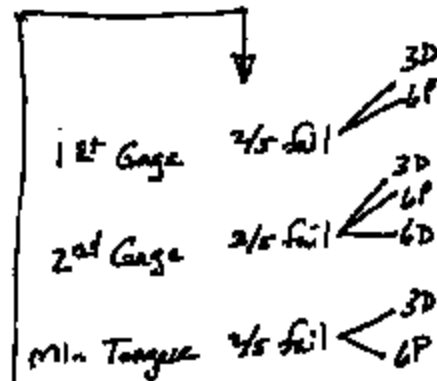
No Precycles
- most 8/11?



1st gen. gage
3/21 Fail



5/21 Push Button
not Return



6P	One Precycle would have Caught
3D	Pass-fail-pass Good BUCKLE
6D	Good Beta ERROR

Hand Min Tongue
- CAN FOOL BUCKLE Due to Latch/Rough Surface interaction

F-SERIES

GAGE TONGUE.

	PP	MM	DH	ES	BF	
2P	PPPP	PPPP	PPPP	PPPP	PPPP	
X 3D	PPPP	PPPP	FFFF	PPPP	PPPP	
5D	PPPP	PPPP	PPPP	PPPP	PPPP	
6D	PPPP	PPPP	PPPP	PPPP	PPPP	REMOVED COVER
X 6P	PPPP	PPPP	PPPP	PPPP	PPPP	

FEEL GAGE TONGUE

NO BUBBLE
THROUGH

NO BUBBLES
THRU

BUBBLES
NOT
USED

2P,
6D,
5D

3D,

6P

PUSH BUTTON
NOT PULL
RESETTING

5D - certain times sealed a condition where the gage tongue did reject the bubble but in all cases there was no bubble at all. This is OK because it is either bled out all the way or not bled at all.

3D - was good during sent 6/15
L used good using fixture
L used good using via pass tongue
+ then fixture

TAW states that the fixture will reject a bad part every time but it might or might not call a good part good-shaped part may be called bad in some cases. No consistency in how fixtures classify a good part.

↳ pulled apart + confirmed that this was a GOOD bubble.

LINE ITEM	SAMPLE NUMBER	STEPAN 16		STEPAN 16		STEPAN 16		TRIAL #4		TRIAL #5	
		TRIAL #1		TRIAL #2		TRIAL #3		TRIAL #4		TRIAL #5	
		OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK
1	1P	X			X						
2	2P	X									
3	3P	X	RIT SWAPPED "LATE"		X	Confirmed (but moved)	X	X	(but moved away)		
4	4P	X									
5	5P	X									
6	6P	X	RIT SWAPPED "LATE"	X	SWAPPED "OK"						
7	7P	X									
8	10A 1D		X								
9	10A 2D	X									
10	10A 3D	X									
11	10A 4D		X								
12	10A 5D	X									

INSPECTED BY: GD X

DATE: _____

BHARAT

LINE ITEM	SAMPLE NUMBER	TRIAL #1		TRIAL #2		TRIAL #3		TRIAL #4		TRIAL #5	
		OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK
1	1P	X									
2	2P	X									
3	3P	X									
4	4P	X									
5	5P		X								
6	6P		X								
7	7P	X									
8	1D		X								
9	2D	X									
10	3D		X								
11	4D		X								
12	5D	X									

INSPECTED BY:

60

X

DATE:

ABC

LINE ITEM	SAMPLE NUMBER	TRIAL #1		TRIAL #2		TRIAL #3		TRIAL #4		TRIAL #5	
		OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK
1	1P		X		X	X	UP TO THE BOOT WITH PRESSURE				
2	2P		X			X	"				
3	3P		X			X	"				
4	4P	X									
5	5P	X	NOTICED FX'S								
6	6P	X									
7	10P		X								
8	7P		X								
9	2D	X									
10	3D		X								
11	4D		X								
12	5D		X								
INSPECTED BY:		GD	X								
DATE:											

RC04-011 10738



NO BOOT INTERFERENCE ENCOUNTERED
 ROY
 ROT AGAIN - AFTER
 ↓ TOWERS "SLAM"

LINE ITEM	SAMPLE NUMBER	TRIAL #1		TRIAL #2		TRIAL #3		TRIAL #4		TRIAL #5	
		OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK
1	1P	X									
2	2P	X									
3	3P	X									
4	4P	X									
5	5P	X									
6	6P	X									
7	7P		X			X					
8	1D		X				X				
9	2D	X									
10	3D		X			X					
11	4D	X									
12	5D	X									

INSPECTED BY: 6D

X

DATE:

X

RD04-011 10737



LINE ITEM	SAMPLE NUMBER	BILKAT		ROY		STEFANIE		ABE		AFTER TONGUE SLAM ABE		AFTER MOOT TONGUE SLAMS ABE (2)	
		TRIAL #1		TRIAL #2		TRIAL #3		TRIAL #4		TRIAL #5		OK	NOT OK
		OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK		
1	80		X		X		X		X		X		X
2	100		X		X		X		X		X		X
3	110		X		X		X		X		X		X
4													
5													
6													
7													
8													
9													
10													
11													
12													

INSPECTED BY: _____

DATE: _____

8004-011 10739

CURTIS

LINE ITEM	SAMPLE NUMBER	TRIAL #1		TRIAL #2		TRIAL #3		TRIAL #4		TRIAL #5	
		OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK	OK	NOT OK
1	1P	X									
2	2P		X								
3	3P	X	OUT OF TOLERANCE								
4	4P	X									
5	5P	X									
6	6P	X									
7	7P										
8	1D										
9	2D										
10	3D										
11	4D										
12	5D	X									

INSPECTED BY: GD

DATE: _____

ENTIRE PAGE
CONFIDENTIAL

JLB 700L

	<u>ES</u>
2P	P
3D	F.
5D	P
6D	P
6P	F.

NEW TOOL

	<u>AP</u>
2P	P
3D	F.
5D	P
6D	F.
6P	F.

From: Philip, Abraham (A.G.)
Sent: Tuesday, June 05, 2001 7:53 AM
To: Stejs, Jeffrey (J.A.)
Co: Lands, Leonard (L.A.)
Subject: Windstars with bad buckles

Jeff,

Here is the data I collected while reviewing the Windstars in the Pilot Plant parking lot.

VIN#Tag	Status
B71721	Driver bad
B71723	OK
B71714	OK - Pass bad
B83478	OK
B71722	Passenger bad
B78871	OK
B78854	Driver & Passenger bad
B78866	Driver & Passenger bad
B78873	Driver bad
B78887	Driver bad
B78874	Driver bad
B71719	OK
B71718	Driver & Passenger bad
B71717	Passenger bad
B71725	OK
B82004	OK
5907708	OK

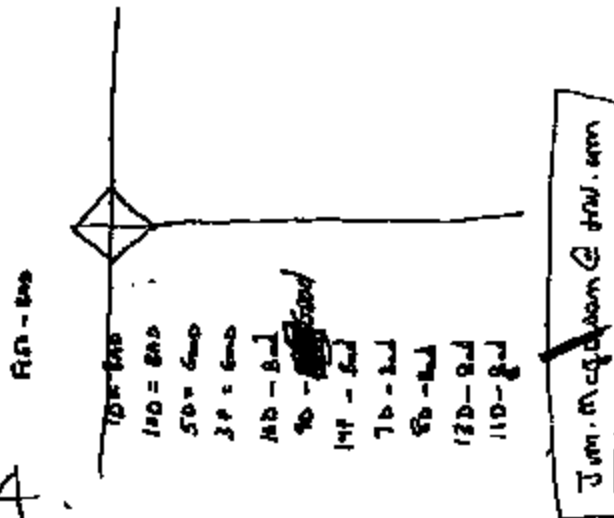
Marked the status of each vehicle on the Rotation label. For the ones identified as bad, you will have to replace them with new ones. If you know of any other 2001 Windstars that I may not have checked, please let me know.

Abraham Philip

Occupant Safety Systems
 Bldg #2, Cube: 23P37
 email: aphillip@ford.com

Phone: 594-1134
 Fax: 248-1288
 Pager: 851-1368

2FM2AS1462BA00004
 2FMDA58432BA00008



10 fail
00 pass

bottom
things
below

	ROY leaving from driver	BLANET Pete Gant	STEPHANIE Driver Sant	brock ABE Sant
① B71721	11111 / 00000 Sant / Sant	11101 / 00000	11111 / 00000	11111 / 00000
② B71723	00000 / 00000	00000 / 00000	00000 / 00000	00000 / 00000
③ B71714	00000 / removed	00000 / removed	00000 / removed	00000 / removed
④ B73479	00000 / 00000	00000 / 00000	00000 / 00000	00000 / 00000
⑤ B71722	00000 / 11111	00101 / 10111	00000 / 00000	00010 / 00011
⑥ B78811	11010 / 01110	11100 / 11100	11010 / 11110	00000 / 00000
⑦ B78824	10110 / 11101	10101 / 10111	11100 / 00011	11100 / 11111 E probably you didn't pop back up
⑧ B78826	11101 / 11101	11111 / 00011	11111 / 01000	11101 / 00000
⑨ B78873	11111 / 00000	11111 / 00000	11111 / 00000	01100 / 00000
⑩ B78887	11111 / 00100	11111 / 10110	11111 / 10000	10011 / 00000
⑪ B78874	11111 / 00000	11111 / 00000	11111 / 00000	11111 / 00000
⑫ B71719	00000 / 00000	00000 / 00000	00000 / 00000	00000 / 00000
⑬ B71718	11111 / 00110	00000 / 00011	11111 / 01111	11111 / 00000
		is info sound all button down (spring returned) Call of own tongue propel by inducted		
⑭ B71717	00000 / 11011	00000 / 11111	00000 / 11111	00000 / 10111
⑮ B71725	00000 / 00000	00000 / 00000	00000 / 00000	00000 / 00000
⑯ A00004	11111 / 00001	00000 / 00001 + initial (not fail)	11111 / 00000	11111 / 00000
⑰ A00008	00000 / 11111 with-pass	00000 / 11011	00000 / 11111	00000 / 11111
18 B71004	11111 / 00000	01111 / 00000	01101 / 00000	10111 / 00000

bottom
things
below

JEROME - DUNNAN DEALERSHIP SORT DATA

FIRST PASS (TUESDAY, JUNE 19):

VEHICLES CHECKED USING GAGE AT DEALERSHIP:	204	
BUCKLES CHECKED USING GAGE AT DEALERSHIP:	498	
BUCKLES REJECTED:	159	31.2% (=103/328)

SECOND PASS (WEDNESDAY, JUNE 20)

PREVIOUSLY REJECTED BUCKLES CHECKED AGAIN WITH GAGE & MIN TONGUE:	77	74.1% (=77/104)	
BUCKLES CONFIRMED "REJECT" WITH GAGE ON SECOND PASS:	73	84.1% (=73/87)	
BUCKLES ACCEPTED WITH GAGE ON SECOND PASS:	4	5.2% (=4/77)	ALL OF THESE 4 ALSO PASSED WITH MIN TONGUE CHECK
BUCKLES CONFIRMED "REJECT" WITH MIN TONGUE:	62	80.1% (=62/77)	
BUCKLES ACCEPTED WITH MIN TONGUE:	15	19.5% (=15/77)	INCLUDES THE 4 THAT PASSED THE GAGE SECOND TIME

CONCLUSIONS:

- 1) FIELD EXPERIENCE PREDICTS A REJECT RATE OF 28.2% BASED ON A POPULATION OF 284 VEHICLES CHECKED
- 2) THE GAGE ACCEPTS ABOUT 8% OF PARTS FAILED THE FIRST TIME, WHEN RECHECKED. THESE PARTS ARE GOOD.
- 3) ABOUT 28% OF THE PARTS REJECTED BY THE GAGE IN ONE TRIAL ARE, IN FACT, GOOD PARTS.
- 4) THEREFORE, OF THE 28.2% OF PARTS THAT THE GAGE REJECTED IN THE FIELD, ABOUT 4.8% ARE ACTUALLY GOOD, AND THE REST (23.4%) ARE CONFIRMED REJECTS.

FIRST PASS (TUESDAY, JUNE 19):

VEHICLES CHECKED USING GAGE AT DEALERSHIP:	204	
BUCKLES CHECKED USING GAGE AT DEALERSHIP:	408	
BUCKLES REJECTED:	183	(45.2% (=103/408))

SECOND PASS (WEDNESDAY, JUNE 20)

PREVIOUSLY REJECTED BUCKLES CHECKED AGAIN WITH GAGE & MIN TONGUE:	77	74.8%	(=77/103)
BUCKLES CONFIRMED "REJECT" WITH GAGE ON SECOND PASS:	73	94.8%	(=73/77)
BUCKLES ACCEPTED WITH GAGE ON SECOND PASS:	4	5.2%	(=4/77)
BUCKLES CONFIRMED "REJECT" WITH MIN TONGUE:	82	88.9%	(=82/92)
BUCKLES ACCEPTED WITH MIN TONGUE:	15	18.8%	(=15/77)

ALL OF THESE 4 ALSO PASSED WITH MIN TONGUE CHECK
INCLUDES THE 4 THAT PASSED THE GAGE SECOND TIME

CONCLUSIONS:

- 1) FIELD EXPERIENCE PREDICTS A REJECT RATE OF 45.2% BASED ON A POPULATION OF 204 VEHICLES CHECKED
- 2) THE GAGE ACCEPTS ABOUT 6% OF PARTS FAILED THE FIRST TIME, WHEN RECHECKED. THESE PARTS ARE GOOD.
- 3) ABOUT 89% OF THE PARTS REJECTED BY THE GAGE IN ONE TRIAL ARE, IN FACT, GOOD PARTS.
- 4) THEREFORE, OF THE 45.2% OF PARTS THAT THE GAGE REJECTED IN THE FIELD, ABOUT 4.8% ARE ACTUALLY GOOD, AND THE REST (40.4%) ARE CONFIRMED REJECTS.

SEAT BELT BUCKLE INSPECTION AND/OR REPLACEMENT PROCEDURE

AFFECTED VEHICLES: CERTAIN 2001 MODEL YEAR CROWN VICTORIA, EXCURSION, EXPEDITION, F-150, F-SUPER DUTY, GRAND MARQUIS, NAVIGATOR, RANGER, TOWN CAR AND WINDSTAR

OVERVIEW

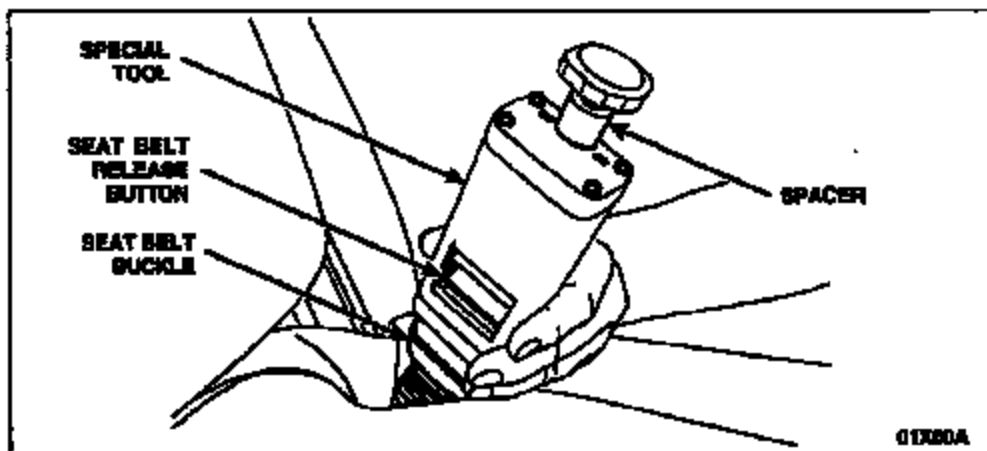
Less than 2% of the affected vehicles are expected to need seat belt buckle replacement. This document contains the necessary information for inspecting and, if necessary, replacing the driver and/or passenger seat belt buckle assembly(s) on the affected vehicles. Center seat belt buckles are not affected. A special tool has been developed to identify faulty buckles and make sure the inspection of the buckle mechanism is consistent each time it is performed. Although the special tool has been developed to identify 100% of the potentially faulty buckles, it can identify good buckles as faulty. This is an acceptable issue. If the tool identifies any buckle as faulty, it must be replaced. This document also contains amendments to the Workshop Manual sections relating to buckle replacement. Be sure to read this document before attempting to replace the seat belt buckles.

INSPECTION

⚠ WARNING: FAILURE TO USE THE SPECIAL TOOL AS INSTRUCTED IN THIS INSPECTION CAN ALLOW A FAULTY BUCKLE TO PASS THE INSPECTION. MAKE SURE TO USE THE TOOL EXACTLY AS INSTRUCTED IN THE INSPECTION PROCEDURE.

- NOTE:** Make sure that the knob on the special tool is fully extended (uncrewed) before installing it on the buckle.

⚠ Press and release the red seat belt release button located on the driver side seat belt buckle. Then, install the special tool onto the driver side seat belt buckle and hold it in place. See Figure 1.

**FIGURE 1**

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2. **WARNING: MAKE SURE YOU TURN THE KNOB ON THE SPECIAL TOOL SLOWLY IN THIS STEP. FAILURE TO DO SO MAY RESULT IN A FAULTY BUCKLE PASSING INSPECTION.**

NOTE: When the gauge tongue is near the end of its travel, the buckle is likely to make a "click" sound. Do not stop turning the knob at this point. Disregard the click and continue to turn the knob until it bottoms out.



While holding the special tool in place, turn the knob on the special tool until it bottoms out. If resistance is felt while turning the knob on the special tool, it may require lubrication. Lubricate the threads on the knob shaft with Lubri-Plate® (130-AA) white grease or similar white lithium grease. See Figure 2.

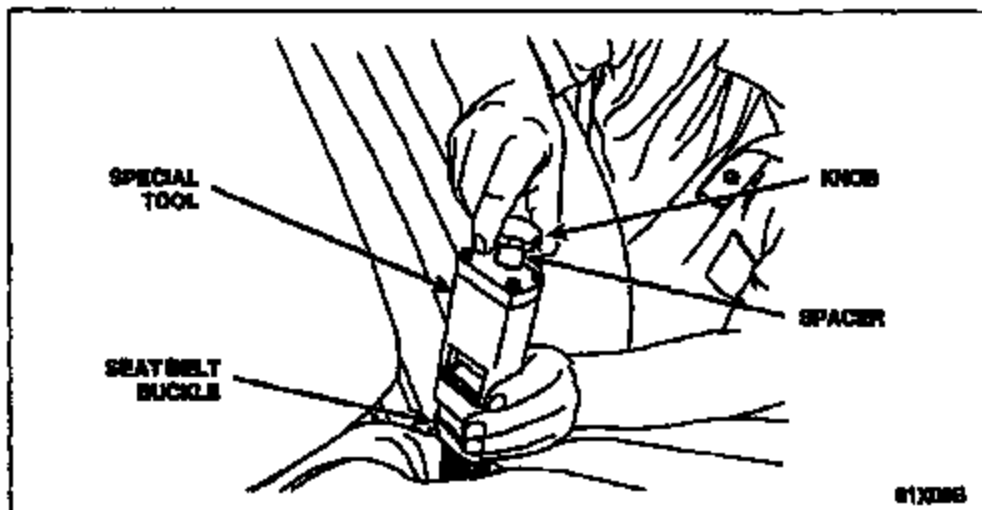


FIGURE 2

3. Pull on the body of the special tool in an attempt to remove it from the belt buckle. Do this without pressing the red seat belt release button.
- If the special tool does not lock into place in the belt buckle, but instead disengages from the belt buckle, the belt buckle must be replaced. Refer to the Service Procedure section of this document for instruction.
 - If the special tool does lock into place in the belt buckle, the belt buckle does not need to be replaced.
4. Remove the special tool from the seat belt buckle and unscrew the knob completely. If the special tool is retained by the buckle, press the seat belt release button to release it. Repeat Steps 1-3 on the passenger side seat belt buckle.

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SERVICE PROCEDURE

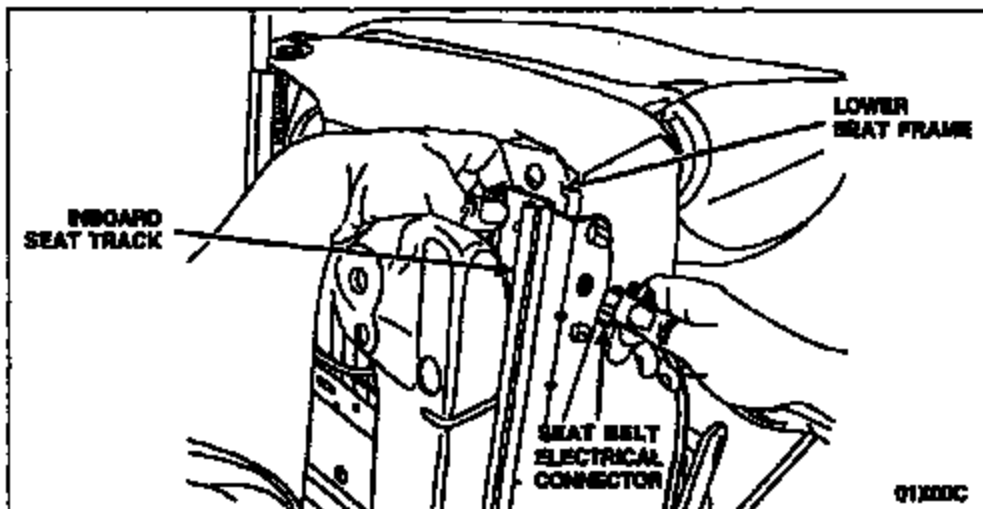
NOTE: All Workshop Manual references in this document are to the June 2001 CD version.

CROWN VICTORIA, GRAND MARQUIS AND TOWN CAR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Crown Victoria, Grand Marquis and Town Car Workshop Manual.

EXCURSION AND F-SUPER DUTY (250, 350, 450 AND 600)

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Workshop Manual, with the following exceptions for manual 60/40 split bench and manual captain's chair:
 - A. On vehicles equipped with captain's chairs, the driver seat must be removed from the vehicle. Refer to the service procedures in Section 501-10 of the Excursion and F-Series Super Duty Workshop Manual.
 - B. The following steps must be performed to remove the driver seat belt buckle from the seat on captain's chairs and 40 percent seats of the 60/40 split bench seats:
 - Remove the rear mounting bolt from the inboard seat track.
 - Remove the buckle retaining nut.
 - Position the rear of the inboard seat track away from the seat frame for clearance to remove the electrical connector. See Figure 3.

**FIGURE 3**

- Remove the buckle and route the electrical connector through the side of the lower seat frame.
- For installation, reverse the steps above. Tighten the seat track bolt to 25 Nm (18 lb-ft) and the belt buckle nut to 40 Nm (30 lb-ft).

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EXPEDITION AND NAVIGATOR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 801-80A of the Expedition and Navigator Workshop Manual.

F-150

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 801-80A of the F-150 Workshop Manual, with the following exceptions:
 - For vehicles with 60/40 split bench seats equipped with Seat Integrated Restraint (SIR) systems: during seat belt buckle removal, the 80 percent seat cushion does not have to be removed to access the seat belt buckle bolt.
 - For vehicles equipped with SIR: during seat removal, position the seat forward to access the fifth foot trim cover fastener.

RANGER

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 801-80A of the Ranger Workshop Manual, with the following exceptions:
 - Remove both center seat belt bolts and leave the belts attached to the seat during removal.
 - During seat installation, it is not necessary to route the center seat belts through the loading strap since they are still attached to the seat. Tighten both bolts to 40 Nm (30 lb-ft).

WINDSTAR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 801-80A of the Windstar Workshop Manual.

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SEAT BELT BUCKLE INSPECTION AND/OR REPLACEMENT PROCEDURE

AFFECTED VEHICLES: CERTAIN 2001 MODEL YEAR CROWN VICTORIA, EXCURSION, EXPEDITION, F-150, F-250 THROUGH 650, GRAND MARQUIS, NAVIGATOR, RANGER, TOWN CAR AND WINDSTAR

OVERVIEW

Less than 2% of the affected vehicles are expected to need seat belt buckle replacement. This document contains the necessary information for inspecting and, if necessary, replacing the driver and/or passenger seat belt buckle assembly(s) on the affected vehicles. Center seat belt buckles are not affected. A special tool has been developed to identify faulty buckles and make sure the inspection of the buckle mechanism is consistent each time it is performed. Although the special tool has been developed to identify 100% of the potentially faulty buckles, it can identify good buckles as faulty. This is an acceptable issue. If the tool identifies any buckle as faulty, it must be replaced. This document also contains amendments to the Workshop Manual sections related to buckle replacement. Be sure to read this document before attempting to replace the seat belt buckles.

INSPECTION

WARNING: CYCLE THE GAUGE COMPLETELY FOR EACH TEST. FAILURE TO FULLY CYCLE THE GAUGE BY LEAVING IT IN THE FULLY EXTENDED POSITION (ROTATED CLOCKWISE TO THE STOP) AND MANUALLY INSERTING THE TOOL INTO THE BUCKLE CAN RESULT IN ACCEPTING BAD BUCKLES AS GOOD BUCKLES. FOLLOW THESE INSTRUCTIONS TO PREVENT ACCEPTING ANY BAD BUCKLES AS GOOD.

- NOTE: Make sure that the knob on the special tool is fully extended (unscrewed) before installing it on the buckle.



Press and release the red seat belt release button located on the driver side seat belt buckle. Then, install the special tool onto the driver side seat belt buckle and hold it in place. See Figure 1.

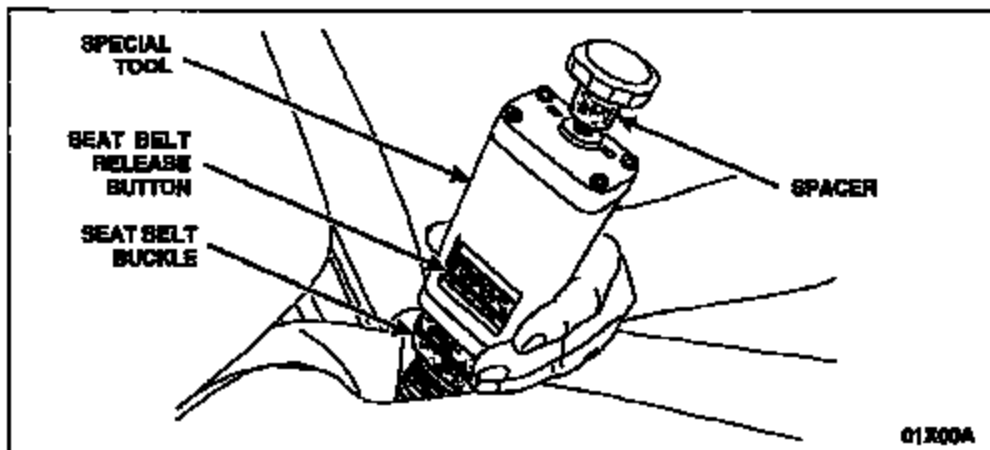


FIGURE 1

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08/01

2. **WARNING: MAKE SURE YOU TURN THE KNOB ON THE SPECIAL TOOL SLOWLY IN THIS STEP. FAILURE TO DO SO MAY RESULT IN A FAULTY BUCKLE PASSING INSPECTION.**

NOTE: When the gauge tongue is near the end of its travel, the buckle is likely to make a "click" sound. Do not stop turning the knob at this point. Disregard the click and continue to turn the knob until it bottoms out.



While holding the special tool in place, turn the knob on the special tool until it bottoms out. If resistance is felt while turning the knob on the special tool, it may require lubrication. Lubricate the threads on the knob shaft with Lubriplate® (130-AA) white grease or similar white lithium grease. See Figure 2.

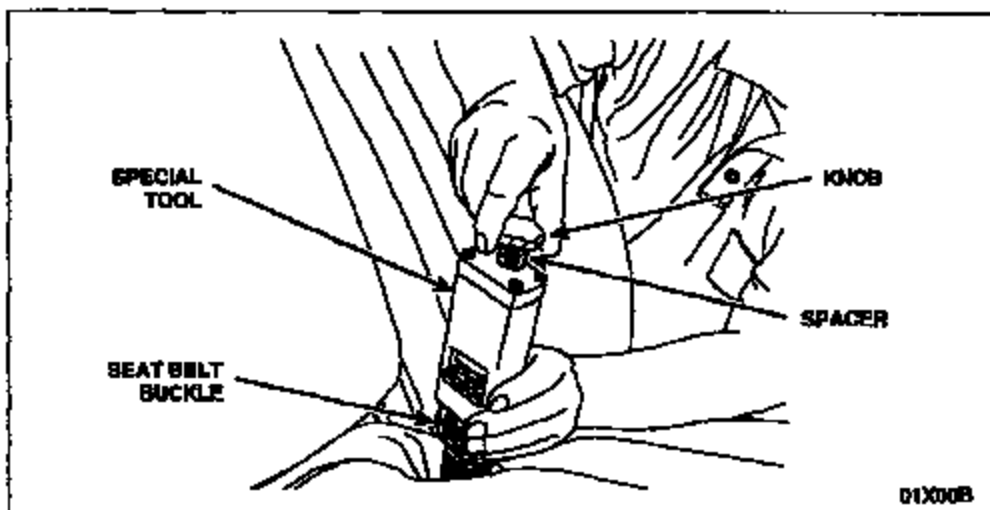


FIGURE 2

3. Pull on the body of the special tool in an attempt to remove it from the belt buckle. Do this without pressing the red seat belt release button.
- If the special tool does not lock into place in the belt buckle, but instead disengages from the belt buckle, the belt buckle must be replaced. Refer to the Service Procedure section of this document for instruction.
 - If the special tool does lock into place in the belt buckle, the belt buckle does not need to be replaced.
4. Remove the special tool from the seat belt buckle and unscrew the knob completely. If the special tool is retained by the buckle, press the seat belt release button to release it. Repeat Steps 1-3 on the passenger side seat belt buckle.

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SERVICE PROCEDURE

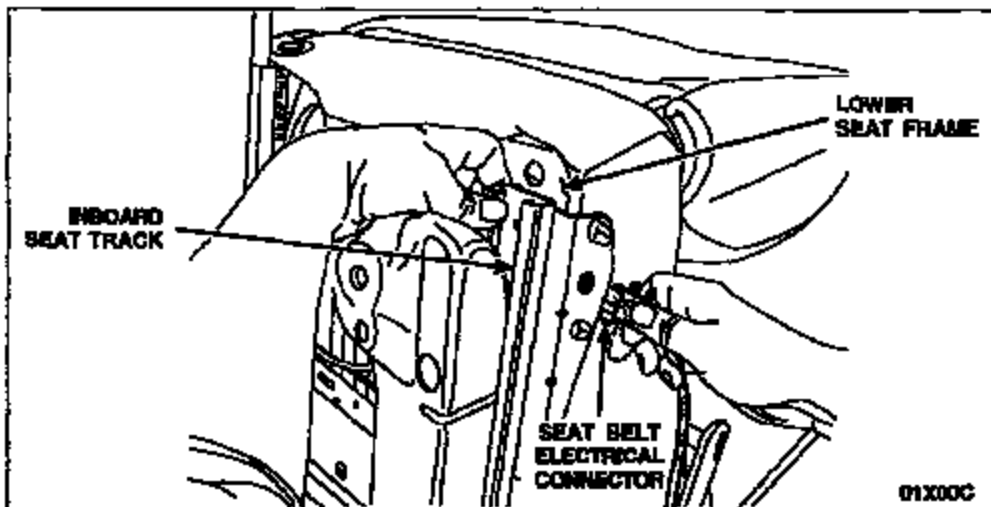
NOTE: All Workshop Manual references in this document are to the June 2001 CD version.

CROWN VICTORIA, GRAND MARQUIS AND TOWN CAR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Crown Victoria, Grand Marquis and Town Car Workshop Manual.

EXCURSION AND F-250 THROUGH 560

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Excursion and F-250 through 560 Workshop Manual, with the following exceptions for manual 60/40 split bench and manual captain's chair:
 - A. On vehicles equipped with captain's chairs, the driver seat must be removed from the vehicle. Refer to the service procedures in Section 501-10 of the Excursion and F-Series Super Duty Workshop Manual.
 - B. The following steps must be performed to remove the driver seat belt buckle from the seat on captain's chairs and 40 percent seats of the 60/40 split bench seats.
 - Remove the rear mounting bolt from the inboard seat track.
 - Remove the buckle retaining nut.
 - Position the rear of the inboard seat track away from the seat frame for clearance to remove the electrical connector. See Figure 3.

**FIGURE 3**

- Remove the buckle and route the electrical connector through the side of the lower seat frame.
- For installation, reverse the steps above. Tighten the seat track bolt to 25 Nm (19 lb-ft) and the belt buckle nut to 40 Nm (30 lb-ft).

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EXPEDITION AND NAVIGATOR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Expedition and Navigator Workshop Manual.

F-150

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the F-150 Workshop Manual, with the following exceptions:
 - For vehicles with 60/40 split bench seats equipped with Seat Integrated Restraint (SIR) systems: during seat belt buckle removal, the 60 percent seat cushion does not have to be removed to access the seat belt buckle bolt.
 - For vehicles equipped with SIR: during seat removal, position the seat forward to access the fifth foot trim cover fastener.

RANGER

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Ranger Workshop Manual, with the following exceptions:
 - Remove both center seat belt bolts and leave the belts attached to the seat during removal.
 - During seat installation, it is not necessary to route the center seat belts through the locating strap since they are still attached to the seat. Tighten both bolts to 40 Nm (30 lb-ft).

WINDSTAR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Windstar Workshop Manual.

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SEAT BELT BUCKLE INSPECTION AND/OR REPLACEMENT PROCEDURE

AFFECTED VEHICLES: CERTAIN 2001 MODEL YEAR CROWN VICTORIA, EXCURSION, EXPEDITION, F-150, F-250 THROUGH 350, GRAND MARQUIS, NAVIGATOR, RANGER, TOWN CAR AND WINDSTAR

OVERVIEW

Less than 2% of the affected vehicles are expected to need seat belt buckle replacement. This document contains the necessary information for inspecting and, if necessary, replacing the driver and/or passenger seat belt buckle assembly(s) on the affected vehicles. Center seat belt buckles are not affected. A special tool has been developed to identify faulty buckles and make sure the inspection of the buckle mechanism is consistent each time it is performed. Although the special tool has been developed to identify 100% of the potentially faulty buckles, it can identify good buckles as faulty. This is an acceptable issue. If the tool identifies any buckle as faulty, it must be replaced. This document also contains amendments to the Workshop Manual sections related to buckle replacement. Be sure to read this document before attempting to replace the seat belt buckles.

INSPECTION

⚠ WARNING: CYCLE THE GAUGE COMPLETELY FOR EACH TEST. FAILURE TO FULLY CYCLE THE GAUGE BY LEAVING IT IN THE FULLY EXTENDED POSITION (ROTATED CLOCKWISE TO THE STOP) AND MANUALLY INSERTING THE TOOL INTO THE BUCKLE CAN RESULT IN ACCEPTING BAD BUCKLES AS GOOD BUCKLES. FOLLOW THESE INSTRUCTIONS TO PREVENT ACCEPTING ANY BAD BUCKLES AS GOOD.

1. **NOTE:** Make sure that the knob on the special tool is fully extended (unscrewed) before installing it on the buckle.

⚠ Press and release the red seat belt release button located on the driver side seat belt buckle. Then, install the special tool onto the driver side seat belt buckle and hold it in place. See Figure 1.

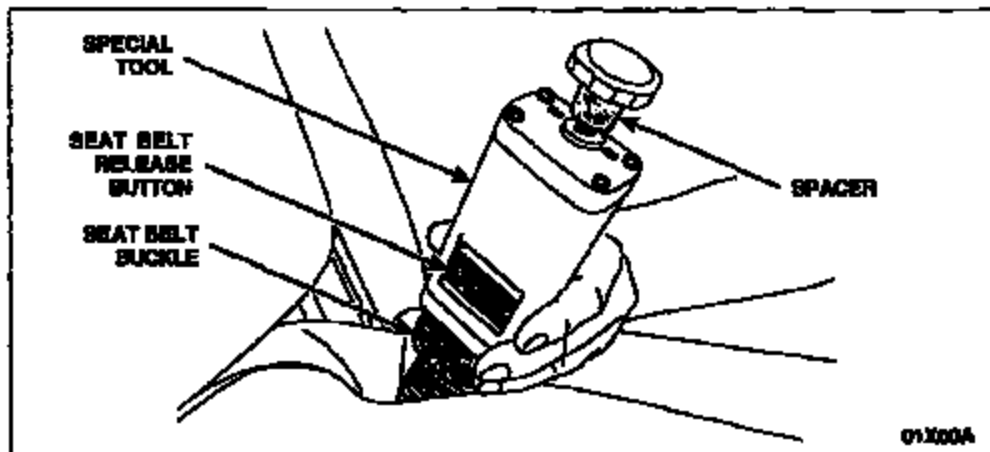


FIGURE 1

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05A93C0P1A, 1A2C0A0A01 01
0001

2. **WARNING: MAKE SURE YOU TURN THE KNOB ON THE SPECIAL TOOL SLOWLY IN THIS STEP. FAILURE TO DO SO MAY RESULT IN A FAULTY BUCKLE PASSING INSPECTION.**

NOTE: When the gauge tongue is near the end of its travel, the buckle is likely to make a "click" sound. Do not stop turning the knob at this point. Disregard the click and continue to turn the knob until it bottoms out.



While holding the special tool in place, turn the knob on the special tool until it bottoms out. If resistance is felt while turning the knob on the special tool, it may require lubrication. Lubricate the threads on the knob shaft with Lubriplate® (130-AA) white grease or similar white lithium grease. See Figure 2.

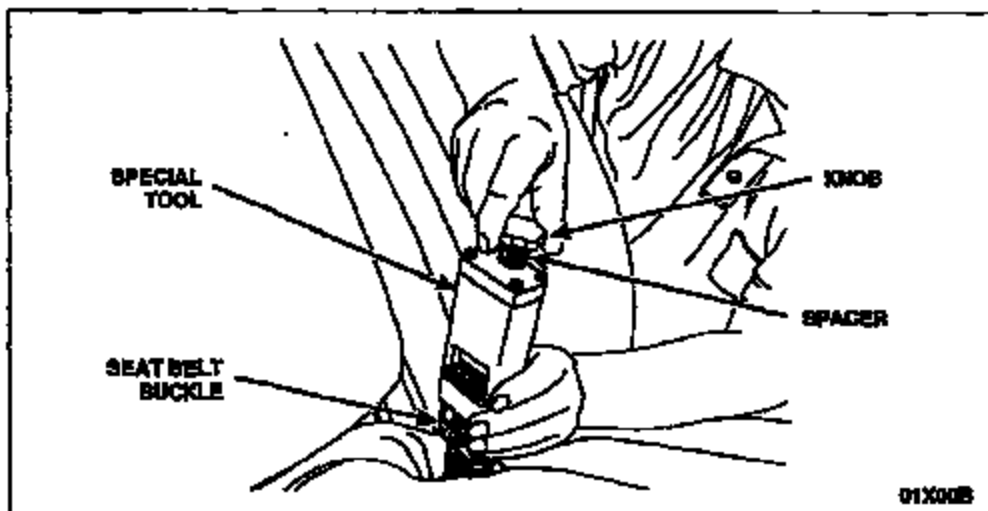


FIGURE 2

3. Pull on the body of the special tool in an attempt to remove it from the belt buckle. Do this without pressing the red seat belt release button.
- If the special tool does not lock into place in the belt buckle, but instead disengages from the belt buckle, the belt buckle must be replaced. Refer to the Service Procedure section of this document for instruction.
 - If the special tool does lock into place in the belt buckle, the belt buckle does not need to be replaced.
4. Remove the special tool from the seat belt buckle and unscrew the knob completely. If the special tool is retained by the buckle, press the seat belt release button to release it. Repeat Steps 1-3 on the passenger side seat belt buckle.

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SERVICE PROCEDURE

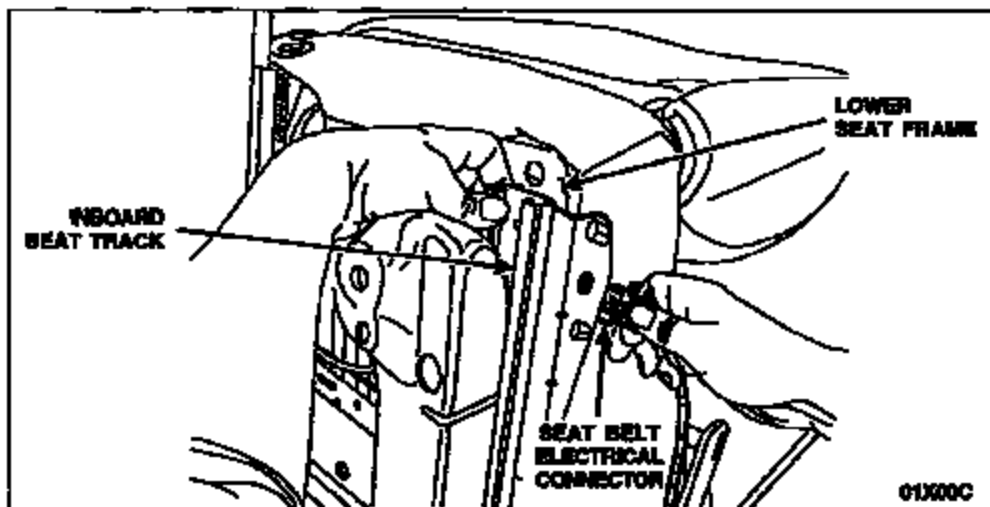
NOTE: All Workshop Manual references in this document are to the June 2001 CD version.

CROWN VICTORIA, GRAND MARQUEE AND TOWN CAR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Crown Victoria, Grand Marquee and Town Car Workshop Manual.

EXCURSION AND F-350 THROUGH 350

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Excursion and F-250 through 350 Workshop Manual, with the following exceptions for manual 60/40 split bench and manual captain's chair:
 - A. On vehicles equipped with captain's chairs, the driver seat must be removed from the vehicle. Refer to the service procedures in Section 501-10 of the Excursion and F-Series Super Duty Workshop Manual.
 - B. The following steps must be performed to remove the driver seat belt buckle from the seat on captain's chairs and 40 percent seats of the 60/40 split bench seats:
 - Remove the rear mounting bolt from the inboard seat track.
 - Remove the buckle retaining nut.
 - Position the rear of the inboard seat track away from the seat frame for clearance to remove the electrical connector. See Figure 3.

**FIGURE 3**

- Remove the buckle and route the electrical connector through the side of the lower seat frame.
- For installation, reverse the steps above. Tighten the seat track bolt to 25 Nm (18 lb-ft) and the belt buckle nut to 40 Nm (30 lb-ft).

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EXPEDITION AND NAVIGATOR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Expedition and Navigator Workshop Manual.

F-150

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the F-150 Workshop Manual, with the following exceptions:
 - For vehicles with 60/40 split bench seats equipped with Seat Integrated Restraint (SIR) systems: during seat belt buckle removal, the 60 percent seat cushion does not have to be removed to access the seat belt buckle bolt.
 - For vehicles equipped with SIR: during seat removal, position the seat forward to access the fifth foot trim cover fastener.

RANGER

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Ranger Workshop Manual, with the following exceptions:
 - Remove both center seat belt bolts and leave the belts attached to the seat during removal.
 - During seat installation, it is not necessary to route the center seat belts through the locking strap since they are still attached to the seat. Tighten both bolts to 40 Nm (30 lb-ft).

WINDSTAR

1. Replace the affected front row seat belt buckle(s). Refer to the service procedures in Section 501-20A of the Windstar Workshop Manual.

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Sort of F150's with TRW Test Fixture

#	VIN	CR		BP		AP		FN		SS	
		Drv	Pass	Drv	Pass	Drv	Pass	Drv	Pass	Drv	Pass
1	1KB25516	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass
2	1KB25513	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
3	1KB25518	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
4	1KB25512			Removed	Pass	Removed	Pass	Removed	Pass	Removed	Pass
5	1CA71918			Pass	Fail						
6	1CA71918			Pass	Pass						
7	1KB25514			Pass	Pass						
8	1KB25510			Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
9	1CA72557			Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	1CA71848			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail
11	1CA71848			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail

TEMP RANGE

- 2P
- 3D
- 5D
- 6D
- 6P

- 513 PASS
- 518 DRIN
- 918 P
- 915 DRP

-
- CAN ALL BUNDLES BE LOCATED? MIN-MAX IN PLANT TO HAVE VERIFIED
- TOOK EACH ALL DAY?
-

Put in Service Procedure
 - for bundles in the field that haven't been cycled in a while the push buttons should be cycled once before performing the check of the bundle w/ the fixture

MY 2001 EV Ranger Seatbelt Inspection Report

List of EV Ranger checked :-										
SV#	Order No.	Plate No.	Color							
YTA00004	01	01	White							
YTA00005	01	01	White							
YTA00006	01	01	White							
YTA00007	01	01	White							
YTA00008	01	01	White							
YTA00009	01	01	White							
YTA00010	01	01	White							
YTA00011	01	01	White							
YTA00012	01	01	White							
YTA00013	01	01	White							
YTA00014	01	01	White							
YTA00015	01	01	White							
YTA00016	01	01	White							
YTA00017	01	01	White							
YTA00018	01	01	White							
YTA00019	01	01	White							
YTA00020	01	01	White							
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YTA00024	01	01	White							
YTA00025	01	01	White							
YTA00026	01	01	White							
YTA00027	01	01	White							
YTA00028	01	01	White							
YTA00029	01	01	White							
YTA00030	01	01	White							
YTA00031	01	01	White							
YTA00032	01	01	White							
YTA00033	01	01	White							
YTA00034	01	01	White							
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YTA00036	01	01	White							
YTA00037	01	01	White							
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YTA00098	01	01	White							
YTA00099	01	01	White							
YTA00100	01	01	White							

Ranger_MIS.xls
 Ranger, 40 Dated 06/10/2004
 Reported with Model No.

From: Philip, Abraham (A.G.)
Sent: Thursday, June 14, 2001 8:25 AM
To: Kalina, Curtis (C.D.); Sweeney, Stephanie (S.L.); Patel, Bharat (B.C.); Zychowicz, Julie (J.A.);
Nasawicz, Roy (R.A.); Morpew, Lorraine (L.M.); Parkin, Steve (S.J.)
Cc: Landis, Leonard (L.A.); Philip, Abraham (A.G.)
Subject: Data from Sort of F150's with TRW Test Fixture



Sort of F150 with
Test Fixture..

Please do not pass this data on to TRW. I am having these buckles pulled and sent to them for their analysis.
I would like to have them do this as a blind test.

Abraham Philip

Occupant Safety Systems
Bldg #2, Cube: 23P37
email: aphip@ford.com

Phone: 584-1134
Fax: 248-1268
Pager: 851-1368

Sort of F150's with TRW Test Fixture

VIN	CR		BP		AP		RN		SE	
	Drv	Pass	Drv	Pass	Drv	Pass	Drv	Pass	Drv	Pass
1KB25518	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass
1KB25513	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
1KB25510	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
1KB25512			Removed	Pass	Removed	Pass	Removed	Pass	Removed	Pass
1CA71918			Pass	Fail						
1CA71916			Pass	Pass						
1KB25514			Pass	Pass						
1KB25519			Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
1CA72857			Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
1CA71849			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail
1CA71848			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail

From: Carone Jr., Jim (J.D.)
Sent: Thursday, June 28, 2001 11:00 AM
To: Philip, Abraham (A.G.)
Cc: Egan, William (W.C.)
Subject: FW: Abe's ramp down - Buckle Task Force

Abe,

Please invite Matt Spahn / John Wilson (TRW/FSS) to your training session.

Thanks.

Jim Carone
Tough Truck - F-Series Restraints Supervisor
(313) 322-6483
Text Pager (313) 651-0657

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

From: Carone Jr., Jim (J.D.)
Sent: Thursday, June 28, 2001 10:49 AM
To: Egan, William (W.C.)
Cc: Spahn, Matt (M.C.); Wilson, John (J.)
Subject: RE: Abe's ramp down - Buckle Task Force

Yes,

Matt Spahn has been involved and is planning on leading efforts on buckle inspection for F-Series.

We should also include John Wilson in training or as an additional resource for checking buckles.

Jim Carone
Tough Truck - F-Series Restraints Supervisor
(313) 322-6483
Text Pager (313) 651-0657

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

From: Egan, William (W.C.)
Sent: Thursday, June 28, 2001 10:14 AM
To: Carone Jr., Jim (J.D.)
Cc: Dezel, Mitch (M.B.)
Subject: FW: Abe's ramp down - Buckle Task Force

Jim, I think Nitin is one guy, should we have a guy from your area as well?

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

From: Adams, Jim (J.C.)
Sent: Thursday, June 28, 2001 8:25 AM
To: Egan, William (W.C.); Ellberg, Timothy (T.P.); Brown, Jerry (J.R.); Kim, Peter (P.K.)
Cc: Whitens, Mike (M.J.); Bray, Martin (M.L.); Landa, Leonard (L.A.); Philip, Abraham (A.G.)
Subject: FW: Abe's ramp down - Buckle Task Force

Abe Philip will be conducting a training session at the Pilot Plant Friday, 6/29, from 10:00 - 11:00 regarding the proper procedure to inspect the TRW buckle for proper function.

Please identify a restraints engineer within your organization to be trained to perform this inspection. Send the

name of your engineer to Abe Philip and he will make the final contacts/arrangements with your engineer.

If no name is provided we will assume your cluster is not affected or you already have someone properly trained in this inspection.

Thanks for your cooperation.

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

From: Altzema, Jim (J.C.)
Sent: Wednesday, June 27, 2001 4:16 PM
To: Egan, William (W.C.); Philip, Abraham (A.G.)
Cc: Bray, Martin (M.L.); Landis, Leonard (L.A.)
Subject: RE: Abe's ramp down

Sounds reasonable to me. Abe, please support through Friday.

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

From: Egan, William (W.C.)
Sent: Wednesday, June 27, 2001 3:42 PM
To: Philip, Abraham (A.G.); Altzema, Jim (J.C.)
Cc: Bray, Martin (M.L.)
Subject: Abe's ramp down

I see Abe having to do 2 more things in the support of the task force.

One, be a WORKING MEMBER/COAUTHOR of the analysis of the tool and Beta Error. I want Abe's finger prints all over that document, before it is reviewed by me on Friday.

Two, distribute a tool, an inspection instruction sheet, and train one restraints engineer from each CBG which is affected.

Both items should be easily closed out this week with a less than 100% commitment to the team.

Abe if you have any issues please let me know ASAP.

Jim, do you agree?

From: Trzeciak, Robert (R.T.)
Sent: Thursday, June 13, 2002 9:41 AM
To: Zychowicz, Julia (J.A.); Hall, Dennis (.)
Cc: Oswalt, Greg (G.G.); Downs, Jim (J.C.); Voelker, Martin (M.C.); Gilbert, Timothy (T.P.); Nacowicz, Roy (R.A.); Setill, Frank (F.E.); bill.forbes@trw.com; Clement, Charles (C.A.); Amin, Mike (M.J.); Eum, James (J.S.); Loffert, 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, BCI Electrical
500 Town Center Drive, Suite 300, Cube 28
Phone (313) 248-6294 Fax (313) 248-6278

—Original Message—

From: Zychowicz, Julia (J.A.)
Sent: Thursday, June 13, 2002 9:12 AM
To: Trzeciak, Robert (R.T.); Hall, Dennis (.)
Cc: Oswalt, Greg (G.G.); Downs, Jim (J.C.); Voelker, Martin (M.C.); Gilbert, Timothy (T.P.); Nacowicz, 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:

12/10/2004

RC04-011 10826

1. The buckle cover shows significant wear from repeated latching of the tongue.
2. Buckle base (P/N 33017156) 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 its 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.

-----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.)

12/10/2004

RQ04-011 10527

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.....*[Handwritten mark]* 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, Bernie (B.W.); Kammerer, Al (Allan R.); Ligon, Frank (F.M.); Bradley, Joe (J.C.); Sabatits, Christine (C.R.); Bersuder, Lee (L.C.); Himes, Bob (R.S.); Renucci, Mike (M.P.); Bock, Mike (M.C.); Faulk, William (W.R.); Zychowicz, Julie (J.A.); Nacawicz, Roy (R.A.); Conrad, Eric (E.E.); Goebel, Ken (K.M.); Gilberg, Timothy (T.P.); Kopinski, Jim (J.W.); Krafcik, John (J.F.); Loeffler, Eric (E.L.); Kuhn, Gregory (G.F.); Trzeciak, Robert (R.T.); Hall, Dennis (.); Leffert, Kyle (K.R.); Preczewski, Heather (H.A.); Cole, Joanne (J.); Will, Linda (L.M.); Oetler, Kayko (K.F.); 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 10828

J. DUNCAN DEALER SORT

FIRST PASS (TUESDAY, JUNE 19)

VEHICLES CHECKED USING GAGE AT DEALERSHIP:	204
BUCKLES CHECKED USING GAGE AT DEALERSHIP:	408
BUCKLES REJECTED:	108 26.2% (-183400)

SECOND PASS (WEDNESDAY, JUNE 20)

PREVIOUSLY REJECTED BUCKLES CHECKED AGAIN WITH GAGE & MIN TONGUE:	77	74.8%	(477/103)
BUCKLES CONFIRMED "REJECT" WITH GAGE ON SECOND PASS:	73	94.8%	(473/77)
BUCKLES ACCEPTED WITH GAGE ON SECOND PASS:	4	5.2%	(-4/77) ALL OF THESE 4 ALSO PASSED WITH MIN TONGUE CHECK
BUCKLES CONFIRMED "REJECT" WITH MIN TONGUE:	82	80.6%	(-82/77)
BUCKLES ACCEPTED WITH MIN TONGUE:	16	19.4%	(+16/77) INCLUDES THE 4 THAT PASSED THE GAGE SECOND TIME

CONCLUSIONS:

- 1) FIELD EXPERIENCE PREDICTS A REJECT RATE OF 26.2% BASED ON A POPULATION OF 204 VEHICLES CHECKED
- 2) THE GAGE ACCEPTS ABOUT 6% OF PARTS FAILED THE FIRST TIME, WHEN RECHECKED. THESE PARTS ARE GOOD.
- 3) ABOUT 20% OF THE PARTS REJECTED BY THE GAGE IN ONE TRIAL ARE, IN FACT, GOOD PARTS.
- 4) THEREFORE, OF THE 26.2% OF PARTS THAT THE GAGE REJECTED IN THE FIELD, ABOUT 4.8% ARE ACTUALLY GOOD, AND THE REST (20.3%) ARE CONFIRMED REJECTS.

$$\frac{62}{73} = 84.9\%$$



DRAFT



ANALYSIS SUMMARY AS OF 12AU02

TOTAL RETURNS THRU WARRANTY / FORD

1132 - Pre Wk 23 = 496

- Post Wk 23 = 236

N.I.F. = 150
Contamination = 41
Damaged = 33
Reproduce w/bias = 12

236
What population of Push Buttons

Total returns correlating to variations "Won't Latch", "Unlatches/Releases", "Unlatches While Driving" and "Will Not Stay Latched"

47 - Pre Wk 23 = 44

- Post Wk 23 = 43

N.I.F. = 15
Contamination = 17
Reproduce w/bias = 8

Only 12 of 236 can be made to reproduce condition by "biasing" tongue into pushbutton and inserting slowly.

All samples passed page.

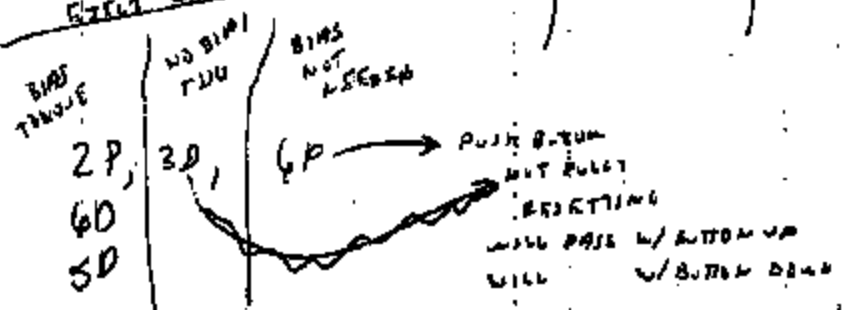
"Biasing" = intentionally applying constant outboard force to tongue during entire insertion distance, causing severe interference and dragging between tongue and pushbutton.

F-SERIES

GAGE TONGUE

	AP	MM	DH	ES	RF	
2P	PPPP	PPPP	PPPP	PPPP	PPPP	
X 3D	PPPP	PPPP	FFFF	PPPP	PPPP	
5D	PPPP	PPPP	PPPP	PPPP	PPPP	
6D	PPPP	PPPP	PPPP	PPPP	PPPP	REMOVED LOWER STEP
X 6P	FFFF	FFFF	FFFF	FFFF	FFFF	

EXIT GAGE TONGUE



6D = LINE WITH PERMUTATION TONGUE

2P = 014

3D = PASS ON W/ EDGE ONLY
FOLLOW THROUGH
PASS ON THROUGH LOWER
LOWER UP = 0P

6P = CYCLE BUTTON ONCE TO CONDITION
BULKY, TONGUE THEN PASS

5D = EJECTS MIN TONGUE 1 OUT OF
4 + 1/35. EJECTS PRIMARY W/ BULKY
W/ LATCH MISSING



Windstar
Pilot Plant
(18 Cars)



Min Tongue
Testing
Multiple Cycles



1st gen Gag Test



ALL CORRECT

PN-96
11 Trucks



No Precycles
- most 8/11?



1st gen. gage
3/21 Fail



5/21 Push Button
not Return

1st Gage 2/5 fail ← 3D
6P

2nd Gage 2/5 fail ← 3D
6P

Min Tongue 2/5 fail ← 3D
6P

6P - One Precycle
would have
caught

3D - Pass-fail-pass
Good Buckle

6D - Good
Beta Error

HAND MIN TONGUE
- CAN FOOL BUCKLE Due to Latch/Rough Surface interaction

DEALER TOOL + GAGE + INOVE



* WINDSTAR PARTS

35 BUCKLES

GAGE TONGUE

- 40 PARTS / 5 TRIALS EACH
- 8 BUCKLES DETERMINED GOOD

TOOL

* 4 EN / 8 BUCKLES
INSPECT LATCHING ISSUES

- ALL 8 FAILED BY TOOL

* WINDSTAR PARTS DONE

- ALL 'BAD' PARTS FAILED
- SOME 'GOOD' PARTS FAILED

* (5) AD 96 BULLS
INSPECT LATCHING

- ALL PASSED BY TOOL
- ALL INSPECTED TO BE 'GOOD'

* WARRANTY/RETURN PART TO
BE CYCLED THRU SERVICE TOOL

(L50)
(TSD) 50 PARTS FOR
E-15-MTG

* GEN + DEALER TOOL AVAILABLE FOR TIME STUDY

* ADDITIONAL STEP IN DEVICE PROCEDURE

~~CONFIDENTIAL~~

OLD TOOL

	ES	OTHERS
2P	P	
3D	F	
5D	P	PP
6D	P	
6P	F	

NEW TOOL

	NEW TOOL	OTHERS
2P	P	
3D	F	PPP
5D	P	
6D	F	
6P	F	

From: Altama, Jim (J.C.)
Sent: Thursday, June 21, 2001 1:39 PM
To: Philip, Abraham (A.G.)
Cc: Landis, Leonard (L.A.)
Subject: RE: Beta Error

I spoke to Bill Eagan today. I told him that by 7/1 you are off this team, sooner if we can get the check fixture signed off by everyone. That's nine days away at most. With this as your known departure date, let's work to get you off even sooner.

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

From: Philip, Abraham (A.G.)
Sent: Thursday, June 21, 2001 12:59 PM
To: Altama, Jim (J.C.); Landis, Leonard (L.A.)
Subject: FW: Beta Error

FYI... I'm being signed up again.

Abraham Philip
Occupant Safety Systems Phone: 394-1134
Bldg #2, Cube: 23F37 Fax: 248-1268
email: aphillip@ford.com Pager: 851-1366

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

From: Eagan, William (W.C.)
Sent: Thursday, June 21, 2001 12:37 PM
To: Osborne, William (W.H.)
Cc: Philip, Abraham (A.G.)
Subject: RE: Beta Error

Yes, I do agree with you and we are still working on it. The only variable we have is speed of insertion. The issue comes down to eliminating the ability of the test operator to 'trick' the system with a false positive by a rapid insertion speed.

The team feels VERY strongly that they should not create a condition for alpha error though.

Abe will continue to work with TW to attempt to fine tune this gauge.

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

From: Osborne, William (W.H.)
Sent: Thursday, June 21, 2001 11:33 AM
To: Eagan, William (W.C.)
Cc: Bray, Martin (M.L.)
Subject: Re: Beta Error

Bill we need a daily discussion this. It is too early to give up. Must try to understand why the beta error occurs. What features in the gage drive the beta error. How can we hone in on the exact gage requirements that will minimize beta error without increasing alpha error.


William H. Osborne

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

From: Eagan, William (W.C.) <weagan@ford.com>
To: Osborne, William (W.H.) <wosborne@ford.com>

CC: Bray, Martin (M.L.) <mbray@ford.com>
Sent: Thu Jun 21 10:19:25 2001
Subject: Beta Error

After a long meeting with about 18 people from Ford and TRW, it was determined that at this point in time we do not have any ideas for a new gauge design which will minimize the Beta error without introducing Alpha error. With that, we are proceeding ahead. I can discuss in more detail at your convenience.

- 
2. Buckle base (P/N 33017156) 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.

-----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.)

Cci Theodore, Chris (C.P.); Fowler, Bennie (B.W.); Kammerer, Al (Allen R.); Ligon, Frank (F.M.); Bradley, Joe (J.C.); Sabatini, Christine (C.R.); Bersuder, Lee (L.C.); Hines, Bob (R.S.); Renucci, 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.); Kretsch, John (J.F.); Loeffler, Eric (E.J.); Kuhn, Gregory (G.F.); Trzeciak, Robert (R.T.); Hall, Dennis (.); Leffert, Kyle (K.R.); Preczewski, Heather (H.A.); Cole, Joanne (J.); Wilk, Linda (L.M.); Dieter, Kayko (K.F.); Christensen, Kris (K.S.)

Subject: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

4

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, Cuba 39

Phone (313) 248-7182 Fax (313) 248-6278

From: Huber, Thomas (T.F.)
Sent: Tuesday, June 19, 2001 4:11 PM
To: Carone Jr., Jim (J.D.)
Cc: Petrucci, Julie (J.K.); McMillen, Daniel (D.R.); Curtindale, William (W.D.); Eichen, Jack (J.M.); Bodi, Kathleen (K.P.); Metro, Craig (C.S.); Teck, David (D.B.); Ranspach, Paul (P.M.); Fogarty, William (W.W.); Lehman, Allen (A.); Atkes, Brian (B.T.); Egan, William (W.C.); Boyd, Carl; Gompfer, Dan; Goran, Jim; Kolarik, Chris; Wayne, Greg
Subject: RE: TRW Seat Belt Issue

Jim,
Attached is the list of P221 vehicles that will/may need the TRW seat belt buckles inspected for proper latching/engagement.

<< File: P221VehInvRep.xls >>

Please advise when you plan on performing this task and the individuals will provide you with the current location of the vehicle(s). Please note most of the AP3's are at NMPDC. The AP3's Batch 2 are still intact as current 2001MY F150's but most of the AP3's (Batch 1) are currently torn apart and not available for inspection until the vehicle is signed off by engineering.

P221 Supervisors,
Please communicate the need for everyone to make sure the seat belt buckle is firmly latch on the P221 prototypes.
Report any cases of non-engagement of the buckle to Jim Carone.

Tom Huber

P221 Prototype Planning & Launch Supervisor
thuber@ford.com
PDC MD 188 2H-G21 (313) 24-61480

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

From: Petrucci, Julie (J.K.)
Sent: Friday, June 15, 2001 3:10 PM
To: Bennett, Jerome (J.A.); Boyd, Carl (C.L.); Gompfer, Dan (D.B.); Goran, Jim (J.L.); Huber, Thomas (T.F.); Kolarik, Chris (C.L.); Wayne, Greg (G.D.)
Cc: Curtindale, William (W.D.)
Subject: FW: TRW Seat Belt Issue

Tom -
Pls handle communication /inspection for P221 fleet.

Can we contain AP3 fleet at NMPDC?

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

From: Timmer, Ken (K.L.)
Sent: Friday, June 15, 2001 2:56 PM
To: Petrucci, Julie (J.K.); Huber, Thomas (T.F.)
Subject: FW: TRW Seat Belt Issue

Please take steps needed to do this for the P221 fleet as described. Thanks.

Ken Timmer

Chief Engineer FE50

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

From: Tomwards, Paul (P.A.)
Sent: Friday, June 15, 2001 2:51 PM
To: Timmer, Ken (K.L.); Petrucci, Julie (J.K.); Bennett, Jerome (J.A.)
Cc: Egan, William (W.C.)
Subject: FW: TRW Seat Belt Issue

CONFIDENTIAL

Bill's note below deals with the need to have our prototype vehicle fleet inspected for potentially partially latched seat belt buckle condition.

Jerry is going to handle the OPD end of the business, but the P221 fleet needs to be looked at per Bill Eagan's note below.

Paul Turnmonds
Asst Chief Engineer
F-160 / P226
PDC 18A51 MD 180
Phone: 39 08555
Fax: 84 58184

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

From: Eagan, Willem (W.C.)
Sent: Thursday, June 14, 2001 5:41 PM
To: Brown, Jerry (J.R.); Altama, Jim (J.C.); Gilbert, Timothy (T.P.); Bid, Mark (M.D.); Viers, John (J.L.); Turnmonds, Paul (P.A.); Davis, Frank (F.V.); Van Dam, Scott (S.S.)
Subject: RE: TRW Seat Belt Issue

CBG Managers please forward on to each of your Name Plate Chiefs

We are currently inspecting all TRW seat belts (front outboard seats with pre-tensioners) for a partial latch condition. If you have TRW buckles on your platform, please contact TRW to insure that you have the correct tools and procedures to inspect for this condition. Of primary concern are the special builds like 4p, development vehicles, and IB which are captive within the Ford system.

Please insure that all vehicles with TRW buckles are inspected. This means special build units at non-ford locations, Bucks, sled test, etc. Each engineer needs to follow up on any products which may contain the TRW buckles in question and confirm that all units have been inspected.

Please Contact your Seats and Restraints Manager me with questions.

From: Zychowicz, Julie (J.A.)
Sent: Thursday, June 13, 2002 9:12 AM
To: Trzeciak, Robert (R.T.); Hafl, Dennis (.)
Cc: Dewail, Greg (G.G.); Downs, Jim (J.C.); Voelker, Martin (M.C.); Gilbert, Timothy (T.P.); Necawicz, Roy (R.A.); Setll, Frank (F.E.); bill.forbes@trw.com; Clement, Charles (C.A.); Amin, Mike (M.J.); Egan, James (J.S.)
Subject: RE: 2001 Expedition/Navigator Front Seat Belt Replaced After Recall

Bob and Dennis,

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 1. The buckle cover shows significant wear from repeated latching of the tongue.
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 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. Females 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 its 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 brand, e.g. F150, Ranger, etc.

—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, Bernie (B.W.); Kammerer, Al (Alan R.); Ligon, Frank (F.M.); Bradley, Joe (J.C.); Sabalka, Christina (C.R.); Berauder, Lee (L.C.); Himes, Bob (R.S.); Renucci, Mike (M.P.); Beck, Mike (M.C.); Faulk, William (W.R.); Zychowicz, Julie (J.A.); Necowicz, Roy (R.A.); Conrad, Eric (E.E.); Goebel, Ken (K.M.); Gilberg, Timothy (T.P.); Kopinski, Jim (J.W.); Krafek, John (J.F.); Loeffler, Eric (E.J.); Kuhn, Gregory (G.F.); Trzcielak, Robert (R.T.); Hall, Dennis (.); Loeffert, Kyle (K.R.); Preczewski, Heather (H.A.); Cole, Joanne (J.); Wilk, Linda (L.M.); Dieter, Kayko (K.F.); 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

CG'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

MY 2001 EV Ranger Seatbelt Inspection Report

List of EV Ranger checked :-

Roll #	Make/Model	Year	Color	7/2000	Vehicle System	Vehicle Category	Operator	Alt
1	Yamaha	2001	Black					
2	Yamaha	2001	Black					
3	Yamaha	2001	Black					
4	Yamaha	2001	Black					
5	Yamaha	2001	Black					
6	Yamaha	2001	Black					
7	Yamaha	2001	Black					
8	Yamaha	2001	Black					
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97	Yamaha	2001	Black					
98	Yamaha	2001	Black					
99	Yamaha	2001	Black					
100	Yamaha	2001	Black					

TRW SEAT BELT BUCKLE

TASK FORCE ASSIGNMENTS AND RESPONSIBILITIES

3. Can TRW Supply engineering help US to resolve? Conduct a Fault Tree Review.	Lorraine Margher Charles Stettin	LMA01PHEW552-7776 CHARLSTST@TRW.COM	European Trip Review complete. Remains of trip report required.	6/15	TBD
4. Data Acquisition - Verify effectiveness of sensitive analysis for the 5 test cases. Before/After data required. When will parts be completely acceptable?	Curtis Kalina	CKALINA390-5130	-Send Status of Before/After verification data, on 6/21. -Curtis Kalina to schedule meeting with Mandy, Lorraine, John, Sam McGovern and Bob Edin. Need to generate work plan. -Plan to start with 14D data supplied, and see what's missing. -WPI has bid to AS and etc. -Bill Engen to FTL.	6/30	TBD
5. TRW to Conduct DVA of Buckle	Ed Polcar	ED.POLCAR@TRW.COM	-TRW to conduct DVA. -Ed to conduct tests on 6/22 with data review data completed.	TBD	TBD
6. 3D Piece Layout of Buckle Us and European Components	Lorraine Margher TRW - TBD	LMA01PHEW552-7876	-Good part and bad part lay-out required. -Plan to discuss details at meeting called by Curtis.	TBD	TBD
7. Follow-up of Quality Actions Taken	Mary Vesilov Bill Lee	MV06LKH@990-3141 BLL0000@TRW.COM	Need to ensure processes and controls are being followed and adhered to at TRW Japanese plant.	7/15	TBD
8. 14D Paper	Jude Zychowicz Bob Harding Rita Anderson	JYZ0000@923-0226 RLL.FORBER@TRW.COM RHLDRNG@923-0264 RANDERL@123-4436	Tool Review scheduled for 6/21. Tool Review scheduled for 6/21. Sorting required by any plant and by State or Region, in which clinics were made. Also requested TOV data and NHTSA VOQ data. Working for volumes by state to normalize data.	6/21 6/21 TBD	On-Going On-Going TBD
10. Buckle Inspection Procedure	Alan Philip Ed Schlage Steve Parke	APHLIP@94-1134 EDSCHLAG@TRW.COM SPARKIN@246-7580	-New tool and procedure reviewed and sign-off on 6/21. -Stop Late Trucking up and running. Report out 6/26. -Steve Parke to contact DGC, get tool availability.	6/21 6/25	TBD
11. Buckle Test - Data Issue	Alan Philip Ed Schlage	APHLIP@94-1134 EDSCHLAG@TRW.COM	-TRW reviewed tool and gauge with Paul V.J. on 6/20. -Improved tool, with less late time, required. -Need to determine effect of temperature on data error. -TRW tested 15 rejected buckles from sort, at ambient temp of 135 degrees, and found the buckles performed correctly. Put some 15 in cold temp and will report our results on 6/27.	6/27	TBD
11. New Tools required for APG, MPQ, DPG, etc., for Pre-Production vehicles.	Alan Philip Ed Schlage	APHLIP@94-1134 EDSCHLAG@TRW.COM	-Tools and procedures need to be shipped to APG, MPQ and DPG. 1 tool per site. -James Schmale is contact at MPQ, X-20561. Eric Katin is contact at APG, 9-1-733-7361. -Need to know exact procedure details, e.g. insert quickly and firmly, etc.	6/30	6/23
13. Other Values Affect -Capture Pre-Production Parts and Units, e.g. accel, durability	Bill Engen	WEAGAN@94-3018	-Bill contacted PVT Managers. -Need to know exact procedure details, e.g. insert quickly and firmly, etc.	6/18	6/18
14. WERS Coordination	Mike Ambler Bob Polcar	MANDBL@923-1187 RULLIV@923-1180	-WPI coordinates release for all buckles allowed. -Equipment for cables identified.	6/23	7/2

TRW SEAT BELT BUCKLE

TASK FORCE ASSIGNMENTS AND RESPONSIBILITIES

		DAVE.HENNING@TRW.COM	-Generic words for all CR's have been reviewed and approved. -Site Bulletin to report out next week. -Don Nelson offering help for coordination.		
15. Statistical Analysis of Parts Returned from Ford Plants and Seat Suppliers	Gerden Boko Jim McGowan	GROGSD24@TRW.COM JIM.MCGOWAN@TRW.COM	Charts supplied on 6/18. Gordon to summarize on 6/18.	6/25	TBD
16. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
17. STA to schedule VAI review	Bill Lee	BLP@TRW.COM	-Required as part of Post-out Action Closure procedure.	6/25	TBD
18. Compile statistics on Nucleik sort to see if suspension reporting different failure rates associated with weeks 10 through 16 can be supported.	Charlie Mathias	Charlie.Mathias@trw.com		6/29	
19. Get data from all vehicles inspected at Nevada Division to support 18 above.	Ed Polocz	Ed.polocz@trw.com	-need access to vehicles at JD. Steve Paulina to arrange gas	6/29	
20. Check replacement parts for JD vehicles and evaluate them with regard to root cause.	Ed Polocz	Ed.polocz@trw.com	-need access to vehicles at JD. Steve Paulina to investigate	6/29	
21. Provide an updated time line with all TRW activities at the assembly plant to support the analyses from 14, 19, and 20 above.	Charlie Mathias	Charlie.Mathias@trw.com		6/29	
22. Compile gage stability paper to demonstrate the accuracy of the gage and document all studies.	Ed Solberg	EDSOL@TRW.COM	Report to include gage R&R study, documentation of JD inspection, and gage data, and most recent F150 data	6/29	
23. Completion of Service Parts Required	Nona Carver John Burke	NCARVER@TRW.COM JOHN.BURKE@TRW.COM 726-632-8113 X-2254			

dr Atty - Technical Manager
 USMC Auxiliary Bouclys
 PVT Major -

TRW SEAT BELT BUCKLE

TASK FORCE ASSIGNMENTS AND RESPONSIBILITIES

2. Data TRW Europe engineering, help US to conduct Customer Fresh Eyes Review.	Lanning Murphy	L404MURW/322-7574	Oversee TRW Review samples. Status report.	6/21	TBD
4. Data Acquisition - Verify effectiveness of corrective actions for the 3 root causes. Refuse/After data required. When will parts be completely acceptable?	Cecilia Kallin	CKALLINA/394-3138	Send status of follow/After verification data, on 6/20.	6/20	TBD
5. TRW to Conduct DVA of Buckle	Ed Palmer	EDPALM@TRW.COM	TRW to conduct DVA. Results to be reviewed in 1 week.	6/25	TBD
6. 3D Force Layout of Buckle Up and European Components	Lanning Murphy	L404MURW/322-7574		TBD	TBD
8. MD Paper -Flange -Quality Data	John Zychowicz Bob Hillig Davidar Saha Elin Anderson	JZYCHOW/322-0886 RHILLIG@TRW.COM R4ELID08/322-9264 DSAHA/322-9252 R4ANDER/322-9436	Tech Review scheduled for 6/21. Tech Review scheduled for 6/21. Sealing required by car's plant and by State or Region, in which ships were made. Also requested TOW data and NETA VOC data.	6/15 6/11 6/20	On-Going On-Going TBD
9. Buckle Inspection Procedure	Abe Philip Ed Schlegel Steve Paulina	APHILIP/394-1134	-Performal audits at MDPDC. -Need to review and sign-off new tool and procedure. -Car LIR Testing required	6/20	TBD
10. New Tools required for APG, MPGL, DPG, etc., for Pro- Production vehicles.	Abe Philip	APHILIP/394-1134 Opport. to Perform App. New Tools	-Tools and procedures need to be shipped to APG, MPGL and DPG. 1 tool per site. -Jeanne Schmitt is contact at MPGL, X-28661. -Eric Kuehn is contact at APG, P-1-753-7261.	6/20	6/23
12. WEIR Coordination	Mike Andrus Elin Schlegel Diane VAS	MANDRUS/322-1187 RSCHLEG/322-1180 DAVE.HENNESSY@TRW.COM	-Will coordinate reviews for all buckles affected. -Need engineer from each CBG to participate. -Supported by locally which engineer.	6/25	7/2
13. Follow-up of Quality Actions Taken	Mary Veehan Bill Lee	MVEEHA/394-3141 BLEE/394-3383 TRW777 Bill MCCOY@TRW.COM	Need to ensure processes and controls are being followed and adhered to at TRW Reymann plant.	7/15	TBD
14. Statistical Analysis of Parts Returned from Ford Plants and Self Reporting	Conkie Kibbe Elin Schlegel	CKIBBE/394-3383 RSCHLEG/322-1180	Charts supplied on 6/18. Chart to be completed on 6/18.	6/18	TBD
16. SIA to include FASS review	Bill Lee	BLEE/394-3383		6/25	TBD

RC04-011 10821

Rpt#: 4BTC009 NHL Rpt: 02/20/2004 Odom: 36,314 M
 Rvwd: File: Folder: Atchmnts: 0 Print Spw/Diag Detail(F/D):
 Vehicle: 2001 F150 4X2, SUP CAB, STYSD 2FTZX17201 Bld: 04/09/2001
 Engine: 4.2L EFI Calb: 1F512COA Trans: 4R70W Axle: 3800F3.55C A/C: YES
 Dlr Id: USA 09583 All American Ford Lincoln Merc Ph#: [231] 796-2100
 State: Michigan City: Big Rapids Orig/Caller: [REDACTED]
 Symptom: 1 04 2 55 BODY, RESTRAINTS, FRONT BELT- MAN, LACK OF REST
 Addl Sym: PASSENGER BUCKLE RELEASES St: CCRG/SPRC: 5 Rvwd: Dt: 02/20/2004
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: JWARDLE1 Phone: [REDACTED] Regn Cd: 48 Detroit - 48
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

REPAIR TECH STATES THE PASSENGER BELT BUCKLE WILL UNBOCKLE WITH OUT PRESSING THE RELEASE BUTTON. TECH STATES HE CAN DUPLICATE THE CONCERN. TECH STATES THE BELT/RETRACTOR AND BUCKLE HAVE BEEN REPLACED WITH THE SAME CONCERN. TECH STATES THE RELEASE BUTTON DOES NOT COME UP ALL THE WAY TO THE LOCKED POSITION WHEN BUCKLED. TECH STATES HE SWAPPED A HUCKLE WITH ANOTHER TRUCK AND HAD THE SAME RESULTS. TECH SEEKING KNOWNS.
 RECOMM INFORMED TECH THERE ARE NOT ANY KNOWNS. ADV TECH TO CHECK WITH PART AS
 F1 Help F3 Exit F4 Last Cnts F5 Add Cnts
 F7 Bkwd F8 Fwd F9 Ind Corr F10 Next Rpt F11 Prev Rpt F12 Return
 10050-MORE DATA AVAILABLE. PLEASE PRESS F8 TO SCROLL DOWN. PDK61CG

3-8-04

SAME "61202" BASE PART # AS
 FRANK'S REPORT IN 202

FOLDER 2614

AWS: 2001 F150/250LD/CC, no CC, with Reynolds
 for unbuckling issues, PIN 156120213; a total of
 113 claims found for seat belts unbuckling in
 themselves; NOP shows brown spike in 4-01; NOP shows
 # of repairs declining

!00: 2001 F150, seat belts
 8023187 - not seat belt latch when hooks are applied 11-22-02
 146830 - " " with not latch 6-16-01
 892040 - " " unlatch by themselves 7-3-01
 10043697 - " " " " 11-7-03
 752198 - seat belt buckle and lock failed 9-14-01
 1004003 - seat belt with not latch 2-28-04
 1004096 - " " unlatch while driving 9-16-03

REVIEWED
 3-12-04

CGIS: 2001 F150, 1.0L 2.55, 2003-2004
 3JEAR007 - unlatch 10-5-03
 2GWJ7001 - unlatch by itself 7-23-02
 1EKCF002 - " " " " 5-11-01
 1EKCF001 - " " " " 5-11-01
 3C5HA845 - " " " " 8-1-03

343AB262 - mount
 tray inside 1-3-03
 3AJAC551 - " " 1-12-03
 2LWAC53 -
 noise when in
 place DF 1-14-03



Report Detail

Login: egurney
Release 7.0
Release Date: December
19, 2003

Search >> New Reports >> Search Summary >> Report Detail >> Vehicle Report History
>> Chart Analysis

ECI Record 7416417
Source Code GCQIS Ford

Add to New Folder

Add to Existing Folder

Update

View Change History

Print

Next

Commodity Assignment

Commodity	body \ restraints \ seat belts \ front belts	Symptom	function-malfunction/ineffective
Commodity	body \ restraints \ seat belts \ front belts	Symptom	repair-prior repair mentioned
Commodity	body \ restraints \ seat belts \ front belts	Symptom	not seated
Commodity	body \ restraints \ seat belts \ front belts	Symptom	catching-unlatch/latch opens
Commodity	body \ restraints \ seat belts \ front belts	Symptom	lack of restraint
Significant Event	Verified		

Report Details

Source Claim Key	48TCD009	Time in Service	
Version Series Code	V3 AB	Dealer Code	09903
Customer Paid Amount		Dealer Name	ALL AMERICAN FORD LINCOLN MERC
Dealer Paid Amount		Dealer Address	14120 NORTHLAND DRIVE
Deductible Amount		Dealer City	IRK RAPIDS
Labor Cost		Dealer State/Province	MI
Misc. Expense Amount		Dealer Country	USA
Material Cost		Dealer Phone Number	2317962100
Total Gross Cost		Repair Date	20-Feb-2004

Customer Comment	
Technician Comment	TECH STATES THE PASSENGER BELT BUCKLE WILL UNBUCKLE WITH OUT PRESSING THE RELEASE BUTTON. TECH STATES HE CAN DUPLICATE THE CONCERN. TECH STATES THE BELT/RETRACTOR AND BUCKLE HAVE BEEN REPLACED WITH THE SAME CONCERN. TECH STATES THE RELEASE BUTTON DOES NOT COME UP ALL THE WAY TO THE LOCKED POSITION WHEN BUCKLED. TECH STATES HE SWAPPED A BUCKLE WITH ANOTHER TRUCK AND HAD THE SAME RESULTS. TECH SEEKING KNOWNS.

Add to New Folder

Add to Existing Folder

Update

View Change History

Print

Next

Vehicle Information

VIN	2FTZG17201	Engine Description	4.2L OHV EFI NA V8 GAS
Model Year	2001	Drive Code	2 WHL LH REAR DRIVE
Vehicle Description	F-150	Retail Sale Indicator Code	
Body Cab Style Code	CA BD	Production Date	06-Apr-2001
Plant Description	ONTARIO PLANT BUILD	Red Carpet Lease Code	
MSRP	36314	Warranty Start Date	14-May-2001

<http://www.cdr.ford.com/cdr/EciResultServlet?Action=PrepareFolderReportClaimDetails&EciR:> 3/1/04

RQ04-011 10998

2003-03-19

Disclaimer: This data is for use as one of several potential "symptom" indicators for the Ford Motor Co. Enhanced Concern Identification System. It is unverified, draft, summary data generated from a computer "word search" of customer and technician symptom comments. Supplier data, technician and customer comments are unverified and actual root cause of any potential issue is not established by this summary.

Contact: BCIBLP
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Major Release 7.0
Release Date: December 19 00:00:00 EST 2003

FQE Assignment Form

CONFIDENTIAL

DATE ISSUED: 8/14/2002

Model Year: 2001
 Vehicle line: Expedition/Navigator
 Mileage range: Greater than 1000 miles
 Part number: 7861203, 7861202, 78612B1B
 # of units to be checked: 10 per FQE
 Torque specs:

Tolerances

Engineer's name: Dennis Hall
 Phone number: 248-7348
 Email address: dhall34
 DUE DATE:



- _____ Florida
- _____ Co. Garages
- _____ Texas
- _____ Colorado
- _____ Michigan
- _____ Texas
- _____ Pennsylvania
- _____ Minnesota
- _____ Nevada
- _____ California
- _____ California
- _____ Iowa
- _____ Georgia
- _____ Texas
- _____ Florida

ALL

Problem description

Driver or passenger front seat belt will not stay latched, Reference CCIS report ZCSA0011. Driver or passenger front seat belt buckle replaced after service action 01521 A was performed.

What specific information are you requesting

Perform audit of vehicles with seat belt buckle replaced after 01521 A. Inspect belt buckle using tool mentioned in record/req 01521A. If buckle failed inspection replace it, also write CCIS report of defective belt and send part to ECI. Record vin number, date of 01521 A (first inspection), date of 01521 A (inspection prior to belt replacement) and mileage.

Any other information that will insure your assignment is a success

CONFIDENTIAL

Assignment No. _____

FQE Assignment Form

DATE ISSUED: 4/19/2002

Model Year: 2001
 Vehicle line: Escape
 Mileage range: Any Mileage
 Part number: N/A
 # of units to be checked: 10 each/FQE
 Torque specs: n/a
 Tolerances: n/a
 Engineer's name: Dennis Hill
 Phone number: 248-7345
 Email address: dhill@...
 DUE DATE: 4/19/2002



- _____ Florida
- _____ Co. Georgia
- _____ Texas
- _____ Colorado
- _____ Michigan
- _____ Texas
- _____ Pennsylvania
- _____ Minnesota
- _____ Nevada
- _____ California
- _____ California
- _____ Iowa
- _____ Georgia
- _____ Texas
- _____ Florida

ALL

Problem description

Customer comments seat belt is rear pulled loose. Technician comment states it appears that the belt was never seen at right rear outboard position. There are holes thru belt and joint. Reference CQES report # 81AA422. Part Description # VL8Z 7B6(186) AAA

What specific information are you requesting

Check right and left rear seat belt (note pull belt all the way out to extend travel). Inspect both right and left rear outboard seat belt for anything coming apart or belt coming loose. Record VIN number, mileage, and result of inspection. Write CQES report on those that are defective and photograph, return defective part to ECI, list all VINs of all vehicles checked whether or not they are defective. If possible please use spread sheet provided.

Any other information that will insure your assignment is a success

REPRODUCTION OF THIS DOCUMENT IS PROHIBITED

Assignment No. _____

From: Parkin, Steve (S.J.)
Sent: Monday, June 11, 2001 10:18 AM
To: Patel, Bharat (B.J.); Nacowitz, Roy (R.A.); Sweeney, Stephanie (S.L.); Philip, Abraham (A.G.)
Cc: Kalina, Curtis (C.D.); Oswald, Greg (G.G.); Badges, Robert (R.S.); Gowing, Kimberly (K.L.)
Subject: TRW tool evaluation

Talking, this morning, with Charis Steffens and Ed Schlops, they need to conduct an evaluation of their own, today, to prove out the second generation tool. I have digital photos of the revised tool which I will send you separately. It looks like our evaluation will need to take place tomorrow as TRW have been asked to attend multiple meetings this afternoon - including our Tech. Review at 3.30. I've asked Ed to develop a timing plan that will get us 8500 tools within the next two weeks, and to ensure that raw materials are available in the required quantities.

Regards,

Steve Parkin

Recall/Service Programs, FCSD
Suite 801 DSC II; (313) 248-7610

PN 96
|||| |||| |||| |||

WINDY

|||| |||| |

Sort of F150's with TRW Test Fixture

#	VIN	CK		BP		AP		FN		SS	
		Drv	Pass	Drv	Pass	Drv	Pass	Drv	Pass	Drv	Pass
1	1KB25516	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass
2	1KB25513	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
3	1KB25518	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
4	1KB25512			Discovered	Pass	Discovered	Pass	Discovered	Pass	Discovered	Pass
5	1CA71918			Pass	Fail						
6	1CA71915			Pass	Pass						
7	1KB25514			Pass	Pass						
8	1KB25510			Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
9	1CA72537			Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	1CA71848			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail
11	1CA71848			Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail

TEMP RANGE

* 2001 F150 VER 1 AIRFUELING TOOL

- 2P
- 3D
- 5D
- 6D
- 6P

TOTAL TRAILS 72

- 513 PASS
- 518 DRIV
- 918 P
- 915 D+P

-
- CAN ALL BUCKLES BE LATCHED? MIN-MAX IN SLANT TONGUE VERIFIED
- TOOL CATCH ALL DAP?
-

- CAN ALL BULKETS BE MADE TO LATCH?

* RETURN IN-PLANT "MIN-MAX" TONGUE IS VERIFIED BY

* ALL RETURNED PARTS THAT HAVE BEEN INSPECTED FOR 'ABILITY TO LATCH' HAVE PASSED (~200-300)

*

- CLEAN DATE OF MAY 28, 02 (221xxx)

* AS OF 14-JUN-02

- 4 SENT/FOOD PLANT RETURNS ARE ALL GOOD

- NO M. ALLEN RETURNS

- NO RETURN POST LINE RETURNS

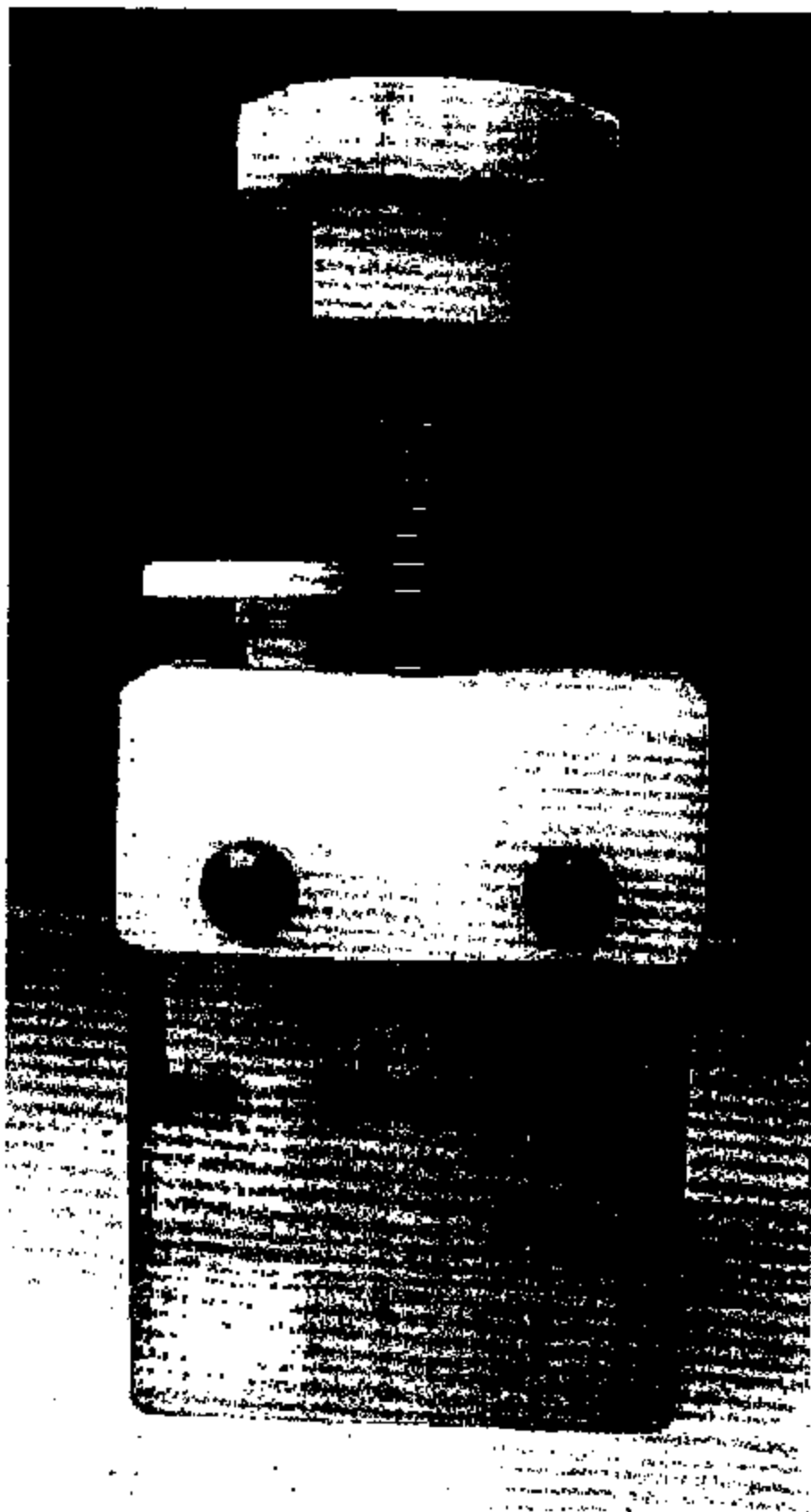
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- BIG TONGUE TO PUSH BUTTON

- BAB PARTS TESTING END CONSISTENTLY

-

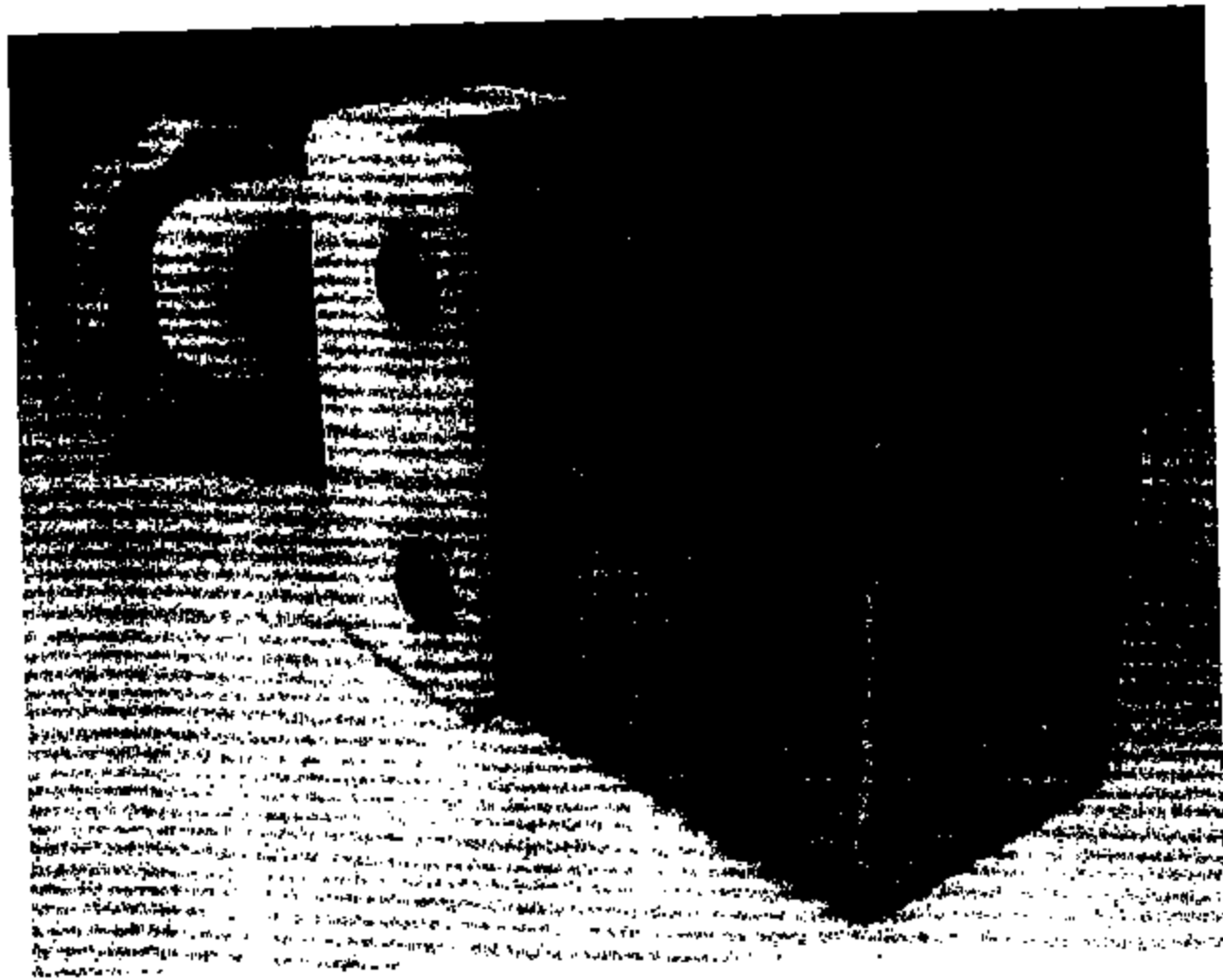
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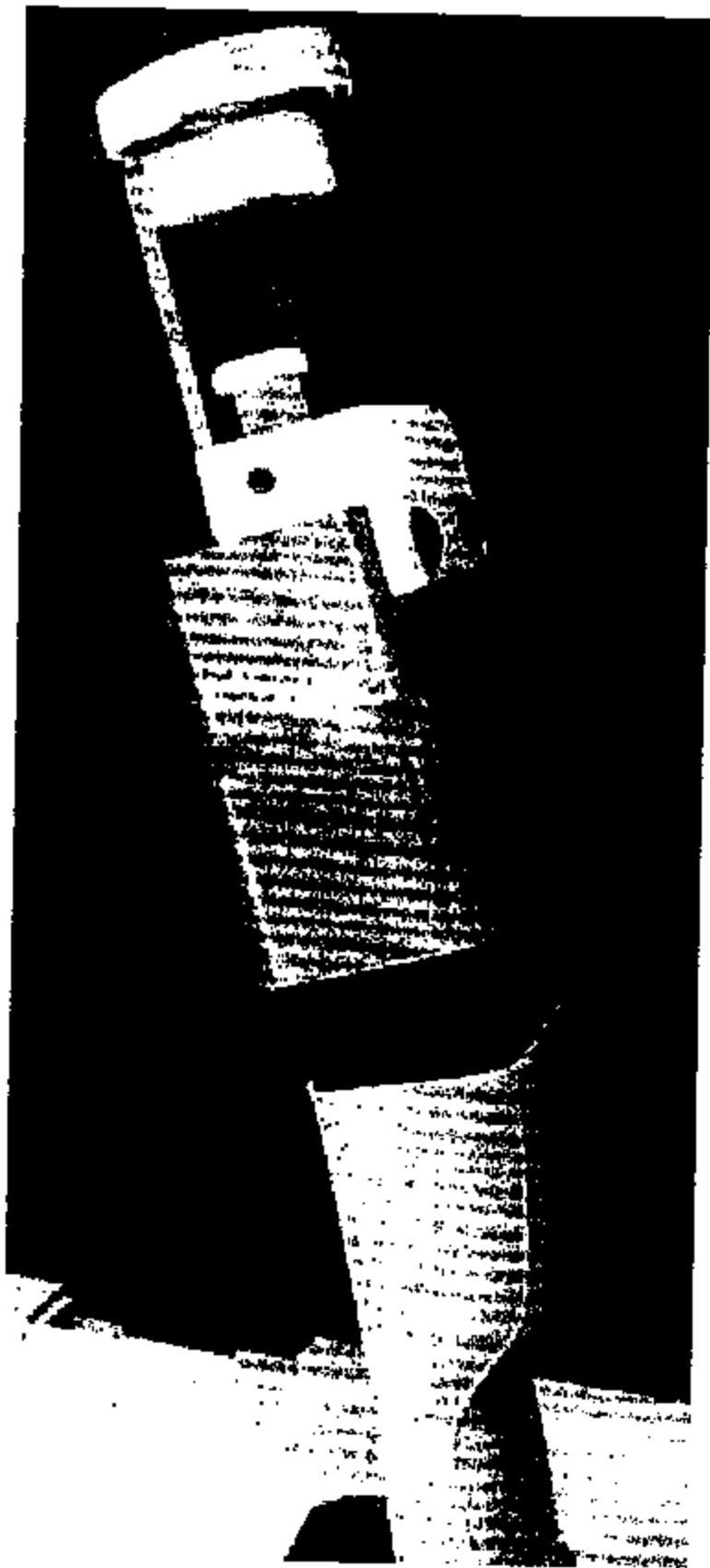


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