

Handwritten:
9/14/06

Eiswerth, Eric (E.E.)

From: Eiswerth, Eric (E.E.)
Sent: Monday, September 11, 2006 4:37 PM
To: 'Scott.Yon@dot.gov'
Subject: RE: Updated Wheel Information
Attachments: EN114 field analysis matrix II Ford 20060911.xls

Scott,
 HL has confirmed the ten discrepancies between the wheel maps and spreadsheet, and agrees the wheel map reflects the correct data. It appears that in these ten cases, an incorrect crack length was inadvertently recorded on the spreadsheet. The attached file is a revised spreadsheet showing the corrected crack length for the ten wheels you identified (WR# 70, 183, 185, 200, 258, 262, 266, 318, 335, & 349). Chris also revised the crack length bar chart, per our telephone conversation.

I'll send you a cd with the attached spreadsheet and a complete set of wheel maps tomorrow.

Regards,

*Eric Eiswerth
 Ford Automotive Safety Office
 eeiswert@ford.com
 (313)390-5129*

Faint vertical text, possibly a stamp or bleed-through:
 SEP 11 2006 4:37 PM
 1105

From: Scott.Yon@dot.gov [mailto:Scott.Yon@dot.gov]
Sent: Thursday, September 07, 2006 4:27 PM
To: Eiswerth, Eric (E.E.)
Subject: RE: Updated Wheel Information

Eric,

Please send this information to Keith also so that he understands there are errors in the multi-crack information I provided earlier. I have provided updated information in the attached.

I still have a few other discrepancies between the wheel maps and Chris' SS that I will send ASAP. Once these have been rectified Ford should resubmit this information in the corrected state, don't you think?

I understand the crack length chart now.

Scott

From: Eiswerth, Eric (E.E.) [mailto:eeiswert@ford.com]
Sent: Thursday, September 07, 2006 3:13 PM
To: Yon, Scott <NHTSA>
Subject: FW: Updated Wheel Information

Scott,

Chris looked into the discrepancies you pointed out in our phone conversation last week between the warranty parts return spreadsheet data and the wheel maps. See his clarifications below, and the three revised wheel map files.

Chris also provided the attached pdf file with notes trying to answer the questions that came up concerning the crack length chart.

Let me know if you have any questions.

Regards,

*Eric Eiswerth
Ford Automotive Safety Office
eeiswert@ford.com
(313)390-5129*

From: Putz, Chris [mailto:cputz@hayes-lemmerz.com]
Sent: Thursday, September 07, 2006 9:00 AM
To: Eiswerth, Eric (E.E.)
Subject: Updated Wheel Information

Eric,

Sorry I didn't catch your call yesterday. I was in meetings all afternoon. First item, yes the 10 wheels have been shipped. The wheels should arrive this morning. As soon as I get the shipping information I'll let you know. The wheel numbers are as follows: 159, 161, 169, 173, 182, 260, 263, 279, 298, and 304.

Next, we talked about the crack length chart and how to read the x-axis. I think one thing that may have been messing things up was the fact that some of the CD wheels were shown to have 0 degree cracks. The data in matrix was left blank because we had not finished the maps on some of the CD wheels. I redid the chart with the hope that it explains things better. Please see the attached .pdf file for explanation.

Here is some information regarding some of the wheel numbers that Scott had pointed out to us that had conflicting information.

- WR #352 is a single crack wheel. I went back to inspect the wheel to verify. On the map, I showed that there was a crack at the valve hole and clockwise. This is actually outboard flange damage. There is only the one crack in the wheel. Please see the attached for the updated map named WR352 wheel map. By the way, the crack length in the Excel file was correct: 77 degrees. The length of the outboard flange damage was 94 degrees.
- WR #336 is a double crack wheel. I updated the map to show the angles of the crack (shown CCW from the valve hole) and the outboard flange damage. Please see the attached for the updated map names WR335 wheel map.
- WR #151 is a single crack wheel. I went back to inspect the wheel to verify. On the map, I showed that there was a crack clockwise from the valve hole. This is actually outboard flange damage. There is only the one crack in the wheel. Please see the attached for the updated map named WR151 wheel map. By the way, the crack length in the Excel file was correct: 89 degrees. The length of the outboard flange damage was 73 degrees.
- WR #200 is a wheel that Scott pointed out to be a single crack wheel even though the Excel file showed it as a double crack wheel. I went back to inspect the wheel to verify. It is indeed a single crack wheel. The wheel map is correct.

Please let me know if you have any questions.

Thanks,

Chris

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Thank you.