
From: Leese, Alvin (A.)
Sent: Wednesday, February 22, 2006 2:36 PM
To: Krohngold, David (D.)
Cc: Goebel, Ken (K.M.); Leese, Alvin (A.); Quann, Brian (B.A.); Ferrari, Stephen (S.D.)
Subject: 2005/06 Freestar/Monterey Power Liftgate Module - Reflash

Dave, at 2 PM today, Brian and Stephen successfully demonstrated the reflashing procedure.

- We will time study just like you did with Bob Badge's program.
- Brian and Stephen will provide you with everything you need.
- Can you arrange a time study for this Friday (2/24)?

Brian/Stephen, is Friday too early? If you prefer, we can reschedule the time study for a later date?

Caldwell, Elizabeth (E.)

From: Nagi, Chuck (C.H.)
Sent: Tuesday, February 28, 2006 9:25 AM
To: Fredrick, Sharon (S.L.); King, Daniel (D.M.)
Subject: FW: Revised Request for Approval-IVS Deviation-PLG for V229

Sharon, and Dan, IVS Governance Board Approvals complete. All is GO. Thanks for your help on this.

Chuck

Chuck Nagi
EESE Core Software Supervisor
Ph: 313-337-1914 Fax: 313-390-5011

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

From: Davey, Christopher (C.K.)
Sent: Tuesday, February 28, 2006 8:39 AM
To: Milligan, Patrick (P.F.); Nagi, Chuck (C.H.); Terzes, Laura (L.D.); Baker, Martin (M.L.); Schroeder, Justin (J.G.)
Cc: Fredrick, Sharon (S.L.); King, Daniel (D.M.)
Subject: RE: Revised Request for Approval-IVS Deviation-PLG for V229

Agreed

Best Regards

Christopher Davey

Technical Leader Software Systems Engineering
EESE
ECC 2CD02
Tel: 313-805 7253

From: Milligan, Patrick (P.F.)
Sent: Monday, February 27, 2006 5:17 PM
To: Nagi, Chuck (C.H.); Terzes, Laura (L.D.); Baker, Martin (M.L.); Davey, Christopher (C.K.); Schroeder, Justin (J.G.)
Cc: Fredrick, Sharon (S.L.); King, Daniel (D.M.)
Subject: RE: Revised Request for Approval-IVS Deviation-PLG for V229

No issues.

Thanks,
Patrick F. Milligan
Senior Manager, Product Definition & EESE Systems
Product Development Systems / Information Technology

Ford Motor Company
Office: 313-248-4706 Cell: 313-587-2626

From: Nagi, Chuck (C.H.)
Sent: Monday, February 27, 2006 5:10 PM
To: Terzes, Laura (L.D.); Baker, Martin (M.L.); Davey, Christopher (C.K.); Milligan, Patrick (P.F.); Schroeder, Justin (J.G.)
Cc: Fredrick, Sharon (S.L.); King, Daniel (D.M.)
Subject: Revised Request for Approval-IVS Deviation-PLG for V229

To IVS Governance Board Members,

Requesting your approval to revised deviation.

Per instructions from Laura and Justin, Dan King modified the deviation form (2 Meg file called Deviation 06-V229PLG-01 v2.doc, located in the Software Release eRoom at [REDACTED] to change the recommended solution to state:

"FCSD-DSP tools are written to not verify the part number at the end of the download sequence for this ECU only.

For any future release of the software, incorporate a change to update the part number information when the new application is started (i.e. at the end of the download sequence)."

Eventually, when module is powered down, EEPROM is copied to RAM and correct part numbers are written into memory.
FCSD already approves solution.

Thanks.

Chuck

Chuck Nagi
EESE Core Software Supervisor
Ph: 313-337-1914 Fax: 313-390-5011

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

From: Nagi, Chuck (C.H.)
Sent: Friday, February 24, 2006 4:34 PM
To: Terzes, Laura (L.D.); Baker, Martin (M.L.); Davey, Christopher (C.K.); Milligan, Patrick (P.F.); Schroeder, Justin (J.G.)
Cc: Fredrick, Sharon (S.L.)
Subject: Request for Approval-IVS Deviation-PLG for V229

To IVS Governance Board Members,

Attached for your approval is an IVS Deviation to cover the 2005-6 Programmable Liftgate Module service action.

[<original deviation modified and put in eRoom>](#)

Problem Statement: Software and ECU assembly part number PID information is not updated after a Method 3 download until the ECU goes through a hardware reset.

Recommended Solution: Incorporate an extra step in the download procedure to instruct the technician to pull then re-insert the logic fuse for the ECU, and then verify the part number PID information. For any future releases of the software, plan is to incorporate a change to update the part number information when the new application is started (i.e. at the end of the download sequence).

If I don't hear back from you by COB March 3, I will assume you approve.

Chuck

Chuck Nagi
EESE Core Software Supervisor
Ph: 313-337-1914 Fax: 313-390-5011

Memory Map

Name	Origin	Length	% full
FLASH_BOOT	0x00000000	0x00002000	3%
FLASH_CAL	0x0000c000	0x00002000	0%
FLASH_RSRV	0x0000e000	0x0000c000	0%
FLASH_TEXT	0x00010000	0x0000c000	91%
FLASH_DATA	0x0001c000	0x00003ffa	12%
FLASH_CKSUM_DATA	0x0001ffff	0x00000006	100%
EEPROM	0x00220000	0x00000400	0%
RAM_BOOT	0x00200000	0x00000040	51%
RAM	0x00200040	0x00000fc0	41%
REGFILE	R0	0x000000d0	0%
RAM_OS	0x00000000	0xffffffff	0%
EEPROM_CAL	0x00000000	0xffffffff	0%

SCRs implemented for Release#13:

<i>CR ID</i>	<i>Target Release</i>	<i>Status</i>	<i>Submitter's Real Name</i>	<i>Resolver</i>
tcb_pp1#1464	V229_13	verified	Gary Bree	sathya
tcb_pp1#1465	V229_13	verified	Jay Ho	akr266 (Pooja)

Summary of Major Software Changes for V229 PLGM Release#12b

For V229 PLGM release #13 (V229_13):

This release includes software changes for 2 SCRs.

The Application Software changed to incorporate:

1. The drift control feature (Falling gate control feature for weak struts).
2. Addition of a new DTC for Struts Failure monitoring.

Caldwell, Elizabeth (E.)

From: Miucic, Radovan [radovan.miucic@delphi.com]
Sent: Monday, February 13, 2006 12:48 PM
To: Fawaz, Faten (F.H.)
Cc: King, Daniel (D.M.)
Subject: RE: Pass Files

Faten,

Here are the requested files. Both success files are if no problem encountered. There is another issue in the file labeled "AC_test_fail_mode20.rtf". In this file the following happens. Module is being reprogramed. Something happens and the programming aborts. the mode 20 is send requesting the module to resume normal operation. However the application flash is erased/not complete and the PC stays in the bootloader. There is a condition that the module will reset if mode 20 is received and the reflashing is complete. In the "AC_test_fail_mode20.rtf" log this is what happened. Module did get reprogrammed but it assumed reception of the mode 20 from previous aborted reprogramming session and prematurely reset. During reset it failed to see and respond to mode 20 from tester.

Regards,

Radovan Miucic

Delphi Software Engineer
Technical Center Brighton
12501 East Grand River
Brighton, MI 48116
Mail Code: 483.3DB.210
Office: 2W-077
radovan.miucic@delphi.com
Office Phone: (810) 494-4659
Lab Phone: (810) 494-5820

From: Fawaz, Faten (F.H.) [mailto:ffawaz@ford.com]
Sent: Thursday, February 09, 2006 4:50 PM
To: Miucic, Radovan
Cc: King, Daniel (D.M.)
Subject: Pass Files

Hi Radovan,

I got your vm, thanks. Can you send me pass files from flashing the AC and AA hex files? The file you sent Dan was the AD only.

Thanks,

Faten Fawaz

NetCom- Diagnostics/Multiplex- V229/C170/B410/B409

Electrical Electronics Systems Engineering- EESE

Phone: 313-805-6807

E-mail: ffawaz@ford.com

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Caldwell, Elizabeth (E.)

From: Quann, Brian (B.A.)
Sent: Friday, February 17, 2006 11:58 AM
To: King, Daniel (D.M.)
Cc: 'Radovan Miucic'
Subject: RE: PLGM part number info

Dan,

The module did in fact report back different pid values for each file (5F2T-14C121-AC & 6F2T-14C121-AA) released and as follows:

E200, E602, E21A, and E219

What Pids stayed the same for each files were:

E603-605, E217(which I can understand why)

Thanks,

Brian A. Quann
Module Program/Configuration Team
SEO - Diagnostic Service Planning
Cube #691
(313) 390-0773
bquann@ford.com

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

From: King, Daniel (D.M.)
Sent: Thursday, February 16, 2006 4:47 PM
To: Quann, Brian (B.A.)
Cc: Zaryczny, Krzysztof (K.J.); Ferrari, Stephen (S.D.); Radovan Miucic (radovan.miucic@delphi.com)
Subject: RE: PLGM part number info

Did you power the module down after each flash?

On the bench, you will probably need to keep the power off for about 10 seconds as there is no leakage path to dissipate the energy stored in the power supply circuit in the module. Normally, that happens through the various circuits in the vehicle harness.

Radovan - Can you verify that each file contains unique PID information?

Dan King Phone: (313) 805-6838
Ford Motor Company Fax: (313) 323-2923
EESE - Software and Modeling

From: Quann, Brian (B.A.)
Sent: Thursday, February 16, 2006 4:20 PM
To: King, Daniel (D.M.)
Cc: Zaryczny, Krzysztof (K.J.); Ferrari, Stephen (S.D.)
Subject: RE: PLGM part number info

Hey Dan,

The following files below obtained from you/faten (see below - 5F2T-404D06-AC and AD) contain the same pid response (E200 & E21A) as for 6F2T-404D06-AA.

<< File: 5F2T-404D06-AD.hex >> << File: 5F2T-404D06-AC.hex >> << File: 6F2T-404D06-AA.hex >>
Verification check:

Filename: 5F2T-404D06-AC/AD & 6F2T-404D06-AA reads (D6 07 69 note: hex value) for PID E200
Filename: 5F2T-404D06-AC/AD & 6F2T-404D06-AA reads (36 46 32 54 note: hex value) for PID E21A

Did they release these files at the same time? If you ping pid E21A/E200 for all three files you will get the same response. What I am alluding to is that the re-recall files should have a different pid response then the recall file being released to service. Can you follow this up with your people and report back to me your findings? If anything can you supply me with pre-recall file that doesn't respond with the same pid values as the recall file?

Thanks,

Brian A. Quann
Module Program/Configuration Team
SEO - Diagnostic Service Planning
Cube #691
(313) 390-0773
bquann@ford.com

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

From: Zaryczny, Krzysztof (K.J.)
Sent: Thursday, February 16, 2006 8:32 AM
To: Quann, Brian (B.A.)
Cc: Schroeder, Justin (J.G.)
Subject: FW: PLGM part number info

FYI - Strange part number

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

From: King, Daniel (D.M.)
Sent: Wednesday, February 15, 2006 2:24 PM
To: Zaryczny, Krzysztof (K.J.)
Subject: RE: PLGM part number info

The full base part number is 17404D06, but the 17 does not fit into the part number PID size. I had never seen a part number like this before either. I am told that Body Engineering uses the extra digits to tell them what type of vehicle it is (like SUV, sedan, coupe, etc).

Dan King Phone: (313) 805-6838
Ford Motor Company Fax: (313) 323-2923
EESE - Software and Modeling

From: Zaryczny, Krzysztof (K.J.)
Sent: Wednesday, February 15, 2006 2:07 PM
To: King, Daniel (D.M.)
Subject: RE: PLGM part number info

I have never seen a base part number of 40406. I looked it up in WERS and did not see anything. Are you sure that is the correct ECU part?

Krzysztof Zaryczny

Ford Motor Company

Module Configuration Programming

DSCII Cube - 674
Phone: (313) 323-8218
Fax: (313) 248-4370

From: Leese, Alvin (A.)
Sent: Tuesday, January 31, 2006 12:10 PM
To: Clark, Kevin (K.J.)
Cc: Goebel, Ken (K.M.)
Subject: RE: Power Liftgate Module Part Number

FYI

Price Anlyst for both part numbers is DAN FREMER.

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

From: Clark, Kevin (K.J.)
Sent: Tuesday, January 31, 2006 10:30 AM
To: Leese, Alvin (A.)
Subject: RE: Power Liftgate Module Part Number

As noted in copied email below

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

From: Clark, Kevin (K.J.)
Sent: Wednesday, January 25, 2006 10:20 AM
To: Zavsza, Milton (M.); Houston, Daniel (D.R.)
Cc: 'Pomeroy, Michelle '; Best, James (J.B.); King, Daniel (D.M.); 'Shishu, Mitul '; Burke, Pauline (P.F.); Risbeck, Walt (W.R.)
Subject: Purge V229 PLG Controller Stock
Importance: High

The Ford Power Liftgate Team met briefly with our Supplier Delphi regarding issues affecting the PLG Electronic Controllers. The Affected Service Parts stock on hand as I understand it are:

6F2Z-14B291-CA Parts on hand 11
4F2Z-14B291-CA Parts on hand 7

The 6F2Z parts have modified software which is capable of detecting a rapidly falling liftgate due to a pressure failure of the liftgate struts.

This concern has recently been reviewed with the CCRG which directed action to purge the old level, 4F2Z parts. The 6F2Z's were released in June, 2005 with engineering direction for Service Stock Disposition (SSD) Use; and Continue for Service (CFS) No. The team confirmed again this morning that this direction was correct at the time of release, and supports the CCRG direction to purge the 4F2Z's as soon as possible based on recent events.

The 4F2Z's do have a flashable controller. However, the team consensus to purge this stock is to SCRAP based on the limited number of parts vs. the estimated rework expenses including the handling and the labor required for the rework.

Please advise next steps required to implement direction to scrap the remaining 4F2Z-14B291-CA stock.

Kevin Clark
Pwr Closures Technical Implementor
Phone: (313) 33-73086 Mobile Phone: 313-805-5907
FAX:(313) 248-9026 E-mail: kclark2@ford.com

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

From: Leese, Alvin (A.)
Sent: Tuesday, January 31, 2006 10:07 AM
To: Clark, Kevin (K.J.)
Cc: Leese, Alvin (A.)
Subject: Power Liftgate Module Part Number

Kevin, can you provide the part number for the new Power Liftgate Module?

Thanks

EA06-020 0011

Module Configuration and Programming
1800 Fairlane Dr.
Allen Park MI. 48101
Telephone 313.322.3362

From: Schroeder, Justin (J.G.)
Sent: Monday, January 30, 2006 1:40 PM
To: Leese, Alvin (A.); Clark, Kevin (K.J.); King, Daniel (D.M.); Goebel, Ken (K.M.)
Cc: Dahabra, Mouhanad (M.C.)
Subject: RE: Service Flash for an ISO module - V229 PLG

All,

Please provide a module to us for testing and the latest J2 file so we can investigate feasibility and issues with this potential service action. Funding should be to Mouhanad before release, but we can do some base investigation now.

Let's get started outside of IVS.

Justin

-----Original Appointment-----

From: Leese, Alvin (A.)
Sent: Friday, January 27, 2006 2:50 PM
To: Leese, Alvin (A.); Fredrick, Sharon (S.L.); Clark, Kevin (K.J.); Schroeder, Justin (J.G.); King, Daniel (D.M.); Goebel, Ken (K.M.); DSC-2 Conf Room J (10)
Subject: Service Flash for an ISO module - V229 PLG
When: Monday, January 30, 2006 1:00 PM-2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: DSC-2 Conf Room I (25)

Diagnostic Service Center II is located at 1800 Fairlane Drive (next to the post office).

Purpose of meeting is to discuss funding for service flash. (Is there anyone else who should be attending this meeting?)

If you have difficulty getting into the building, call (313) 550-4869. This my cell phone number.

Caldwell, Elizabeth (E.)

From: ronald.j.wilde [ronald.j.wilde@delphi.com]
Sent: Wednesday, April 13, 2005 6:59 AM
To: King, Daniel (D.M.)
Subject: RE: Static drift questions

Hi Dan,

Item 2. Gary suggested that due to the fact that the gate will not activate 'static drift' if a strut is not installed and 'self test' is requested, the gate will free fall shut. Basically any DTC which 'inhibits closing only' will then inhibit 'static drift'. I think pinch DTC's are the only ones that inhibit just closing.

Keeping it the way it is will not protect the OAP personel on the line, if a strut is not installed and a pinch strip connection is missed.

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

From: King, Daniel (D.M.) [<mailto:dking13@ford.com>]
 Sent: Tuesday, April 12, 2005 4:47 PM
 To: Wilde, Ronald J
 Cc: Best, James (J.B.); Ho, Jay
 Subject: RE: Static drift questions

Item 1 - I think I responded to this question in the first email (although I can't find my response). I'm pretty sure I offered to change the spec on this one to match your function by eliminating the condition for PLG_Drift_Rqst = HOLD in transition 4->2 in the control liftgate state machine. I was waiting for a response to that proposal before changing the DCR and/or the FS.

Item 2 - Are you guys proposing to inhibit power open any time the pinch strips are faulted open? (Just trying to understand the proposal.)

Dan King Phone: (313) 337-2844
 Ford Motor Company Fax: (313) 323-2923
 EESE - Software and Modeling

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

From: ronald.j.wilde [<mailto:ronald.j.wilde@delphi.com>]
 Sent: Tuesday, April 12, 2005 1:05 PM
 To: King, Daniel (D.M.)
 Cc: Best, James (J.B.); Ho, Jay
 Subject: Static drift questions

Dan,

A couple more questions about static drift.

1. I think we asked this already....Currently we ignore a switch press during the full open pause before closing. I think your spec indicates we should recognize the switch press. Why do we need to recognize a switch press if the gate is going to close in a controlled manner anyway after the pause? If a switch press occurs at greater than 20degrees from the latch it would close also. I guess Jay is unclear what to do....

2. We are testing the DTC for the static drift and found that if a DTC for pinch strip open or shorted is set, power close is inhibited.... this will inhibit static drift and the gate will fall shut...probably not a good thing. Gary said we should probably consider changing the pinch strip diagnostics to inhibit open and close to eliminate a free falling gate when a double fault like this occurs. Example: in the plant when they run self test, if a strut was not connected, when the gate got to full open self test would abort and the gate would free fall. This a condition we were trying to prevent.. right? What do you

think?

Regards

Ron Wilde
Delphi Thermal & Interior
Applications Eng, V229 PLG ECU
Ph 248-655-8426
Pager 586-870-2647
ronald.j.wilde@delphi.com

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Dan King Phone: (313) 805-6838
Ford Motor Company Fax: (313) 323-2923
EESE - Software and Modeling

From: Trout, Brooke (BLT.)
Sent: Tuesday, February 14, 2006 6:29 AM
To: King, Daniel (D.M.)
Subject: RE: Summary of V229 PLGM flash effort

Thanks for the update.

My plan for tomorrow - while filling-in for Kevin in the Tech Review - is to read through the 14d and provide your attached information as an update to the service side. (Unless you'd like to provide this service update during the tech review?) The tech review is at 12:30 tomorrow - in the event you obtain some of these outstanding feasibility assessments, pass them along and I'll include them in the review.

Thank you.

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

From: King, Daniel (D.M.)
Sent: Monday, February 13, 2006 4:05 PM
To: Trout, Brooke (BLT.)
Cc: Quann, Brian (B.A.); Fawaz, Faten (F.H.); King, Daniel (D.M.); Clark, Kevin (K.J.)
Subject: Summary of V229 PLGM flash effort

Here is where we stand so far (from my perspective):

FCSD DSP is able to flash the module now. They did not have the signals for the Transmission in Park and Vehicle Speed below 5 kph in the right state.

The issues we need to resolve are:

1) The FCSD tool is not accepting the hex file setting the erase sector to 03. The ECU needs the erase sector to be set to 03 to allow proper flashing.

Status: Supplier has confirmed that this needs to stay as sector 03. Need FCSD assessment on feasibility in test tool.

2) When the flash is aborted by the test tool, the ECU remains unlocked. When the test tool is started again, it expects to need to unlock the ECU. May cause an incompatibility.

Status: Need FCSD assessment on feasibility in test tool.

3) The part number information reported by the module is not properly updated. Test tool may not be able to verify a completed flash.

Status: Supplier investigating.

4) There are 2 points in the flash routine where the ECU is not able to respond to requests from the test tool - while erasing, and at the end of a download sequence (either an abort or a successful completion).

Status: Supplier investigating length of time the test tool should have to wait to allow these operations to take place.

Faten/Brian - Please feel free to add any correction/additions/updates that you deem appropriate.

Dan King Phone: (313) 805-6838
Ford Motor Company Fax: (313) 323-2923
EESE - Software and Modeling

Miller, Jessica (J.)

From: Krohngold, David (D.)
Sent: Thursday, February 23, 2006 12:47 PM
To: Leese, Alvin (A.)
Cc: Goebel, Ken (K.M.); Ferrari, Stephen (S.D.)
Subject: RE: Urgent - V229 PLGM status

Al,

Steve came by with an updated WDS and an IDS and re-programmed the PLG module to prove that the new programming works as intended. We disconnected one of the liftgate struts as part of the demonstration to show that the motor now catches the liftgate as it is coming down. Steve also demonstrated what happens when the reprogramming is interrupted by the cable coming loose at the DLC or if the ignition key is inadvertently turned off during reprogramming.

His programming appears ready for the field.

Steve - thanks for the demo.....

>>> "Ferrari, Stephen (S.D.)" <sferrari1@ford.com> 2/23/06 9:01:46 AM >>>

I would like to be with you when we do these tests. As a matter of fact I could really use the vehicle for two hours just to do some validation before I hand it off to you. I am 90% sure everything is alright but I do not want to waste your time.

We will be testing with WDS and IDS.

Steve Ferrari
 Ford Motor Company
 Module Configuration and Programming
 1800 Fairlane Dr.
 Allen Park MI. 48101
 Telephone 313.322.3362

From: Leese, Alvin (A.)
Sent: Thursday, February 23, 2006 8:57 AM
To: Krohngold, David (D.)
Cc: Ferrari, Stephen (S.D.); Leese, Alvin (A.)
Subject: RE: Urgent - V229 PLGM status

Dave, Steve will supply a WDS that is all set to go.

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

From: Leese, Alvin (A.)
Sent: Thursday, February 23, 2006 8:53 AM
To: Krohngold, David (D.)
Cc: Ferrari, Stephen (S.D.)
Subject: RE: Urgent - V229 PLGM status

Dave, how soon can we get a vehicle and do a tryout?

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

From: Ferrari, Stephen (S.D.)
Sent: Thursday, February 23, 2006 7:09 AM
To: Leese, Alvin (A.)
Subject: FW: Urgent - V229 PLGM status

Lets get a vehicle today and try this thing out.

6/23/2008

EA06-020 0021

Steve Ferrari
Ford Motor Company
Module Configuration and Programming
1800 Fairlane Dr.
Allen Park MI. 48101
Telephone 313.322.3362


From: Johnson, David (D.J.)
Sent: Thursday, February 23, 2006 7:07 AM
To: Schroeder, Justin (J.G.); Leese, Alvin (A.); Goebel, Ken (K.M.)
Cc: Kiser, Kurt (K.W.); Ferrari, Stephen (S.D.); Quann, Brian (B.A.); King, Daniel (D.M.); Terzes, Laura (L.D.)
Subject: RE: Urgent - V229 PLGM status


Thank You!

Regards,

David J. Johnson

**Manager - Recall & Service Programs
FCSD Service Engineering Operations**

ph: (313) 33-72487 

fax: (313) 33-72487 

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

From: Schroeder, Justin (J.G.)
Sent: Wednesday, February 22, 2006 6:31 PM
To: Leese, Alvin (A.); Goebel, Ken (K.M.); Johnson, David (D.J.)
Cc: Kiser, Kurt (K.W.); Ferrari, Stephen (S.D.); Quann, Brian (B.A.); King, Daniel (D.M.); Terzes, Laura (L.D.)
Subject: RE: Urgent - V229 PLGM status

All,

The team has succeeded in programming this module robustly and it is "production ready". Today alone programming times were decreased from 20 minutes to 4 minutes on IDS using EESE, Delphi, Teradyne, and my team's collective input and suggestions. Great job.

I am happy to move forward with the release of this service action next week pending further vehicle testing of all 3 variants of modules, a released file in IVS, review and alignment of the text in our module programming process with the campaign letter process, and building/releasing of the patch and diff files for both WDS and IDS. We will also document the deviations encountered, and prepare the hotline with answers and a single point of contact similar to what Steve did with the P221 campaign.

Thanks to all for your help.

Justin

Caldwell, Elizabeth (E.)

From: Wilde, Ronald J [ronald.j.wilde@delphi.com]
Sent: Tuesday, January 31, 2006 1:38 PM
To: King, Daniel (D.M.)
Cc: Pomeroy, Michelle
Subject: RE: V229 PLGM part number PID verification

Dan,
[The PID info for the 5F2T and 6F2T part numbers.](#)

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

From: King, Daniel (D.M.) [mailto:dking13@ford.com]
Sent: Monday, January 30, 2006 3:28 PM
To: Wilde, Ronald J
Cc: Fawaz, Faten (F.H.)
Subject: V229 PLGM part number PID verification
Importance: High

Faten and/or Ron - Do we have any existing data that verifies the reponse for PIDs E217[Wilde, Ronald J] E217 is 40 04 0D 06 , E219[Wilde, Ronald J] E219 is 00 00 82 00 , E21A [Wilde, Ronald J] E21A is 36 46 32 54 and PIDs E602 - E605?[Wilde, Ronald J] E602 is 53 57 36 46, E603 is 32 54 31 34, E604 is 43 31 32 31, E605 is 41 41 00 00. These are for the 6F2T part number with static drift.

The PID info for the 5F2T part number is

E217 is 40 04 0D 06, E219 is 00(A) 01(B) 83 00 (the 5F2T part number went thru 01(AB), 02(AC), 03(AD) revisions) E21A is 35(5) 46(F) 32(2) 54(T), E602 is 53(S) 57(W) 35(5) 46(F), E603 is 32(2) 54(T) 31(1) 34(4), E604 is 43(C) 31(1) 32(2) 31(1), E605 is 41(A) 41(A) 00 00

Also, Ron can you please send me the hex file that is used for flashing (method 3) of the ECU? 6F2T version please. [Wilde, Ronald J] We are checking to see if Brighton software group has this software available or how long it will take them to put it together for you.

This is prep work to possibly re-flash MY05 and MY06 J1 vehicles with the MY06 J2 software.

Thanks!

Dan King Phone: (313) 805-6838
Ford Motor Company Fax: (313) 323-2923
E2SE - Software and Modeling

Note: If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribu or copying of this communication is strictly prohibited. If you have received this communication in error

please notify us immediately by replying to the message and deleting it from your computer. Thank you.

Miller, Jessica (J.)

From: Schroeder, Justin (J.G.)
Sent: Monday, March 06, 2006 6:38 AM
To: Schroeder, Justin (J.G.); Johnson, David (D.J.); Leese, Alvin (A.); Goebel, Ken (K.M.)
Cc: Ferrari, Stephen (S.D.); Quann, Brian (B.A.); Terzes, Laura (L.D.); Dwan, Patrick (P.J.)
Subject: RE: V229 PLGM status
Attachments: WDS Patch 1 and IDS Patch 1 Release; RE: WDS B42 CD Audit Kits/Status

All,

The WDS CD will hit all US/Canada/Mexico dealers today thanks to overnight shipping by Pat Dwan's team.

The required patches for both WDS and IDS are also available for dealer use today (see attached). Thanks to everyone for their help in getting this released.

Justin

From: Polsinelli, Antonietta (A.)
Sent: Monday, March 06, 2006 6:28 AM
To: Polsinelli, Antonietta (A.); Bacon, Jim (J.D.); Bell, Ernie (E.); Shipton, Richard (R.J.); Budnik, Gary (G.A.); Judson, Roger (R.); Jardine, Lee (L.A.); Malatesta, Barry (B.G.); McCoy, Pierre (P.R.); Milton, John (J.R.); Mooney, Larry (L.); Dahabra, Mouhanad (M.C.); Taberham, Paul (P.); Giles, Philip (P.R.); Saylor, Eric (E.L.); Needham, Stuart (S.J.); Ubik, Henry (H.T.); Malatesta, Barry (B.G.); Kay, Jeffrey (.); Schroeder, Justin (J.G.); Thompson, Chris (C.L.); Rieck, Dave (D.); Tagawa, Hiroshi (H.); Tamura, Kenzo (K.); Nakabun, Susumu (S.); Omote, Shigenori (S.); 'hidaka.y@mazda.co.jp'; Kan, Michael (Y.); Daugherty, Jeffrey (J.L.)
Cc: Ferrari, Stephen (S.D.)
Subject: WDS Patch 1 and IDS Patch 1 Release

WDS Patch B41_1_upd.zip will be going into production this morning, March 6, 2006.

- The reason(s) for this patch:

B42 - WDS Patch Request for V229 Power Liftgate Module

- WDS Files Affected:

- 1) 6F2T-14C121-AA.zip = C:\GDS3500\Flash
- 2) P397_IC_CORE.xml = C:\GDS3500\XMLFiles
- 3) P221_IC_CORE.xml = C:\GDS3500\XMLFiles
- 4) V229_LTM_MODE_FACTORY.xml = C:\GDS3500\XMLFiles
- 5) V229_LTM_CORE.xml = C:\GDS3500\XMLFiles
- 6) MODULE_INFORMATION.xml = C:\GDS3500\XMLFiles
- 7) vsicommscomponents.dll = C:\Dllregsvr\GDS3500\Runtime
- 8) MCPSupport.dll = C:\Dllregsvr\GDS3500\Runtime
- 9) MCPPrsyscall.dll = C:\Dllregsvr\GDS3500\Runtime
- 10) mcpmodefactory.dll = C:\Dllregsvr\GDS3500\Runtime
- 11) mcpfunctionmanager.dll = C:\Dllregsvr\GDS3500\Runtime
- 12) mcpflowcontroller.dll = C:\Dllregsvr\GDS3500\Runtime
- 13) mcpfilemanager.dll = C:\Dllregsvr\GDS3500\Runtime
- 14) mcpdatastore.dll = C:\Dllregsvr\GDS3500\Runtime
- 15) mcpcoredll.dll = C:\Dllregsvr\GDS3500\Runtime
- 16) mcpcommon.dll = C:\Dllregsvr\GDS3500\Runtime

ADMS concern associated with these patches: SDF429

IDS Patch IDS-41_1_upd.zip should go into production this afternoon, March 6, 2006.

- The reason(s) for this patch:

IDS - B42 V229 Power Liftgate Patch Request

V229 Power Liftgate Programming for campaign

- IDS Files Affected:

- 1) 6F2T-14C121-AA.zip = C:\Program Files\Ford Motor Company\Calibration_Files_To_Patch

- 2) P397_IC_CORE.xml = C:\Program Files\Ford Motor Company\IDS\XMLFiles
- 3) P221_IC_CORE.xml = C:\Program Files\Ford Motor Company\IDS\XMLFiles
- 4) V229_LTM_MODE_FACTORY.xml = C:\Program Files\Ford Motor Company\IDS\XMLFiles
- 5) V229_LTM_CORE.xml = C:\Program Files\Ford Motor Company\IDS\XMLFiles
- 6) MODULE_INFORMATION.xml = C:\Program Files\Ford Motor Company\IDS\XMLFiles
- 7) vsicommscomponents.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime

- 8) MCPSupport.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 9) MCPPrsyscall.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 10) mcpmodefactory.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 11) mcpfunctionmanager.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 12) mcpflowcontroller.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 13) mcpfilemanager.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 14) mcpdatastore.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 15) mcpcoredll.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\
- 16) mcpcommon.dll = C:\Program Files\Ford Motor Company\IDS\DIIRegSvr\Runtime\

ADMS concern associated with these patches: SDF428

[Please contact Steve Ferrari if you need any additional information.](#)

Thanks,
Antonietta

From: Krawczyk, Kevin (R.)
Sent: Friday, March 03, 2006 10:41 AM
To: Villemonte, Gary (G.C.)
Cc: Dahabra, Mouhanad (M.C.); Judson, Roger (R.); Amis, Paul (P.); Bacon, Jim (J.D.); Brelian, Eby (E.); Burchett, Mike (M.A.); 'Candea, Tom'; 'Earl, Brian'; Groves, Clive (C.J.); Jardine, Lee (L.A.); Judson, Roger (R.); Kan, Michael (Y.); Kay, Jeffrey (.); Kulmaczewski, David (D.M.); Lee, Terry (J.T.); 'Lindauer, Mark'; 'Mee, Geoff'; Merchak, Kathleen (K.M.); Peczynski, David (D.S.); Salamon, Peter (P.F.); Saylor, Eric (E.L.); Schroeder, Justin (J.G.); Stratton, Steve (S.B.); Taberham, Paul (P.); Terzes, Laura (L.D.); Weaver, Dick (R.T.); Wood, Daniel (D.P.); Zilinskas, Steve (S.E.)
Subject: RE: WDS B42 CD Audit Kits/Status

Gary,

I just got verbal confirmation from Sony, that all the WDS B42 disks, for the U.S., Canada, and Mexico will ship today 3/3/06, with a delivery date on Monday. All other disks will be distributed via the normal process.

Kevin Krawczyk
Ford Motor Company
Rotunda Diagnostic &
Technician Tool Program
FBP3, 1555 Fairlane Dr.
Allen Park Mi 48101
313-248-9730

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

From: Villemonte, Gary (G.C.)
Sent: Thursday, March 02, 2006 2:20 PM
To: Krawczyk, Kevin (R.)
Cc: Dahabra, Mouhanad (M.C.); Judson, Roger (R.); Amis, Paul (P.); Bacon, Jim (J.D.); Brelian, Eby (E.); Burchett, Mike (M.A.); Candea, Tom; Earl, Brian; Groves, Clive (C.J.); Jardine, Lee (L.A.); Judson, Roger (R.); Kan, Michael (Y.); Kay, Jeffrey (.); Krawczyk, Kevin (R.); Kulmaczewski, David (D.M.); Lee, Terry (J.T.); Lindauer, Mark; Mee, Geoff; Merchak, Kathleen (K.M.); Peczynski, David (D.S.); Salamon, Peter (P.F.); Saylor, Eric (E.L.); Schroeder, Justin (J.G.); Stratton, Steve (S.B.); Taberham, Paul (P.); Terzes, Laura (L.D.); Villemonte, Gary (G.C.); Weaver, Dick (R.T.); Wood, Daniel (D.P.); Zilinskas, Steve (S.E.)
Subject: WDS B42 CD Audit Kits/Status

Kevin,

DSP has verified Audit Kit contents and software, and you can provide Sony with the OK to Ship, for tomorrow 3/3/06. Please advise regarding the actual date Sony ships, thanks.

Gary Villemonte
Product Release Management
DSP
gvillemo@ford.com
phone: 206-2211

Freestar / Monterey Power Liftgate Concern

Summary of 17 Vehicles with Concerns
as of 10/5/05

Month of Production

Jun-04	2	first month of Pwr Liftgate production
Jul-04	0	no production
Aug-04	1	
Sep-04	6	
Oct-04	3	
Nov-04	1	
Dec-04	3	
Jan-05	0	
Feb-05	1	
	<u>17</u>	

Month of Repair/Report

Feb-05	1
Mar-05	2
Apr-05	1
May-05	1
Jun-05	2
Jul-05	3
Aug-05	4
Sep-05	<u>3</u>
	17

Time-in-Service

1	5
2	0
3	1
4	1
5	1
6	2
7	2
8	1
9	1
10	0
11	2
12	<u>1</u>
	17

Freestar	16
Monterey	1

Data Source of Reports

AWS	14
CQIS	4
MORS	<u>2</u>
	20
	(3 duplicates)