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**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, June 13, 2008 10:47 AM  
**To:** Bush, Janet (J.K.); Londy, George (G.L.)  
**Cc:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** 9C968 Pressure Regulator and Atomizer

**Attachments:** 9C968 Delivery 2008\_01.xls; 9C968 Delivery 2008\_02 (2).xls

Attached at the results for recent parts (May). All parts are defective. The three new parts just received were shipped to T-GFI yesterday and their Quality Manager, Sean Carney, indicated that he would have the reports in a week or so. At this point and after reading the report so far with respect to failure modes. I would not expect to see TNI's. Consider that 3 of 4 vehicle repaired recently are on their 2nd pressure regulator or atomizer. One vehicle had three regulator replaced in 67,000 miles.....



9C968 Delivery  
2008\_01.xls (40...



9C968 Delivery  
2008\_02 (2).xls...

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

CECEP Claim Information  
 All CA Program  
 WPRC Shipped Parts  
 05/12/08

Tag Number	ER Reference	Model Year	Vehicle Line	Repair Date	Tag Date	RO Number	VIN	Miles	Dealer P&A Code	Engine Family	Part Prefix	Part Base	Part Suffix	Part Name	Ship Date	Test Results (Y/N/W)	Failure Description PLEASE do NOT use COMMAS	Shipping Info					
																		Box #	RAC	ID	Contact	CA	
0215691064	25987165	2003	F150 4X2	4/3/2008	4/15/2008	460677	2FTPX17Z53C	21058	06081	3FMXT05.4RF8	2L3Z	9C968	AB	REGULATOR - FUE	5/12/2008	n	failed pintle valve	1014062	CA06	'68	ARTHUR WIARY		
0215358065	0	2003	F150 4X2	3/26/2008	4/4/2008	487813	2FTPF17Z63C	77035	08714	3FMXT05.4RF8	3L3Z	9C968	AB	REGULATOR - FUE	5/12/2008	n	defective O-Ring	1014062	CA06	'68	ARTHUR WIAR N		

CECEP Claim Information  
 All CA Program  
 WPRC Shipped Parts  
 06/02/08

Tag Number	ER Reference	Model Year	Vehicle Line	Repair Date	Tag Date	RO Number	VIN	Miles	Dealer P&A Code	Engine Family	Part Prefix	Part Base	Part Suffix	Part Name	Ship Date	Test Results (Y/N/W)	Failure Description PLEASE do NOT use COMMAS	Box #	RAC	ID	Contact	CA
0216762340	0	2003	F150 4X2	4/8/2008	5/16/2008	490723	2FTPF17ZX3C [REDACTED]	69253	08714	3FMXT05.4RF8	3L3Z	9C968	AB	REGULATOR - FUE	6/2/2008	n	failed O-Ring	1014162	CA06	'68	ARTHUR WIARD	n
□																						

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**From:** Bush, Janet (J.K.)  
**Sent:** Friday, August 22, 2008 10:47 AM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** McRoy, Gitanjali (G.); Londy, George (G.L.)  
**Subject:** 9C968 Test Results

Art, I need to update the test results in our database for the 9C968. I need the test results, VIN, R0#, state, mileage. You can use the electronic files that I send you that are supposed to correspond to the deliveries. My database shows only two test results to date. I need your help please.

Thanks.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Bush, Janet (J.K.)  
**Sent:** Friday, September 19, 2008 2:05 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** CECEP All State Part Delivery #2008-05 - 9C968 & 2008\_03 (9G756)

**Attachments:** 9C968 Delivery 2008\_05.xls; 9G756 Delivery 2008-03.xls

A package(s) containing California Emission Component Evaluation Program (CECEP) component(s) (**9C968/Regulator and 9G756 Injector Fuel Pressure Sensor**) has been shipped to **Art Wiard** from Ford Motor Company's Warranty Parts Analysis Center (WPAC). These parts have been returned to Ford Motor Company as part of the CECEP Program and require your immediate attention. The package is identified with a green "CARB PART" sticker on the outside.

These parts must be tested on a timely basis and the test results electronically forwarded to the CECEP Program Administration ([jbush2@ford.com](mailto:jbush2@ford.com)). The attached file contains claim information and should be used for transmittal of test results. Two columns ("Test Results" and "Failure Description") are incorporated in this file. Valid test results are:

- Y=Pass;
- N=Failure; or
- W=Wrong Part/Incomplete part (cannot be tested)
- If the part is determined to be a "failure", please add a concise description of failure mode/cause to the "Failure Description" column. **(Note: Please do not use commas). Please return the file with all the test results/comments to [jbush2@ford.com](mailto:jbush2@ford.com).**

If you should receive a "Wrong Part", please do not dispose it but return the part and tag to Janet Bush (Ford Motor Company, 0000 Rotunda, 13H006/Mail Drop #1107, Dearborn, MI 48124). A "wrong/incomplete" part is defined as any part that is:

- Completely wrong part (e.g. PCV Valve instead of HEGO);
- Correct part but wrong vehicle application (e.g. should have been for a Taurus but was from an F Series truck);
- Sent to incorrect party for testing; or
- Part is incomplete/damaged so that it cannot be tested as received

Failure to comply with the CECEP requirements on a timely basis could result in severe consequences. Please give these parts your prompt attention. **Please supply test results by October 27, 2008.**

If you have any questions, please feel free to contact me (313.248.5153, [jbush2@ford.com](mailto:jbush2@ford.com)).



9C968 Delivery  
2008\_05.xls (35...



9G756 Delivery  
2008-03.xls (35...

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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CECEP Claim Information  
All CA Program  
WPRC Shipped Parts  
09/16/08

Tag Number	ER Reference	Model Year	Vehicle Line	Repair Date	Tag Date	RO Number	VIN	Miles	Dealer P&A Code	Engine Family	Part Prefix	Part Base	Part Suffix	Part Name	Ship Date	Test Results (Y/N/W)	Failure Description PLEASE do NOT use COMMAS	Shipping Info			Contact	CA
																		Box #	Rac	ID		
0218987687	0	2003	F150 4X2	7/9/2008	7/29/2008	463968	2FTPF17Z73C	74138	06081	3FMXT05.4RF8	2L3Z	9C968	AB	REGULATOR - FUEL PRESSURE	9/16/2008 10:53			1014528	CA06	68	ARTHUR WIARD	Y
0219429881	28086001	2005	E450 SUPER DUTY	7/30/2008	8/13/2008	620539	1FDXE45S25F	34384	06085	5FMXH06.8EH5	3F2Z	9G756	AC	SENSOR - FUEL INJECTOR PRESSURE	9/16/2008 10:53			1014528	CA06	68	ARTHUR WIARD	Y

CECEP Claim Information  
All CA Program  
WPRC Shipped Parts  
09/16/08

Tag Number	ER Reference	Model Year	Vehicle Line	Repair Date	Tag Date	RO Number	VIN	Miles	Dealer P&A Code	Engine Family	Part Prefix	Part Base	Part Suffix	Part Name	Ship Date	Test Results (Y/N/W)	Failure Description PLEASE do NOT use COMMAS	Shipping Info			Contact	CA
																		Box #	Rac	ID		
0218987687	0	2003	F150 4X2	7/9/2008	7/29/2008	463968	2FTPF17Z73C	74138	06081	3FMXT05.4RF8	2L3Z	9C968	AB	REGULATOR - FUEL PRESSURE	9/16/2008 10:53			1014528	CA06	68	ARTHUR WIARD	Y
0219429881	28086001	2005	E450 SUPER DUTY	7/30/2008	8/13/2008	620539	1FDXE45S25F	34384	06085	5FMXH06.8EH5	3F2Z	9G756	AC	SENSOR - FUEL INJECTOR PRESSURE	9/16/2008 10:53			1014528	CA06	68	ARTHUR WIARD	Y



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**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, June 25, 2008 4:13 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** CECEP All State Part Delivery #2008-04 - 9C968

**Attachments:** 9C968 Delivery 2008\_04.xls

A package(s) containing California Emission Component Evaluation Program (CECEP) component(s) (**9C968/Regulator**) has been shipped to **Art Wiard** from Ford Motor Company's Warranty Parts Analysis Center (WPAC). These parts have been returned to Ford Motor Company as part of the CECEP Program and require your immediate attention. The package is identified with a green "CARB PART" sticker on the outside.

These parts must be tested on a timely basis and the test results electronically forwarded to the CECEP Program Administration ([jbush2@ford.com](mailto:jbush2@ford.com)). The attached file contains claim information and should be used for transmittal of test results. Two columns ("Test Results" and "Failure Description") are incorporated in this file. Valid test results are:

- Y=Pass;
- N=Failure; or
- W=Wrong Part/Incomplete part (cannot be tested)
- If the part is determined to be a "failure", please add a concise description of failure mode/cause to the "Failure Description" column. **(Note: Please do not use commas). Please return the file with all the test results/comments to [jbush2@ford.com](mailto:jbush2@ford.com).**

If you should receive a "Wrong Part", please do not dispose it but return the part and tag to Janet Bush (Ford Motor Company, 0000 Rotunda, 13H006/Mail Drop #1107, Dearborn, MI 48124). A "wrong/incomplete" part is defined as any part that is:

- Completely wrong part (e.g. PCV Valve instead of HEGO);
- Correct part but wrong vehicle application (e.g. should have been for a Taurus but was from an F Series truck);
- Sent to incorrect party for testing; or
- Part is incomplete/damaged so that it cannot be tested as received

Failure to comply with the CECEP requirements on a timely basis could result in severe consequences. Please give these parts your prompt attention. **Please supply test results by August 1, 2008.**

If you have any questions, please feel free to contact me (313.248.5153, [jbush2@ford.com](mailto:jbush2@ford.com)).



9C968 Delivery  
2008\_04.xls (40...

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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CECEP Claim Information  
 All CA Program  
 WPRC Shipped Parts  
 06/23/08

Tag Number	ER Reference	Model Year	Vehicle Line	Repair Date	Tag Date	RO Number	VIN	Miles	Dealer P&A Code	Engine Family	Part Prefix	Part Base	Part Suffix	Part Name	Ship Date	Test Results (Y/N/W)	Failure Description PLEASE do NOT use COMMAS	Shipping Info				
																		Box #	RAC	ID	Contact	CA
0217391631	27235412	2003	F150 4X4	5/27/2008	6/5/2008	346025	2FTPF18Z53C [REDACTED]	31144	06368	3FMXT05.4RF8	2L3Z	9C968	AB	REGULATOR - FUE	6/24/2008			1014245	CA06	'68	ARTHUR WIAY	

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**From:** Chris Green [cgreen@teleflexgfi.com]  
**Sent:** Wednesday, October 22, 2008 3:38 PM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** Raheel Iftikhar; Ray Neakpur  
**Subject:** Document discussing Noise on P90-900 regulator on Ford BFIM CNG vehicle.

**Attachments:** P90-100 BFIM Regulator Noise Discussion Oct 2002.pdf



P90-100 BFIM  
Regulator Noise D...

Arthur:

A colleague here heard the discussion on the P90-100 regulator and found this historical document.

It seems there may have been indications of this problem VERY early on.

The suggested changes may still be appropriate.

--

Chris Green  
TeleflexGFI  
(519) 576-4270 ext 239  
cgreen@teleflexgfi.com

October 15, 2002

Subject: **Design Inputs**

For: **Unbalanced Regulator on BFIM (Bi-Fuel Injection Module) Vehicle  
Model P90-100  
S/N 000110**

By: Ernie Scholtz  
Product Engineer

Background: On or about September 19, 2002, Ford Motor Company reported an unusual noise being produced at the CNG regulator. The noise description, as agreed by Ernie Scholtz, Mike Horgan, Dave Vanderwalker, Jim Herber and Dave Gregoricka, was a "random metallic rattle". It was further characterized as:

- Its frequency did not track engine rpm.
- The noise was audible to the naked ear at all engine rpm, both
  - From inside the cab,
  - And standing in front of engine, with hood raised.

Disassembly of the regulator revealed that wear was occurring on the diaphragm stop face that is in contact with the pintle retainer. This wear is not evident on Compuvalve-equipped vehicles.

There is a design clearance of 0.006-0.020" (axial) in the pintle retainer/diaphragm stop assembly. It has been postulated that the BFIM injector timing and pulse-width causes considerable variations in the FAP (Fuel Absolute Pressure) in the fuel rail. These variations are thought to excite the action of the pintle assembly, causing a pulse-driven resonance. Ford is continuing work on characterizing the fuel rail pressure downstream of the regulator to determine the exact nature of these fuel rail pressure fluctuations.

In the meantime, it appears, through testing and disassembly, that this wear condition is not present on Compuvalve-equipped regulators.

*Therefore, we are proceeding with some design solutions, but must first produce a list of design inputs (This list pertains only to possible regulator solutions; system solutions are being addressed by Ford.)*

#### **DESIGN INPUTS** (in random order, not in order of importance)

1. Because of time constraints with Job One, the solution must be easily fitted and integrated into the current regulator design.
2. The solution must eliminate the axial clearance between the retainer and diaphragm stop, while allowing enough resilience to provide freedom for the pintle to seal.
3. The regulator must perform (setpoint, maximum flow, tank droop, flow droop and hysteresis) better than or equal to the current production version.
4. The solution cost must be minimal.
5. The solution must eliminate the wear being observed on the BFIM vehicles.
6. The solution must require no new assembly tooling.
7. The solution must use current TeleflexGFI components, where possible.
8. The solution must withstand the current system requirements for pressure, temperature, and life.

9. The solution must contain the pintle/diaphragm assembly through all pressure and flow conditions characteristic of the BFIM system.
- 10.

Oct. 15/2002.  
Design Alternatives for "Noisy" Regulator Issue.

- (A00311)
- 1) Add o-ring to Diaphragm stop assembly at End Cap.
  - 2) Add spring to End Cap / Redesign end cap to accommodate spring.
  - 3) Add bore to FSP Adapter + incorporate balanced regulator paddle.
- 

Design Alternative 3 would eliminate the .055"  $\emptyset$  tank-pressure hole.

Question: Would the clearance between paddle stem & bore be enough to act as a substitute for the 0.055"  $\emptyset$  hole.

$$\text{Area of } .055" \emptyset \text{ hole} = \frac{\pi (.055)^2}{4} = \underline{\underline{.00238 \text{ in}^2}}$$

Scenario A: Assume 0.001" annulus over the 0.158"  $\emptyset$

$$= \frac{\pi (.159^2 - .158^2)}{4} = \frac{\pi (.000317)}{4} = .00025 \text{ in}^2$$

Scenario B: Assume 0.002" annulus over the 0.158"  $\emptyset$

$$= \frac{\pi (.160^2 - .158^2)}{4} = \frac{\pi (.000636)}{4} = .0005 \text{ in}^2$$

... See next page.

---

**From:** Sean Carney [scarney@teleflexgfi.com]  
**Sent:** Thursday, June 19, 2008 3:58 PM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman'

Hello Arthur,

We have completed our initial failure analysis on the 3 brass CNG regulators that you returned last week. The following is the information that I can provide at this time.

1. Part # P90-900 built on June 21, 2005 serial # 091059R – (customer complaint of gas leak at 37,481 miles) Teardown results have found a broken and heavily extruded pintle seal as well as signs of compressor oil within the vehicle fuel system. Since a P90-900 regulator is a rebuilt regulator the warranty period on this product is 1 year.
2. Part # P90-100 built on May 7, 2003 serial # 001734 – (customer complaint of gas leak at 61,728 miles) Teardown results has found that it also had a broken pintle seal and an extreme presence of water and/or coolant. This model of regulator was a built as new and carried a 3 year 50,000 mile warranty.
3. Part # P90-900 built on January 8, 2007 serial # 091630R – (customer complaint of regulator coming apart at 62,937 miles) Teardown results indicate no fault found. The pintle stem was not broken prior to dis-assembly and all other functional areas were in good working order. Since a P90-900 regulator is a rebuilt regulator the warranty period on this product is 1 year.

I hope that this information is of use.

Regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 807-2710  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*



---

**From:** Sean Carney [scarney@teleflex.com]  
**Sent:** Thursday, September 11, 2008 2:38 PM  
**To:** 'Cindy Canning-Smith'; 'Chris Green'; 'Krista Cluchey'; 'Tom McIver'; Andrew Lakerdas; 'Stan Kwadrans'; 'Hank Wagner'  
**Cc:** 'Brian Chipman'; Wiard, Arthur (A.R.); 'John Sinnott'  
**Subject:** Ford Visit to Teleflex

Team,

I just got off the phone with Arthur Wiard from Ford. Arthur is a Senior Product Design Engineer that is working with our past product lines from the LPG and CNG business. Due to a high level of field failures particularly with our small body regulator Arthur and his Team would like to schedule a visit to Teleflex in the very near future. While Arthur and his Team are here they would like to witness a build of P90-900 regulators. I have copied Arthur on this email and ask that the Teleflex Team meet internally to determine when the next build and visit could be coordinated together and follow up with Arthur.

Arthur – Our Quality Manager at TeleflexGFI is Krista Cluchey. Krista is copied on this email and can also be reached at;

(519) 576-4270 ext. 312

Regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 807-2710  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Sean Carney [scarney@teleflexgfi.com]  
**Sent:** Thursday, July 17, 2008 7:33 AM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman'; cgreen@teleflexgfi.com  
**Subject:** FW: 2003 MY Bi-Fuel Trucks

Hello Arthur,

I believe that the information noted below from Chris Green at TeleflexGFI to Marie Wilson should answer your question. From what I see the part # that you have mentioned is a CNG regulator that we did not hold the certification responsibility for. If you have further questions of this nature I would suggest contacting Chris Green directly. Chris can be reached at (519) 5767-4270 ext. 239.

Best regards,

Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3

Office - (519) 576-4270 ext 276  
Cell - (519) 807-2710  
Fax - (519) 576-3995  
Web - www.teleflexgfi.com

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

From: Chris Green [mailto:cgreen@teleflexgfi.com]  
Sent: Monday, July 14, 2008 1:27 PM  
To: Wilson, Marie (M.)  
Subject: Re: 2003 MY Bi-Fuel Trucks

Marie:

You're right there is some confusion. I had written down that we were discussing MY 2003 F150 CNG Bi-Fuel vehicles. This seemed to fit with the earlier e-mail discussions or "T-GFI/ NGV - CARB Issues" and the discussions of regulator failures we had been having with Ford. But if this involves LPG trucks that is a new wrinkle I hadn't heard about.

The part numbers you referenced are:

2L34 9C968 AA ---P90-900 this is a CNG Regulator from the MY 2003 F150  
CNG Bi-Fuel Eng Family 3FMXT05.4RF2  
3L34 9C968 AA ---LP226 this is a LPG Vapourizer from the MY 2000 F150  
LPG Bi-Fuel Eng Family YG9XT05.45NP or 6NP  
3L34 9C968 BA ---LP227 this is a LPG Vapourizer from the MY P131 Truck  
LPG Bi-Fuel Eng Family YG9XH06.87CP or 8CP

Could you fill me in on what the details of the issue(s) are on these vehicles or parts.

Feel free to e-mail or call in response.

Chris Green  
TeleflexGFI  
(519) 576-4270 ext 239  
cgreen@teleflexgfi.com

Wilson, Marie (M.) wrote:

> Some how we have miss communicated. This concern involves the LPG  
> package which we believe is certified under 3G9XT05.46NP. See also  
> background e-mail between you and my boss, Mike Fuher.

>

>

>

>

> Marie Wilson  
> Ford Motor Company  
> Vehicle Environmental Engineering  
> Emissions, Recycling, Planning & Compliance  
> Phone: 313-248-2404 Fax: 313-594-0338 MWILSO18@FORD.COM

>

> -----Original Message-----

> From: Chris Green [mailto:cgreen@teleflexgfi.com]

> Sent: Friday, July 11, 2008 4:52 PM

> To: Wilson, Marie (M.)

> Subject: Re: 2003 MY Bi-Fuel Trucks

>

> Marie:

>

> As I mentioned on the phone I had thought I researched this issue  
> previously and found we were not the manufacturer of record on this  
> vehicle.

>

> So I went back and checked our certification database and found that  
> we did not certify a CNG/gas F150 for 2003.

>

> I went and checked the CARB database  
> <http://www.arb.ca.gov/msprog/onroad/cert/cert.php#6> and found there  
> were no CNG/gas bi-fuel certifications for the 5.4 in 2003 under  
> TeleflexGFI. I did however find that there was a Ford bi-fuel CNG/gas  
> 5.4 F150 certified in 2003. I have attached the E.O for reference.

>

> This information agrees with what I remembered finding the last time I  
> investigated this issue which is that we were not the manufacturer of

> record for the vehicles that are having the warranty issues.  
 >  
 > Feel free to give me a call if you would like to discuss this further.  
 >  
 > Chris Green  
 > TeleflexGFI  
 > (519) 576-4270 ext 239  
 > cgreen@teleflexgfi.com  
 >  
 >  
 >  
 > Wilson, Marie (M.) wrote:  
 >  
 >> Per our phone conversation: here are the parts involved in the claims  
 >> that we have received. We have some cross reference with your parts  
 >> as well. Hopefully this is helpful.  
 >>  
 >> Ford Service Part Number                                  TGFI (Drawing or  
 >> part number)  
 >>  
 >> 2L3Z 9C968 AB  
 >> 3L3Z 9C698  
 >> AB  
 >>  
 >  
 >  
 >> These are actual repair parts from the service claims  
 >>  
 >>                BB  
 >>  
 >>  
 >> 2L34 9C968 AA -----P90-900  
 >> 3L34 9C968 AA  
 >> -----LP226  
 >>  
 >  
 >  
 >> This info from related part drawings  
 >>  
 >> 3L34 9C968 BA -----LP227  
 >>  
 >>  
 >>  
 >> Thank you.  
 >>  
 >> \*Marie Wilson\*  
 >> \*Ford Motor Company\*  
 >> \*Vehicle Environmental Engineering \*  
 >> \*Emissions, Recycling, Planning & Compliance\*  
 >> \*Phone: 313-248-2404 Fax: 313-594-0338\*

>> \*MWILSO18@FORD.COM\*

>>

>>

>>

>> -----

>>

>> Subject:

>> FW: GFI Re-Certification of Ford Test Groups

>> From:

>> "Fuher, Michael (M.J.)" <mfuher@ford.com>

>> Date:

>> Thu, 10 Jul 2008 15:52:52 -0400

>> To:

>> "Wilson, Marie (M.)" <mwilso18@ford.com>

>>

>> To:

>> "Wilson, Marie (M.)" <mwilso18@ford.com>

>>

>>

>> Here's my email exchange with the TGFI cert contact, for your reference.

>>

>>

>> Thanks, Mike Fuher

>> Supervisor, In-Use Emissions Compliance

>> Ford Motor Company, Vehicle Environmental Engineering

>> Phone: 313-323-0403; Mobile: 313-575-5353

>>

>>

>>

>> \_\_\_\_\_

>>

>> From: Chris Green [mailto:cgreen@teleflexgfi.com]

>> Sent: Friday, December 14, 2007 2:46 PM

>> To: Fuher, Michael (M.J.)

>> Cc: Cindy Canning-Smith; Uwe Thamm

>> Subject: Re: GFI Re-Certification of Ford Test Groups

>>

>>

>> Mike:

>>

>> Unfortunately I don't have the original Ford engine family names for the

>> vehicles we re-certified for bi-fuel operation but I can give you a list

>> of our engine family names, the MY, vehicle type and fuels. We have

>> been doing bi-fuel Ford vehicles since 1994 but I will limit my list to

>> MY 2000 and later (if you need further back let me know).

>>

>> Regarding your question: I can see in the EPA website there is a GFI

>> test group called 3G9XT05.46NP for example. Did this replace a certain

>> Ford test group? If yes, did it cover all units in that test group, or

>> just a limited number of units? The number you mention is for a MY 2003

>> bi-fuel LPG/petrol F150 pickup truck. As I mentioned I don't know which  
>> Ford engine family this number replaced but it would not have replaced  
>> all the Ford units with the original Ford engine family number since the  
>> vast majority of the original Ford engine family units were sold as  
>> petrol vehicles.

>>

>> You may notice for MY2000 there are two engine families for the same  
>> truck. This was for the regular and super-cab pickups. There was a  
>> difference in gasoline fuel tank size which required an separate engine  
>> family.

>>

>> YG9XV02.01EN - MY 2000 - Contour - CNG/petrol  
>> YG9XT05.45NN - MY 2000 - F150 2wd/4wd - CNG/petrol  
>> YG9XT05.46NN - MY 2000 - F150 2wd/4wd - CNG/petrol  
>> YG9XT05.45NP - MY 2000 - F150 2wd/4wd - LPG/petrol  
>> YG9XT05.46NP - MY 2000 - F150 2wd/4wd - LPG/petrol

>>

>> 1G9XT05.46NP - MY 2001 - F150 2wd/4wd - LPG/petrol  
>> 1G9XT05.46NN - MY 2001 - F150 2wd/4wd - CNG/petrol

>>

>> 2G9XT05.46NP - MY 2002 - F150 2wd/4wd - LPG/petrol  
>> 2G9XT05.46NN - MY 2002 - F150 2wd/4wd - CNG/petrol

>>

>> 3G9XT05.46NP - MY 2003 - F150 2wd/4wd - LPG/petrol  
>> I believe the 2003 CNG bi-fuel was taken "in-house" by Ford and  
>> certified under a Ford engine family.

>>

>> 4G9XT05.46NP - MY 2004 - F150 2wd/4wd - LPG/petrol

>>

>> End of QVM bi-fuel vehicle program with Ford.

>>

>> I hope this gives you the information you need.

>>

>> Chris Green  
>> TeleflexGFI  
>> (519) 576-4270 ext 239  
>> cgreen@teleflexgfi.com

>>

>>

>> Fuher, Michael (M.J.) wrote:

>>

>> Hi Chris. I work in Ford's in-use emissions compliance area.

>>

>> Can you please share with me the list of Ford test groups that  
>> Ford originally certified, but then GFI later recertified, and for which  
>> GFI is now the official manufacturer of record?

>>

>> I can see in the EPA website there is a GFI test group called  
>> 3G9XT05.46NP for example. Did this replace a certain Ford test group?  
>> If yes, did it cover all units in that test group, or just a limited

>> number of units?

>>

>> Thanks, Mike Fuher

>> Supervisor, In-Use Emissions Compliance

>> Ford Motor Company, Vehicle Environmental Engineering

>> Phone: 313-323-0403; Mobile: 313-575-5353

>>

>>

>>

---

>> From: Steel, Stuart (S.)

>> Sent: Thursday, December 13, 2007 9:33 AM

>> To: Fuher, Michael (M.J.); Gumz, Melanie (M.)

>> Cc: Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy

>> (A.L.)

>> Subject: RE: T-GFI/ NGV - CARB Issues

>>

>>

>> Chris Green, Cgreen@teleflexgfi.com. He knows of your request.

>>

>> That test group number is very familiar to me so I think that

>> was one of the test groups from which vehicles were recertified after

>> conversion.

>>

>> I believe they used the same test group number apart from

>> replacing the FM with a GFI acronym (but that is a bit of a memory

>> stretch...)

>>

>> There were other test groups in each model year since we

>> modified regular cab and super cab vehicles which fell into different

>> test groups because (I think) of fuel tank size.

>>

>> Stuart

>>

---

>> From: Fuher, Michael (M.J.)

>> Sent: Thursday, December 13, 2007 9:19 AM

>> To: Steel, Stuart (S.); Gumz, Melanie (M.)

>> Cc: Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy

>> (A.L.)

>> Subject: RE: T-GFI/ NGV - CARB Issues

>>

>> How can we ascertain if TGFI re-certified units originally

>> certified to the 2003 MY Ford test group 3FMXT05.4RF8? Is there a TGFI

>> cert contact?

>>

>> Thanks, Mike Fuher

>> Supervisor, In-Use Emissions Compliance

>> Ford Motor Company, Vehicle Environmental Engineering

>> Phone: 313-323-0403; Mobile: 313-575-5353

>>

>>

>>  
>> 

---

  
>> From: Steel, Stuart (S.)  
>> Sent: Thursday, December 06, 2007 2:59 PM  
>> To: Gumz, Melanie (M.); Fuher, Michael (M.J.)  
>> Cc: Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy  
>> (A.L.)  
>> Subject: RE: T-GFI/ NGV - CARB Issues  
>>

>> I think the only CNG bi-fuel vehicles certified by TGFI were:  
>> 95(??) thru 2003 bi-fuel CNG F150 and 97(??) thru 2000 bi-fuel Contour  
>> (CDW27).  
>>

>> I only arrived in 2000CY so I am unsure about how many model  
>> years before 2000MY were certified by TGFI.  
>>

>> A CNG regulator would have been added at the QVM upfitting stage  
>> and would not have been part of any Ford certification application (in  
>> my recollection). The vehicles that became bi-fuel vehicles at the QVM  
>> plant were fully produced as gasoline and certified by Ford, shipped  
>> direct from the Ford assembly plant to the upfitters and only there  
>> would the CNG components be added. As the vehicles left the upfitters  
>> they fell under the TGFI certification.  
>>

>> TGFI also recertified bi-fuel LPG vehicles from 97 thru 2003 but  
>> these would not have had a CNG regulator assembly added.  
>>

>> Stuart  
>>  
>>

>> 

---

  
>> From: Gumz, Melanie (M.)  
>> Sent: Thursday, December 06, 2007 2:19 PM  
>> To: Fuher, Michael (M.J.); Steel, Stuart (S.)  
>> Cc: Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy  
>> (A.L.)  
>> Subject: RE: T-GFI/ NGV - CARB Issues  
>>

>> Mike, I am not the expert in bi-fuel vehicles, I think Stuart is  
>> in a better position to answer your q's as he worked on the program when  
>> the vehicles were built and is more familiar w/ the arrangement b/w Ford  
>> and GFI.  
>>

>> Stuart, could you please answer Mike's questions or refer him to  
>> a source for this info? Thanks.  
>>

>> Melanie Gumz  
>> Maintenance and Light Repair Supervisor  
>> Service Engineering Operations - Service Product Development  
>> Ford Customer Service Division  
>> Phone: (313) 84-54286 Fax: (313) 62-16526  
>> In the office Mon/Tues/Wed Telecommute Thurs



>> Job-Share Partner: Amy Lamb (alamb)

>>

>>

>>

>> 

---

From: Fuher, Michael (M.J.)

>> Sent: Wednesday, December 05, 2007 12:42 PM

>> To: Gumz, Melanie (M.)

>> Cc: Londy, George (G.L.); Bush, Janet (J.K.)

>> Subject: RE: T-GFI/ NGV - CARB Issues

>>

>> Melanie,

>> Can you please explain which vehicles you believe have been  
>> re-certified by GFI and for which Ford is no longer the manufacturer of  
>> record? Which MY's, models, engines, etc.

>>

>> Thanks, Mike Fuher

>> Supervisor, In-Use Emissions Compliance

>> Ford Motor Company, Vehicle Environmental Engineering

>> Phone: 313-323-0403; Mobile: 313-575-5353

>>

>>

---

**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, June 03, 2008 2:15 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** FW: CECEP All State Part Delivery #2008-02 - 9C968

**Attachments:** CECEP All State Part Delivery #2008-01 - 9C968

Here's the email for the one you were mentioned below. The spreadsheet should be in there.



CECEP All State  
Part Delivery ...

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, June 03, 2008 2:12 PM  
**To:** Bush, Janet (J.K.)  
**Subject:** RE: CECEP All State Part Delivery #2008-02 - 9C968

**Received the part already and it's on it's way to T-GFI. I would envision about two weeks for analysis. I have the results from the last one that was sent to T-GFI, which also had a defective pintle valve. Was this part one a CARB part as well?(sent in about two weeks ago), cause if it was, I don't know what I did with your Excel SS showing it. (I called you and left message)**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, June 03, 2008 1:58 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** CECEP All State Part Delivery #2008-02 - 9C968

A package(s) containing California Emission Component Evaluation Program (CECEP) component(s) (**9C968/Regulator**) has been shipped to **Art Wiard** from Ford Motor Company's Warranty Parts Analysis Center (WPAC). These parts have been returned to Ford Motor Company as part of the CECEP Program and require your immediate attention. The package is identified with a green "CARB PART" sticker on the outside.

These parts must be tested on a timely basis and the test results electronically forwarded to the CECEP Program Administration ([jbush2@ford.com](mailto:jbush2@ford.com)). The attached file contains claim information and should be used for transmittal of test results. Two columns ("Test Results" and "Failure Description") are incorporated in this file. Valid test results are:

- Y=Pass;
- N=Failure; or
- W=Wrong Part/Incomplete part (cannot be tested)
- If the part is determined to be a "failure", please add a concise description of failure mode/cause to the "Failure Description" column. **(Note: Please do not use commas). Please return the file with all the test results/comments to [jbush2@ford.com](mailto:jbush2@ford.com).**

If you should receive a "Wrong Part", please do not dispose it but return the part and tag to Janet Bush (Ford Motor Company, 0000 Rotunda, 13H006/Mail Drop #1107, Dearborn, MI 48124). A "wrong/incomplete" part is defined as any part that is:

- Completely wrong part (e.g. PCV Valve instead of HEGO);
- Correct part but wrong vehicle application (e.g. should have been for a Taurus but was from an F Series truck);
- Sent to incorrect party for testing; or
- Part is incomplete/damaged so that it cannot be tested as received

Failure to comply with the CECEP requirements on a timely basis could result in severe consequences. Please give these parts your prompt attention. **Please supply test results by July 11, 2008.**

If you have any questions, please feel free to contact me (313.248.5153, [jbush2@ford.com](mailto:jbush2@ford.com)).

<< File: 9C968 Delivery 2008\_02.xls >>

*Janet K. Bush*

California Emission Component Evaluation Program Administrator  
Building 1, Cube 13H006, Mail Drop 1107  
20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Bush, Janet (J.K.)  
**Sent:** Monday, May 12, 2008 3:23 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** CECEP All State Part Delivery #2008-01 - 9C968

**Attachments:** 9C968 Delivery 2008\_01.xls

Ignore earlier email.

A package(s) containing California Emission Component Evaluation Program (CECEP) component(s) (**9C968/Regulator**) has been shipped to **Art Wiard** from Ford Motor Company's Warranty Parts Analysis Center (WPAC). These parts have been returned to Ford Motor Company as part of the CECEP Program and require your immediate attention. The package is identified with a green "CARB PART" sticker on the outside.

These parts must be tested on a timely basis and the test results electronically forwarded to the CECEP Program Administration ([jbush2@ford.com](mailto:jbush2@ford.com)). The attached file contains claim information and should be used for transmittal of test results. Two columns ("Test Results" and "Failure Description") are incorporated in this file. Valid test results are:

- Y=Pass;
- N=Failure; or
- W=Wrong Part/Incomplete part (cannot be tested)
- If the part is determined to be a "failure", please add a concise description of failure mode/cause to the "Failure Description" column. **(Note: Please do not use commas). Please return the file with all the test results/comments to [jbush2@ford.com](mailto:jbush2@ford.com).**

If you should receive a "Wrong Part", please do not dispose it but return the part and tag to Janet Bush (Ford Motor Company, 0000 Rotunda, 13H006/Mail Drop #1107, Dearborn, MI 48124). A "wrong/incomplete" part is defined as any part that is:

- Completely wrong part (e.g. PCV Valve instead of HEGO);
- Correct part but wrong vehicle application (e.g. should have been for a Taurus but was from an F Series truck);
- Sent to incorrect party for testing; or
- Part is incomplete/damaged so that it cannot be tested as received

Failure to comply with the CECEP requirements on a timely basis could result in severe consequences. Please give these parts your prompt attention. **Please supply test results by June 20, 2008.**

If you have any questions, please feel free to contact me (313.248.5153, [jbush2@ford.com](mailto:jbush2@ford.com)).



9C968 Delivery  
2008\_01.xls (40...

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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CECEP Claim Information  
 All CA Program  
 WPRC Shipped Parts  
 05/12/08

Tag Number	ER Reference	Model Year	Vehicle Line	Repair Date	Tag Date	RO Number	VIN	Miles	Dealer P&A Code	Engine Family	Part Prefix	Part Base	Part Suffix	Part Name	Ship Date	Test Results (Y/N/W)	Failure Description PLEASE do NOT use COMMAS	Shipping Info					
																		Box #	RAC	ID	Contact	CA	
0215691064	25987165	2003	F150 4X2	4/3/2008	4/15/2008	460677	2FTPX17Z53C	21058	06081	3FMXT05.4RF8	2L3Z	9C968	AB	REGULATOR - FUE	5/12/2008			1014062	CA06	'68	ARTHUR WIARY		
0215358065	0	2003	F150 4X2	3/26/2008	4/4/2008	487813	2FTPF17Z63C	77035	08714	3FMXT05.4RF8	3L3Z	9C968	AB	REGULATOR - FUE	5/12/2008			1014062	CA06	'68	ARTHUR WIAR N		

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, September 16, 2008 12:35 PM  
**To:** Van Nortwick, Kelvin (K.L.); Dan, Thomas (G.); Sahinbas, Kenan (M.)  
**Cc:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** FW: Shipment  
**Attachments:** VIN [REDACTED] repair history.xls; VIN 35839 repair history.xls; Ford Visit to Teleflex

**VIN [REDACTED] is the vehicle in which I spoke of the multiple repairs for the 2L3Z-9C968-AB pressure regulator, all with less than 21,000 miles. VIN [REDACTED] is for an atomizer replacement (3L3Z).**

**Also attached is the latest e-mail sent to his teams regarding the desired site visit we requested. I will follow up with a call to Brian Chipman, Teleflex-GFI Plant Manager, regarding their silence and advise.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, May 20, 2008 1:15 PM  
**To:** 'Sean Carney'  
**Cc:** 'Brian Chipman, CPIM'; McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** RE: Shipment

**Here are the repair histories for each vehicle. Remarkably, the pressure regulator had been replaced a total of 3 times on the one vehicle in just 21,000 miles of life !**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [mailto:scarney@teleflexgfi.com]  
**Sent:** Tuesday, May 20, 2008 12:41 PM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman, CPIM'



Shipment

**Subject:** RE: Shipment

Hello Arthur,

I received the parts this morning and can tell you the following. The regulator (P90-900) was built on January 8, 2007 and the vaporizer (Z22-100) was built on September 16, 2002. Can you provide us with any further information on either one of these units? What was the failure mode? Was the unit still in operation but considered a nuisance or was it completely failed? What types of vehicle were they installed on and how many miles did they travel before failure?

Thank you,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 580-4142  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Thursday, May 15, 2008 11:53 AM  
**To:** Sean Carney  
**Subject:** Shipment

Sean, I am sending two parts to you in one package, a vaporizer Ford P/N 3L3Z-9C968-AB and a press regulator FORD # 2L3Z-9C968-AB.

The shipment should leave today FedEx. Please indicate when received.

Thanks

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

Server: AWS Prod  
 Claims loaded through: 16-MAY-2008

# Claim Detail Report

Note: All costs are in US dollars

Model Year = 2003; Claim Key = 9995392

### Vehicle Information

Model Year: 2003  
 Market Derived: F - FORD  
 T/BD - SUPER SINGLE CAB (SUPER CAB)  
 Body/Cab Type: T/AM-150 SERIES  
 Version/Series: T/B-2 WHL L/H REAR DRIVE  
 Drive Type: T/F5-F150/250(PN96)/P225-FORD [97-09]  
 Vehicle Line:  
 Warranty Start Date: 23-Sep-03  
 Production Date: 28-Apr-03  
 VIN: 2FTPX17Z53CA86925

### Claim Information

Document Number: 421661A  
 Repair Date: 4-Mar-05  
 Distance: 6167  
 TIS: 18

### Dealer Information:

Dealer Name: S & C FORD  
 Dealer Code: 06963 - \*  
 Address: 2001 MARKET ST  
 City: SAN FRANCISCO  
 State: CA Zip Code: 94114-0000  
 Country: USA Region Code: NA  
 Phone: (\*):\*

### Expense Information

Customer Paid Amount: 0  
 Deductible Amount: 0  
 Dealer Paid Amount: 0  
 Labor Cost: 228.19  
 Misc. Expense Amount: 0  
 Part Markup Amount: 215.63  
 Material Cost: 754.7  
 Total Cost Gross: 982.89

Cust. Concern Code: E68 - FUEL TANK LEAK/ODOR  
 Condition Code: 42 - DOES NOT OPERATE PROPERLY  
 Technician Comment:

FOUND CNG LEAK WHEN KEYED ON. FOUND CNG REGULATOR BYPASSING OUT VENT NEED TO REPLACE REGULATOR. R&R CNG REGULATOR. RECK VEH OPERATION, OK.

Customer Comment:

CNG PRESSURE REGULATOR POPS AND FUEL COMES OUT WHEN FILLED.

### Labor Op Code

MT9C968 Labor Op Description Labor Op Cost 228.19

Causal	Full Part Number	Part	Part	Extended
Flag	PREF	BASE	SUFF	Description CPSC Quantity Amount
Y	2L3Z	9C968	AB	FUEL PRESSUR E REG 100101 1 754.7

### DTC Sections:

Mil. Light On = \*

Flag	Test Type	Malfunction Cd	function Cd	Descrip	Monitor	Cbr Cd	Description
------	-----------	----------------	-------------	---------	---------	--------	-------------

Any comments? You can contact

Claims loaded through: 16-MAY-2008

# Detail Report

Note: All costs are in US dollars

Model Year = 2003; Claim Key = 11617806

**Vehicle Information**

Model Year: 2003  
 Market Derived: F - FORD  
 T/BD - SUPER SINGLE CAB  
 Body/Cab Type: (SUPER CAB)  
 Version/Series: T/AM-150 SERIES  
 Drive Type: T/B-2 WHL L/H REAR DRIVE  
 T/F5-F150/250(PN96)/P225-  
 Vehicle Line: FORD [97-09]  
 Warranty Start Date: 23-Sep-03  
 Production Date: 28-Apr-03  
 VIN: 2FTPX17Z53CA [REDACTED]

**Claim Information**

Document Number: 428312A  
 Repair Date: 2-Aug-05  
 Distance: 7830  
 TIS: 23

**Dealer Information:**

Dealer Name: S & C FORD  
 Dealer Code: 06963 - \*  
 Address: 2001 MARKET ST  
 City: SAN FRANCISCO  
 State: CA Zip Code: 94114-0000  
 Country: USA Region Code: NA  
 Phone: (\*)\*-\*

**Expense Information**

Customer Paid Amount: 0  
 Deductible Amount: 0  
 Dealer Paid Amount: 0  
 Labor Cost: 302.07  
 Misc. Expense Amount: 0  
 Part Markup Amount: 43.79  
 Material Cost: 153.27  
 Total Cost Gross: 455.34

Must. Concern Code: E29 - CHECK ENGINE LIGHT TROUBLE

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment:

REPLACE IGN COIL MTIME TO VERIFY CNG MODES

Customer Comment: CHECK ENGINE LIGHT IS ON

Labor Op Code	Labor Op Description	Labor Op Cost
12650D	EEC - (QUICK TEST) DIAGNOSIS IGNITION SYSTEM	26.27
12650D55	DIAGNOSIS EXTRA TIME TO REPEAT	39.4
12650DX1	FINAL QUICK TEST PCM REPROGRAMMING	13.13
12650D84	TEST	26.27
MT12029		197

Causal	Full Part Number	Part	Part	Extended		
Flag	PREF	BASE	SUFF	Description CPSC	Quantity	Amount
Y	3W7Z	12029	AA	COIL ASY- IGNITION 03XXXX	2	153.27

**DTC Sections:**

Mil. Light On = Y

Flag	Test Type	Malfunction Cd	Function Cd	Description	Monitor	Corr Cd	Description
Y	KOEC	P0306	Cylinder 6 Misfire Detected	MONITOR - MISFIRE (SYSTEM)	2		
N	KOEO	P1000	Obd Systems Readiness Test Not Complete	NO- FAULT CODES	27		
N	KOER	P1000	Obd Systems Readiness Test Not Complete	NO- FAULT CODES	27		

# m Detail Report

Note: All costs are in US dollars  
 Model Year = 2003; Claim Key = 15032458

<b>Vehicle Information</b>		<b>Claim Information</b>	
Model Year:	2003	Document Number:	448306A
Market Derived:	F - FORD T/BD - SUPER SINGLE CAB	Repair Date:	22-Mar-07
Body/Cab Type:	(SUPER CAB)	<b>Distance:</b>	<b>16586</b>
Version/Series:	T/AM-150 SERIES T/B-2 WHL L/H	TIS:	43
Drive Type:	REAR DRIVE T/F5- F150/250(PN96)/P22		
Vehicle Line:	5-FORD [97-09]		
Warranty Start Date:	23-Sep-03		
Production Date:	28-Apr-03 2FTPX17Z53CA8692		
VIN:	5		

<b>Dealer Information:</b>		<b>Expense Information</b>	
	SAN FRANCISCO FORD LINCOLN	Customer Paid Amount:	0
Dealer Name:	MER	Deductible Amount:	0
Dealer Code:	04591 - * 211 INDUSTRIAL	Dealer Paid Amount:	0
Address:	ST. SAN FRANCISCO	Labor Cost:	379.72
City:	INTL AIRPOR	Misc. Expense Amount:	0
State:	CA Zip Code:94124	Part Markup Amount:	261.44
Country:	USA Region Code: N/	Material Cost:	915.05
Phone:	(*)*.*	Total Cost Gross:	1294.77

Cust. Concern Code: D21 - ENGINE STALLS  
 Condition Code: 42 - DOES NOT OPERATE PROPERLY  
 Technician Comment: REPLACE REGULATOR  
 Customer Comment: FUEL PRESSURE REGULATOR NOT WORKING

Labor Op Code	Labor Op Description	Labor Op Cost
12650D	EEC - (QUICK TEST) DIAGNOSIS	23.73
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	11.87
12650D80	NGS DCL DISPLAY TEST	11.87
12650D81	NGS RECORDER / MONITOR ROAD TEST DIAGNOSIS	59.33
9350B	FUEL PUMP PRESSURE TEST ON VEHICLE	35.6
MT9C968	DIAGNOSIS	237.32

Causal	Full Part Number	Part	Part	Extended
Flag	PREF	BASE	SUFF	Description CPSC Quantity Amount
Y	2L3Z	9C968	AB	FUEL PRESSU RE REG 100101 1 915.05

DTC Sections:

Mil. Light On = \*

Flag	Test Type	Malfunction Cd	Function Cd	Description	Monitor Cdr	Description
------	-----------	----------------	-------------	-------------	-------------	-------------

# m Detail Report

Note: All costs are in US dollars

Model Year = 2003; Claim Key = 15939257

<b>Vehicle Information</b>		<b>Claim Information</b>	
Model Year:	2003	Document Number:	460677A
Market Derived:	F - FORD T/BD - SUPER SINGLE CAB	Repair Date:	3-Apr-08
Body/Cab Type:	(SUPER CAB)	<b>Distance:</b>	<b>21058</b>
Version/Series:	T/AM-150 SERIES	TIS:	56
Drive Type:	T/B-2 WHL L/H REAR DRIVE T/F5-F150/250(PN96)/P225-		
Vehicle Line:	FORD [97-09]		
Warranty Start Date:	23-Sep-03		
Production Date:	28-Apr-03		
VIN:	2FTPX17Z530		

<b>Dealer Information:</b>		<b>Expense Information</b>	
SAN FRANCISCO FORD		Customer Paid Amount:	0
Dealer Name	LINCOLN MER	Deductible Amount:	0
Dealer Code:	06081 - *	Dealer Paid Amount:	0
Address:	2001 MARKET STREET	Labor Cost:	35.6
City:	SAN FRANCISCO	isc. Expense Amount:	0
State:	CA Zip Code:94114	Part Markup Amount:	261.44
Country:	USA Region Code: NA	Material Cost:	915.05
Phone:	(415)861-6000	Total Cost Gross:	950.65

Cust. Concern Code: L65 - ENGINE LEAKS OIL

Condition Code: 42 - DOES NOT OPERATE PROPERLY  
 Technician Comment:

RAN VEH CK FOR LEAK SPRAY SOAPY WATER FROM ALL CNG  
 FITTINGS FOUND SMALL LEAK FROM REGULATOR TRY TO  
 RETORQUE FITTING BUT STILL LEAKING REC REPLACE  
 REGUALTOR VERIFY CONCERN REMOVED AND REPLACE  
 REGULATOR AND RECK NO LEAK FOUND AT THIS TIME

Customer Comment: C/S ODOR LEAK

<u>Labor Op Code</u>	<u>Labor Op Description</u>	<u>Labor Op Cost</u>
9968A	REGULATOR ASSEMBLY - FUEL PRESSURE REPLACE	35.6

<u>Causal</u>	<u>Full Part Number</u>	<u>Part</u>	<u>Part</u>	<u>Extended</u>			
<u>Flag</u>	<u>PREF</u>	<u>BASE</u>	<u>SUFF</u>	<u>CPSC</u>	<u>Quantity</u>	<u>Amount</u>	
Y	2L3Z	9C968	AB	FUEL PRESSU RE REG	100101	1	915.05

# 1 Detail Report

Note: All costs are in US dollars

Model Year = 2003; Claim Key = 15919495

**Vehicle Information**

Model Year: 2003  
 Market Derived: F - FORD  
 T/BB - SINGLE CAB  
 Body/Cab Type: (REGULAR CAB)  
 Version/Series: T/AM-150 SERIES  
 T/B-2 WHL L/H REAR  
 Drive Type: DRIVE  
 T/F5-  
 F150/250(PN96)/P225-  
 Vehicle Line: FORD [97-09]  
 Warranty Start Date: 9-Jan-03  
 Production Date: 18-Nov-02  
 VIN: 2FTPF17Z63C [REDACTED]

**Claim Information**

Document Number: 48781301  
 Repair Date: 26-Mar-08

**Distance: 77035**  
 TIS: 64

**Dealer Information:**

Dealer Name: DON SANDERSON  
 FORD, INC.  
 Dealer Code: 08714 - \*  
 Address: 6300 N 51ST AVE  
 City: GLENDALE  
 State: AZ Zip Code: 85301  
 Country: USA Region Code: NA  
 Phone: (\*)\*-\*

**Expense Information**

Customer Paid Amount: 0  
 Deductible Amount: 50  
 Dealer Paid Amount: 0  
 Labor Cost: 378.75  
 Misc. Expense Amount: 102.82  
 Part Markup Amount: 345.6  
 Material Cost: 1209.6  
 Total Cost Gross: 1691.17

Cust. Concern Code: D50 - OTHER ENGINE TROUBLES

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment:

LEAK TEST SYS TRACE LEAK TO VAPORIZOR ASSY REPLACE  
 NON SERVICEABLE ASSY REMOVED COLD HEAT CIRC RELAY  
 AND WIRING DUE TO UPDATED COMPONENT RETEST SYS  
 FOR LEAKS CK OK MTIME USED DUE TO NO LABOR OPS FOR  
 ALT FUEL SYS

Customer Comment:

SMELL PROPANE IN CAB OF TRUCK

Labor Op Code	Labor Op Description	Labor Op Cost
MT9C968		378.75

Causal	Full Part Number	Part	Part	Extended			
Flag	PREF	BASE	SUFF	Description	CPSC	Quantity	Amount
Y	3L3Z	9C968	AB	FUEL PRESSU	100101	1	1201.9
N	*	N808862	S	RE REG	100101	1	7.7

DTC Sections:

Mil. Light On = \*

Flag	Test Type	Malfunction Cd	unction Cd	Descri	Monitor Cbr	Cd	Description
------	-----------	----------------	------------	--------	-------------	----	-------------

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**From:** Sean Carney [scarney@teleflex.com]  
**Sent:** Thursday, September 11, 2008 2:38 PM  
**To:** 'Cindy Canning-Smith'; 'Chris Green'; 'Krista Cluchey'; 'Tom McIver'; Andrew Lakerdas; 'Stan Kwadrans'; 'Hank Wagner'  
**Cc:** 'Brian Chipman'; Wiard, Arthur (A.R.); 'John Sinnott'  
**Subject:** Ford Visit to Teleflex

Team,

I just got off the phone with Arthur Wiard from Ford. Arthur is a Senior Product Design Engineer that is working with our past product lines from the LPG and CNG business. Due to a high level of field failures particularly with our small body regulator Arthur and his Team would like to schedule a visit to Teleflex in the very near future. While Arthur and his Team are here they would like to witness a build of P90-900 regulators. I have copied Arthur on this email and ask that the Teleflex Team meet internally to determine when the next build and visit could be coordinated together and follow up with Arthur.

Arthur – Our Quality Manager at TeleflexGFI is Krista Cluchey. Krista is copied on this email and can also be reached at;

(519) 576-4270 ext. 312

Regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 807-2710  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, October 25, 2007 12:12 PM  
**To:** Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.); Bush, Janet (J.K.)  
**Subject:** FW: Test Status on 9C968 (3FMXT05.4RF8)

**Attachments:** 5 4L 2V Natl Gas Regulator Claims 2003MY.xls

**Please see the attached warranty info for the above issue. Looks like we have a very special issue in 2003.**



5 4L 2V Natl Gas  
Regulator Cla...

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Wednesday, October 24, 2007 2:52 PM  
**To:** Bush, Janet (J.K.)  
**Cc:** Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**Laural, once I have your response and documentation, I will forward to the contact that I have pulled together in the last hours. They seemed surprised that there were any outstanding issues, as Ford STA had been recently for an audit. (quite amusing)**

**Once they have had a chance to review the communications and data, I will set up an audio conference.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, October 24, 2007 12:22 PM  
**To:** Feldmeier, Laural (L.S.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** Test Status on 9C968 (3FMXT05.4RF8)



What is the status of the 9C968 parts that have been set out for CARB testing? The results are needed for the required reports to CARB. 48 parts have been delivered for testing. Attached is an excel file, listing all the 9C968 claims for this specific engine family. The claims with a "delivery date" are the parts that have been delivered.

If you have any questions, please feel free to contact me.

<< File: 3fmxt054rf8 9c968.xls >>

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

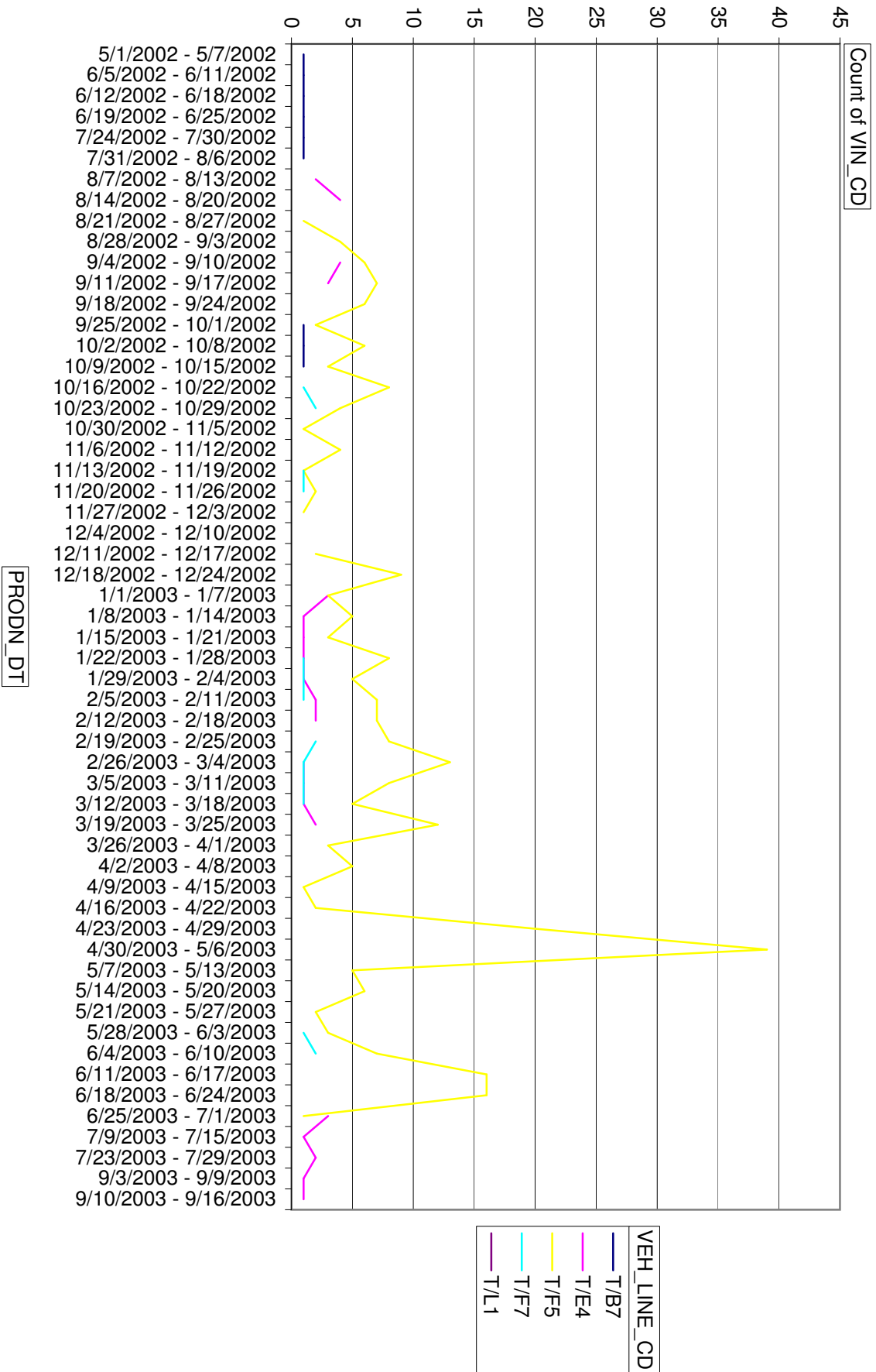
Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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MDL\_YR|2003|PART\_NUM\_CAUS\_BASE|9C9668|ENG\_CD|TVZ



MDL_YR	2003
PART_NUM_CAUS_BASE	9C968
ENG_CD	T/VZ

Count of VIN_CD PRODN_DT	VEH_LINE_CD					Grand Total	
	T/B7	T/E4	T/F5	T/F7	T/L1		
5/1/2002 - 5/7/2002		1				1	
6/5/2002 - 6/11/2002		1				1	
6/12/2002 - 6/18/2002		1				1	
6/19/2002 - 6/25/2002		1				1	
7/24/2002 - 7/30/2002		1				1	
7/31/2002 - 8/6/2002		1			2	3	
8/7/2002 - 8/13/2002			2	2		4	
8/14/2002 - 8/20/2002			4		1	5	
8/21/2002 - 8/27/2002				1		1	
8/28/2002 - 9/3/2002				4		4	
9/4/2002 - 9/10/2002			4	6		10	
9/11/2002 - 9/17/2002			3	7		10	
9/18/2002 - 9/24/2002				6	1	7	
9/25/2002 - 10/1/2002		1	1	2		4	
10/2/2002 - 10/8/2002		1		6		7	
10/9/2002 - 10/15/2002		1		3		4	
10/16/2002 - 10/22/2002				8	1	9	
10/23/2002 - 10/29/2002				4	2	6	
10/30/2002 - 11/5/2002				1		1	
11/6/2002 - 11/12/2002				4		4	
11/13/2002 - 11/19/2002				1	1	2	
11/20/2002 - 11/26/2002			1	2	1	4	
11/27/2002 - 12/3/2002		1		1		2	
12/4/2002 - 12/10/2002			1			1	
12/11/2002 - 12/17/2002		1		2		3	
12/18/2002 - 12/24/2002				9		9	
1/1/2003 - 1/7/2003			3	3		6	
1/8/2003 - 1/14/2003			1	5	2	8	
1/15/2003 - 1/21/2003			1	3		4	
1/22/2003 - 1/28/2003			1	8	1	10	
1/29/2003 - 2/4/2003		1	1	5	1	8	
2/5/2003 - 2/11/2003			2	7	1	10	
2/12/2003 - 2/18/2003			2	7		9	
2/19/2003 - 2/25/2003				8	2	10	
2/26/2003 - 3/4/2003			1	13	1	15	
3/5/2003 - 3/11/2003			1	8	1	10	
3/12/2003 - 3/18/2003		1	1	5	1	8	
3/19/2003 - 3/25/2003			2	12		15	
3/26/2003 - 4/1/2003				3	1	4	
4/2/2003 - 4/8/2003				5		5	
4/9/2003 - 4/15/2003				1	1	2	
4/16/2003 - 4/22/2003		1		2		3	
4/23/2003 - 4/29/2003			2	20		22	
4/30/2003 - 5/6/2003				39		39	
5/7/2003 - 5/13/2003				5		5	
5/14/2003 - 5/20/2003				6	1	7	
5/21/2003 - 5/27/2003				2		2	
5/28/2003 - 6/3/2003				3	1	4	
6/4/2003 - 6/10/2003				7	2	9	
6/11/2003 - 6/17/2003		1		16		17	
6/18/2003 - 6/24/2003				16		16	
6/25/2003 - 7/1/2003			3	1		4	
7/9/2003 - 7/15/2003			1			1	
7/23/2003 - 7/29/2003			2			2	
9/3/2003 - 9/9/2003			1			1	
9/10/2003 - 9/16/2003			1			1	
Grand Total		15	42	279	25	1	362

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Monday, August 11, 2008 11:56 AM  
**To:** Wilson, Marie (M.)  
**Subject:** RE: 2L3Z 9C968 AB CNG pressure regulator

**Attachments:** Marie File for 9C968.xls

**Please find attached, an excel spreadsheet for six tested units to date. There are also two new ones shipped to TGI last month that we are awaiting results.**



Marie File for  
9C968.xls (20 K...

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wilson, Marie (M.)  
**Sent:** Friday, August 08, 2008 4:25 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** 2L3Z 9C968 AB CNG pressure regulator

Per our phone conversation can you please send me your findings on the nature of the concern with the subject part as well as any root cause information you may have. Thanks in advance!!

*Marie Wilson  
Ford Motor Company  
Vehicle Environmental Engineering  
Emissions, Recycling, Planning & Compliance  
Phone: 313-248-2404 Fax: 313-594-0338  
MWILSO18@FORD.COM*

<b>Part Name</b>	<b>Ship Date</b>	<b>Test Results (Y/N/W)</b>	<b>Failure Description PLEASE do NOT use COMMAS</b>	<b>Box #</b>	<b>RAC</b>	<b>ID</b>	<b>Contact</b>	<b>CA</b>
REGULATOR - FUEL PRESSURE	5/12/2008	n	failed pintle valve	1014062	CA06	'68	ARTHUR WI/Y	
ATOMIZER	5/12/2008	n	defective O-Ring	1014062	CA06	'68	ARTHUR WI/N	
ATOMIZER	6/2/2008	n	failed O-Ring	1014162	CA06	'68	ARTHUR WI/n	
REGULATOR - FUEL PRESSURE	6/9/2008	n	failed pintle valve	1014191	CA06	'68	ARTHUR WI/Y	
REGULATOR - FUEL PRESSURE	6/9/2008	n	failed pintle valve	1014191	CA06	'68	ARTHUR WI/Y	
REGULATOR - FUEL PRESSURE	6/9/2008	y	no trouble found	1014191	CA06	'68	ARTHUR WI/Y	

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**From:** McRoy, Gitanjli (G.)  
**Sent:** Monday, August 25, 2008 6:42 PM  
**To:** Bush, Janet (J.K.)  
**Cc:** Wiard, Arthur (A.R.)  
**Subject:** RE: 9C968 Fuel Pressure Regulator Part Numbers

Jan,  
We met with Risa this morning. We weren't able to give her exact rates and volumes. Were you going to get that for us, please? We would like to know and to share it.

Also, can you stop by and see Art. He is seeing comments from the supplier that some of the returns are "rebuilt." Do you know how remanufactured parts play into CARB reporting? How could we find out who is remanufacturing the parts?

Regards,  
*Gitanjli McRoy*  
Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
V Engine Engineering, Ford Motor Company  
Ph: (313)84-58292 Pager:(313)813-2736  
gmcroy@ford.com

---

**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, August 19, 2008 3:07 PM  
**To:** McClenaghan, Dave (D.); McClenaghan, Dean (D.C.)  
**Cc:** Wiard, Arthur (A.R.); McRoy, Gitanjli (G.); Londy, George (G.L.); Fuher, Michael (M.J.); Wilson, Marie (M.)  
**Subject:** 9C968 Fuel Pressure Regulator Part Numbers

Part Numbers for 2003 9C968 concern:

Engineering: 2L34-9C968-AA/Service Engrg: 2L3Z-9C968-AB

If you can locate parts, please have them sent directly to me. I am in the same building as Art Wiard and can hand deliver them to him. My address is the same as below:

Bldg. 1, Cube 13H007, Mail Drop 1107  
20000 Rotunda  
Dearborn, MI 48124

We'll need as much info as possible: VIN, mileage, date of repair, who replaced the parts/P&A Code, whatever info you can get.

Thanks.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Londy, George (G.L.)  
**Sent:** Wednesday, August 27, 2008 8:26 AM  
**To:** McRoy, Gitanjali (G.)  
**Cc:** Fuher, Michael (M.J.); Wilson, Marie (M.); Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
**Subject:** RE: August 28, 2008 CECEP Monthly Task Force Meeting

Gitanjali,

If we assume the all the BiFuel prep vehicles that were ordered with the Compressed Natural Gas option were actually converted, then the claim rate for the Fuel Pressure Regulator (9C968) is 32.1% (81 claims/252 Cal Sales) for the 3FMXT05.4RF2 test group. We are still trying to get confirmation from TGFI on the VINs that they converted from the 3FMXT05.4RF8 test group to the Ford 3FMXT05.4RF2 (CNG/Gas) and the TGFI 3G9XT05.46CP (LPG/Gas) test group.

Regards,  
George Londy  
VEE-E,R P & C Dept.  
Rm 226, WHQ 23049

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**From:** McRoy, Gitanjali (G.)  
**Sent:** Tuesday, August 26, 2008 5:41 PM  
**To:** Bush, Janet (J.K.); Londy, George (G.L.)  
**Cc:** Wiard, Arthur (A.R.)  
**Subject:** RE: August 28, 2008 CECEP Monthly Task Force Meeting

The projected rates are an important piece of data for us for the topic on the '03MY 9C968 item on your agenda. Please, could you make sure the meeting minutes capture the pertinent data and what the risk is for hitting the 10% threshold. Or give it to us in another format/email.

BTW: When Art and I gave Risa Johnson a download of this agenda item on Monday, this was key info we did not have. Risa is looking for that info.

Regards,  
*Gitanjali McRoy*  
Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
V Engine Engineering, Ford Motor Company  
Ph: (313)84-58292 Pager:(313)813-2736  
gmcroy@ford.com

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**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, August 26, 2008 2:27 PM  
**To:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.); Bush, Janet (J.K.); Eeley, Scott (A.); Fuher, Michael (M.J.); Kadrovich, Kathy (K.); Kaltz, Gordie (G.); Lilly, Chris (C.M.); Londy, George (G.L.); Lubke, Kathleen (K.); Maurer, James (J.B.); Mclaughlin, Robert (R.J.); Parker, Robert (R.S.); Reddy, Srikanth (S.C.); Thompson, Rodney (R.O.); Vykydal, Marianne (M.L.)  
**Subject:** August 28, 2008 CECEP Monthly Task Force Meeting

Attached is the agenda for the 08/28/08 CECEP Task Force Meeting. This meeting has been rescheduled from 08/21/08. We are meeting in the Atrium Café in Building (right off the Lobby to Bldgs 1 & 2. The meeting is scheduled 1:00 pm-2:30 pm. If you have an item you would like to add to the August 28th meeting agenda, please contact me.

<< File: Aug 08 Agenda.doc >>

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Wednesday, July 16, 2008 2:09 PM  
**To:** Wilson, Marie (M.)  
**Cc:** McRoy, Gitanjali (G.); 'Sean Carney'; Wiard, Arthur (A.R.)  
**Subject:** RE: CALIFORNIA TELEFLEX-GFI BI-FUEL COMPUVALVES  
**Attachments:** 0034[1].TIF

Marie, here is some info I pulled together. The drawing attached sheds no light on whether this pressure regulator is CNG, LPG, or both. Below is the cut and paste of the WERS Concern raised for the Notice, which came off the drawing. The title indicates both CNG/LPG, but I will let Sean Carney, T-GFI Quality Manager confirm this. As you can see, the WERS Concern was for the improvement of a failed diaphragm. You may try contacting some of these listed individuals. I suspect the failed units you are tracking are the very reason this Concern was raised.

Sean, please confirm the use of this regulator, Ford P/N- 2L34-9C968-AA, and whether T-GFI had certification responsibility for this program. It appears from the phone number in the body of the Concern, that Rick Stothers might have been a GFI employee responsible for the change?

## F-SERIES 2001MY BI-FUEL CNG / LPG

### PRESSURE REGULATOR DIAPHRAM CHANGE (BY DAVID GREEN)

\*

TO MODIFY THE PRESSURE REGULATOR DIAPHRAGM TO IMPROVE PRODUCT. NO COST IMPACT, ESTIMATE OF TEST COMPLETION END JAN 01, DVP IS SUBMITTED TO FORD. DRAWINGS YET TO CREATE.

STOTHERS, RICK 519-576-4270 C 7618 RS3903 G618 00/11/27  
 DVP APPROVED BY FORD 10/19/00. TEST RESULTS NOT APPROVED AT THIS TIME.  
 (THIS TIME IS 11/28/00).

STEEL, STUART 313-62-11664 N K2800 SSTEEL1 NOSE 00/11/29  
 APPROVED AT ZERO COST TO FORD. DVP MUST BE COMPLETED AND APPROVED PRIOR TO GOING INTO PRODUCTION.

TILLMAN, BRIAN 313-32-39271 N K2800 BTILLMAN NOSE 01/01/09

DVP IS UPDATED AND SENT TO FORD, DVP COMPLETION DATE IS 25 MARCH 2001. FOLLOWING COMPLETION AND APPROVAL OF THE DVP, DRAWING WILL BE ISSUED.

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/02/20  
 DVP IS COMPLETE, OTHER PRIORTIES (PEAK & HOLD) HAVE DELAYED THE REPORT.

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/04/02  
 THE DRAWING RELEASE IS LIMITED TO GFI INTERNAL, THE SERVICE PARTS ARE UNAFFECTED THERE IS NO COST IMPACT.

REQUEST CLOSURE OF THIS CONCERN.

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/05/11  
 BRIAN, DO YOU CONCUR WITH THE REJECTION OF THIS CONCERN? PLEASE ADD YOUR COMMENT

TS BEFORE I CAN REJECT.

SHUFELDT, JASON 313 3906296 N LTREL JSHUFELD NL00 01/05/24  
 THERE IS ONE LAST TEST TO RE-SUBMIT PRIOR TO CLOSURE. COMPLETION IS DUE 14 JU

(CONTINUED) GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/05/30  
 Select: \_ A=Approval B=Parts C=Control D=Descr E=Engineer F=Infrml

Scroll (Entry, Top, Bottom) : SCREEN Display (Name) : USER ID

NE 01.

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/05/30  
 PLEASE TRANSFER THIS CONCERN TO HARENDRA PATEL.

TILLMAN, BRIAN N ALTFUEL BTILLMAN NL00 01/06/06

\*REBINNED TO H.PATEL PER COMMENTS ABOVE-B.TILLMAN 6/6/01

SHUFELDT, JASON 313 3906296 N LTREL JSHUFELD NL00 01/06/12

\*\*\*\*\*

PATEL, HARENDRA N ALTFUEL HPATEL2 NL00 01/06/12

ANOTHER DELAY IN COMPLETING THE LAST TEST & TEST REPORT, DOUG  
 FLUHMANN IS AWAY

WITH THE FORD TEAM ON A RIDE AND DRIVE THIS WEEK, THIS DELAYS THE REPORT  
 UNTIL

UNTIL NEXT WEEK. EXPECTED DATE 22 JUNE 01

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/06/15

DELAY AGAIN, THIS CHANGE IS A RELATIVELY LOW PRIORITY & IF APPROVED, WILL  
 NOT BE

(CONTINUED) GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/06/21

Select: \_ A=Approval B=Parts C=Control D=Descr E=Engineer F=Infrml

IMPLEMENTED BEFORE MID 2002 MY. TESTS ARE COMPLETE (PER DOUG FLUHMANN) REPORT  
 WILL BE ISSUED TO STUART STEEL (FORD) BY 29 JUNE. REVIEWING THIS REPORT EXPECTE  
 D TO BE COMPLETE BY 13 JULY.

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/06/21

DAVID, WE NEED PART #S AND DRAWINGS FOR THIS CONCERN.\*\*

SHUFELDT, JASON 313 3906296 N LTREL JSHUFELD NL00 01/07/10

HARENDRA, DO YOU WANT TO AUTHORIZE THIS CONCERN?? IF SO, PLEASE INCLUDE COSTS.

SHUFELDT, JASON 313 3906296 N LTREL JSHUFELD NL00 01/07/10

\*\*\*\*\*

FORD ACKNOWLEDGES A CHANGE BEING MADE TO THE REGULATOR ASSEMBLY. THE REVISED  
 PART MUST MEET FORD FAFA REQUIREMENTS.

JASON, I AUTHORIZE THE CONCERN. APPROVE AT NO COST.

PATEL, HARENDRA N ALTFUEL HPATEL2 NL00 01/07/13

THE GFI DRAWING WILL BE ISSUED TO FORD 24 AUG 01. THIS DRAWING WILL RELACE GFI  
 PART NUMBER P71-900 (# TO BE ASSIGNED) AND WILL INCREASE THE REVISION OF THE FO  
 RD SERVICE NUMBER F85Z-9C968-BAGF (ENG # F85O-9C968-BAGF).  
 INTRODUCTION INTO SERVICE AND PRODUCTION WILL BE DEPENDANT ON USING UP EXISTING  
 PARTS. ANTICIPATED TO BE AUG 2002 INTRODUCTION - APPROXIMATLY.

GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/07/20

\*\*AUTH @ ZERO COSTS/WGT FOR F-SERIES 2001MY BI-FUEL CNG/LPG PER COMMENTS ABOVE  
 HARENDRA PATEL. 7/13/01

SHUFELDT, JASON 313 3906296 N LTREL JSHUFELD NL00 01/07/24

E-SERIES UNAFFECTED

COMSTOCK, KELLY 9-1-821-6784 N VNECC KCOMSTO1 NHVN 01/08/28

GFI COMPONENT PPAP IS COMPLETED FOR P90-100 SERIES FOR THE 2002 MY VEHICLE

CALIFORNIA TELEFLEX-GFI BI-FUEL COMPUVALVES

*BUILD. PSW WILL BE SUBMITTED TO STA BY 6TH NOV 01**GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/10/25**Select: \_ A=Approval B=Parts C=Control D=Descr E=Engineer F=Infrml**THIS CONCERN IS TO BE USED FOR OTHER COMPONENT RELEASES TO SUPPORT THE GFI KIT TOP LEVEL REVISION INCREASE (NG-345;346;LP-212;213;214;215) AND THE RELEVANT FORD TOP LEVEL (VEHICLE) NUMBERS. SEE NOTICE SUPPLEMENTS.**GREEN, DAVID A. 519-576-4270 C 7618 DAG3532 G618 01/10/25*

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

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**From:** Wilson, Marie (M.)  
**Sent:** Wednesday, July 16, 2008 9:36 AM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** RE: CALIFORNIA TELEFLEX-GFI BI-FUEL COMPUVALVES

Thanks. The main part number in question is 2L34 9C968 AA. Can you please confirm whether this part belongs in a CNG or LPG package?

This item is not exactly related to the issue below. CARB requires us to monitor warranty rates on parts by test group. When they hit 1% and 4% replacement rates, we need to report to carb. This part is a 4% and we need to have the manufacturer of record follow up. Hence my quest to find who owns the certification of these vehicles. Any further light you could shed on the topic is much appreciated.

*Marie Wilson  
Ford Motor Company  
Vehicle Environmental Engineering  
Emissions, Recycling, Planning & Compliance  
Phone: 313-248-2404 Fax: 313-594-0338  
MWILSO18@FORD.COM*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Wednesday, July 16, 2008 9:03 AM  
**To:** Wilson, Marie (M.)  
**Subject:** FW: CALIFORNIA TELEFLEX-GFI BI-FUEL COMPUVALVES

FYI

---

**From:** Londy, George (G.L.)

PE08-063 0051

12/2/2008

**Sent:** Wed 7/9/2008 2:08 PM

**To:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)

**Cc:** Fuher, Michael (M.J.)

**Subject:** CALIFORNIA TELEFLEX-GFI BI-FUEL COMPUVALVES

Gitanjali/Arthur,

I got a call from Jerry Pallies, at the California ARB, asking for information on the Teleflex-GFI CompuValves (9F954). Jerry said that the Sacramento Office of the California Dept. of Transportation (CalTrans) had called him and said they have 1300-1998 to 2004 Ford Bi-Fuel (gas/LPG) vehicles with leaking CompuValves, and a Sacramento area Ford dealership had told them the part was on national backorder. CalTrans wanted the CARBs help in getting the parts, so they can run on LPG instead of gas, so Jerry called us. I told Jerry that there wasn't much I could do since the part is coming from a company outside of Ford and the original company had been bought by another company, but I said I would find out what I can and let him know.

What have you heard about the CompuValve from your contacts at Teleflex-GFI?

Regards,

George Londy

Vehicle Environmental Engineering

Emissions, Recycling Planning & Compliance Dept.


Room 226-A5, World Headquarters


313-32-23049

FOR RE-MANUFACTURE OF P90-900  
 PRESSURE REGULATOR, REFER TO  
 P90-100 USING REMAN. & NEW PARTS  
 AS INDICATED ON THE MPS FOR  
 DIS-ASSEMBLY.

NOTE:


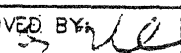
1. INCLUDE ONE P1-159P, COPPER WASHER LOOSE IN PROTECTIVE PACKAGE (DO NOT ASSEMBLE).

	RELEASED		
	NL00-E-11171142-000		
MATL	REVISIONS/REL. NO.	CK	ENG
	PART MUST COMPLY WITH SPECIFICATION WSS-M99P9999-AI TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT		
	DRAFTED IN ACCORDANCE WITH FAO ENGINEERING DRAFTING STANDARD CURRENT AT INTIAL RELEASE		
	TITLE REGULATOR ASY-FUEL PRESSURE		
	DRAWING 2L34-9C968-AA		

NC	AS PER ECR E00-127	01/09/06	JH	ILL		
ZONE	LTR	REVISION	DATE	BY	CKD	APPRVD

UNLESS OTHERWISE SPECIFIED:  
 DIMENSIONS ARE IN: INCHES  
 TOLERANCES:  
 FRACTIONS: ±  
 DECIMALS X.: ±  
 X.X: ±  
 X.XX: ±  
 X.XXX: ±  
 ANGLES: ±

**GFI** THIS DESIGN IS CONFIDENTIAL AND COPYRIGHT TO:  
 GFI Control Systems, Inc.  
 100 HOLLINGER CRESCENT  
 KITCHENER, ONTARIO N2K 2Z3

DRAWN BY: JH	DATE: 01/09/06	CHECKED BY: 	DATE: 2/10/06	SIZE: P4
APPROVED BY: 	DATE: 01/09/06	CONTRACT NO.		

APPLICATION/USAGE:  
 GFI SYSTEM

TITLE:  
 PRESSURE REGULATOR  
 ASSEMBLY -  
 REMAN.

DRAWING NUMBER: P90-900
SHEET: PE08-063 0053

SCALE:  
 NTS

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**From:** Gregoricka, David (D.J.)  
**Sent:** Tuesday, September 23, 2008 3:54 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** RE: CNG / LPG presentation

Yes this was a big issue especially on dedicated CNG vehicles. On bi-fuel, because you have two fuels on board, typically you do not hear complaints.

As a rule, 1 gasoline equivalent gallon of CNG compressed to 3600 psi still takes almost 4 times amount of space vs. 1 gallon of gasoline.

*David Gregoricka*

Super Duty & Medium Duty Truck Programs Manager  
FCSD Upstream Customer Service  
Phone & Fax: 313 317-9177 E-mail: dgregor4@ford.com

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, September 23, 2008 3:45 PM  
**To:** Gregoricka, David (D.J.)  
**Subject:** RE: CNG / LPG presentation

**I notice there is rarely anything addressing range, this presentation included. Since gasoline is far more dense than CNG and you only have so much room for CNG bottles (and limitations to the charge pressure), I would think that this is a large issue....any idea?**

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*

---

**From:** Gregoricka, David (D.J.)  
**Sent:** Tuesday, September 23, 2008 9:45 AM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** Gumz, Melanie (M.); Lamb, Amy (A.L.)  
**Subject:** CNG / LPG presentation

John Robinson's PPT

<< File: CNG & LPG Options.ppt >>

*David Gregoricka*

Super Duty & Medium Duty Truck Programs Manager  
FCSD Upstream Customer Service  
Phone & Fax: 313 317-9177 E-mail: dgregor4@ford.com

---

**From:** Bush, Janet (J.K.)  
**Sent:** Thursday, January 24, 2008 10:40 AM  
**To:** Wiard, Arthur (A.R.); Londy, George (G.L.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: CNG Regulator (9C968)

I'm leaning towards getting back whatever we can. At least we would have something for analysis. Relevancy can be decided later. Once we have the part and analysis, we can then decide if it's typical or not. But at least we will have something. Of course, we would concentrate all the testing and analysis efforts on components that fall within the emission warranty requirements first. It won't hurt to get the parts. We can decide then if we should pursue further testing. If we get enough parts from the warranty period, we can scrap any that fall outside the limits.

I was talking with Greg Oswalt after the EPRC meeting on Tuesday. He gave me the name of an engineer that was involved back when these vehicles were being built. Once he said the name, it was "Oh yeah! I worked with him before for CARB". You may want to contact **Harendra Patel**. He now works with Brakes over in AEC but I'm sure he may be able to shed some background/history. With what little we had with the alt fuels for CARB, I found Harendra to be very helpful. Let's get whatever info he has.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, January 24, 2008 10:26 AM  
**To:** Londy, George (G.L.); Bush, Janet (J.K.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: CNG Regulator (9C968)

**If we open up the request to include > 70,000 miles, at least we will have the parts for analysis, which may be valuable in the event that we have few parts returned. Can we then report to CARB only the results for those < 70,000 miles?**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company*

(313) 805-8804

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**From:** Londy, George (G.L.)  
**Sent:** Thursday, January 24, 2008 9:33 AM  
**To:** Bush, Janet (J.K.)  
**Cc:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** RE: CNG Regulator (9C968)

I vote no because if a part fails outside of the emission warranty coverage period we do not have an obligation to report on those failure modes. And if we do tell the CARB about failure modes that occur at >70K miles they may think that the same failure modes apply to <70K miles.

All that being said, Gitanjali and Arthur can overrule me if they think we really need to get the >70K mile parts.

Regards,  
George Londy  
VEE-E,R P & C Dept.  
Rm 226, WHQ 23049

---

**From:** Bush, Janet (J.K.)  
**Sent:** Thursday, January 24, 2008 9:21 AM  
**To:** Londy, George (G.L.)  
**Cc:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** CNG Regulator (9C968)

Quick question. WPAC did open up the request for the CNG fuel pressure regulator (9C968) to the other 49 states. Since this is a high cost part, I have a range of < 70001 miles. I'm questioning whether I should open up the mileage. We're in a "beggars can't be choosers" mode...should we take what we can get regardless of the mileage?

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, February 15, 2008 7:28 AM  
**To:** 'Sean Carney'  
**Subject:** RE: CNG Regulator

**FYI...please indicate when we can expect completed analysis**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [mailto:scarney@teleflexgfi.com]  
**Sent:** Thursday, February 14, 2008 7:27 AM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman'  
**Subject:** CNG Regulator

Hello Arthur,

As we begin our investigation a couple of questions have come up.

1. What was the date of installation? **(veh build was 2/12/03)**
2. What was the date of failure or rejection? **(11/09/07)**
3. What details of the vehicle can be provided? I.E. mileage, make, model, engine size etc. **(Mileage= 57,000 miles, F-150, 5.4L eng)**

Thank you,

*Sean S Carney  
Production / Quality Assurance Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 580-4142  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Friday, March 07, 2008 8:28 AM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** RE: Field Action 08S02 5.4L Fuel Rail- 9F792

Art, I can check at any time. But so can you. Go to:

[http://qft020.comparkn.ford.com/wprc/tools/tag\\_issue.asp](http://qft020.comparkn.ford.com/wprc/tools/tag_issue.asp)

Let me know if you cannot get in. This is not a restricted site as far as I know.

The request number for the 9C968 is #33811.

The request was opened in 05/2005. So if you enter 05/01/2005 as the start date you will get all the tags issued.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, March 07, 2008 8:00 AM  
**To:** Williams, Latoria (L.D.)  
**Cc:** McRoy, Gitanjali (G.); Mitchell, Anthony (A.N.); Bush, Janet (J.K.)  
**Subject:** RE: Field Action 08S02 5.4L Fuel Rail- 9F792

**That's correct, just wanted to make sure it wasn't sitting over there.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Williams, Latoria (L.D.)  
**Sent:** Thursday, March 06, 2008 1:42 PM  
**To:** Wiard, Arthur (A.R.)

**Cc:** McRoy, Gitanjali (G.); Mitchell, Anthony (A.N.); Bush, Janet (J.K.)  
**Subject:** RE: Field Action 08S02 5.4L Fuel Rail- 9F792

The only request that is active is on the California Emissions Program that is coordinated through Janet Bush. The req# is 33811 and will not expire until 2-1-09. She is requesting 12 parts a month for the parts to come to the WPAC and then shipped to you from California dealers only.

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Wednesday, March 05, 2008 10:47 AM  
**To:** Williams, Latoria (L.D.)  
**Cc:** McRoy, Gitanjali (G.); Mitchell, Anthony (A.N.)  
**Subject:** RE: Field Action 08S02 5.4L Fuel Rail- 9F792

**Thank you. Could you look up the following part number to see if there are any returns yet? It is a pressure regulator from 2003 CNG Bi-Fuel F-150. We are looking at a potential recall from CARB as this regulator has exceeded the 4% failure rate. As such, we need every single one back we can get our hands on to test.**

2Z3Z-9C968-AA (engineering # 2L34-9C968-AA).

**Thanks for your help.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Williams, Latoria (L.D.)  
**Sent:** Tuesday, March 04, 2008 3:02 PM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** McRoy, Gitanjali (G.); Mitchell, Anthony (A.N.)  
**Subject:** RE: Field Action 08S02 5.4L Fuel Rail- 9F792

I have updated the request to prevent the recall (08S02) claims from tagging effective: 3-4-08. If you receive any recall parts that tagged after today's date please contact me. Thanks

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, March 04, 2008 2:50 PM  
**To:** Williams, Latoria (L.D.); Mitchell, Anthony (A.N.)  
**Cc:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** Field Action 08S02 5.4L Fuel Rail- 9F792  
**Importance:** High

Latoria, I trust that Tony has explained my concerns to you. As I wrote in my last note, we only want to stop the specific rails sent back from the recall action, not through normal warranty. The rail part numbers in question are :

7L1Z-9F792-BB  
5C2Z-9F792-CA

Please advise how and when this can be implemented.

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** cgreen@teleflexgfi.com  
**Sent:** Saturday, October 18, 2008 5:18 PM  
**To:** Raheel Iftikhar; Wiard, Arthur (A.R.); Sahinbas, Kenan (M.)  
**Cc:** Andrew Lakerdas; Ray Neakpur  
**Subject:** Re: Ford Broken Pintle Initial 8D report

**Attachments:** FORD P90-100-900 Returns 2008-10-02.xls



FORD P90-100-900  
Returns 2008-...

Arthur Wiard / Ken Sahinbas:

I noticed the embedded spreadsheet of returned serial numbers and manufacture dates was not attached to the 8D so I have attached it here.

regards

Chris Green  
TeleflexGFI  
(519) 576-4270 ext 239  
cgreen@.com

Raheel Iftikhar wrote:

- > Arthur Wiard / Ken Sahinbas,
- >
- > Please find the attached initial 8D report regarding broken Pintle
- > issue. I will be following up with a detailed report in few days.
- > Should you have any questions please feel free to contact me.
- >
- > Regards,
- >
- > Raheel Iftikhar
- >
- >
- >

**P90-100 & P90-900 Parts Returned to Kitchener**

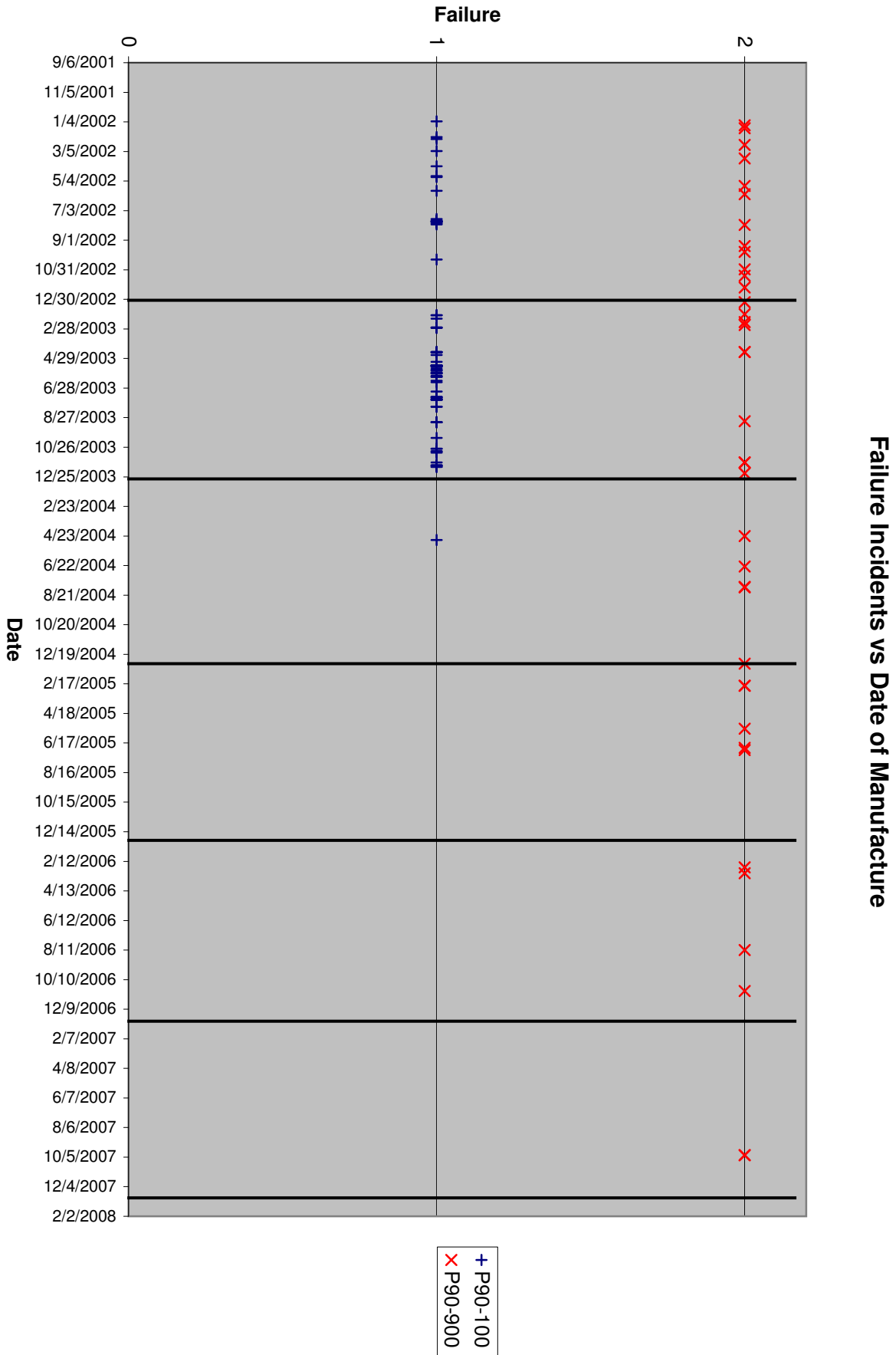
Incident Number	Date	Customer	Model/Serial #	Serial #	Status	Date Closed	Reference Number	Item	Qty	U/M	inc-closed	Ship Date	Reg. In House	Comments
I037344	6/22/2005	787	P90-100000161	161	CLOSED	11/24/2005	S018449	P90-100	1	EA.	yes	1/3/2002		
I037313	6/22/2005	787	P90-100000481	481	CLOSED	11/24/2005	S018431	P90-100	1	EA.	yes	2/4/2002		
I030079	10/15/2003	33	P90-100000990	990	CLOSED	6/3/2005		P90-100	1	EA.	yes	2/8/2002		
I037331	6/22/2005	787	P90-100000769	769	CLOSED	11/24/2005	S018441	P90-100	1	EA.	yes	3/4/2002		
I037330	6/22/2005	787	P90-100000190	190	CLOSED	11/24/2005	S018440	P90-100	1	EA.	yes	4/4/2002		
I013253	7/29/2003	33	P90-100001060	1060	CLOSED	1/22/2004	S003583	p90-100	1	EA.	yes	4/24/2002		
I038765	1/13/2006	787	P90-100001114	1114	CLOSED	3/3/2006	S019117	P90-100	1	EA.	yes	4/26/2002		
I030078	10/15/2003	33	P90-100000880	880	CLOSED	11/6/2003	S000008	P90-100	1	EA.	yes	5/24/2002		
I037335	6/22/2005	787	P90-100000819	819	CLOSED	11/24/2005	S018443	P90-100	1	EA.	yes	7/20/2002		
I037398	6/22/2005	787	P90-100000692	692	CLOSED	11/24/2005	S018451	P90-100	1	EA.	yes	7/23/2002		
I036465	12/20/2004	787	P90-100000457	457	CLOSED	11/27/2006	S020965	P90-100	1	EA.	yes	7/24/2002		
I037338	6/22/2005	787	P90-100000929	929	CLOSED	11/24/2005	S018445	P90-100	1	EA.	yes	7/25/2002		
I037307	6/22/2005	787	P90-100000935	935	CLOSED	11/24/2005	S018428	P90-100	1	EA.	yes	7/25/2002		
I037320	6/22/2005	787	P90-100000776	776	CLOSED	11/24/2005	S018435	P90-100	1	EA.	yes	7/26/2002		
I036464	3/15/2005	787	P90-100001016	1016	CLOSED	7/5/2005	S017176	P90-100	1	EA.	yes	7/26/2002		
I037402	6/22/2005	787	P90-100001094	1094	CLOSED	11/24/2005	S018453	P90-100	1	EA.	yes	7/26/2002		
I037309	6/22/2005	787	P90-100000962	962	CLOSED	11/24/2005	S018429	P90-100	1	EA.	yes	7/29/2002		
I030080	10/15/2003	33	P90-100000821	821	CLOSED	6/3/2005		P90-100	1	EA.	yes	7/31/2002		
I037333	6/22/2005	787	P90-100001071	1071	CLOSED	11/24/2005	S018442	P90-100	1	EA.	yes	10/10/2002		19 in 2002
I037559	7/25/2005	787	P90-100001139	1139	CLOSED	11/24/2005	S018466	P90-100	1	EA.	yes	1/31/2003		
I037554	7/25/2005	787	P90-100001162	1162	CLOSED	11/24/2005	S018461	P90-100	1	EA.	yes	1/31/2003		
I038762	1/13/2006	787	P90-100002008	2008	CLOSED	3/3/2006	S019114	P90-100	1	EA.	yes	2/7/2003		
I037343	6/22/2005	787	P90-100000988	988	CLOSED	11/24/2005	S018448	P90-100	1	EA.	yes	2/25/2003		
			P90-100001213	1213				P90-100	1	EA.	yes	2/25/2003		???
I036470	3/15/2005	787	P90-100001144	1144	CLOSED	7/5/2005	S017177	P90-100	1	EA.	yes	2/26/2003		Scott Shmidt looked at this and found Broken Pintle
I042720	2/13/2007	1083	P90-100001527	1527	CLOSED	9/27/2007		P90-100	1	EA.	yes	4/16/2003		
I036182	2/14/2005	787	P90-100001540	1540	CLOSED	7/5/2005	S017232	P90-100	1	EA.	yes	4/16/2003		
I037316	6/22/2005	787	P90-100001583	1583	CLOSED	11/24/2005	S018433	P90-100	1	EA.	yes	4/16/2003		
I037558	7/25/2005	787	P90-100001519	1519	CLOSED	11/24/2005	S018465	P90-100	1	EA.	yes	4/17/2003		
I041606	10/3/2006	787	P90-100001604	1604	CLOSED	11/27/2006	S020969	P90-100	1	EA.	yes	4/22/2003		
I037311	6/22/2005	787	P90-100001838	1838	CLOSED	11/24/2005	S018430	P90-100	1	EA.	yes	5/6/2003		
I042731	2/13/2007	1083	P90-100001714	1714	CLOSED	9/27/2007		P90-100	1	EA.	yes	5/13/2003		
I043453	6/1/2007	787	P90-100001717	1717	CLOSED	6/18/2007	S022154	P90-100	1	EA.	yes	5/13/2003		
I037324	6/22/2005	787	P90-100001724	1724	CLOSED	11/24/2005	S018437	P90-100	1	EA.	yes	5/13/2003		
I037606	8/17/2005	787	P90-100001733	1733	CLOSED	11/25/2005	S018500	P90-100	1	EA.	yes	5/13/2003		
I038005	9/9/2005	787	P90-100001733	1733	CLOSED	10/31/2005	S018159	P90-100	1	EA.	yes	5/13/2003		
I037294	6/22/2005	787	P90-100001721	1721	CLOSED	11/24/2005	S018426	P90-100	1	EA.	yes	5/14/2003		
I042719	2/13/2007	1083	P90-100001727	1727	CLOSED	9/27/2007		P90-100	1	EA.	yes	5/14/2003		
I038142	9/26/2005	787	P90-100001754	1754	CLOSED	11/24/2005	S018478	P90-100	1	EA.	yes	5/15/2003		
I037340	6/22/2005	787	P90-100001768	1768	CLOSED	11/14/2005		P90-100	1	EA.	yes	5/16/2003		
I037341	6/22/2005	787	P90-100001771	1771	CLOSED	11/24/2005	S018446	P90-100	1	EA.	yes	5/20/2003		
I039400	3/9/2006	787	P90-100001787	1787	CLOSED	3/29/2006	S019423	P90-100	1	EA.	yes	5/23/2003		
			P90-100001788	1788				P90-100	2	EA.	yes	5/23/2003	Yes	Broken Pintle
I039732	4/10/2006	787	P90-100001739	1739	CLOSED	5/19/2006	S019742	P90-100	1	EA.	yes	5/27/2003		
I039733	4/10/2006	787	P90-100001821	1821	CLOSED	5/19/2006	S019743	P90-100	1	EA.	yes	5/29/2003		
I043455	6/1/2007	787	P90-100001846	1846	CLOSED	6/18/2007	S022156	P90-100	1	EA.	yes	5/29/2003		
I042721	2/13/2007	1083	P90-100001847	1847	CLOSED	9/27/2007		P90-100	1	EA.	yes	5/29/2003		
I037399	6/22/2005	787	P90-100001339	1339	CLOSED	11/24/2005	S018452	P90-100	1	EA.	yes	6/3/2003		
I037325	6/22/2005	787	P90-100001660	1660	CLOSED	11/24/2005	S018438	P90-100	1	EA.	yes	6/5/2003		
I038317	11/22/2005	787	P90-100001666	1666	CLOSED	11/25/2005	S018498	P90-100	1	EA.	yes	6/5/2003		
I039757	4/18/2006	787	P90-100001954	1954	CLOSED	5/19/2006	S019748	P90-100	1	EA.	yes	6/13/2003		
I043454	6/1/2007	787	P90-100001949	1949	CLOSED	6/18/2007	S022155	P90-100	1	EA.	yes	6/16/2003		

 P90-100  
 P90-900



I037314	6/22/2005	787	P90-900090806R	90806	CLOSED	7/6/2005	S017563	P90-900	1	EA.	yes	8/5/2004	2		
I041620	10/4/2006	787	P90-900090919R	90919	CLOSED	2/28/2007		P90-900	1	EA.	yes	1/7/2005	2		
I043904	7/3/2007	787	P90-900090965R	90965	CLOSED	7/13/2007	S022253	P90-900	1	EA.	yes	2/21/2005	2		
I043456	6/1/2007	787	P90-900090978R	90978	CLOSED	6/18/2007	S022157	P90-900	1	EA.	yes	2/21/2005	2		
I042717	2/13/2007	787	P90-900091007R	91007	CLOSED	5/18/2007	S021800	P90-900	1	EA.	yes	5/19/2005	2		
			P90-900091059R	91059				P90-900	1	EA.		6/27/2005	2	Yes	Broken Pintle,Ford Claim Paperwork, 37481 miles
I038706	1/9/2006	787	P90-900090925R	90925	CLOSED	3/2/2006		P90-900	1	EA.	yes	7/1/2005	2		
I044236	9/17/2007	787	P90-900091273R	91273	CLOSED	9/24/2007		P90-900	1	EA.	yes	2/24/2006	2		
I043459	6/1/2007	787	P90-900091286R	91286	CLOSED	6/18/2007	S022159	P90-900	1	EA.	yes	3/8/2006	2		
I042718	2/13/2007	787	P90-900091419R	91419	CLOSED	5/18/2007	S021801	P90-900	1	EA.	yes	8/11/2006	2		
I043458	6/1/2007	787	P90-900091472R	91472	CLOSED	6/18/2007	S022158	P90-900	1	EA.	yes	11/2/2006	2		
			P90-900091559R	91559				P90-900	1	EA.		10/1/2007	2	Yes	Broken Pintle
			P90-900091630R	91630				P90-900	1	EA.		10/1/2007	2	Yes	No Fault Found
I037291	6/22/2005	787			CLOSED	4/18/2008		P90-900	1	EA.	yes				
I037297	6/22/2005	787			CLOSED	4/18/2008		P90-900	1	EA.	yes				
I037299	6/22/2005	787			CLOSED	4/18/2008		P90-900	1	EA.	yes				
I037406	6/22/2005	787			CLOSED	4/18/2008		P90-900	1	EA.	yes				
I037414	6/22/2005	787			CLOSED	4/18/2008		P90-900	1	EA.	yes				





GMNG-001>GMP-100>P101-100>PR024>P11-101	385	NG	346	2002 F CNG			
GMNG-002>GMP-101>P94-100>PR024>P11-101	23		345		456	456	
GMNG-003>GMP-100>P101-100>PR024>P11-101	210						
GMNG-005>GMP-102>P97-100>PR024>P11-101	1		343	2001 F CNG			
GMNG-006>GMP-103>P98-100>PR024>P11-101	2		342		1240	1240	
GMNG-007>GMP-102>P97-100>PR024>P11-101	2						
GMNG-008>GMP-103>P98-100>PR024>P11-101			333	2000 F CNG	556		
	<b>623</b>		332		969	1525	
MY04:			329	2000 Contour CNG	2168	2168	3693
GMNG-013>GMP-100>P101-100>PR024>P11-101	432						
GMNG-014>GMP-101>P94-100>PR024>P11-101	29		317	1999 E van CNG	1095		2804
GMNG-015>GMP-100>P101-100>PR024>P11-101	54		316		292		
GMNG-016>GMP-101>P94-100>PR024>P11-101	5		315		162		
GMNG-017>GMP-102>P97-100>PR024>P11-101	1		314		300	1849	
GMNG-018>GMP-103>P98-100>PR024>P11-101	4						
GMNG-019>GMP-102>P97-100>PR024>P11-101	3		313	1999 F CNG	82		
GMNG-020>GMP-103>P98-100>PR024>P11-101	1		312		1		
GMNG-021>GMP-102>P97-100>PR024>P11-101			311		114		
GMNG-022>GMP-103>P98-100>PR024>P11-101			310		78		
GMNG-023	<b>280</b>		309		114		
	<b>809</b>		308		566	955	
MY05:			301	1998 E van CNG	8		2976
GMNG-024>GMP-100>P101-100>PR024>P11-101			292		65		
GMNG-025>GMP-101>P94-100>PR024>P11-101			291		133		
GMNG-026>GMP-100>P101-100>PR024>P11-101			279		80	286	
GMNG-027>GMP-101>P94-100>PR024>P11-101							
total	<b>1432</b>						
			278	1998 Contour CNG	1732	1732	
			277	1998 F CNG	27		
			276		75		
			275		856	958	
							10713

---

**From:** Brian Chipman [bchipman@teleflex.bc.ca]  
**Sent:** Monday, January 21, 2008 8:46 PM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** Re: FW: Test Status on 9C968 (3FMXT05.4RF8)

**Attachments:** bchipman.vcf



bchipman.vcf (616  
B)

Hi Arthur,

I received your voice mail and have scheduled to call you at 4pm EST on Wednesday with our Quality Manager Sean Carney. I appreciate your supplying the following correspondence and look forward to reviewing with you shortly.

Regards,

Brian Chipman

Wiard, Arthur (A.R.) wrote:

> \* Mr. Chipman, I just left you a voice mail. I received your name from  
> Jim Allen, with whom I am working on another Teleflex quality issue. I  
> am soliciting your help in the absence of any cooperation from any of  
> your reports at TGFI regarding the issue detailed below. The above  
> TGFI valve is utilized on all Ford Natural Gas Vehicles since it's  
> inception and through final production. Ford has received  
> extraordinarily poor service from TGFI throughout the years in  
> addressing the very obvious quality issues with the control valve. I  
> think that if you read the attached e-mail chain from the bottom up,  
> you will agree. \*  
> \* \*  
> \* The most immediate and major issue in which we were again soliciting  
> TGFI's help is because your component is the target a California Air  
> Resource Board (CARB) investigation. The claim rate has surpassed 4%  
> for your component which automatically triggers the necessity for a  
> full report detailing the test results of the components to CARB. It  
> is obvious to Ford, that TGFI has managed to scrap the parts that have  
> been tested over the years. Of greatest concern, however, is the spike  
> in claims over the past couple years of valves manufactured during  
> April/May of 2003. As you can see below, I asked Sean Carney for an 8D  
> detailing the root cause and PCA/PR for the issue. We have received  
> nothing since November 30, 2007. This issue from 2003 is what has  
> caused the claim rate to top the 4% point. If we could demonstrate to  
> CARB that we have identified and resolve that issue, they may be  
> willing back-off. \*  
> \* \*  
> \* I also have another part here that has been recently returned from  
> our warranty system. I would like to have this unit tested, back am

> skeptical in sending the part to TGFI unless you will accept personal  
> responsibility for the testing and report on it. \*

> \* \*

> \* Please call me to discuss this issue additionally at your earliest  
> convenience. \*

>

>

> / Arthur Wiard /

> / Senior Product Design Engineer /

> / Current and Past Model Quality /

> / FMEI- V-Engine Engineering /

> / Powertrain Operations /

> / Ford Motor Company /

> / (313) 805-8804 /

>

>

>

> \*From:\* Wiard, Arthur (A.R.)

> \*Sent:\* Friday, November 30, 2007 10:15 AM

> \*To:\* Wiard, Arthur (A.R.); 'Sean Carney'; 'gmoss@teleflexgfi.com'

> \*Cc:\* McRoy, Gitanjli (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural  
> (L.S.); Bush, Janet (J.K.); 'jallen@tfxhose.com'

> \*Subject:\* RE: Test Status on 9C968 (3FMXT05.4RF8)

>

> \*Sean, while the parts have apparently been scrapped, which will be  
> dealt with separately, you still have not addressed the 2003 warranty  
> spike detailed in my note below and attached here.... \*

>

> \* 3. An 8D addressing the spike in 2003, which is attached to this  
> communication. In it, we need a fully developed Root Cause, Permanent  
> Corrective Action and Prevent Recurrence, unless it can be  
> demonstrated that all of the returns were TNI / NTF\*

>

> \*were there any 8D's QRs, etc, during 2003 which speak to this spike?\*

>

> / Arthur Wiard /

> / Senior Product Design Engineer /

> / Current and Past Model Quality /

> / FMEI- V-Engine Engineering /

> / Powertrain Operations /

> / Ford Motor Company /

> / (313) 805-8804 /

>

>

>

> \*From:\* Wiard, Arthur (A.R.)

> \*Sent:\* Thursday, November 29, 2007 9:27 AM

> \*To:\* Wiard, Arthur (A.R.); 'Sean Carney'; 'gmoss@teleflexgfi.com'

> \*Cc:\* McRoy, Gitanjli (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural  
> (L.S.); Bush, Janet (J.K.)

> \*Subject:\* RE: Test Status on 9C968 (3FMXT05.4RF8)  
> \*Importance:\* High  
>  
> \*I spoke with Sean Carney yesterday regarding this issue. The short  
> story is that he has only been at T-GFI for the past several months.,  
> but finds no returned parts or evidence of any testing, much less  
> reports. It would seem that this entire issue has fallen off the  
> table, which is very unfortunate.\*  
> \*\*  
> \*Janet, considering the above, what are the next steps with CARB?? \*  
> \* \*

>  
> / Arthur Wiard /  
> / Senior Product Design Engineer /  
> / Current and Past Model Quality /  
> / FMEI- V-Engine Engineering /  
> / Powertrain Operations /  
> / Ford Motor Company /  
> / (313) 805-8804 /

>  
>  
>  
> \*From:\* Wiard, Arthur (A.R.)  
> \*Sent:\* Monday, November 19, 2007 8:43 AM  
> \*To:\* 'Sean Carney'; gmass@teleflexgfi.com  
> \*Cc:\* McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural  
> (L.S.); Bush, Janet (J.K.); Wiard, Arthur (A.R.)  
> \*Subject:\* RE: Test Status on 9C968 (3FMXT05.4RF8)

>  
> \*To date, we have heard nothing back related to the issue below. We  
> will expect a full report on this subject no later than November 26th  
> . I will set up an audio conference to discuss the contents of the  
> report. Please indicate your preferred days and times for this meeting  
> to be scheduled between November 27th-30th in the next couple days.  
> Please contact me if you have any questions.\*

>  
>  
> / Arthur Wiard /  
> / Senior Product Design Engineer /  
> / Current and Past Model Quality /  
> / FMEI- V-Engine Engineering /  
> / Powertrain Operations /  
> / Ford Motor Company /  
> / (313) 805-8804 /

>  
>  
>  
> \*From:\* Sean Carney [mailto:scarney@teleflexgfi.com]  
> \*Sent:\* Friday, October 26, 2007 4:18 PM  
> \*To:\* Wiard, Arthur (A.R.); gmass@teleflexgfi.com

> \*Cc:\* McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Loral  
> (L.S.); Bush, Janet (J.K.)  
> \*Subject:\* RE: Test Status on 9C968 (3FMXT05.4RF8)  
>  
> Thank you for the updated information. Our Team has begun to  
> investigate your concerns both on failure analysis side as well as the  
> lack of communication from TeleflexGFI back to Ford. We have started  
> the process by going back through the old files to see where this  
> process stopped. I will continue to update as information becomes  
> available.  
>  
>  
>  
> Thank you,  
>  
>  
>  
> // Sean S Carney //  
>  
> // Production / Quality Assurance Manager //  
>  
> // TeleflexGFI Control Systems //  
>  
> // 100 Hollinger Crescent //  
>  
> // Kitchener, Ont , N2K 2Z3 //  
>  
>  
>  
> // Office - (519) 576-4270 ext 276 //  
>  
> // Cell - (519) 580-4142 //  
>  
> // Fax - (519) 576-3995 //  
>  
> // Web - www.teleflexgfi.com <<http://www.teleflexgfi.com>> //  
>  
> \* From: \* Wiard, Arthur (A.R.) [mailto:[awiard@ford.com](mailto:awiard@ford.com)]  
> \*Sent:\* Friday, October 26, 2007 3:27 PM  
> \*To:\* [scarney@teleflexgfi.com](mailto:scarney@teleflexgfi.com); [gross@teleflexgfi.com](mailto:gross@teleflexgfi.com)  
> \*Cc:\* McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Loral  
> (L.S.); Bush, Janet (J.K.)  
> \*Subject:\* RE: Test Status on 9C968 (3FMXT05.4RF8)  
> \*Importance:\* High  
>  
>  
>  
> \* Gentlemen, please see the corrections below. The total valves sent  
> to TGFI for analysis was 41, not 12. \*  
>

> \* Please confirm this transmission \*  
>  
> / Arthur Wiard /  
> / Senior Product Design Engineer /  
> / Current and Past Model Quality /  
> / FMEI- V-Engine Engineering /  
> / Powertrain Operations /  
> / Ford Motor Company /  
> / (313) 805-8804 /

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> \* From: \* Feldmeier, Laural (L.S.)  
> \* Sent: \* Friday, October 26, 2007 3:20 PM  
> \* To: \* Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
> \* Cc: \* McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

>  
> I have updated the file with the W in the result columns for the ones  
> I believe were incorrect, based on my records from a year or two ago.  
> This means we are looking for an analysis for 41 parts (4 failed, 3  
> incorrect). They were all sent to TGFI shortly after the delivery  
> date, for the most part.

> Regards,

> / Laural Feldmeier /

>  
> Component Design C - Fuel Metering  
> V-Engine Engineering  
> Building 1, Cube 12D113  
> Phone: 313-32-36963  
> mailto:lfeldmei@ford.com  
> << File: 3fmxt054rf8 9c968.xls >>

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> \* From: \* Wiard, Arthur (A.R.)  
> \* Sent: \* Friday, October 26, 2007 2:53 PM  
> \* To: \* Bush, Janet (J.K.); Feldmeier, Laural (L.S.)  
> \* Cc: \* McRoy, Gitanjali (G.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

>  
> \* Laural, please forward the spreadsheet to me with the additional  
> detail when completed. \*

> / Arthur Wiard /  
> / Senior Product Design Engineer /

> / Current and Past Model Quality /  
> / FMEI- V-Engine Engineering /  
> / Powertrain Operations /  
> / Ford Motor Company /  
> / (313) 805-8804 /

>  
>  
>  
>  
>

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> \* From: \* Bush, Janet (J.K.)  
> \* Sent: \* Friday, October 26, 2007 2:17 PM  
> \* To: \* Feldmeier, Laural (L.S.); Wiard, Arthur (A.R.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

>  
>  
>

> No, they are still in there. You have the file with the claims list.  
> If you can identify which claims were the wrong part and enter a "W"  
> in the test results and "Wrong part returned" in the comments, I can  
> use that to get the 36 off the books.

>  
> Thanks.

>  
> \* Janet K. Bush \*  
> California Emission Component Evaluation Program Administrator  
> Building 1, Cube 13H006, Mail Drop 1107 20000 Rotunda Dearborn, MI  
> 48124  
> Phone: 313.248.5153; Fax: 313.248.5153 Mailto:jbush2@ford.com  
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> /  
>  
>  
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> \* From: \* Feldmeier, Laural (L.S.)  
> \* Sent: \* Friday, October 26, 2007 1:42 PM  
> \* To: \* Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

>  
> There were 12 parts at the point the attached notes were sent out. In  
> some instances, I informed Janet that the parts returned were  
> incorrect, are those removed from the 48? If so, all parts delivered  
> to me were returned to TGFI.

>  
> Regards,  
>



> / Laural Feldmeier /  
>  
> Component Design C - Fuel Metering  
> V-Engine Engineering  
> Building 1, Cube 12D113  
> Phone: 313-32-36963  
> mailto:lfeldmei@ford.com

---

> \* From: \* Wiard, Arthur (A.R.)  
> \* Sent: \* Friday, October 26, 2007 11:04 AM  
> \* To: \* Bush, Janet (J.K.)  
> \* Cc: \* Feldmeier, Laural (L.S.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

> \* Laural, is this correct? What is the 12 vs the 48 that have been  
> delivered? \*

> \* Thanks \*

> / Arthur Wiard /  
> / Senior Product Design Engineer /  
> / Current and Past Model Quality /  
> / FMEI- V-Engine Engineering /  
> / Powertrain Operations /  
> / Ford Motor Company /  
> / (313) 805-8804 /

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> \* From: \* Bush, Janet (J.K.)  
> \* Sent: \* Friday, October 26, 2007 11:03 AM  
> \* To: \* Wiard, Arthur (A.R.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

> There have been a total of 48 parts delivered, not just 12. This may  
> become a point during your negotiations.

> \* Janet K. Bush \*  
> California Emission Component Evaluation Program Administrator  
> Building 1, Cube 13H006, Mail Drop 1107 20000 Rotunda Dearborn, MI  
> 48124  
> Phone: 313.248.5153; Fax: 313.248.5153 Mailto:jbush2@ford.com

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> other than the conduct of business with Ford is expressly prohibited.

> /

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> \* From: \* Wiard, Arthur (A.R.)

> \* Sent: \* Friday, October 26, 2007 10:46 AM

> \* To: \* Bush, Janet (J.K.)

> \* Subject: \* FW: Test Status on 9C968 (3FMXT05.4RF8)

> \* Importance: \* High

>

> \* FYI \*

>

> / Arthur Wiard /

> / Senior Product Design Engineer /

> / Current and Past Model Quality /

> / FMEI- V-Engine Engineering /

> / Powertrain Operations /

> / Ford Motor Company /

> / (313) 805-8804 /

>

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> \* From: \* Wiard, Arthur (A.R.)

> \* Sent: \* Thursday, October 25, 2007 1:52 PM

> \* To: \* 'scarney@teleflexgfi.com'; 'gmoos@teleflexgfi.com'

> \* Cc: \* Feldmeier, Laural (L.S.); Smythe, Joseph (J.M.); Smaldone,  
> Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.);

> 'jallen@tfxhose.com'

>

> \* Subject: \* FW: Test Status on 9C968 (3FMXT05.4RF8)

> \* Importance: \* High

>

> \* Graham and Sean/ Shawn (please correct my spelling of your name) \*

>

> \* I believe that when you review the trail of communication, or  
> perhaps, lack there-of, from TGFI back to Ford Motor Company over the  
> past several years, you will understand our frustration and  
> unhappiness. Based on warranty data extracted from AWS, there is a  
> large spike for these CNG valves across 2003 at the very least. The  
> failure rate now has the full attention of California Air Resource  
> Board, which means it also have Ford's attention as well. We owe CARB  
> a report post haste. Please advise the following immediately: \*

>

> \* 1. The location of the 12 parts that were originally shipped for  
> analysis by Laural Feldmeier to Cindy Canning Smith, then later turned  
> over to Nazar Alias \*  
>  
> \* 2. Detailed analysis and report of the returns. \*  
>  
> \* 3. An 8D addressing the spike in 2003, which is attached to this  
> communication. In it, we need a fully developed Root Cause, Permanent  
> Corrective Action and Prevent Recurrence, unless it can be  
> demonstrated that all of the returns were TNI / NTF\*  
>  
> \* I will look forward to your reply. \*

> \* << File: 5 4L 2V Natl Gas Regulator Claims 2003MY.xls >> \*  
>

> / Arthur Wiard /  
> / Senior Product Design Engineer /  
> / Current and Past Model Quality /  
> / FMEI- V-Engine Engineering /  
> / Powertrain Operations /  
> / Ford Motor Company /  
> / (313) 805-8804 /  
>  
>  
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>

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> \* From: \* Feldmeier, Laural (L.S.)  
> \* Sent: \* Thursday, October 25, 2007 12:54 PM  
> \* To: \* Bush, Janet (J.K.)  
> \* Cc: \* Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy,  
> Gitanjali (G.)  
> \* Subject: \* RE: Test Status on 9C968 (3FMXT05.4RF8)

>  
> Janet. The first attached note is one of thirteen notes sent to Cindy  
> Canning-Smith (or a quality engineer assigned, which changed often)  
> regarding the returned regulators. This is the only response I  
> received from TGFI from any of the parts returned to them, beginning  
> in August 2005, containing any analysis results. I never received any  
> details in an 8D, describing what failed and if anything was done to  
> correct the root cause. Though I asked numerous times for this  
> information, please reference the second note. All parts were  
> returned to TGFI and I have the shippers, copies are available, for  
> the majority of them. I updated the file you sent with the results  
> received, as failures. I elevated this issue to our buyer, Joe  
> Smythe, who sent a letter requesting their response on these parts in  
> March, 2007. Again, no response was received. TGFI has, to date,  
> refused to respond the returned parts.

>  
> Regards,  
>

> / Laural Feldmeier /  
>  
> Component Design C - Fuel Metering  
> V-Engine Engineering  
> Building 1, Cube 12D113  
> Phone: 313-32-36963  
> mailto:lfeldmei@ford.com  
> << Message: Re: CNG Ford Regulators Requiring Analysis >> <<  
> Message: RE: FW: CNG Ford Regulators Requiring Analysis >> << File:  
> 3fmxt054rf8 9c968.xls >>  
>  
>  
>  
>

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> \* From: \* Bush, Janet (J.K.)  
> \* Sent: \* Wednesday, October 24, 2007 12:22 PM  
> \* To: \* Feldmeier, Laural (L.S.)  
> \* Cc: \* Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy,  
> Gitanjali (G.)  
> \* Subject: \* Test Status on 9C968 (3FMXT05.4RF8)  
>  
>  
>  
>

> What is the status of the 9C968 parts that have been set out for CARB  
> testing? The results are needed for the required reports to CARB. 48  
> parts have been delivered for testing. Attached is an excel file,  
> listing all the 9C968 claims for this specific engine family. The  
> claims with a "delivery date" are the parts that have been delivered.  
>

> If you have any questions, please feel free to contact me.  
>

> << File: 3fmxt054rf8 9c968.xls >>  
>

> \* Janet K. Bush \*  
> California Emission Component Evaluation Program Administrator  
> Building 1, Cube 13H006, Mail Drop 1107 20000 Rotunda Dearborn, MI  
> 48124  
> Phone: 313.248.5153; Fax: 313.248.5153 Mailto:jbush2@ford.com  
> <mailto:jbush2@ford.com> / The information contained herein is FORD  
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> /  
>  
>  
>

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, June 12, 2008 1:41 PM  
**To:** Wiard, Arthur (A.R.); Bush, Janet (J.K.); 'Sean Carney'  
**Cc:** 'Brian Chipman'; McRoy, Gitanjali (G.); Londy, George (G.L.)  
**Subject:** RE: New CARB part being returned

**Sean, I have the three new returns, all pressure regulators. They will go out today. I still have not seen results from the parts I sent back on 5/20/08.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, June 10, 2008 11:54 AM  
**To:** Bush, Janet (J.K.); 'Sean Carney'  
**Cc:** 'Brian Chipman'; McRoy, Gitanjali (G.); Londy, George (G.L.); Wiard, Arthur (A.R.)  
**Subject:** RE: New CARB part being returned

**Sean, please provide reports on all outstanding returned parts in the next few days so it can be included in report due to CARB by June 16th. I will forward the latest part to you once I receive it.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, June 10, 2008 11:47 AM  
**To:** Wiard, Arthur (A.R.); 'Sean Carney'  
**Cc:** 'Brian Chipman'; McRoy, Gitanjali (G.); Londy, George (G.L.)  
**Subject:** RE: New CARB part being returned

I'm not sure what you're looking for. We will be required to complete the final CARB report, the EIR (Emissions Information Report) due to not having any test results available at the time of the first report. You should have already received the factsheet. Actually it was due to CARB on 06/16/08. Did you provide any more info to George?

*Janet K. Bush*

California Emission Component Evaluation Program Administrator  
Building 1, Cube 13H006, Mail Drop 1107  
20000 Rotunda  
Dearborn, MI 48124  
Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, June 10, 2008 11:37 AM  
**To:** 'Sean Carney'  
**Cc:** Bush, Janet (J.K.); 'Brian Chipman'; McRoy, Gitanjali (G.)  
**Subject:** FW: New CARB part being returned

**Please provide updated reports on the regulator and recently returned atomizer. There is another part on its way back from CARB. Jan, have we received and feedback from CARB from George Londy's Field Info report?**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [<mailto:scarney@teleflexgfi.com>]  
**Sent:** Tuesday, June 03, 2008 12:30 PM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman'  
**Subject:** RE: New CARB part being returned

Hello Arthur,

As of today I have not had a chance to review the vaporizer that was returned. I have reviewed the regulator and although I do not have the 8D updated I can confirm that the pintle stem was broken the same as the previous regulator that you returned to me. I will do my best to have more information for you by the end of the week.

Best regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 807-2710*

12/2/2008

PE08-063 0078

FW: New CARB part being returned

Fax - (519) 576-3995

Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)

Note: New cell #

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]

**Sent:** Tuesday, June 03, 2008 11:40 AM

**To:** Sean Carney

**Subject:** FW: New CARB part being returned

**...wrong Sean first time around!**

*Arthur Wiard*

*Senior Product Design Engineer*

*Current and Past Model Quality*

*FMEI- V-Engine Engineering*

*Powertrain Operations*

*Ford Motor Company*

*(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)

**Sent:** Tuesday, June 03, 2008 10:58 AM

**To:** 'sosborne@cooperstandard.com'

**Cc:** 'Brian Chipman'; Wiard, Arthur (A.R.)

**Subject:** New CARB part being returned

Part number 3L3Z-9C968-AB Atomizer. I have supplied the complete documentation in the package. Any report on the last parts I sent on May 20th?

New part will be shipped today or tomorrow.

*Arthur Wiard*

*Senior Product Design Engineer*

*Current and Past Model Quality*

*FMEI- V-Engine Engineering*

*Powertrain Operations*

*Ford Motor Company*

*(313) 805-8804*

---

**From:** McRoy, Gitanjali (G.)  
**Sent:** Wednesday, January 23, 2008 4:31 PM  
**To:** Bush, Janet (J.K.); Wiard, Arthur (A.R.); Londy, George (G.L.)  
**Subject:** RE: Old CNG Question

Jan- yes, that's how I read it to.

If we you can confirm the engine suffix make up of this engine family matches the thread of info below, then we can be that much more sure.

Regards,  
*Gitanjali McRoy*  
Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
V Engine Engineering, Ford Motor Company  
Ph: (313)84-58292 Pager:(313)813-2736  
gmcroy@ford.com

---

**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, January 23, 2008 4:24 PM  
**To:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.); Londy, George (G.L.)  
**Subject:** RE: Old CNG Question

Please correct my understanding if it is in correct. After reading the entire thread...Bottom line, Ford is responsible.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** McRoy, Gitanjali (G.)  
**Sent:** Wednesday, January 23, 2008 3:24 PM  
**To:** Bush, Janet (J.K.); Wiard, Arthur (A.R.)  
**Subject:** FW: Old CNG Question

Long string...

Regards,  
*Gitanjali McRoy*  
Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
V Engine Engineering, Ford Motor Company  
Ph: (313)84-58292 Pager:(313)813-2736  
gmcroy@ford.com



---

**From:** Feldmeier, Laural (L.S.)  
**Sent:** Wednesday, January 23, 2008 3:22 PM  
**To:** Lapetz, John (J.M.); Wolff, William (W.R.); Steel, Stuart (S.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Old CNG Question

Thanks for your help.

Regards,

*Laural Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

---

**From:** Lapetz, John (J.M.)  
**Sent:** Wednesday, January 23, 2008 3:14 PM  
**To:** Wolff, William (W.R.); Steel, Stuart (S.); Feldmeier, Laural (L.S.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Old CNG Question

OK then, the direction this is headed is that Ford used a GFI supplied component on it's 2003.5 bifuel cng vehicle and that would make the issue a Ford responsibility pending confirmation of the ET-99.

So I think your answer Laural is that it is Ford's issue to handle.

---

**From:** Wolff, William (W.R.)  
**Sent:** Wednesday, January 23, 2008 3:07 PM  
**To:** Steel, Stuart (S.); Lapetz, John (J.M.); Feldmeier, Laural (L.S.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Old CNG Question

Dedicated trucks had ITT regulators. BFIM Bifuel CNG trucks had GFI regulators. Pickup designation was PN96.

Still digging for ET99s.

John, you were already gone toward launch (to bigger/better things), but we had some serious issues with CNG regulators not to many months before J1... Symptom was a clattering noise I heard, that bespoke of movement inside the device, which would have been a durability concern...

Let me find the ET99...

---

**From:** Steel, Stuart (S.)  
**Sent:** Wednesday, January 23, 2008 3:03 PM  
**To:** Lapetz, John (J.M.); Feldmeier, Laural (L.S.); Wolff, William (W.R.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Old CNG Question

I am pretty sure the only **bi-fuel** vehicles in 2003 were bi-fuel **LPG** PN96.

03 bi-fuel CNG PN96s were not manufactured since it was decided to wait until 2003.5 PN120 (sorry, don't know if that is the right code number) for the Ford internally developed bi-fuel CNG vehicle (with BFIMs).

I think there may have been dedicated CNG PN96 vehicles in 2003MY but would want to defer confirmation to Bill.

Hence, dependent upon confirmation, my conclusion is that if the regulator components were from a 2003 CNG vehicle they must have been from a dedicated CNG vehicle.

*Stuart*

*H2ICE Ignition/Injection Systems*

*Research and Innovation Center*

*Ford Motor Co.*

*SSteel@Ford.com*

*Desk: (313)59-41797*

*Cell: (734)306-7041*

---

**From:** Lapetz, John (J.M.)  
**Sent:** Wednesday, January 23, 2008 2:47 PM  
**To:** Feldmeier, Loral (L.S.); Wolff, William (W.R.); Steel, Stuart (S.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Old CNG Question

Stuart/Bill, help me with this one . Does this part number ring any bells?

Loral says it was 2003 but in 2003 we did the in house, Yes with conoflow? Or was that 2003.5 only and there were 2003 gfi units sold?

If it's gfi then I think that gfi help the certificate and this is their issue but if not then it's ford.

---

**From:** Feldmeier, Loral (L.S.)  
**Sent:** Wednesday, January 23, 2008 2:43 PM  
**To:** Lapetz, John (J.M.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Old CNG Question

Hi John. Thanks for the quick response. The regulator we are receiving back is a TGFI regulator (the service part number is 2L3Z-9C968-AB), I thought it was on the dedicated programs. The parts are coming back from the 03MY if that helps narrow down the program we are talking about. I thought, at that time, we only had dedicated programs....unless our group was not involved in any bi-fuel programs we had around that time. I guess we need to know who is ultimately responsible for the failed parts to CARB. It sounds like you are saying below, that it is Ford regardless? Thanks, again.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

---

**From:** Lapetz, John (J.M.)  
**Sent:** Wednesday, January 23, 2008 11:52 AM  
**To:** Feldmeier, Loral (L.S.)  
**Cc:** McRoy, Gitanjali (G.)

**Subject:** RE: Old CNG Question

First a question to clarify.

For the bi-fuel vehicles we used GFI but for Dedicated we used the ITT conoflow.

Your note says dedicated vehicles but says gfi regulators.

Which one is it?

If it is dedicated conoflow then it was a full oem product like any other ford product

If it was gfi then we paid gfi to do the engineering and install the parts so gfi was the final stage manufacturer and the vehicles carried a ford warranty but we billed the costs back to gfi.

Hope this helps.

---

**From:** Feldmeier, Loral (L.S.)  
**Sent:** Wednesday, January 23, 2008 11:05 AM  
**To:** Lapetz, John (J.M.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** Old CNG Question

Hi John. We have a small issue here in V-engine fuel with the old GFI fuel regulators on some of the 5.4L dedicated CNG vehicles. They have been coming back from California in warranty and we are being asked to report on them. To help with this, we were wondering how these vehicles were handled. I know we had GFI build up the vehicles after they left our B&A facility. Do you know if we actually sold them to GFI and they handled the kits, etc. for us? If you don't recall, and can think of someone who may know, we'd appreciate it.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

---

**From:** Sean Carney [scarney@teleflexgfi.com]  
**Sent:** Tuesday, January 29, 2008 9:35 AM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman'  
**Subject:** RE: Part Number

Hello Arthur,

The part # that you reference is not the same as the one in question. The spike that you saw in 2003 was on TeleflexGFI part # P90-900 CNG regulators. I can confirm that in 2002 we sold 82 units to Ford and in 2003 we sold another 37 units. I have solicited the help of our only engineer that was here during that time frame. While he was not directly involved in the Ford program he does have a fair amount of knowledge on the subject and may be able to help shed some light on the situation. When we last spoke you were going to have one failed regulator sent to my attention for analysis? Have you done this and if so, could you please send me the tracking information. I have been keeping an eye open in our receiving area but have not found anything as of yet.

Thank you,

*Sean S Carney  
Production / Quality Assurance Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 580-4142  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Friday, January 25, 2008 4:19 PM  
**To:** Sean Carney  
**Cc:** Brian Chipman  
**Subject:** Part Number

I have found an older GFI 8D from December 2001 number 01-048 for GFI part number P71-100. Is this the same component? We have no way to know since it was not a Ford 8D and did not contain the Ford part number. Do you have a copy of this 8D ? I can fax to you if you don't. We are still trying to get more info from our end, but virtually every engineer associated with this program as retired. This particular 8D was for poorly designed diaphragm that ruptured in service and was superseded with an improved design.

Let know....I will be in class all next week, but will return my e-mails at the end of each day.

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

.....

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, August 26, 2008 10:47 AM  
**To:** 'Sean Carney'  
**Cc:** 'Brian Chipman'; McRoy, Gitanjali (G.); Johnson, Risa (R.A.); Bush, Janet (J.K.); Wiard, Arthur (A.R.)  
**Subject:** RE: Still looking for that summary....

**Sean**, please provide summary of the returns and results over the past year. I want to make sure it agrees with mine. Also, you have mentioned in previous reports that some of the returns have been rebuilt units.

**Who is the rebuilder of the pressure regulators?**

**Is this also true for the atomizer?**

**What is serviced during a rebuild?**

**Also, just a heads up.... as a result of the potential escalation of this issue with CARB which could lead to a field action, it is the intent of Ford Product and Supplier Technical Assistance to make a site visit G-TFI sometime in September to review part analysis, manufacturing processes and historical information related to past design improvements, 8D's, etc.**

**Janet**, we need to discuss the implication the rebuilt units may have on this issue.

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [mailto:scarney@teleflex.com]  
**Sent:** Monday, August 25, 2008 3:30 PM  
**To:** Wiard, Arthur (A.R.); 'Sean Carney'  
**Cc:** 'Brian Chipman'; McRoy, Gitanjali (G.); Johnson, Risa (R.A.)  
**Subject:** RE: Still looking for that summary....

Hello Arthur,

Please see attached failure report. My understanding is that our last Ford STA was Mustafa Usuf and our site code is ACNZA.

Regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276*

12/2/2008

PE08-063 0085

Still looking for that summary....

Cell - (519) 807-2710  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Monday, August 25, 2008 10:56 AM  
**To:** Sean Carney  
**Cc:** Brian Chipman; McRoy, Gitanjli (G.); Johnson, Risa (R.A.); Wiard, Arthur (A.R.)  
**Subject:** RE: Still looking for that summary....

**Sean, I also left you a message this morning.....I need the name of your Ford STA and the TGFI-Kitchener site code. Please advise as soon as possible.**  
**Thanks**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [mailto:scarney@teleflex.com]  
**Sent:** Monday, August 25, 2008 10:09 AM  
**To:** Wiard, Arthur (A.R.); 'Sean Carney'  
**Cc:** 'Brian Chipman'  
**Subject:** RE: Still looking for that summary....  
**Importance:** High

Hello Arthur,

I apologize for not getting you the report on time but I will have the last part that you sent me completed today.

Regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 807-2710  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Friday, August 22, 2008 4:49 PM  
**To:** Sean Carney  
**Cc:** Brian Chipman  
**Subject:** Still looking for that summary....

....and reports

12/2/2008

PE08-063 0086

---

**From:** Gumz, Melanie (M.)  
**Sent:** Monday, September 22, 2008 10:41 AM  
**To:** Gregoricka, David (D.J.)  
**Cc:** Wiard, Arthur (A.R.); Lamb, Amy (A.L.)  
**Subject:** RE: Teleflex GFI Telecon

I'm sure Art will want to talk about that too. Thanks, Dave.

*Melanie Gumz  
Maintenance and Light Repair Supervisor  
Service Engineering Operations - Service Product Development  
Ford Customer Service Division  
Phone: (313) 84-54286 Fax: (313) 62-16526  
In the office Mon/Tues/Fri Telecommute Thurs  
Job-Share Partner: Amy Lamb (alamb)*

---

**From:** Gregoricka, David (D.J.)  
**Sent:** Monday, September 22, 2008 8:03 AM  
**To:** Gumz, Melanie (M.)  
**Subject:** Accepted: Teleflex GFI Telecon  
**When:** Tuesday, September 23, 2008 9:30 AM-10:00 AM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** x13673, 313 621 3673, 168 26 400

I have a 9C968 for **CNG** on my desk. Apparently this one has a natural gas leak and I was asked by CCRG to tell them what I know about leaky CNG regulators.

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, October 07, 2008 4:59 PM  
**To:** Wiard, Arthur (A.R.); 'Krista Cluchey'  
**Cc:** Van Nortwick, Kelvin (K.L.); Shah, Nitin (N.K.); Brian Chipman  
**Subject:** RE: TeleflexGFI - Kitchener Site Visit  
**Attachments:** 3fmxt054rf8 9c968 (10).xls

**Krista, here is the file of lost regulator returns**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, October 07, 2008 4:39 PM  
**To:** 'Krista Cluchey'  
**Cc:** Van Nortwick, Kelvin (K.L.); Shah, Nitin (N.K.); Wiard, Arthur (A.R.)  
**Subject:** FW: TeleflexGFI - Kitchener Site Visit

**After discussions with Kelvin and Nitin, I understand that T-GFI is supposed to checking the records for the build dates of all returns. What is needed immediately, besides those most recent ones listed below, are the 41 which T-GFI apparently lost as sent from Laural Feldmeir to Cindy Canning-Smith from 2005-06. I have attached the file of those that were deemed correct from Laural. If we can get the build dates for those regulators along with the later ones I sent Sean , we can possibly start pinning this issue down to specific dates and S/Ns. We may also be able to create a statistically robust probability projection as well, which will be important in our response to CARB.**

**Please indicate when you can provide this information.**

*Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Tuesday, October 07, 2008 2:02 PM  
**To:** 'Krista Cluchey'  
**Cc:** Van Nortwick, Kelvin (K.L.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** RE: TeleflexGFI - Kitchener Site Visit



*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*

Thanks....I will get back to you on the trip date after discussing with my manager.

On a related subject, below is a cut and paste of a conversation I had with Kelvin. I am very interested in T-GFI pulling together, as soon as possible, the build dates for the regulators that I sent to Sean over the past several months. That should be six total with 5 defects and one TNI. I also have two more as cited in my note below and their serial numbers.

if we can make a case for a special cause during MY 2003 production (which assume would be mid-late 2002 or thereabouts) for these pintle failures, it would certainly make life alot easier for everybody. If that is not the case, we at least must better understand the time period. I spoke with Chris Green at length a couple weeks ago and he has some interesting ideas on possible causes as well.

**When can you supply me with the build dates for returns to date at least?**

from Kelvin.....

We already have the list of all the serial numbers from them - just missing the build dates. They were also running a report from there system which had the analysis and status on all of them. It was not complete when we left but they were suppose to have it for your visit.

I also have documentation on issues and changes that occurred in their production during the 2003 Model Year

This is all part of the documents I have for you. You still should be able to do the stat analysis by serial number for a start and then build date once you get that.

**Here are the two other S/N for the regulators I still hold**

**001545**

**091582R (reman?)**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Krista Cluchey [mailto:kcluchey@teleflex.com]  
**Sent:** Tuesday, October 07, 2008 1:21 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** Re: TeleflexGFI - Kitchener Site Visit

I guess "Welcome back" is in order then. I'm sure you have alot on your plate but in reference to your message below  
PE08-063 0090

12/2/2008

we could be available Oct. 23 or 24th or any day during the week of Nov 10th.

--

Krista Cluchey  
Quality Manager-TeleflexGFI

Phone: 519-576-4270 ext 312  
Cell: 519-501-2973

Wiard, Arthur (A.R.) wrote:

**I was out of the office the past several days. I will be getting the info from GFI as brought back by Kelvin later today. I will review and call you with questions.**

**I will need to get with my manager, Gitanjali McRoy and determine possible dates for a visit with her. Right now, I would rather postpone until the week of Nov 10th or pull it well ahead for Oct 22nd-24th. I cannot imagine that what we need to cover will take more than one full day. Let me know if those dates will work.**

**I also have in my possession, two pressure regulators and one vaporizer from CARB. I have been holding them until our trip, but may need to send them to you for analysis if the trip is a ways out as CARB usually wants feedback within two months. I have a call into our CARB person and will let you know.**

**Please call me with any questions or needed discussion.**

**Thanks**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Krista Cluchey [<mailto:kcluchey@teleflex.com>]  
**Sent:** Tuesday, October 07, 2008 11:19 AM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** Re: TeleflexGFI - Kitchener Site Visit

Good Morning Arthur,

Have you had a chance to follow-up with your cohorts regarding their visit to Teleflex on Sept. 30 and Oct. 01/08. Would you still like to schedule a time to come in yourself for further review? Right now the Wk 44, Oct 27 thru Oct 31/08 looks open from our side. Would you like me to schedule some time for your group during that week?

--

Krista Cluchey  
Quality Manager-TeleflexGFI

Phone: 519-576-4270 ext 312  
Cell: 519-501-2973

Wiard, Arthur (A.R.) wrote:

It has come to my attention that another Ford group will be visiting your facility on Sept. 29th. Can you fill me in on the purpose of that trip and the Ford attendees? I plan on contacting Amy Lamb to ensure we are all of the same page, but further info from you would be helpful.

Thanks for the fast response.

Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804

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

From: Krista Cluchey [<mailto:kcluchey@teleflex.com>]  
Sent: Thursday, September 18, 2008 5:14 PM  
To: Wiard, Arthur (A.R.)  
Cc: Cindy Canning-Smith; Chris Green; Andrew Lakerdas; Ray Neakpur; Brian Chipman; Van Nortwick, Kelvin (K.L.); Dan, Thomas (G.); Sahinbas, Kenan (M.); [jennifer.wightman@us.bosch.com](mailto:jennifer.wightman@us.bosch.com); McRoy, Gitanjali (G.); Hank Wagner  
Subject: Re: TeleflexGFI - Kitchener Site Visit

Absolutely, we can do that. The only delay at this point is, I am waiting feedback from our materials/scheduling resource in regards to component availability and potential build dates for your regulator. You've noted below that you would like to view our production process running the P90-900 regulator. Unfortunately our master scheduler is out of the building until Monday Sept. 22, he has assured me that he will give me the first available date to produce parts upon his return.

Once I have this date I will forward to you all of the dates available within the six week period.

If this timing is not acceptable please let me know and I will make an effort to expedite the request.

Regards,

--

Krista Cluchey  
Quality Manager-TeleflexGFI

Phone: 519-576-4270 ext 312  
Cell: 519-501-2973

Wiard, Arthur (A.R.) wrote:

To ensure there is no confusion, please indicate the days by date in the next six weeks that GFI could accommodate the Ford Team. We assume

our visit could be accomplished in one long day.

Thanks in advance

Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804

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

From: Krista Cluchey [<mailto:kcluchey@teleflex.com>]  
Sent: Thursday, September 18, 2008 11:20 AM  
To: Wiard, Arthur (A.R.)  
Cc: Cindy Canning-Smith; Chris Green; Andrew Lakerdas; Ray Neakpur;  
Brian Chipman  
Subject: TeleflexGFI - Kitchener Site Visit

Good Morning Mr. Wiard,

Firstly let me apologize for the delay in response from our team. We fully understand that scheduling from both our sides is a task in itself. We are more than happy to accommodate your visit according to

the agenda received yesterday. I propose that you finalize a date from your side with the following scheduling conflicts taken into consideration. We have a European customer audit previously scheduled for wk 43. We have a potential visit from VW Germany scheduled for wk 39, and an ISO9000 audit during wk45. From a Quality

side, I personally will be on vacation 10/08 thru 10/15. (partial of wks 41 and 42)

Please reconvene with your internal resources and propose a date within these constraints and Teleflex will prepare for your site

visit.

Please feel free to contact me if you have additional questions or concerns,

Regards,

--

Krista Cluchey  
Quality Manager-TeleflexGFI

Phone: 519-576-4270 ext 312

Cell: 519-501-2973

3FMXT05.4FR8  
9C968  
As of 10/24/07

ER Ref Number	AWS Claim Key	Model Year	Vin	Delivery Date	Cert Type	Engine Family	Agcy Code	Mileage	Pass/Fail Date	Base Part Num	Prefix	Suffix	Prt Qty	Repl Ind	Dealer P&A	Repair Date	Tag Number	Tester ID	Test Result	Comment
20544693	14968526	2003	2FTPF17Z13C	16-Apr-07	5	3FMXT054RF8	CA	61607		9C968	2L3Z	AB	1	Y	07727	12-Mar-07	0202951418	*	P	*
20540251	14938565	2003	2FTPF17Z53C	11-Jun-07	5	3FMXT054RF8	CA	24123		9C968	2L3Z	AB	1	Y	05290	1-Mar-07	0202715735	*	P	*
20949059	15043045	2003	2FTPX17Z43C	11-Jun-07	5	3FMXT054RF8	CA	68774		9C968	2L3Z	AB	1	Y	07749	5-Apr-07	0203499189	*	P	*
20947254	15032458	2003	2FTPX17Z53C	11-Jun-07	5	3FMXT054RF8	CA	16586		9C968	2L3Z	AB	1	Y	04591	22-Mar-07	0203445806	*	P	*
20540241	14937981	2003	2FTPX18Z13C	11-Jun-07	5	3FMXT054RF8	CA	69913		9C968	2L3Z	AB	1	Y	03642	1-Mar-07	0202715784	*	P	*
21372968	15219263	2003	2FTPF18Z83C	25-Jun-07	5	3FMXT054RF8	CA	44193		9C968	2L3Z	AB	1	Y	07727	17-May-07	0205057846	*	P	*
11133643	10603210	2003	1FTRW07383		5	3FMXT054RF8	CA	58103		9C968	XR3Z	AA	1	Y	09914	26-Apr-05	*	*	P	*
18914708	14670642	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	*	*	P	*
10049951	9429664	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	28651		9C968	2L3Z	AB	1	Y	07369	3-Jan-05	*	*	P	*
10046578	9360020	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	7502		9C968	2L3Z	AB	1	Y	06368	11-Jan-05	*	*	P	*
10032774	9079395	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	12266		9C968	2L3Z	AB	1	Y	06963	29-Dec-04	*	*	P	*
8652691	7600043	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	8093		9C968	2L3Z	AB	1	Y	05485	30-Aug-04	*	*	P	*
10768034	10214835	2003	2FTPF17Z33C		5	3FMXT054RF8	CA	7965		9C968	2L3Z	AB	1	Y	07712	17-Mar-05	*	*	P	*
11129825	10547375	2003	2FTPF17Z53C		5	3FMXT054RF8	CA	32973		9C968	2L3Z	AB	1	Y	06772	5-Apr-05	*	*	P	*
23035782	15542767	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	69447		9C968	2L3Z	AB	1	Y	06081	13-Sep-07	*	*	P	*
10386896	9475056	2003	2FTPF17Z3C		5	3FMXT054RF8	CA	23504		9C968	2L3Z	AB	1	Y	07727	24-Jan-05	*	*	P	*
10399216	9719899	2003	2FTPF18Z33C		5	3FMXT054RF8	CA	35628		9C968	2L3Z	AB	1	Y	07749	4-Jan-05	*	*	P	*
23027942	15514883	2003	2FTPF18Z53C		5	3FMXT054RF8	CA	30362		9C968	2L3Z	AB	1	Y	06081	5-Sep-07	*	*	P	*
23445018	15580772	2003	2FTPF18Z83C		5	3FMXT054RF8	CA	48303		9C968	2L3Z	AB	1	Y	07727	3-Oct-07	*	*	P	*
11492321	10813892	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	28835		9C968	2L3Z	AB	1	Y	06963	16-May-05	*	*	P	*
23443186	15574858	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	62258		9C968	2L3Z	AB	1	Y	06081	4-Oct-07	*	*	P	*
9683275	8763888	2003	2FTPX17Z13C		5	3FMXT054RF8	CA	59512		9C968	2L3Z	AB	1	Y	05471	29-Oct-04	*	*	P	*
10758022	10050981	2003	2FTPX17Z23C		5	3FMXT054RF8	CA	10565		9C968	2L3Z	AB	1	Y	07369	9-Feb-05	*	*	P	*
20127600	14858069	2003	2FTPX17Z33C		5	3FMXT054RF8	*	83370		9C968	3L3Z	AB	1	Y	07369	6-Feb-07	*	*	P	*
8999978	8100083	2003	2FTPX17Z33C		5	3FMXT054RF8	CA	18311		9C968	2L3Z	AB	1	Y	07799	5-Oct-04	*	*	P	*
9691153	8904241	2003	2FTPX17Z43C		5	3FMXT054RF8	CA	33072		9C968	3L3Z	AB	1	Y	05493	18-Oct-04	*	*	P	*
10761009	10104003	2003	2FTPX17Z53C		5	3FMXT054RF8	CA	15705		9C968	2L3Z	AB	1	Y	05264	18-Mar-05	*	*	P	*
10754907	9995392	2003	2FTPX17Z53C		5	3FMXT054RF8	CA	6167		9C968	2L3Z	AB	1	Y	06963	4-Mar-05	*	*	P	*
8657488	7687428	2003	2FTPX17Z63C		5	3FMXT054RF8	CA	8509		9C968	2L3Z	AB	1	Y	07884	19-Aug-04	*	*	P	*
6408228	4755461	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	2555		9C968	2L3Z	AB	1	Y	07877	5-Feb-04	*	*	P	*
10044571	9318188	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	11714		9C968	2L3Z	AB	1	Y	06963	10-Jan-05	*	*	P	*
23028802	15518044	2003	2FTPX17Z83C		5	3FMXT054RF8	CA	43656		9C968	2L3Z	AB	1	Y	07820	29-Aug-07	*	*	P	*
11116001	10317659	2003	2FTPX18Z13C		5	3FMXT054RF8	CA	30898		9C968	2L3Z	AB	1	Y	06963	4-Apr-05	*	*	P	*
10397335	9683783	2003	2FTPX18Z13C		5	3FMXT054RF8	CA	23691		9C968	2L3Z	AB	1	Y	07727	30-Nov-04	*	*	P	*
10046497	9358356	2003	2FTPX18Z23C		5	3FMXT054RF8	CA	18997		9C968	2L3Z	AB	1	Y	05290	6-Jan-05	*	*	P	*
23023784	15499532	2003	2FTPX18Z33C		5	3FMXT054RF8	CA	34993		9C968	2L3Z	AB	1	Y	03642	29-Aug-07	*	*	P	*
10762194	10124127	2003	2FTPX18Z53C		5	3FMXT054RF8	CA	34737		9C968	2L3Z	AB	1	Y	07727	9-Feb-05	*	*	P	*
20534949	14917136	2003	2FTPX18Z93C		5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	*	*	P	*

3FMXT05.4FR8  
9C968  
As of 10/24/07

ER Ref Number	AWS Claim Key	Model Year	Vin	Delivery Date	Cert Type	Engine Family	Agcy Code	Mileage	Pass/Fail Date	Base Part Num	Prefix	Suffix	Prt Qty	Repl Ind	Dealer P&A	Repair Date	Tag Number	Tester ID	Test Result	Comment
20544693	14968526	2003	2FTPF17Z13C	16-Apr-07	5	3FMXT054RF8	CA	61607		9C968	2L3Z	AB	1	Y	07727	12-Mar-07	0202951418	*	P	*
20540251	14938565	2003	2FTPF17Z53C	11-Jun-07	5	3FMXT054RF8	CA	24123		9C968	2L3Z	AB	1	Y	05290	1-Mar-07	0202715735	*	P	*
20949059	15043045	2003	2FTPX17Z43C	11-Jun-07	5	3FMXT054RF8	CA	68774		9C968	2L3Z	AB	1	Y	07749	5-Apr-07	0203499189	*	P	*
20947254	15032458	2003	2FTPX17Z53C	11-Jun-07	5	3FMXT054RF8	CA	16586		9C968	2L3Z	AB	1	Y	04591	22-Mar-07	0203445806	*	P	*
20540241	14937981	2003	2FTPX18Z13C	11-Jun-07	5	3FMXT054RF8	CA	69913		9C968	2L3Z	AB	1	Y	03642	1-Mar-07	0202715784	*	P	*
21372968	15219263	2003	2FTPF18Z83C	25-Jun-07	5	3FMXT054RF8	CA	44193		9C968	2L3Z	AB	1	Y	07727	17-May-07	0205057846	*	P	*
11133643	10603210	2003	1FTRW07383		5	3FMXT054RF8	CA	58103		9C968	XR3Z	AA	1	Y	09914	26-Apr-05	*	*	P	*
18914708	14670642	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	*	*	P	*
10049951	9429664	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	28651		9C968	2L3Z	AB	1	Y	07369	3-Jan-05	*	*	P	*
10046578	9360020	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	7502		9C968	2L3Z	AB	1	Y	06368	11-Jan-05	*	*	P	*
10032774	9079395	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	12266		9C968	2L3Z	AB	1	Y	06963	29-Dec-04	*	*	P	*
8652691	7600043	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	8093		9C968	2L3Z	AB	1	Y	05485	30-Aug-04	*	*	P	*
10768034	10214835	2003	2FTPF17Z33C		5	3FMXT054RF8	CA	7965		9C968	2L3Z	AB	1	Y	07712	17-Mar-05	*	*	P	*
11129825	10547375	2003	2FTPF17Z53C		5	3FMXT054RF8	CA	32973		9C968	2L3Z	AB	1	Y	06772	5-Apr-05	*	*	P	*
23035782	15542767	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	69447		9C968	2L3Z	AB	1	Y	06081	13-Sep-07	*	*	P	*
10386896	9475056	2003	2FTPF17Z33C		5	3FMXT054RF8	CA	23504		9C968	2L3Z	AB	1	Y	07727	24-Jan-05	*	*	P	*
10399216	9719899	2003	2FTPF18Z33C		5	3FMXT054RF8	CA	35628		9C968	2L3Z	AB	1	Y	07749	4-Jan-05	*	*	P	*
23027942	15514883	2003	2FTPF18Z53C		5	3FMXT054RF8	CA	30362		9C968	2L3Z	AB	1	Y	06081	5-Sep-07	*	*	P	*
23445018	15580772	2003	2FTPF18Z83C		5	3FMXT054RF8	CA	48303		9C968	2L3Z	AB	1	Y	07727	3-Oct-07	*	*	P	*
11492321	10813892	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	28835		9C968	2L3Z	AB	1	Y	06963	16-May-05	*	*	P	*
23443186	15574858	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	62258		9C968	2L3Z	AB	1	Y	06081	4-Oct-07	*	*	P	*
9683275	8763888	2003	2FTPX17Z13C		5	3FMXT054RF8	CA	59512		9C968	2L3Z	AB	1	Y	05471	29-Oct-04	*	*	P	*
10758022	10050981	2003	2FTPX17Z23C		5	3FMXT054RF8	CA	10565		9C968	2L3Z	AB	1	Y	07369	9-Feb-05	*	*	P	*
20127600	14858069	2003	2FTPX17Z33C		5	3FMXT054RF8	*	83370		9C968	3L3Z	AB	1	Y	07369	6-Feb-07	*	*	P	*
8999978	8100083	2003	2FTPX17Z33C		5	3FMXT054RF8	CA	18311		9C968	2L3Z	AB	1	Y	07799	5-Oct-04	*	*	P	*
9691153	8904241	2003	2FTPX17Z43C		5	3FMXT054RF8	CA	33072		9C968	3L3Z	AB	1	Y	05493	18-Oct-04	*	*	P	*
10761009	10104003	2003	2FTPX17Z53C		5	3FMXT054RF8	CA	15705		9C968	2L3Z	AB	1	Y	05264	18-Mar-05	*	*	P	*
10754907	9995392	2003	2FTPX17Z53C		5	3FMXT054RF8	CA	6167		9C968	2L3Z	AB	1	Y	06963	4-Mar-05	*	*	P	*
8657488	7687428	2003	2FTPX17Z63C		5	3FMXT054RF8	CA	8509		9C968	2L3Z	AB	1	Y	07884	19-Aug-04	*	*	P	*
6408228	4755461	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	2555		9C968	2L3Z	AB	1	Y	07877	5-Feb-04	*	*	P	*
10044571	9318188	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	11714		9C968	2L3Z	AB	1	Y	06963	10-Jan-05	*	*	P	*
23028802	15518044	2003	2FTPX17Z83C		5	3FMXT054RF8	CA	43656		9C968	2L3Z	AB	1	Y	07820	29-Aug-07	*	*	P	*
11116001	10317659	2003	2FTPX18Z13C		5	3FMXT054RF8	CA	30898		9C968	2L3Z	AB	1	Y	06963	4-Apr-05	*	*	P	*
10397335	9683783	2003	2FTPX18Z13C		5	3FMXT054RF8	CA	23691		9C968	2L3Z	AB	1	Y	07727	30-Nov-04	*	*	P	*
10046497	9358356	2003	2FTPX18Z23C		5	3FMXT054RF8	CA	18997		9C968	2L3Z	AB	1	Y	05290	6-Jan-05	*	*	P	*
23023784	15499532	2003	2FTPX18Z33C		5	3FMXT054RF8	CA	34993		9C968	2L3Z	AB	1	Y	03642	29-Aug-07	*	*	P	*
10762194	10124127	2003	2FTPX18Z53C		5	3FMXT054RF8	CA	34737		9C968	2L3Z	AB	1	Y	07727	9-Feb-05	*	*	P	*
20534949	14917136	2003	2FTPX18Z93C		5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	*	*	P	*



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**From:** McRoy, Gitanjali (G.)  
**Sent:** Wednesday, September 10, 2008 11:13 AM  
**To:** Nicholson, Jeff (J.J.)  
**Cc:** Wiard, Arthur (A.R.)  
**Subject:** RE: TeleflexGFI , Site Code= ACNZA

Jeff, thanks so much for the direction. We originally got Mustafa's name from the supplier. It makes sense that the STA is only for service since the valves we are discussing with them are CNG service applications. I will follow up with the contacts that you have listed and if I still hit road blocks, I'll let you know.

The component is a fuel pressure regulator for compressed natural gas applications (mounted on the chassis not engine). Our dept. did not release the valve originally but since we have the gas pressure regulator responsibility, it fell to us when the CNG group disbanded. The 2003MY California warranty claim rate has hit reporting thresholds and it has been a very muddy trail working with Teleflex...we need their analysis to support the paperwork. What we do know with the limited data we have is that damaged pintles is the prime symptom (no root cause), and there is a spike in the 2003MY warranty graphs.

Regards,  
*Gitanjali McRoy*  
 Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
 V Engine Engineering, Ford Motor Company  
 Ph: (313)84-58292 Pager:(313)813-2736  
 gmcroy@ford.com

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**From:** Nicholson, Jeff (J.J.)  
**Sent:** Wednesday, September 10, 2008 9:02 AM  
**To:** McRoy, Gitanjali (G.)  
**Subject:** RE: TeleflexGFI , Site Code= ACNZA

Gitanjali - it's not acceptable that you aren't getting a response. Part of the problem may be that this site currently isn't assigned to production STA, only service STA.

A couple of thoughts:

1. You can work through the service STA engineer and supervisor. This may be the easiest option. Here is their contact information:

Sahinbas, Kenan (M.)  
 313-3903264  
 msahinba@ford.com

Dan, Thomas (G.)  
 313-390 3164  
[tdan1@ford.com](mailto:tdan1@ford.com)

2. What is the component exactly? I can try to identify the appropriate production STA support for you - but if on the VO side we may get resistance. I can work on it.

3. If there is warranty involved, have you considered opening a BSAQ project on it. This would formally pull in STA support, however we would still have to cross bridge on who it should be assigned to. Do you know that this used to be Mustafa and Fred's site?

Jeff

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**From:** McRoy, Gitanjali (G.)  
**Sent:** Tuesday, September 09, 2008 2:43 PM  
**To:** Nicholson, Jeff (J.J.)  
**Subject:** FW: TeleflexGFI , Site Code= ACNZA

Jeff, I'm looking for some STA support and got no response from my below email. Any suggestions?

Regards,  
*Gitanjali McRoy*  
Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
V Engine Engineering, Ford Motor Company  
Ph: (313)84-58292 Pager:(313)813-2736  
gmcroy@ford.com

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**From:** McRoy, Gitanjali (G.)  
**Sent:** Monday, August 25, 2008 6:58 PM  
**To:** Usuf, Mustafa (M.); Hawkins, Fred (F.W.)  
**Cc:** Wiard, Arthur (A.R.); Johnson, Risa (R.A.)  
**Subject:** TeleflexGFI , Site Code= ACNZA

Mustafa,

We understand that you have the Teleflex GFI site in Kitchener, Ontario. Please confirm. We need your assistance!

**BACKGROUND:**

Currently, we have been in communication with the Teleflex GFI quality manager, Sean Carney, on analysis of returned parts through the CARB retrieval/reporting system. The site produced the -9C968- regulator that was used on NGVs. We are specifically interested in the 2003MY since it appears there was an increase in warranty for a few of the production months which drove repair rates over the CARB reporting threshold. Parts from the CARB retrieval process that were originally sent to this site were "lost." We are now hurrying to get additional parts for analysis to support the required filing of a fact sheet.

The support has been minimal from Teleflex GFI and we would like to make a site visit to review the parts analysis, their process (still producing service volumes) and review historical documents on any changes/8Ds. Since an increase over a few production months is typically manufacturing related, we really need STA support on the visit.

We also are being told that the rates may be high enough that some field actions may be required. We are not sure of this and are requesting the details.

**NEXT STEPS:**

- 1) PD and STA to meet and go over what is known
- 2) Site visit conducted with PD and STA, to be scheduled in September

***Please advise if you are the correct STA and can support this needed effort.***

Regards,  
*Gitanjali McRoy*  
Supervisor, Fuel&Air Metering, EGR, Ignition Current Quality  
V Engine Engineering, Ford Motor Company  
Ph: (313)84-58292 Pager:(313)813-2736  
gmcroy@ford.com

---

**From:** James Allen [jallen@tfxhose.com]  
**Sent:** Monday, November 26, 2007 5:41 PM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

Art

I talked with the VP and sent him this email chain He will investigate what is going on. They will contact you. If you don't hear anything let me know

Jim

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Monday, November 26, 2007 3:06 PM  
**To:** jallen@tfxhose.com  
**Cc:** Wiard, Arthur (A.R.)  
**Subject:** FW: Test Status on 9C968 (3FMXT05.4RF8)

**time to move forward on this, Jim....not even the courtesy of a return e-mail, much less report.**

**Please advise,**

**Thanks**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Monday, November 19, 2007 8:43 AM  
**To:** 'Sean Carney'; gmoos@teleflexgfi.com  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural (L.S.); Bush, Janet (J.K.); Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**To date, we have heard nothing back related to the issue below. We will expect a full report on this subject no later than **November 26th**. I will set up an audio conference to discuss the contents of the report. Please indicate your preferred days and times for this meeting to be scheduled between **November 27th-30th** in the next couple days. Please contact me if you have any questions.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering*

*Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [mailto:scarney@teleflexgfi.com]  
**Sent:** Friday, October 26, 2007 4:18 PM  
**To:** Wiard, Arthur (A.R.); gmooss@teleflexgfi.com  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural (L.S.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

Thank you for the updated information. Our Team has begun to investigate your concerns both on failure analysis side as well as the lack of communication from TeleflexGFI back to Ford. We have started the process by going back through the old files to see where this process stopped. I will continue to update as information becomes available.

Thank you,

*Sean S Carney  
Production / Quality Assurance Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 580-4142  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Friday, October 26, 2007 3:27 PM  
**To:** scarney@teleflexgfi.com; gmooss@teleflexgfi.com  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural (L.S.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)  
**Importance:** High

**Gentlemen, please see the corrections below. The total valves sent to TGFI for analysis was 41, not 12.**

**Please confirm this transmission**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Feldmeier, Laural (L.S.)  
**Sent:** Friday, October 26, 2007 3:20 PM  
**To:** Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.)

**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

I have updated the file with the W in the result columns for the ones I believe were incorrect, based on my records from a year or two ago. This means we are looking for an analysis for 41 parts (4 failed, 3 incorrect). They were all sent to TGFI shortly after the delivery date, for the most part.

Regards,

*Laural Feldmeier*

Component Design C - Fuel Metering

V-Engine Engineering

Building 1, Cube 12D113

Phone: 313-32-36963

<mailto:lfeldmei@ford.com>

<< File: 3fmxt054rf8 9c968.xls >>

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**From:** Wiard, Arthur (A.R.)

**Sent:** Friday, October 26, 2007 2:53 PM

**To:** Bush, Janet (J.K.); Feldmeier, Laural (L.S.)

**Cc:** McRoy, Gitanjali (G.)

**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**Laural, please forward the spreadsheet to me with the additional detail when completed.**

*Arthur Wiard*

*Senior Product Design Engineer*

*Current and Past Model Quality*

*FMEI- V-Engine Engineering*

*Powertrain Operations*

*Ford Motor Company*

*(313) 805-8804*

---

**From:** Bush, Janet (J.K.)

**Sent:** Friday, October 26, 2007 2:17 PM

**To:** Feldmeier, Laural (L.S.); Wiard, Arthur (A.R.)

**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

No, they are still in there. You have the file with the claims list. If you can identify which claims were the wrong part and enter a "W" in the test results and "Wrong part returned" in the comments, I can use that to get the 36 off the books.

Thanks.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

12/2/2008

PE08-063 0101

20000 Rotunda  
Dearborn, MI 48124  
Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** Feldmeier, Loral (L.S.)  
**Sent:** Friday, October 26, 2007 1:42 PM  
**To:** Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

There were 12 parts at the point the attached notes were sent out. In some instances, I informed Janet that the parts returned were incorrect, are those removed from the 48? If so, all parts delivered to me were returned to TGFI.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, October 26, 2007 11:04 AM  
**To:** Bush, Janet (J.K.)  
**Cc:** Feldmeier, Loral (L.S.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**Loral, is this correct? What is the 12 vs the 48 that have been delivered?**

**Thanks**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

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**From:** Bush, Janet (J.K.)  
**Sent:** Friday, October 26, 2007 11:03 AM  
**To:** Wiard, Arthur (A.R.)

**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

There have been a total of 48 parts delivered, not just 12. This may become a point during your negotiations.

*Janet K. Bush*

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**From:** Wiard, Arthur (A.R.)

**Sent:** Friday, October 26, 2007 10:46 AM

**To:** Bush, Janet (J.K.)

**Subject:** FW: Test Status on 9C968 (3FMXT05.4RF8)

**Importance:** High

**FYI**

*Arthur Wiard*

*Senior Product Design Engineer*

*Current and Past Model Quality*

*FMEI- V-Engine Engineering*

*Powertrain Operations*

*Ford Motor Company*

*(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)

**Sent:** Thursday, October 25, 2007 1:52 PM

**To:** 'scarney@teleflexgfi.com'; 'gross@teleflexgfi.com'

**Cc:** Feldmeier, Loral (L.S.); Smythe, Joseph (J.M.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.); 'jallen@tfxhose.com'

**Subject:** FW: Test Status on 9C968 (3FMXT05.4RF8)

**Importance:** High

**Graham and Sean/ Shawn (please correct my spelling of your name)**

**I believe that when you review the trail of communication, or perhaps, lack there-of, from TGFI back to Ford Motor Company over the past several years, you will understand our frustration and unhappiness. Based on warranty data extracted from AWS, there is a large spike for these CNG**

PE08-063 0103

12/2/2008

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1. The location of the 12 parts that were originally shipped for analysis by Loral Feldmeier to Cindy Canning Smith, then later turned over to Nazar Alias

2. Detailed analysis and report of the returns.

2. An 8D addressing the spike in 2003, which is attached to this communication. In it, we need a fully developed Root Cause, Permanent Corrective Action and Prevent Recurrence, unless it can be demonstrated that all of the returns were TNI / NTF

I will look forward to your reply.

<< File: 5 4L 2V Natl Gas Regulator Claims 2003MY.xls >>

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
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*Powertrain Operations*  
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Janet. The first attached note is one of thirteen notes sent to Cindy Canning-Smith (or a quality engineer assigned, which changed often) regarding the returned regulators. This is the only response I received from TGFI from any of the parts returned to them, beginning in August 2005, containing any analysis results. I never received any details in an 8D, describing what failed and if anything was done to correct the root cause. Though I asked numerous times for this information, please reference the second note. All parts were returned to TGFI and I have the shippers, copies are available, for the majority of them. I updated the file you sent with the results received, as failures. I elevated this issue to our buyer, Joe Smythe, who sent a letter requesting their response on these parts in March, 2007. Again, no response was received. TGFI has, to date, refused to respond the returned parts.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

<< Message: Re: CNG Ford Regulators Requiring Analysis >> << Message: RE: FW: CNG Ford Regulators Requiring Analysis >> << File: 3fmxt054rf8 9c968.xls >>



---

**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, October 24, 2007 12:22 PM  
**To:** Feldmeier, Loral (L.S.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** Test Status on 9C968 (3FMXT05.4RF8)

What is the status of the 9C968 parts that have been set out for CARB testing? The results are needed for the required reports to CARB. 48 parts have been delivered for testing. Attached is an excel file, listing all the 9C968 claims for this specific engine family. The claims with a "delivery date" are the parts that have been delivered.

If you have any questions, please feel free to contact me.

<< File: 3fmxt054rf8 9c968.xls >>

*Janet K. Bush*

California Emission Component Evaluation Program Administrator  
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20000 Rotunda  
Dearborn, MI 48124  
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[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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3fmx054rf8  
9c968.xls (125 KB)...

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Component Design C - Fuel Metering

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3FMXT05.4FR8  
9C968  
As of 10/24/07

ER Ref Number	AWS Claim Key	Model Year	Vin	Delivery Date	Cert Type	Engine Family	Agcy Code	Mileage	Pass/Fail Date	Base Part Num	Prefix	Suffix	Prt Qty	Repl Ind	Dealer P&A	Repair Date	Tag Number	Tester ID	Test Result	Comment
20544693	14968526	2003	2FTPF17Z13C	16-Apr-07	5	3FMXT054RF8	CA	61607		9C968	2L3Z	AB	1	Y	07727	12-Mar-07	0202951418	*	P	*
20540251	14938565	2003	2FTPF17Z53C	11-Jun-07	5	3FMXT054RF8	CA	24123		9C968	2L3Z	AB	1	Y	05290	1-Mar-07	0202715735	*	P	*
20949059	15043045	2003	2FTPX17Z43C	11-Jun-07	5	3FMXT054RF8	CA	68774		9C968	2L3Z	AB	1	Y	07749	5-Apr-07	0203499189	*	P	*
20947254	15032458	2003	2FTPX17Z53C	11-Jun-07	5	3FMXT054RF8	CA	16586		9C968	2L3Z	AB	1	Y	04591	22-Mar-07	0203445806	*	P	*
20540241	14937981	2003	2FTPX18Z13C	11-Jun-07	5	3FMXT054RF8	CA	69913		9C968	2L3Z	AB	1	Y	03642	1-Mar-07	0202715784	*	P	*
21372968	15219263	2003	2FTPF18Z83C	25-Jun-07	5	3FMXT054RF8	CA	44193		9C968	2L3Z	AB	1	Y	07727	17-May-07	0205057846	*	P	*
11133643	10603210	2003	1FTRW07383		5	3FMXT054RF8	CA	58103		9C968	XR3Z	AA	1	Y	09914	26-Apr-05	*	*	P	*
18914708	14670642	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	*	*	P	*
10049951	9429664	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	28651		9C968	2L3Z	AB	1	Y	07369	3-Jan-05	*	*	P	*
10046578	9360020	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	7502		9C968	2L3Z	AB	1	Y	06368	11-Jan-05	*	*	P	*
10032774	9079395	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	12266		9C968	2L3Z	AB	1	Y	06963	29-Dec-04	*	*	P	*
8652691	7600043	2003	2FTPF17Z13C		5	3FMXT054RF8	CA	8093		9C968	2L3Z	AB	1	Y	05485	30-Aug-04	*	*	P	*
10768034	10214835	2003	2FTPF17Z33C		5	3FMXT054RF8	CA	7965		9C968	2L3Z	AB	1	Y	07712	17-Mar-05	*	*	P	*
11129825	10547375	2003	2FTPF17Z53C		5	3FMXT054RF8	CA	32973		9C968	2L3Z	AB	1	Y	06772	5-Apr-05	*	*	P	*
23035782	15542767	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	69447		9C968	2L3Z	AB	1	Y	06081	13-Sep-07	*	*	P	*
10386896	9475056	2003	2FTPF17Z33C		5	3FMXT054RF8	CA	23504		9C968	2L3Z	AB	1	Y	07727	24-Jan-05	*	*	P	*
10399216	9719899	2003	2FTPF18Z33C		5	3FMXT054RF8	CA	35628		9C968	2L3Z	AB	1	Y	07749	4-Jan-05	*	*	P	*
23027942	15514883	2003	2FTPF18Z53C		5	3FMXT054RF8	CA	30362		9C968	2L3Z	AB	1	Y	06081	5-Sep-07	*	*	P	*
23445018	15580772	2003	2FTPF18Z83C		5	3FMXT054RF8	CA	48303		9C968	2L3Z	AB	1	Y	07727	3-Oct-07	*	*	P	*
11492321	10813892	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	28835		9C968	2L3Z	AB	1	Y	06963	16-May-05	*	*	P	*
23443186	15574858	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	62258		9C968	2L3Z	AB	1	Y	06081	4-Oct-07	*	*	P	*
9683275	8763888	2003	2FTPX17Z13C		5	3FMXT054RF8	CA	59512		9C968	2L3Z	AB	1	Y	05471	29-Oct-04	*	*	P	*
10758022	10050981	2003	2FTPX17Z23C		5	3FMXT054RF8	CA	10565		9C968	2L3Z	AB	1	Y	07369	9-Feb-05	*	*	P	*
20127600	14858069	2003	2FTPX17Z33C		5	3FMXT054RF8	*	83370		9C968	3L3Z	AB	1	Y	07369	6-Feb-07	*	*	P	*
8999978	8100083	2003	2FTPX17Z33C		5	3FMXT054RF8	CA	18311		9C968	2L3Z	AB	1	Y	07799	5-Oct-04	*	*	P	*
9691153	8904241	2003	2FTPX17Z43C		5	3FMXT054RF8	CA	33072		9C968	3L3Z	AB	1	Y	05493	18-Oct-04	*	*	P	*
10761009	10104003	2003	2FTPX17Z53C		5	3FMXT054RF8	CA	15705		9C968	2L3Z	AB	1	Y	05264	18-Mar-05	*	*	P	*
10754907	9995392	2003	2FTPX17Z53C		5	3FMXT054RF8	CA	6167		9C968	2L3Z	AB	1	Y	06963	4-Mar-05	*	*	P	*
8657488	7687428	2003	2FTPX17Z63C		5	3FMXT054RF8	CA	8509		9C968	2L3Z	AB	1	Y	07884	19-Aug-04	*	*	P	*
6408228	4755461	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	2555		9C968	2L3Z	AB	1	Y	07877	5-Feb-04	*	*	P	*
10044571	9318188	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	11714		9C968	2L3Z	AB	1	Y	06963	10-Jan-05	*	*	P	*
23028802	15518044	2003	2FTPX17Z83C		5	3FMXT054RF8	CA	43656		9C968	2L3Z	AB	1	Y	07820	29-Aug-07	*	*	P	*
11116001	10317659	2003	2FTPX18Z13C		5	3FMXT054RF8	CA	30898		9C968	2L3Z	AB	1	Y	06963	4-Apr-05	*	*	P	*
10397335	9683783	2003	2FTPX18Z13C		5	3FMXT054RF8	CA	23691		9C968	2L3Z	AB	1	Y	07727	30-Nov-04	*	*	P	*
10046497	9358356	2003	2FTPX18Z23C		5	3FMXT054RF8	CA	18997		9C968	2L3Z	AB	1	Y	05290	6-Jan-05	*	*	P	*
23023784	15499532	2003	2FTPX18Z33C		5	3FMXT054RF8	CA	34993		9C968	2L3Z	AB	1	Y	03642	29-Aug-07	*	*	P	*
10762194	10124127	2003	2FTPX18Z53C		5	3FMXT054RF8	CA	34737		9C968	2L3Z	AB	1	Y	07727	9-Feb-05	*	*	P	*
20534949	14917136	2003	2FTPX18Z93C		5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	*	*	P	*



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**From:** Bush, Janet (J.K.)  
**Sent:** Friday, October 26, 2007 10:53 AM  
**To:** Wiard, Arthur (A.R.); Feldmeier, Laural (L.S.)  
**Cc:** Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

Thanks. I'm worried about the parts themselves. If they don't have them, we'll have to get more parts. Since I already have the ones in CA automatically coming to me now, we may have to open it up to the other "green states" or the remaining 49. But, you have a point, we need to determine who and how will the parts be tested first.

If they still have the parts, great. I don't know how long it will take to get our required amount if we open up the request to outside of CA. I think we need to know ASAP if they still have the parts. If they do, then getting additional parts is a moot point.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, October 26, 2007 10:48 AM  
**To:** Bush, Janet (J.K.); Feldmeier, Laural (L.S.)  
**Cc:** Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**I think I addressed this in my last note. Sorry, but I forgot to copy you. (I have since sent it to you) What is the value of them returning them? Are we doing the analysis? This might be a possibility if we are not trusting their analysis, which is a concern of mine.**

**Let's wait to see the response from Graham Moss and Sean Carney, both of which called me after I contacted the office of Jeff Black, CEO of Teleflex worldwide. They expressed interest in getting this resolved, so let's see what they come up with.....then we can go from there.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company*

(313) 805-8804

---

**From:** Bush, Janet (J.K.)  
**Sent:** Friday, October 26, 2007 9:29 AM  
**To:** Feldmeier, Loral (L.S.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

I think we need to determine if they still have the components. And if they do, we need to compel them to return them. Since it is technically Ford property, they should not have disposed of them without Ford authorization. We need to have those components, if still available, immediately returned to us. Perhaps Joe Smythe can get the parts back via OGC. It doesn't sound promising at all that Teleflex will complete the testing. The last thing we need is to have these parts held "hostage". This is out of yours and my hands now.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** Feldmeier, Loral (L.S.)  
**Sent:** Thursday, October 25, 2007 12:54 PM  
**To:** Bush, Janet (J.K.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

Janet. The first attached note is one of thirteen notes sent to Cindy Canning-Smith (or a quality engineer assigned, which changed often) regarding the returned regulators. This is the only response I received from TGFI from any of the parts returned to them, beginning in August 2005, containing any analysis results. I never received any details in an 8D, describing what failed and if anything was done to correct the root cause. Though I asked numerous times for this information, please reference the second note. All parts were returned to TGFI and I have the shippers, copies are available, for the majority of them. I updated the file you sent with the results received, as failures. I elevated this issue to our buyer, Joe Smythe, who sent a letter requesting their response on these parts in March, 2007. Again, no response was received. TGFI has, to date, refused to respond the returned parts.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering

PE08-063 0114

Building 1, Cube 12D113  
Phone: 313-32-36963

<mailto:lfeldmei@ford.com>

<< Message: Re: CNG Ford Regulators Requiring Analysis >> << Message: RE: FW: CNG Ford Regulators Requiring Analysis >> << File: 3fmxt054rf8 9c968.xls >>

---

**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, October 24, 2007 12:22 PM  
**To:** Feldmeier, Loral (L.S.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjli (G.)  
**Subject:** Test Status on 9C968 (3FMXT05.4RF8)

What is the status of the 9C968 parts that have been set out for CARB testing? The results are needed for the required reports to CARB. 48 parts have been delivered for testing. Attached is an excel file, listing all the 9C968 claims for this specific engine family. The claims with a "delivery date" are the parts that have been delivered.

If you have any questions, please feel free to contact me.

<< File: 3fmxt054rf8 9c968.xls >>

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, November 30, 2007 10:15 AM  
**To:** Wiard, Arthur (A.R.); 'Sean Carney'; 'gmoss@teleflexgfi.com'  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Lural (L.S.); Bush, Janet (J.K.); 'jallen@tfxhose.com'  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**Sean, while the parts have apparently been scrapped, which will be dealt with separately, you still have not addressed the 2003 warranty spike detailed in my note below and attached here....**

**3. An 8D addressing the spike in 2003, which is attached to this communication. In it, we need a fully developed Root Cause, Permanent Corrective Action and Prevent Recurrence, unless it can be demonstrated that all of the returns were TNI / NTF**

**were there any 8D's QRs, etc, during 2003 which speak to this spike?**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, November 29, 2007 9:27 AM  
**To:** Wiard, Arthur (A.R.); 'Sean Carney'; 'gmoss@teleflexgfi.com'  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Lural (L.S.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)  
**Importance:** High

**I spoke with Sean Carney yesterday regarding this issue. The short story is that he has only been at T-GFI for the past several months., but finds no returned parts or evidence of any testing, much less reports. It would seem that this entire issue has fallen off the table, which is very unfortunate.**

**Janet, considering the above, what are the next steps with CARB??**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Monday, November 19, 2007 8:43 AM  
**To:** 'Sean Carney'; gmass@teleflexgfi.com  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural (L.S.); Bush, Janet (J.K.); Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**To date, we have heard nothing back related to the issue below. We will expect a full report on this subject no later than **November 26th**. I will set up an audio conference to discuss the contents of the report. Please indicate your preferred days and times for this meeting to be scheduled between **November 27th-30th** in the next couple days. Please contact me if you have any questions.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Sean Carney [mailto:scarney@teleflexgfi.com]  
**Sent:** Friday, October 26, 2007 4:18 PM  
**To:** Wiard, Arthur (A.R.); gmass@teleflexgfi.com  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural (L.S.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

Thank you for the updated information. Our Team has begun to investigate your concerns both on failure analysis side as well as the lack of communication from TeleflexGFI back to Ford. We have started the process by going back through the old files to see where this process stopped. I will continue to update as information becomes available.

Thank you,

*Sean S Carney  
Production / Quality Assurance Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 580-4142  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Wiard, Arthur (A.R.) [mailto:awiard@ford.com]  
**Sent:** Friday, October 26, 2007 3:27 PM  
**To:** scarney@teleflexgfi.com; gmass@teleflexgfi.com  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.); Feldmeier, Laural (L.S.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)  
**Importance:** High

**Gentlemen, please see the corrections below. The total valves sent to TGFI for analysis was 41, not 12.**

**Please confirm this transmission**

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*

---

**From:** Feldmeier, Loral (L.S.)  
**Sent:** Friday, October 26, 2007 3:20 PM  
**To:** Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
**Cc:** McRoy, Gitanjali (G.); Smaldone, Ronald (R.P.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

I have updated the file with the W in the result columns for the ones I believe were incorrect, based on my records from a year or two ago. This means we are looking for an analysis for 41 parts (4 failed, 3 incorrect). They were all sent to TGFI shortly after the delivery date, for the most part.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>  
<< File: 3fmxt054rf8 9c968.xls >>

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, October 26, 2007 2:53 PM  
**To:** Bush, Janet (J.K.); Feldmeier, Loral (L.S.)  
**Cc:** McRoy, Gitanjali (G.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**Loral, please forward the spreadsheet to me with the additional detail when completed.**

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*

**From:** Bush, Janet (J.K.)  
**Sent:** Friday, October 26, 2007 2:17 PM  
**To:** Feldmeier, Laural (L.S.); Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

No, they are still in there. You have the file with the claims list. If you can identify which claims were the wrong part and enter a "W" in the test results and "Wrong part returned" in the comments, I can use that to get the 36 off the books.

Thanks.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator  
Building 1, Cube 13H006, Mail Drop 1107  
20000 Rotunda  
Dearborn, MI 48124  
Phone: 313.248.5153; Fax: 313.248.5153  
[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** Feldmeier, Laural (L.S.)  
**Sent:** Friday, October 26, 2007 1:42 PM  
**To:** Wiard, Arthur (A.R.); Bush, Janet (J.K.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

There were 12 parts at the point the attached notes were sent out. In some instances, I informed Janet that the parts returned were incorrect, are those removed from the 48? If so, all parts delivered to me were returned to TGFI.

Regards,

*Laural Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, October 26, 2007 11:04 AM  
**To:** Bush, Janet (J.K.)  
**Cc:** Feldmeier, Laural (L.S.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

**Laural, is this correct? What is the 12 vs the 48 that have been delivered?**

**Thanks**

12/2/2008

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Friday, October 26, 2007 11:03 AM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

There have been a total of 48 parts delivered, not just 12. This may become a point during your negotiations.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator  
Building 1, Cube 13H006, Mail Drop 1107  
20000 Rotunda  
Dearborn, MI 48124  
Phone: 313.248.5153; Fax: 313.248.5153  
[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Friday, October 26, 2007 10:46 AM  
**To:** Bush, Janet (J.K.)  
**Subject:** FW: Test Status on 9C968 (3FMXT05.4RF8)  
**Importance:** High

**FYI**

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*



---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, October 25, 2007 1:52 PM  
**To:** 'scarney@teleflexgfi.com'; 'gmass@teleflexgfi.com'  
**Cc:** Feldmeier, Laural (L.S.); Smythe, Joseph (J.M.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.); 'jallen@tfxhose.com'

**Subject:** FW: Test Status on 9C968 (3FMXT05.4RF8)  
**Importance:** High

## Graham and Sean/ Shawn (please correct my spelling of your name)

I believe that when you review the trail of communication, or perhaps, lack there-of, from TGF I back to Ford Motor Company over the past several years, you will understand our frustration and unhappiness. Based on warranty data extracted from AWS, there is a large spike for these CNG valves across 2003 at the very least. The failure rate now has the full attention of California Air Resource Board, which means it also have Ford's attention as well. We owe CARB a report post haste. Please advise the following immediately:

1. The location of the 12 parts that were originally shipped for analysis by Laural Feldmeier to Cindy Canning Smith, then later turned over to Nazar Alias
2. Detailed analysis and report of the returns.
3. An 8D addressing the spike in 2003, which is attached to this communication. In it, we need a fully developed Root Cause, Permanent Corrective Action and Prevent Recurrence, unless it can be demonstrated that all of the returns were TNI / NTF

I will look forward to your reply.

<< File: 5 4L 2V Natl Gas Regulator Claims 2003MY.xls >>

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Feldmeier, Laural (L.S.)  
**Sent:** Thursday, October 25, 2007 12:54 PM  
**To:** Bush, Janet (J.K.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** RE: Test Status on 9C968 (3FMXT05.4RF8)

Janet. The first attached note is one of thirteen notes sent to Cindy Canning-Smith (or a quality engineer assigned, which changed often) regarding the returned regulators. This is the only response I received from TGF I from any of the parts returned to them, beginning in August 2005, containing any analysis results. I never received any details in an 8D, describing what failed and if anything was done to correct the root cause. Though I asked numerous times for this information, please reference the second note. All parts were returned to TGF I and I have the shippers, copies are available, for the majority of them. I updated the file you sent with the results received, as failures. I elevated this issue to our buyer, Joe Smythe, who sent a letter requesting their response on these parts in March, 2007. Again, no response.

12/2/2008

PE08-083 0121

was received. TGF I has, to date, refused to respond the returned parts.

Regards,

*Laural Feldmeier*

Component Design C - Fuel Metering

V-Engine Engineering

Building 1, Cube 12D113

Phone: 313-32-36963

<mailto:lfeldmei@ford.com>

<< Message: Re: CNG Ford Regulators Requiring Analysis >> << Message: RE: FW: CNG Ford Regulators Requiring Analysis >> << File: 3fmxt054rf8 9c968.xls >>

---

**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, October 24, 2007 12:22 PM  
**To:** Feldmeier, Laural (L.S.)  
**Cc:** Wiard, Arthur (A.R.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** Test Status on 9C968 (3FMXT05.4RF8)

What is the status of the 9C968 parts that have been set out for CARB testing? The results are needed for the required reports to CARB. 48 parts have been delivered for testing. Attached is an excel file, listing all the 9C968 claims for this specific engine family. The claims with a "delivery date" are the parts that have been delivered.

If you have any questions, please feel free to contact me.

<< File: 3fmxt054rf8 9c968.xls >>

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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---

**From:** Bush, Janet (J.K.)  
**Sent:** Thursday, December 13, 2007 10:00 AM  
**To:** Wiard, Arthur (A.R.); McRoy, Gitanjali (G.); Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

Exactly, that is what Mike Fuher is trying to get the answer to. Do you know this Chris Green?

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, December 13, 2007 9:39 AM  
**To:** Bush, Janet (J.K.); McRoy, Gitanjali (G.); Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

**It would seem to me that IF TGFI was the certifier they would also bear the reporting responsibility?**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Thursday, December 13, 2007 9:36 AM  
**To:** McRoy, Gitanjali (G.); Wiard, Arthur (A.R.); Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.)  
**Subject:** FW: T-GFI/ NGV - CARB Issues

Update.

# Janet K. Bush

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Steel, Stuart (S.)  
**Sent:** Thursday, December 13, 2007 9:33 AM  
**To:** Fuher, Michael (M.J.); Gumz, Melanie (M.)  
**Cc:** Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy (A.L.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

Chris Green, [Cgreen@teleflexgfi.com](mailto:Cgreen@teleflexgfi.com). He knows of your request.

That test group number is very familiar to me so I think that **was** one of the test groups from which vehicles were recertified after conversion.

I believe they used the same test group number apart from replacing the FM with a GFI acronym (but that is a bit of a memory stretch...)

There were other test groups in each model year since we modified regular cab and super cab vehicles which fell into different test groups because (I think) of fuel tank size.

## *Stuart*

---

**From:** Fuher, Michael (M.J.)  
**Sent:** Thursday, December 13, 2007 9:19 AM  
**To:** Steel, Stuart (S.); Gumz, Melanie (M.)  
**Cc:** Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy (A.L.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

How can we ascertain if TGFI re-certified units originally certified to the 2003 MY Ford test group 3FMXT05.4RF8? Is there a TGFI cert contact?

Thanks, Mike Fuher  
Supervisor, In-Use Emissions Compliance  
Ford Motor Company, Vehicle Environmental Engineering  
Phone: 313-323-0403; Mobile: 313-575-5353

---

**From:** Steel, Stuart (S.)  
**Sent:** Thursday, December 06, 2007 2:59 PM  
**To:** Gumz, Melanie (M.); Fuher, Michael (M.J.)  
**Cc:** Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy (A.L.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

I think the only CNG bi-fuel vehicles certified by TGFI were: 95(??) thru 2003 bi-fuel CNG F150 and 97(??) thru 2000 bi-

fuel Contour (CDW27).

I only arrived in 2000CY so I am unsure about how many model years before 2000MY were certified by TGFI.

A CNG regulator would have been added at the QVM upfitting stage and would not have been part of any Ford certification application (in my recollection). The vehicles that became bi-fuel vehicles at the QVM plant were fully produced as gasoline and certified by Ford, shipped direct from the Ford assembly plant to the upfitters and only there would the CNG components be added. As the vehicles left the upfitters they fell under the TGFI certification.

TGFI also recertified bi-fuel LPG vehicles from 97 thru 2003 but these would not have had a CNG regulator assembly added.

*Stuart*

---

**From:** Gumz, Melanie (M.)  
**Sent:** Thursday, December 06, 2007 2:19 PM  
**To:** Fuher, Michael (M.J.); Steel, Stuart (S.)  
**Cc:** Londy, George (G.L.); Bush, Janet (J.K.); Lamb, Amy (A.L.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

Mike, I am not the expert in bi-fuel vehicles, I think Stuart is in a better position to answer your q's as he worked on the program when the vehicles were built and is more familiar w/ the arrangement b/w Ford and GFI.

Stuart, could you please answer Mike's questions or refer him to a source for this info? Thanks.

*Melanie Gumz  
Maintenance and Light Repair Supervisor  
Service Engineering Operations - Service Product Development  
Ford Customer Service Division  
Phone: (313) 84-54286 Fax: (313) 62-16526  
In the office Mon/Tues/Wed Telecommute Thurs  
Job-Share Partner: Amy Lamb (alamb)*

---

**From:** Fuher, Michael (M.J.)  
**Sent:** Wednesday, December 05, 2007 12:42 PM  
**To:** Gumz, Melanie (M.)  
**Cc:** Londy, George (G.L.); Bush, Janet (J.K.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

Melanie,  
Can you please explain which vehicles you believe have been re-certified by GFI and for which Ford is no longer the manufacturer of record? Which MY's, models, engines, etc.

Thanks, Mike Fuher  
Supervisor, In-Use Emissions Compliance  
Ford Motor Company, Vehicle Environmental Engineering  
Phone: 313-323-0403; Mobile: 313-575-5353

---

**From:** Londy, George (G.L.)  
**Sent:** Wednesday, December 05, 2007 8:22 AM  
**To:** Bush, Janet (J.K.)  
**Cc:** Fuher, Michael (M.J.); Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

Janet,  
If the CNG regulator is included/described in Fords application for certification to the California ARB then we will have to report on it.

Regards,  
George Londy

VEE-E,R P & C Dept.  
Rm 226, WHQ 23049

---

**From:** Bush, Janet (J.K.)  
**Sent:** Monday, December 03, 2007 1:03 PM  
**To:** Londy, George (G.L.)  
**Cc:** Feldmeier, Laural (L.S.); Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** FW: T-GFI/ NGV - CARB Issues

George, can you review the info below regard the CNG regulator we discussed last month. Based on the info below, will reporting to CARB on this part be required? Thanks, George.

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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**From:** Wiard, Arthur (A.R.)  
**Sent:** Monday, December 03, 2007 11:45 AM  
**To:** Feldmeier, Laural (L.S.); Bush, Janet (J.K.)  
**Cc:** Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.)  
**Subject:** RE: T-GFI/ NGV - CARB Issues

**Thanks, Laural**

**Janet, it would seem that your contention that the regulator is not part of the fuel rail and therefore, not a fuel rail problem, may be valid. Let me know how to proceed with this with respect to CARB, as it will make a big difference with where we go with GFI from this point forward.**

*Arthur Wiard  
Senior Product Design Engineer  
Current and Past Model Quality  
FMEI- V-Engine Engineering  
Powertrain Operations  
Ford Motor Company  
(313) 805-8804*

---

**From:** Feldmeier, Loral (L.S.)  
**Sent:** Monday, December 03, 2007 11:01 AM  
**To:** Bush, Janet (J.K.)  
**Cc:** Smaldone, Ronald (R.P.); McRoy, Gitanjali (G.); Wiard, Arthur (A.R.)  
**Subject:** FW: T-GFI/ NGV - CARB Issues

Hi Jan. Art stopped by this morning and asked me to send you a note clarifying the usage and release of the CNG regulator. The regulator had been an engine (NE01) release until July 25, 2002. It had always been a body mounted component (at least from where my experience begins) and was never part of the fuel rail. On July 25, 2002 the regulator release was taken on by the CNG vehicle team, on notice NL00-I-11361280-000, and the part number changed to have a new prefix (3C24). Please let me know if you have any other questions.

Regards,

*Loral Feldmeier*

Component Design C - Fuel Metering  
V-Engine Engineering  
Building 1, Cube 12D113  
Phone: 313-32-36963  
<mailto:lfeldmei@ford.com>

---

**From:** Wiard, Arthur (A.R.)  
**Sent:** Thursday, November 29, 2007 12:27 PM  
**To:** Feldmeier, Loral (L.S.)  
**Subject:** T-GFI/ NGV - CARB Issues

Loral, please stop by when you return on Monday. We need to chat about some things related to the feedback I received from both T-GFI and Janet Bush.

Thanks

*Arthur Wiard*  
*Senior Product Design Engineer*  
*Current and Past Model Quality*  
*FMEI- V-Engine Engineering*  
*Powertrain Operations*  
*Ford Motor Company*  
*(313) 805-8804*



---

**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, January 22, 2008 9:03 AM  
**To:** Londy, George (G.L.)  
**Cc:** Wiard, Arthur (A.R.); McRoy, Gitanjali (G.)  
**Subject:** Regulator Info

**Sensitivity:** Confidential

**Attachments:** 3fmxt054rf8 9c968.xls; Regulator.tif; 3FMXT054RF8 9C968 Comments.CSV

WPAC did open up our part retrieval request for the 9C968 to the other 49 states. I asked for the next 50 parts. Since the other 49 states are not subject at all to CARB and the fact that the dealer has 90 days to return the part, I asked for the next 50 so that we can get as many as we can before we have to respond to CARB.

I ran a file of the CA emissions claims for engine family 3FMXT05.4RF8 for the 9C968. There are a total of 82 claims. All 82 have the same part part number...2Z3Z-9C968-AA (engineering # 2L34-9C968-AA). I also have attached an .csv AWS file for customized claim list for the claims. I included customer and tech comments. We can at least start reviewing the claims for whatever data we can get. I attached the DocMan file for the print..

I also attached a .csv file with

Gitanjali, were you able to find out any info the Vehicle Sales regarding if the vehicles were sold to GFI before conversion?



3fmxt054rf8  
9c968.xls (131 KB)...



Regulator.tif (148  
KB)



3FMXT054RF8  
968 Comments.CSV

*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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3FMXT05.4RF8  
9C968


ER Ref Number	AWS Claim Key	Model Year	Vin	Delivery Date	Cert Type	Engine Family	Agcy Code	Mileage	Pass/Fail Date	Base Part Num	Prefix	Suffix	Prt Qty	Repl Ind	Dealer P&A	Repair Date	Tag Number	Tester ID	Test Result	Comment
15298320	13330169	2003	2FTPF18ZX3C	10-Apr-06	5	3FMXT054RF8	CA	27720		9C968	2L3Z	AB	1	Y	07727	2-Mar-06	0189696242	*	P	*
16093470	13833513	2003	2FTPF17Z03C	5-Jun-06	5	3FMXT054RF8	CA	16337		9C968	2L3Z	AB	1	Y	10900	11-May-06	0192253074	*	P	*
16478186	13885338	2003	2FTPX17Z33C	19-Jun-06	5	3FMXT054RF8	CA	53059		9C968	3L3Z	AB	1	Y	05431	2-May-06	0192581569	*	P	*
16484300	13933388	2003	2FTPF17Z33C	26-Jun-06	5	3FMXT054RF8	CA	39206		9C968	2L3Z	AB	1	Y	06772	19-Apr-06	0192914741	*	P	*
16484217	13932651	2003	2FTPX18Z23C	11-Jul-06	5	3FMXT054RF8	CA	43992		9C968	2L3Z	AB	1	Y	05290	3-May-06	0192915137	*	P	*
16484218	13932652	2003	2FTPX18Z63C	11-Jul-06	5	3FMXT054RF8	CA	33202		9C968	2L3Z	AB	1	Y	05290	11-May-06	0192908005	*	P	*
16883071	14070658	2003	2FTPX17Z03C	24-Jul-06	5	3FMXT054RF8	CA	56642		9C968	3L3Z	AB	1	Y	06772	9-Jun-06	0193873278	*	P	*
17293397	14256477	2003	2FTPX17Z23C	6-Sep-06	5	3FMXT054RF8	CA	35353		9C968	2L3Z	AB	1	Y	07737	26-Jun-06	0195205029	*	P	*
17701054	14402545	2003	2FTPX17Z83C	2-Oct-06	5	3FMXT054RF8	CA	30065		9C968	2L3Z	AB	1	Y	07820	8-Sep-06	0196382865	*	P	*
17309673	14355621	2003	2FTPF17Z33C	19-Sep-06	5	3FMXT054RF8	CA	25364		9C968	2L3Z	AB	1	Y	05471	22-Aug-06	0195945773	*	P	*
18513788	14611620	2003	2FTPX17Z33C	30-Jan-07	5	3FMXT054RF8	CA	59356		9C968	2L3Z	AB	1	Y	06963	18-Oct-06	0198556470	*	P	*
18517548	14627863	2003	2FTPF17Z13C	11-Dec-06	5	3FMXT054RF8	CA	24510		9C968	3L3Z	AB	1	Y	05559	12-Oct-06	0198766002	*	P	*
18511789	14602114	2003	2FTPX18Z53C	8-Jan-07	5	3FMXT054RF8	CA	39089		9C968	2L3Z	AB	1	Y	06085	9-Oct-06	0198451404	*	P	*
18503734	14563568	2003	2FTPF17Z53C	20-Nov-06	5	3FMXT054RF8	CA	17883		9C968	2L3Z	AB	1	Y	05584	4-Aug-06	0198005398	*	P	*
18504768	14568658	2003	2FTPX17Z63C	14-Nov-06	5	3FMXT054RF8	CA	52194		9C968	3L3Z	AB	1	Y	05471	23-Oct-06	0198057192	*	P	*
18914708	14670642	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	*	*	P	*
18914709	14670643	2003	2FTPF17Z03C	22-Jan-07	5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	0199329825	*	P	*
19322937	14751156	2003	2FTPX17Z33C	22-Jan-07	5	3FMXT054RF8	CA	47952		9C968	3L3Z	AB	1	Y	07742	20-Dec-06	0200179056	*	P	*
19725813	14814094	2003	2FTPF17Z03C	12-Feb-07	5	3FMXT054RF8	CA	52077		9C968	3L3Z	AB	1	Y	07752	20-Dec-06	0200917377	*	P	*
19718100	14782956	2003	2FTPX18Z93C	5-Feb-07	5	3FMXT054RF8	CA	48927		9C968	2L3Z	AB	1	Y	07749	8-Jan-07	0200530331	*	P	*
20534949	14917136	2003	2FTPX18Z93C		5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	*	*	P	*
20534950	14917137	2003	2FTPX18Z93C	26-Mar-07	5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	0202409843	*	P	*
20127600	14858069	2003	2FTPX17Z33C		5	3FMXT054RF8	*	83370		9C968	3L3Z	AB	1	Y	07369	6-Feb-07	*	*	P	*
20134919	14885018	2003	2FTPF18ZX3C	12-Mar-07	5	3FMXT054RF8	CA	45968		9C968	2L3Z	AB	1	Y	07727	15-Feb-07	0201926957	*	P	*
20947254	15032458	2003	2FTPX17Z53C	11-Jun-07	5	3FMXT054RF8	CA	16586		9C968	2L3Z	AB	1	Y	04591	22-Mar-07	0203445806	*	P	*
20949059	15043045	2003	2FTPX17Z43C	11-Jun-07	5	3FMXT054RF8	CA	68774		9C968	2L3Z	AB	1	Y	07749	5-Apr-07	0203499189	*	P	*
20540241	14937981	2003	2FTPX18Z13C	11-Jun-07	5	3FMXT054RF8	CA	69913		9C968	2L3Z	AB	1	Y	03642	1-Mar-07	0202715784	*	P	*
20540251	14938565	2003	2FTPF17Z53C	11-Jun-07	5	3FMXT054RF8	CA	24123		9C968	2L3Z	AB	1	Y	05290	1-Mar-07	0202715735	*	P	*
20536542	14922907	2003	2FTPX18Z13C	26-Mar-07	5	3FMXT054RF8	CA	60303		9C968	2L3Z	AB	1	Y	03642	19-Feb-07	0202513464	*	P	*
20544693	14968526	2003	2FTPF17Z13C	16-Apr-07	5	3FMXT054RF8	CA	61607		9C968	2L3Z	AB	1	Y	07727	12-Mar-07	0202951418	*	P	*
21372968	15219263	2003	2FTPF18Z83C	25-Jun-07	5	3FMXT054RF8	CA	44193		9C968	2L3Z	AB	1	Y	07727	17-May-07	0205057846	*	P	*
23035782	15542767	2003	2FTPF17Z73C		5	3FMXT054RF8	CA	69447		9C968	2L3Z	AB	1	Y	06081	13-Sep-07	*	*	P	*
23028802	15518044	2003	2FTPX17Z83C		5	3FMXT054RF8	CA	43656		9C968	2L3Z	AB	1	Y	07820	29-Aug-07	*	*	P	*
23027942	15514883	2003	2FTPF18Z53C		5	3FMXT054RF8	CA	30362		9C968	2L3Z	AB	1	Y	06081	5-Sep-07	*	*	P	*
23023784	15499532	2003	2FTPX18Z33C		5	3FMXT054RF8	CA	34993		9C968	2L3Z	AB	1	Y	03642	29-Aug-07	*	*	P	*
23445018	15580772	2003	2FTPF18Z83C		5	3FMXT054RF8	CA	48303		9C968	2L3Z	AB	1	Y	07727	3-Oct-07	*	*	P	*
23443186	15574858	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	62258		9C968	2L3Z	AB	1	Y	06081	4-Oct-07	*	*	P	*
23453340	15608891	2003	2FTPX18Z53C		5	3FMXT054RF8	CA	63605		9C968	2L3Z	AB	1	Y	03642	24-Sep-07	*	*	P	*
23859589	15635317	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	57973		9C968	2L3Z	AB	1	Y	04297	1-Nov-07	0210747389	*	P	*
24693414	15747252	2003	2FTPF17Z83C		5	3FMXT054RF8	CA	24241		9C968	2L3Z	AB	1	Y	07820	2-Jan-08	0212564328	*	P	*

FOR RE-MANUFACTURE OF P90-900  
 PRESSURE REGULATOR, REFER TO  
 P90-100 USING REMAN. & NEW PARTS  
 AS INDICATED ON THE MPS FOR  
 DIS-ASSEMBLY.

NOTE:


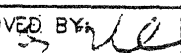
1. INCLUDE ONE P1-159P, COPPER WASHER LOOSE IN PROTECTIVE PACKAGE (DO NOT ASSEMBLE).

	RELEASED		
	NL00-E-11171142-000		
MATL	REVISIONS/REL. NO.	CK	ENG
	PART MUST COMPLY WITH SPECIFICATION WSS-M99P9999-AI TO HELP SAFEGUARD HEALTH, SAFETY AND THE ENVIRONMENT		
	DRAFTED IN ACCORDANCE WITH FAO ENGINEERING DRAFTING STANDARD CURRENT AT INTIAL RELEASE		
	TITLE REGULATOR ASY-FUEL PRESSURE		
	DRAWING 2L34-9C968-AA		

	NC	AS PER ECR E00-127	01/09/06	JH	ILL	
ZONE	LTR	REVISION	DATE	BY	CKD	APPRVD

UNLESS OTHERWISE SPECIFIED:  
 DIMENSIONS ARE IN: INCHES  
 TOLERANCES:  
 FRACTIONS: ±  
 DECIMALS X.: ±  
 X.X: ±  
 X.XX: ±  
 X.XXX: ±  
 ANGLES: ±

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 GFI Control Systems, Inc.  
 100 HOLLINGER CRESCENT  
 KITCHENER, ONTARIO N2K 2Z3

DRAWN BY: JH	DATE: 01/09/06	CHECKED BY: 	DATE: 2/10/06	SIZE: P4
APPROVED BY: 	DATE: 01/09/06	CONTRACT NO.		

APPLICATION/USAGE:  
 GFI SYSTEM

TITLE:  
 PRESSURE REGULATOR  
 ASSEMBLY -  
 REMAN.

DRAWING NUMBER: P90-900
SHEET: PE08-063 0132

SCALE:  
 NTS

---

**From:** Sean Carney [scarney@teleflexgfi.com]  
**Sent:** Wednesday, May 14, 2008 9:29 AM  
**To:** Wiard, Arthur (A.R.)  
**Cc:** 'Brian Chipman'  
**Subject:** Status of Product Return

Hello Arthur,

A while back you mentioned to me that you would be receiving another failed regulator from the field that you would like to return to us for failure analysis. I have been keeping a close eye on our receiving department and to date I have not received this product. Based on this should I assume that no further regulators are being returned and at present this issue is closed?

Please let me know your thoughts on this matter.

Best regards,

*Sean S Carney  
Production Manager  
TeleflexGFI Control Systems  
100 Hollinger Crescent  
Kitchener, Ont, N2K 2Z3*

*Office - (519) 576-4270 ext 276  
Cell - (519) 580-4142  
Fax - (519) 576-3995  
Web - [www.teleflexgfi.com](http://www.teleflexgfi.com)*

---

**From:** Bush, Janet (J.K.)  
**Sent:** Tuesday, February 05, 2008 9:57 AM  
**To:** Wiard, Arthur (A.R.); Feldmeier, Laural (L.S.); McRoy, Gitanjali (G.)  
**Subject:** 4th QTR 2007 CALIFORNIA FACTSHEET (9C968)

**Sensitivity:** Confidential

**Attachments:** 03-20.pdf; 03-20.doc; 6FMXT054RF8 9C968.xls; Picture (Metafile)

Attached is one CECEP factsheet required for the 4th quarter 2007 for the 9C968 Fuel Pressure Regulator(engine family 3FMXT054RF8). I also attached the most current claims list from the Emissions Database.

Sad news, no additional parts have been tagged since adding the other 49 states to the request in January.

George Londy requires the completed fact sheet by February 29, 2008.

If you have any questions, please feel free to contact me.



03-20.pdf (336 KB) 03-20.doc (47 KB)



6FMXT054RF8  
9C968.xls (131 KB)..



*Janet K. Bush*

California Emission Component Evaluation Program Administrator

Building 1, Cube 13H006, Mail Drop 1107

20000 Rotunda

Dearborn, MI 48124

Phone: 313.248.5153; Fax: 313.248.5153

[Mailto:jbush2@ford.com](mailto:jbush2@ford.com)

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Schedule Number:	08.14

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CORRECTIVE ACTION TAKEN IN PRODUCTION:

ACTION TAKEN TO PREVENT PROBLEM RECURRENCE:

Initiated by:	<u><i>G. L. Londy</i></u> G. L. Londy	<u>1-25-08</u>	<u>VEE</u>	<u>23049</u>	Completed by:	_____	_____	_____	_____
	Name	Date	Activity	Phone		Name	Date	Activity	Phone
Approved by:	<u>M. J. Fuher</u>	<u>1-25-08</u>	<u>VEE</u>	<u>72655</u>	Approved by:	_____	_____	_____	_____
	Name	Date	Activity	Phone		Name	Date	Activity	Phone

This section to be completed by the assigned activity. Pertinent data must be supplied. In the absence of data, supply judgement with rationale.

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 DATA:

QUANTIFY EFFECT ON DRIVER AWARENESS, I.E., SPECIFIC DRIVING MODES, SOUND, VISUAL, ETC.

OVERT  NOT OVERT

DESCRIPTION:

EFFECT ON FUEL ECONOMY:

EFFECT ON DURABILITY:

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EFFECT ON DURABILITY:

Completed by:	_____	_____	_____	_____
	Name	Date	Activity	Phone
Approved by	_____	_____	_____	_____
	Name	Date	Activity	Phone





3FMXT054RF8/9C968  
CA Emissions Claims  
As of: 02/06/08

ER Ref Number	AWS Claim Key	Model Year	Vin	Delivery Date	Cert Type	Engine Family	Agcy Code	Mileage	Pass/Fail Date	Base Part Num	Prefix	Suffix	Prt Qty	Repl Ind	Dealer P&A	Repair Date	Tag Number	Tester ID	Test Result	Comment
18504768	14568658	2003	2FTPX17Z63C	14-Nov-06	5	3FMXT054RF8	CA	52194		9C968	3L3Z	AB	1	Y	05471	23-Oct-06	0198057192	*	P	*
18914708	14670642	2003	2FTPF17Z03C		5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	*	*	P	*
18914709	14670643	2003	2FTPF17Z03C	22-Jan-07	5	3FMXT054RF8	CA	60725		9C968	2L3Z	AB	1	Y	06963	15-Nov-06	0199329825	*	P	*
19322937	14751156	2003	2FTPX17Z33C	22-Jan-07	5	3FMXT054RF8	CA	47952		9C968	3L3Z	AB	1	Y	07742	20-Dec-06	0200179056	*	P	*
19725813	14814094	2003	2FTPF17Z03C	12-Feb-07	5	3FMXT054RF8	CA	52077		9C968	3L3Z	AB	1	Y	07752	20-Dec-06	0200917377	*	P	*
19718100	14782956	2003	2FTPX18Z93C	5-Feb-07	5	3FMXT054RF8	CA	48927		9C968	2L3Z	AB	1	Y	07749	8-Jan-07	0200530331	*	P	*
20534949	14917136	2003	2FTPX18Z93C		5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	*	*	P	*
20534950	14917137	2003	2FTPX18Z93C	26-Mar-07	5	3FMXT054RF8	CA	59970		9C968	2L3Z	AB	1	Y	07727	1-Mar-07	0202409843	*	P	*
20127600	14858069	2003	2FTPX17Z33C		5	3FMXT054RF8	*	83370		9C968	3L3Z	AB	1	Y	07369	6-Feb-07	*	*	P	*
20134919	14885018	2003	2FTPF18Z33C	12-Mar-07	5	3FMXT054RF8	CA	45968		9C968	2L3Z	AB	1	Y	07727	15-Feb-07	0201926957	*	P	*
20947254	15032458	2003	2FTPX17Z53C	11-Jun-07	5	3FMXT054RF8	CA	16586		9C968	2L3Z	AB	1	Y	04591	22-Mar-07	0203445806	*	P	*
20949059	15043045	2003	2FTPX17Z43C	11-Jun-07	5	3FMXT054RF8	CA	68774		9C968	2L3Z	AB	1	Y	07749	5-Apr-07	0203499189	*	P	*
20540241	14937981	2003	2FTPX18Z13C	11-Jun-07	5	3FMXT054RF8	CA	69913		9C968	2L3Z	AB	1	Y	03642	1-Mar-07	0202715784	*	P	*
20540251	14938565	2003	2FTPF17Z53C	11-Jun-07	5	3FMXT054RF8	CA	24123		9C968	2L3Z	AB	1	Y	05290	1-Mar-07	0202715735	*	P	*
20536542	14922907	2003	2FTPX18Z13C	26-Mar-07	5	3FMXT054RF8	CA	60303		9C968	2L3Z	AB	1	Y	03642	19-Feb-07	0202513464	*	P	*
20544693	14968526	2003	2FTPF17Z13C	16-Apr-07	5	3FMXT054RF8	CA	61607		9C968	2L3Z	AB	1	Y	07727	12-Mar-07	0202951418	*	P	*
21372968	15219263	2003	2FTPF18Z83C	25-Jun-07	5	3FMXT054RF8	CA	44193		9C968	2L3Z	AB	1	Y	07727	17-May-07	0205057846	*	P	*
23035782	15542767	2003	2FTPF17Z73C		5	3FMXT054RF8	CA	69447		9C968	2L3Z	AB	1	Y	06081	13-Sep-07	*	*	P	*
23028802	15518044	2003	2FTPX17Z83C		5	3FMXT054RF8	CA	43656		9C968	2L3Z	AB	1	Y	07820	29-Aug-07	*	*	P	*
23027942	15514883	2003	2FTPF18Z53C		5	3FMXT054RF8	CA	30362		9C968	2L3Z	AB	1	Y	06081	5-Sep-07	*	*	P	*
23023784	15499532	2003	2FTPX18Z33C		5	3FMXT054RF8	CA	34993		9C968	2L3Z	AB	1	Y	03642	29-Aug-07	*	*	P	*
23445018	15580772	2003	2FTPF18Z83C		5	3FMXT054RF8	CA	48303		9C968	2L3Z	AB	1	Y	07727	3-Oct-07	*	*	P	*
23443186	15574858	2003	2FTPX17Z03C		5	3FMXT054RF8	CA	62258		9C968	2L3Z	AB	1	Y	06081	4-Oct-07	*	*	P	*
23453340	15608891	2003	2FTPX18Z53C		5	3FMXT054RF8	CA	63605		9C968	2L3Z	AB	1	Y	03642	24-Sep-07	*	*	P	*
23859589	15635317	2003	2FTPX17Z73C		5	3FMXT054RF8	CA	57973		9C968	2L3Z	AB	1	Y	04297	1-Nov-07	0210747389	*	P	*
24693414	15747252	2003	2FTPF17Z83C		5	3FMXT054RF8	CA	24241		9C968	2L3Z	AB	1	Y	07820	2-Jan-08	0212564328	*	P	*

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**From:** Bush, Janet (J.K.)  
**Sent:** Wednesday, March 05, 2008 10:56 AM  
**To:** Wiard, Arthur (A.R.)  
**Subject:** CARB factsheet for 9C968

**Attachments:** 03-20.pdf; 03-20.doc



03-20.pdf (336 KB) 03-20.doc (47 KB)

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