

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**

From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Friday, October 03, 2003 11:19 AM
To: Placha, Diana (D.B.)
Cc: David Faeth; Iarsumi@exedy-us.com; Jeff Cline; KusamizuK; Sean Kawamura; Koji Akita; Mike Berry
Subject: MPI investigation 1991

Follow Up Flag: Follow up
Flag Status: Red

Attachments: MVC-002F.JPG; MVC-003F.JPG; MVC-001S.JPG; W1818returnphotos.doc



MVC-002F.JPG (125 KB) MVC-003F.JPG (155 KB) MVC-001S.JPG (60 KB) W1818returnphotos.doc (6 MB)

Diana:

Here is some information about a previous spline damage occurrence.
Another possible cause to investigate.
Jimmy

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

From: Collier, Steve [mailto:SCollier@mpi-int.com]
Sent: Friday, October 03, 2003 9:59 AM
To: Jimmy Lee
Subject: FW: Here are yo' pics

> Jimmy attached please find pictures of the 1818 from the past issue
> as well as documentation from the occurrence.
I will be calling you at approx. 9:00 central.

>> <<MVC-002F.JPG>> >> <<MVC-003F.JPG>> >> <<MVC-001S.JPG>> >>
<<W1818returnphotos.doc>>









INTERNATIONAL, INC.

WISCONSIN FINEBLANKING & MACHINING DIVISION

54 Golf Drive / P.O. Box 468

Deerfield, WI 53531

Telephone 608-764-5416 Telefax 608-764-8408

Date: 1/9/01

To: Mr. Dennis Blanchard
Ford Livonia Transmission Plant

From: Charles Gustke
QA Engineer

Re: Ford P/N: E6SP-7F466-AA, Insert-Trans. Converter Cover (MPI P/N: W1818)
Response to QR 925305.

We have finished our investigation into the failed converter cover insert, which was returned due to a damaged spline. Based on the following information, we have concluded that this failure is not our responsibility.

- The spline was damaged after the part was welded into the converter.
 - Deformation of the insert face matches the configuration of the radiused hole in the converter cover. See attached photos for details. Reference also QR notices 924966 and 924967 from February, where there was even greater deformation caused by the shaft insertion force.

- MPI fineblanks this part and spline in one stroke. Therefore a double hit is not feasible.
- MPI does 100% size the parts after heat treat, but our sizing equipment does not have enough force to deform the spline or face of the part in the manner seen here.
 - We attempted to duplicate the defect by deliberately misaligning the part in the sizer, but the parts were rejected and automatically kicked out at the next station in the turntable.

We believe the insert was probably damaged by misalignment of the converter cover and the pump shaft at assembly. We ask that QR 925305 be removed from our record. If you desire we will return the insert and converter cover to you so you may continue your investigation.

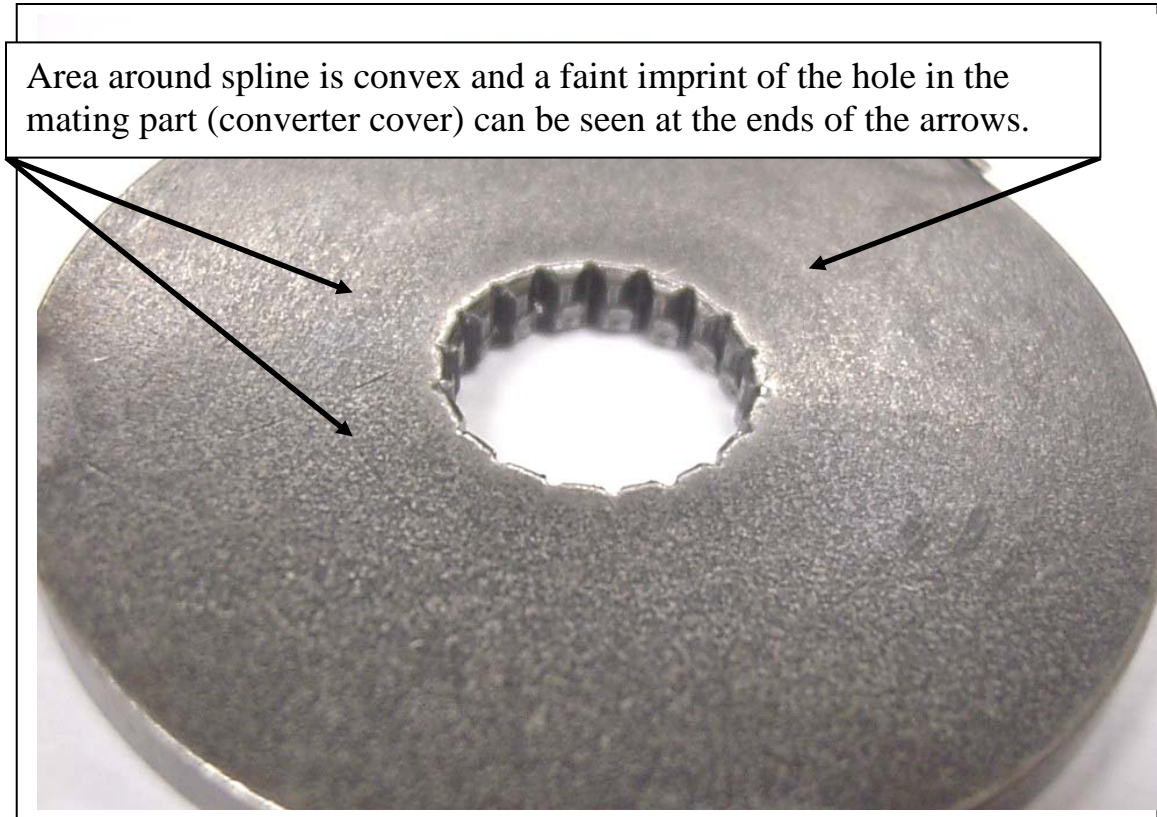
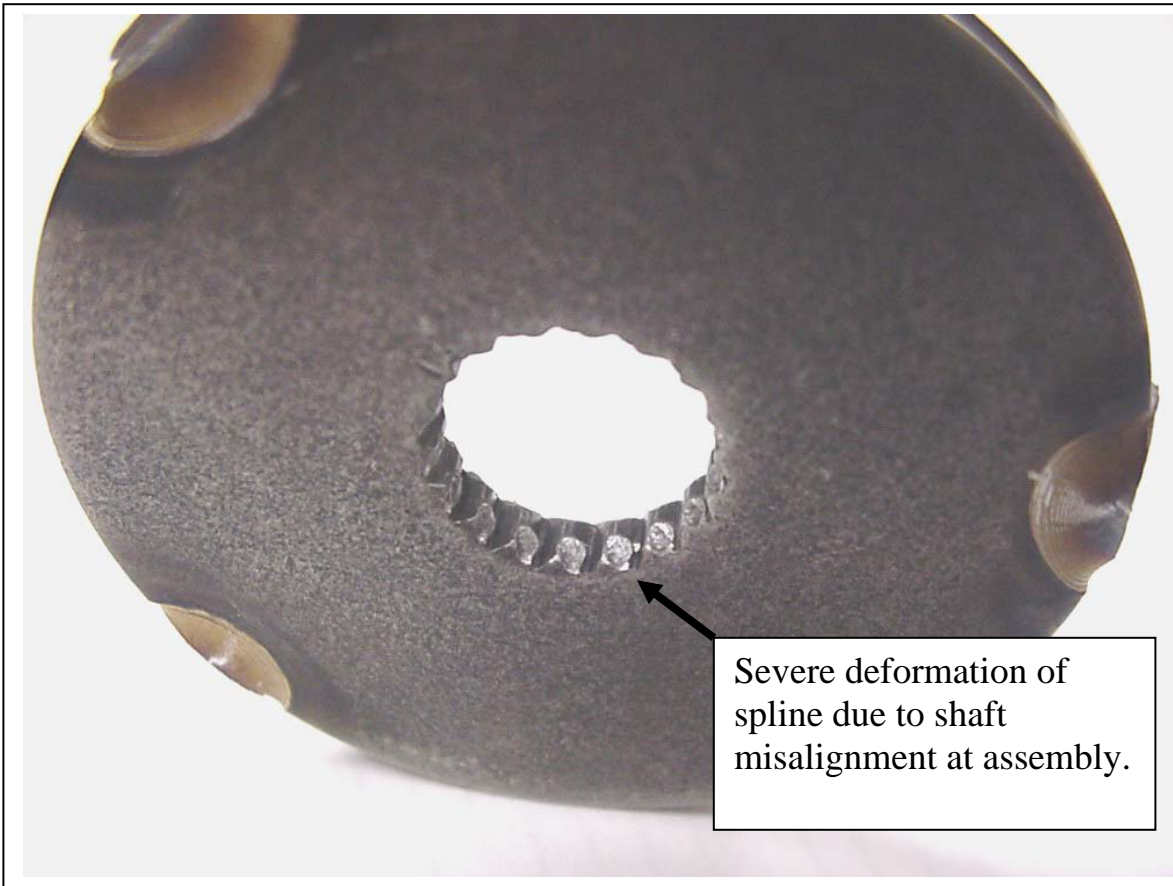
Please let us know if you require any additional information.

Sincerely,

Charles Gustke

Cc: Will Weber

U:/deptdata/W1818returnphotos



From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Thursday, October 02, 2003 8:46 PM
To: Placha, Diana (D.B.)
Cc: Andrews, Sandra (S.J.); Fred Mitschke; Sean Kawamura; KusamizuK; Koji Akita; Jeff Cline; David Faeth; Lloyd Arisumi; Mark Dunlap; Kristen Aycock
Subject: PDI Investigation report
Follow Up Flag: Follow up
Flag Status: Red
Attachments: MVC-004S.JPG; MVC-002S.JPG; MVC-003S.JPG; Durability vehicle 100203.xls

Diana:

Attached is a summary of our investigation into the pump drive insert issue. So far I have found nothing which identifies a root cause for this issue. Please let me know when you have your results from the metallurgy lab on the pump drive. I also attached pictures of the current trays in use.

Jimmy Lee



09-033.1 000367

09-083.1 000368



09-0331-000869

Problem Investigation

4F50N Torque Converter

- 1) - Problem reported from Ford Engineer Diana Placha that transmission failed during vehicle durability.
 - Torque converter cut open and pump drive insert spline had severe damage (spin out).
 - Torque converter manufactured date 6/9/03 (serial 030609 000218).
 - Second failure reported 10/2/03, torque converter mfg date 6/9/03 (serial 030609 000116)
 - Pump Drive Insert (PDI), part# E6SP-7F466-AA, supplier MPI
- 2) Current PDI production parts at DDC confirmed - DDC lot 03090901 ; MPI lot W1818-215
 - a) Heat treatment confirmed - case thickness checks 0.025 mm (spec 0.01 to 0.03)
 - b) Spline dimensions confirmed n=5
 1. minor diameter cks 12.794 to 12.811 mm (spec 12.750 to 12.900)
 2. major diameter cks 14.11 to 14.25 mm (spec 14.33 max)
 3. diameter over 1.70mm pin cks 10.359 to 10.377 mm (spec ref 10.387 max)
- 3) Cut open 3 torque converters from 6/6/03 production to test PDI - DDC lot 03042101, MPI lot W1818-196
 - a) Heat treatment confirmed - case thickness check 0.0125, 0.0150, 0.0175 mm (spec 0.01 to 0.03)
- 4) Requested data from MPI (pump drive insert supplier) from lot 196 and lot 202 (next lot, received 6/2/03)
 - a) Heat treat certificates and case depth data from time frame when failed part was manufactured all ok
 - b) Spline dimensional data on circular space width from MPI all conforming
- 5) WHTX Heat Treat Process Survey reviewed. Result is 146 shows is in medium risk (yellow) category.
Ford Heat treat expert audit was done 9/25/03 as follow-up to a survey done in March 2003.
WHTX audit by Ford's Medina Kaknjo on 9/25/03.
- 6) Reviewed previous 8D's sent by Ford Product Engr Diana Placha with MPI.
 - a) Worn basket countermeasure of basket design and revised material complete. Currently using the 330 alloy stainless and not experiencing wear issue.
 - b) Current basket design is change from previous style used in 1997 when these 8d's were opened. Baskets were transported in shipping container and then removed from container and placed into the furnace. Now baskets are placed onto a tray. Trays are stacked for shipping. Entire tray is placed into furnace. This was countermeasure for parts dropped into shipping container not getting heat treated and then mixed at tumbling operation when returned to MPI.
 - c) Waiting for answers on furnace door latch system PM
- 7) MPI will call DDC tomorrow at 10am to review 8D items, review history of this product & any other similar instances of spine spin-out, and schedule DDC audit on Monday 10/6/03.

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, December 09, 2003 1:33 PM
To: Daikin - Jimmy Lee (E-mail); Placha, Diana (D.B.)
Cc: Daikin - Mike Berry (E-mail); Hayden, Richard
Subject: FPM Control Plan, PFMEA and Work instruction

Follow Up Flag: Follow up
Flag Status: Red

Attachments: MPI FMEA.xls; MPI Nitro 38-01.doc; MPI PCP.xls



MPI FMEA.xls (34 KB) MPI Nitro 38-01.doc (2 MB) MPI PCP.xls (163 KB)

The attachments are the new control plan, PFMEA and Work Instruction with sampling plan from FPM. I will get the samples from FPM this afternoon (12/9/03) and gauge them tomorrow. I will send them to Diana and Jimmy on Wednesday or Thursday.

Sincerely yours,
Gary Korth
SQA Engr.

<<MPI FMEA.xls>> <<MPI Nitro 38-01.doc>> <<MPI PCP.xls>>

Work Instruction

FPM/Ipsen Heat Treating
Nitrotec Department

Revision: -A-

Revision Date: 11/20/03

Page 1 of 5



Nitrotec 38-01 MPI W1818 Inspection

Reviewed & Approved by:

Department Manager

Quality Manager

Revision History

Rev	Date	Description of change
A	11/20/03	Original Issue

1.0 Purpose:

To clarify inspection procedures of all loads of MPI – Wisconsin Fineblanking P/N W1818 processed through the Nitrotec furnaces.

2.0 Scope:

This work instruction applies to all inspection/lab personnel within the Nitrotec/Pusher Department who inspect P/N W1818.

Nitrotec 38-01

Revision: -A-

Revision Date: 11/20/03

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3.0 Definitions:

CZ – Compound Zone or white layer that is developed on the surface of Nitrotec processed parts.

DZ – Diffusion Zone or depth of nitride penetration into the surface of Nitrotec processed parts below the compound zone.

Nitride Needles – These are nitride precipitates that look like short, straight lines (needle like in appearance) which are randomly oriented in the diffusion zone of the case.

4.0 Associated Material:

W1818 Load Diagram, Appendix A (Current Revision)

MPI Status Card, Appendix B (Current Revision)

5.0 Work Instruction:

Inspection Procedure

1. After Nitrotec processing, 15 Samples are to be pulled from each load, five (5) from the top, middle and bottom baskets of a load. Samples are to be pulled from the corners and middle area of the baskets. The inspector is to keep the parts identified as to basket location. See Appendix A for sample identification and location.
2. The inspector is to mount three (3) parts to view approximately 1/3 of the spline area and portion of flat area on each part. These parts are to be pulled from the top basket corner, middle basket middle, and bottom basket opposite corner.
3. The remaining twelve (12) pieces will be mounted to view the CZ on the flat side surface. We must keep them identified as to which basket the samples were pulled from. A sample of each mount (spline/flat) will be given to the customer with parts.
4. CZ (compound zone) depth measurements are to be made at 400-500X magnification, recorded on the Shop Order for each part and identified per basket. Flat side measurements are to be made in an area where good edge retention is exhibited. Spline tooth measurements are to be made on the pitch diameter (middle of tooth). The specification is .0004-.0012" CZ depth but up to .0016" CZ is acceptable. CZ depth measurements up to .0016" includes austenite layer. The spline is the critical location for CZ depth, although both areas need to be within specification.
5. DZ (diffusion Zone) case evaluations are to be made at 200X magnification on each part looking for abnormalities and "nitride needles". Record on the Shop Order whether Nitride Needles were observed or not. If Nitride Needles are observed, place the job on QC Hold and contact your supervisor for disposition.
6. Inspector is to fill out the MPI Item Status Card on each order and chart the CZ on the Nitrotec Form 10-01. The following information must be shown on the status card; Date, shop order number in set-up column, initials and quantity processed. (See appendix B)

6.0 Reference Documents:

Nitrotec Form 10-01, Wisconsin Fineblanking P/N # W1818

Nitrotec Case Description Fig. 5.

Nitrotec 38-01

Revision: -A-

Revision Date: 11/20/03

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Fig. 1, **Acceptable** – 70,000 Miles Durability Test



Fig. 2, **Acceptable** Nitrotec Case.



Fig. 3, **Unacceptable** – Nitride Needles Cooled)

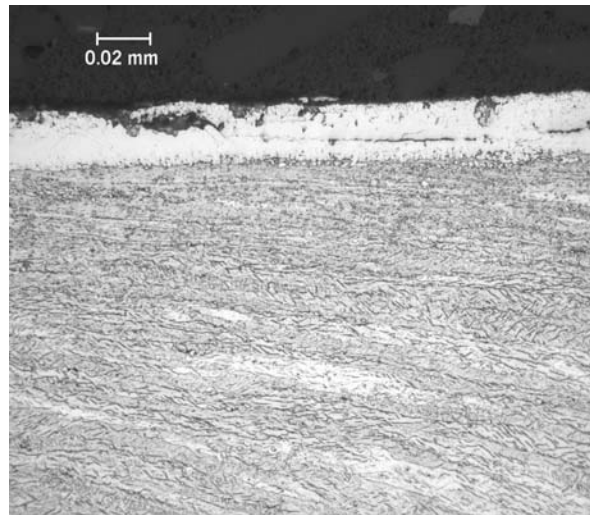


Fig. 4, **Unacceptable** – Nitride Needles (Atmosphere

Nitrotec 38-01

Revision: -A-

Revision Date: 11/20/03

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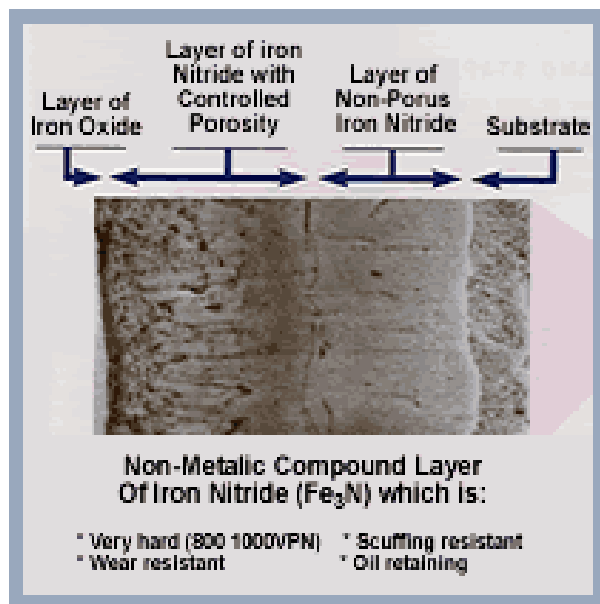


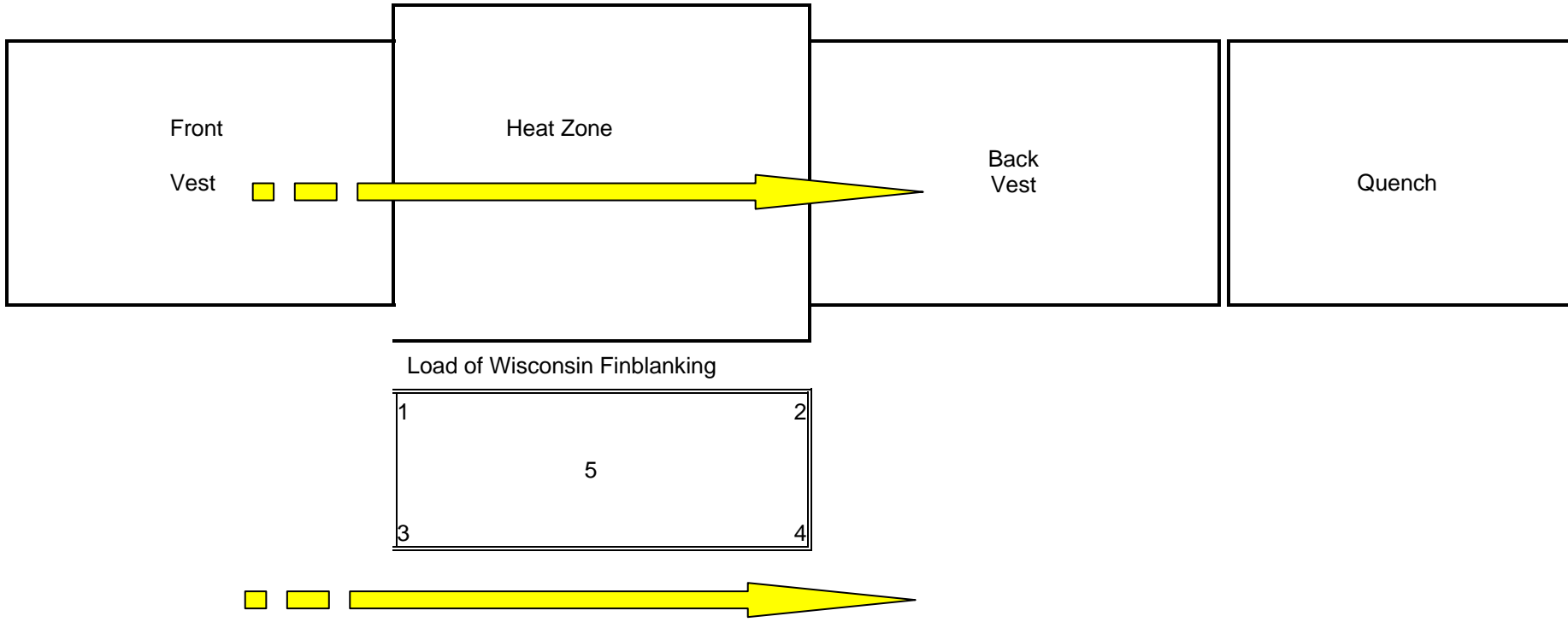
Fig. 5, Description of Nitrotec Case.

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The operator will need to label the top , middle , bottom with these numbers in this placement each and everytime. The operator will need to label the top with T-1,T-2,T-3,T-4,T-5 the middle with M-1,M-2,M-3,M-4,M-5 the bottom with B-1,B-2,B-3,B-4,B-5. Please use wire tags.

If you have any questions please see the shift superintendent or lab personnel

Nitro Appendix A

Rev -A-

12/4/2003

FPM/IPSEN

POTENTIAL
FAILURE MODE AND EFFECTS ANALYSIS
(Process FMEA)

Item: Nitrotec-Oil Quench
Equipment: Batch Endothermic Furnace
Core Team: Bob Ferry, Dave Klagues, Ryan Schwanke

Process Responsibility: Nitrotec Department
Key Date: 09/01/98

FMEA Number: W1818
Prepared by: Dave Klagues, Quality Manager
FMEA Date: 12/05/03 (Rev.): B

Process Function / Requirements	Potential Failure Mode	Potential Effects of Failure	S e v	C l a s s	Potential Cause(s) / Mechanism(s) of Failure	O c c	Current Process Controls	D e t	R P N	Recommended Action(s)	Responsibility & Target Completion Date	Action Results				
												Actions Taken	S e v	O c c	D e t	R P N
Receiving	Nicks Handling Damage	Scrap/Rework	7		Improper Handling	2	Work Instructions Shop Maintenance	2	28	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Order Entry	Incorrect Identification	Incorrect Process Performed	8		Order Entry Error Weigh-in Mixed Parts	2	Labeling System identifies parts to the packing slip and shop order.	2	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cleaning	Insufficient Oil Removal	Low C/Z ----- Poor Part Cosmetics	5 5		Insufficient time, temp, soap concentrations	2 2	Microprocessor controlled tim temp cycles on preventative maintenance program	2 2	20 20	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Loading the Furnace	Under loaded	Reduced production efficiency Increased CZ layer	4		Lack of training Shop order instructions not clear or incomplete Wrong Set-up	4	Dedicated Training Production Process Audits Final Inspection	2	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Nitrotec	Compound Zone Layer under specification	Unacceptable Mechanical Properties, Premature Wear	8		Insufficient time, temperature, atmosphere	3	Load Record Work Instructions Dedicated Training Furnace Controller Chart Recorder Equipment Calibration Preventive Maintenance Program Final Inspection	3	72	Modified final inspection to check tooth and flat. Correlation study.	Implemented work instruction 38-01 12/5/03. In conjunction with MPI, DDC and Ford Date TBD	N/A	N/A	N/A	N/A	N/A
	Compound Zone Layer over specification	Excessive Growth and Size Increased Porosity Premature Wear	8		Excessive Time, Temp Atmosphere.	3	(Same as above)	3	72	Same as above	Same as above	N/A	N/A	N/A	N/A	N/A
Quenching	Quench Oil properties unsuitable	Poor part cosmetics	4		Incorrect concentration	3	Quarterly supplier checks on concentration. Supplier weekly conc. checks Bi-weekly internal concentration checks. Visual Inspection	2	24	N/A	N/A	N/A	N/A	N/A	N/A	N/A

FPM/IPSEN

POTENTIAL
FAILURE MODE AND EFFECTS ANALYSIS
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 Core Team: Bob Ferry, Dave Klagues, Ryan Schwanke

Process Responsibility: Nitrotec Department
 Key Date: 09/01/98

FMEA Number: W1818
 Prepared by: Dave Klagues, Quality Manager
 FMEA Date: 12/05/03

(Rev.): B

Process Function / Requirements	Potential Failure Mode	Potential Effects of Failure	S	C	P	O	C	Current Process Controls	D	R	P	N	Recommended Action(s)	Responsibility & Target Completion Date	Action Results				
															Actions Taken	S	O	D	R
Shipping	Poor Handling (i.e. nicked or damaged parts).	Parts unsuitable for use. Impaired mechanical performance	5				3	Supervision Shop order instructions Procedures and Work Instructions Training Visual Inspection	2			30	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Improper Procedure	Switched Identification	5				3	Lack of training	2			30	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Revision Status

Original	9/1/1998	Original Release
A	6/11/2001	Change names, reviewed
B	12/5/2003	Changed RPN on Nitrotec, added recommended actions

Process Control Plan

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

<input type="checkbox"/> Prototype <input type="checkbox"/> Pre-launch <input checked="" type="checkbox"/> Production Control Plan Number: Wisc Fineblanking		Key Contact/Phone Dave Klagues (815) 322-4961		Date (Orig.) 8/18/2003		Date (Rev.) 12/5/03 -C-	
Part Number/Latest Change Level W1818		Core Team Dave Klagues, Ryan Schwanke, Burl Wilson		Customer Engineering Approval (If Req'd) N/A			
Part Name/Description Stamping		Supplier/Plant Approval/Date		Customer Quality Approval/Date (If Req'd) N/A			
Supplier/Plant FPM Heat Treating/Rockford		Supplier Code N/A		Other Approval (If Req'd) Customer to be notified of any process changes		Other Approval/Date (If Req'd) N/A	

Part/Process No.	Process Name/Operation Description	Machine, Device, Jig, Tools For Mfg.	Characteristics			Special Char. Class	Methods				Control Methods	Reaction Plan		
			No.	Product	Process		Product/Process Specification/Tolerance	Evaluation Measurement Technique	Sample					
									Size	Freq.				
10	Incoming Inspection	Visual		Mtrl, Hardness, Specifications	Customer P.O.		Per P.O.	Visual	Each Order		Order Entry Review	Place order on incoming hold rack; Order Entry to contact customer to clarify problem.		
		Visual		Piece Count	Physical Count		50 pieces or less	Operator Compares Count to P.O.	100%		All orders with 50 or less pieces.		Operator Verification on P.O.	Place order on incoming hold rack; Order Entry to contact customer to clarify problem.
		Scales		Weight on P.O.	Weigh product (pounds)		+5%/-2% of P.O. Weight	Weight on scale vs. P.O.	100%		All orders over 50 pieces		Operator Verification on P.O.	
20	Pre-wash	Wash Machine		Cosmetics Free of oil, dirt, debris	Heated Water 165°F plus/minus 10*		Per Shop Order or Cycle #	Visual	Each Lot	As Specified On Shop Order	Operator Verification	Re-wash if necessary		
30	Fixture	Operator		Uniform Case Depth	Loading		8100 plus/minus 900 pieces as provided by customer	Visual/ Compare to Shop Order	100%	Each Load	Operator Verification	Re-fixture prior to Nitrocarburize		
40	Nitrotec	Batch Furnace N-1 Primary N-2 Secondary		Compound Zone	Time		Per Shop Order Proprietary Plus 30/Minus 0	Computer Controller	Continuous	Hourly and after any changes	Controller, Operator Verification	Document on Shop Order; Advise supervisor &/or QC; Supervisor &/or QC to resolve issue		
					Temperature		Per Shop Order Proprietary plus/minus 10°F	Computer Controller	Continuous	Hourly and after any changes	Operator Verification	Document on Shop Order; Advise supervisor &/or QC; Supervisor &/or QC to resolve issue		
					Gas Flow		Per Shop Order Proprietary plus/minus 5%	Flow Meter Chart Recorder	Continuous Continuous	Hourly and after any changes	Operator Verification Operator Verification	Document on Shop Order; Advise supervisor &/or QC; Supervisor &/or QC to resolve issue Document on Shop Order; Advise supervisor & or QC for disposition		
50	Oil Quench delay 10 sec	Quench Tank		Uniform Hardness	Quench Oil Temp		130°F-150°F	Auto-Adjust	Continuous	Every Hour	Controller	Alarm, Maintenance Called		
60	Final Inspection	Rockwell Tester or SAE File		RC Equivalent	Surface Hardness #58 file hard		Per shop order or purchase order	Rockwell tester or file	Reference Nitro WI 38-01	Each Load	Final Inspection	Initiate Non-conforming hold tag and move to QC Hold area for disposition.		
		Stereo zoom		Compound & Diffusion Zone Depth	Inches .0004-.0016		Per shop order or purchase order	Visual w/ Calibrated Reticule	Reference Nitro WI 38-01	Each Load	Laboratory Verification	Initiate Non-conforming hold tag and move to QC Hold area for disposition.		

Process Control Plan

<input type="checkbox"/> Prototype <input type="checkbox"/> Pre-launch <input checked="" type="checkbox"/> Production Control Plan Number: Wisc Fineblanking		Key Contact/Phone Dave Klagues (815) 322-4961	Date (Orig.) 8/18/2003	Date (Rev.) 12/5/03 -C-
Part Number/Latest Change Level W1818		Core Team Dave Klagues, Ryan Schwanke, Burl Wilson	Customer Engineering Approval (If Req'd) N/A	
Part Name/Description Stamping		Supplier/Plant Approval/Date	Customer Quality Approval/Date (If Req'd) N/A	
Supplier/Plant FPM Heat Treating/Rockford		Supplier Code N/A	Other Approval (If Req'd) Customer to be notified of any process changes	
				Other Approval/Date (If Req'd) N/A

Part/Process No.	Process Name/Operation Description	Machine, Device, Jig, Tools For Mfg.	Characteristics			Special Char. Class	Methods				Control Methods	Reaction Plan
			No.	Product	Process		Product/Process Specification/Tolerance	Evaluation Measurement Technique	Sample			
									Size	Freq.		
70	Visual Inspection	N/A		Cosmetics	Free from soot, rust, or carbon deposits		Clean, uniform appearance	Visual	100%		Operator Inspection	Contact Supervisor and/or QC Department to advise disposition
80	Pack	Skids, Baskets, Pans, Cartons, Shrink Wrap, Banding, etc.		No mixed or damaged parts	Integrity of packaging		packaged to prevent damage or mixing	visual	100%		Operator Inspection	Re-package

Revision Status

Date:	Rev Level:	Revision:
8/18/2003 A		Original
9/26/2003 B		Added primary/secondary furnaces, sample plan for file hard, plus/minus 10°F for temp
12/5/2003 C		Added Nitro 38-01, adjusted quantity of load, added proprietary comments

From: larisumi@exedy-us.com
Sent: Wednesday, December 10, 2003 3:43 PM
To: Placha, Diana (D.B.)
Cc: mdunlap@ddcc.com; dfaeth@exedy-us.com; nyanagida@ddcc.com; Mitsugu_Yamaguchi% EXEDY@exedy-us.com; Masaru Morishima%EXEDY@exedy-us.com
Subject: RE: 121003 4F50N Converter test stuff

Follow Up Flag: Follow up
Flag Status: Red

Send the pump drive shafts to:

EXEDY Corp
1-1-1 Kidamotomiya
Neyagawa-shi, Osaka 572-8570
Japan
Attn: Mr. M. Morishima -R&D Test Dept

"Placha, Diana (D.);" <dplacha@ford.com> on 12/10/2003 03:38:48 PM

To: Lloyd Arisumi/EXEDY_US@EXEDY_US
cc:
Subject: RE: 121003 4F50N Converter test stuff

I'll forward you the note and the DVP & R. I just need to update a couple of things. I'll send it by C.O.B. tomorrow. Can you please forward me the Japan address to send the pump drive shafts to?

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: larisumi@exedy-us.com [mailto:larisumi@exedy-us.com]
Sent: Wednesday, December 10, 2003 3:29 PM
To: Placha, Diana
Cc: mdunlap@ddcc.com; dfaeth@exedy-us.com
Subject: 121003 4F50N Converter test stuff

Hi Diana,

I could not find the e-mail that I got and sent out on the turbine rivet torsional and axial testing parameters. Can you re-send?

Also, can we get the 2005MY DVP&R and PV test plan?

Thanks.

Lloyd.

From: Borneo, Joseph (J.A.)
Sent: Monday, February 28, 2005 9:46 AM
To: Bolton, Dionna (D.); Osterman, Bob (R.J.); Yang, Zane (Z.); Buccellato, Robert (R.J.); Placha, Diana (D.); Grewal, Harpreet (H.); Vella, Harold (H.F.)
Cc: Nichols, Jim (J.L.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.)
Subject: RE: 4F50N Problem Meeting

Follow Up Flag: Follow up
Flag Status: Red

Engineers, please attend or call-in to tomorrow's Problem Meeting and be ready to speak to the following for your issues:

Engagement Shudder

Timing for Van Dyke trial
Status of ATNPC testing
Cost for supplier fixture for testing. If this is holding up testing, can Ford possibly purchase?
Status of obtaining cost quote from supplier-this is needed for TARR assessment.

Chain Cover Gasket Tears

Status of release for "T" authority.
Timing for testing. TR in system?

Case Cup Plug

Results of meetings with Ryobi for cost sharing the warranty avoidance actions

Rear Ring Gear Failure

Status of Livonia Broach Life Trial

Torque Converter Pump Drive Insert

Status of Testing
Costs determined yet?
Funding source?

Diff carrier and pinion cracked

Status of Livonia cost study
Status of timing plan for implementation to make decision on whether to keep pursuing

#3 Thrust Washer

Any word from Purchasing on getting quote for Vespel?
What would be the test plan if Vespel is significantly cheaper?

Joseph Borneo

Supervisor

4F50N Transmission Vehicle Systems/Calibration

D186/V229 Programs

ATEO Bldg, Cube W220E

(734)523-5950

Pager: (734) 797-9539

USERID: JBORNEO

From: Lehman, Jerald (J.R.)
Sent: Tuesday, October 12, 2004 8:01 AM
To: Placha, Diana (D.)
Subject: RE: 4F50N PDI Material

Follow Up Flag: Follow up
Flag Status: Red

No, 8620 is an alloy steel containing chrome, nickel, and moly. 1020 only has carbon and manganese. 8620 will develop a core hardness of 40HRC where as 1010 will remain B scale or at best 20HRC. The case hardness from carburizing will be the same.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Placha, Diana (D.)
Sent: Tuesday, October 12, 2004 7:51 AM
To: Lehman, Jerald (J.R.)
Subject: RE: 4F50N PDI Material

[Jerry...Is 8620 similar to 1020?](#)

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Lehman, Jerald (J.R.)
Sent: Tuesday, October 12, 2004 7:04 AM
To: Placha, Diana (D.); Frania, Martin (M.A.)
Subject: RE: 4F50N PDI Material

8620 is a much better material than 1010. It may be more expensive, but after carburizing it should take care of spline wear.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Placha, Diana (D.)

Sent: Monday, October 11, 2004 4:16 PM
To: Frania, Martin (M.A.); Lehman, Jerald (J.R.)
Subject: 4F50N PDI Material

Martin & Jerry...MPI, the pump drive insert manufacturer, recommended that we go to 8620H rather than the current 1008/1010 steel that we currently use. Do you agree with his recommendation?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: dfaeth@exedy-us.com
Sent: Monday, May 10, 2004 10:23 AM
To: Placha, Diana (D.B.)
Subject: 4F50N PDI TESTING ;

Follow Up Flag: Follow up
Flag Status: Red

Attachments: JPEG File Interchange; JPEG File Interchange




2B-#2.JPG (83 KB) 2B-#2-2.JPG (84
KB)

写 Diana - here are photos from sample 2B-2 after 4 million.


真参照ください。

(See attached file: 2B-#2.JPG) . . . 正面写真 (See attached file:

2B-#2-2.JPG) . . . 斜め方向写真



PE09-033.1 000387



PE09-033.1 000388

From: Placha, Diana (D.)
Sent: Tuesday, October 12, 2004 7:55 AM
To: 'Korth, Gary'
Subject: RE: 4F50N Pump Drive Insert
Follow Up Flag: Follow up
Flag Status: Red

Gary...Lubrication does not have a high importance level. The insert is plasma welded to the cover, is submerged in oil during running condition, and the only other part that runs against it is a powdered metal turbine hub. Please let us know what other types of heat treat we can use to prevent spline wear.

We would also like to know what FPM is proposing.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [<mailto:GKorth@mpi-int.com>]
Sent: Monday, October 11, 2004 5:14 PM
To: Placha, Diana (D.)
Subject: RE: 4F50N Pump Drive Insert

Diana,

How important is the lubrication aspect of the ferritic nitro carburizing? If that is not critical we could look at other types of heat treating. If it is important we should at least consider what FPM is proposing.

Thanks,

Gary Korth

PHN 608-764-5416

FAX 608-764-8590

gkorth@mpi-int.com

From: Placha, Diana (D.)
Sent: Monday, October 11, 2004 4:15 PM
To: 'gkorth@mpi-int.com'
Subject: 4F50N Pump Drive Insert

Gary...What type of alternate heat treat method would you recommend for the E6SP-7F466-AA pump drive insert?
Carburizing, induction heat treat, etc...?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Adamski, Raymond (R.J.)
Sent: Tuesday, October 14, 2003 12:56 PM
To: Placha, Diana (D.B.)
Subject: 4F50N Pump Drive

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Do you have a summary of the metallurgy from John?
I'm pulling together a summary at John F's request.

Thanks.
I'll let you know if/when we see anything interesting before Thurs.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Wednesday, December 03, 2003 8:29 AM
To: Hatsios, Beth (B.A.)
Subject: FW: 4F50N Transmission Open Dura Issue Update for V229 Exec PST

Follow Up Flag: Follow up
Flag Status: Red

Beth,
Attached is the update we provided for powertrain.
I plan to be on the call today if you have any questions.
Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Tuesday, December 02, 2003 2:56 PM
To: Kainz, Laura (L.L.)
Cc: Fallu, John (W.)
Subject: 4F50N Transmission Open Dura Issue Update for V229 Exec PST

Laura,
In order to keep the PMT updated for the PST, the following are the substantial updates on our durability concerns for the **Durability PAT**:

4F50N Transmission Open Dura Issue Update for V229 Exec PST

Re: C11578386 G8D#35881 4F50N Differential Failure in Vehicle Durability

Issue was presented to Will Boddie 11/24 and Nancy Gioia 12/1

- Concern will be held open at this time
- Plans are to demonstrate life improvements from:
 - Hardness: failed part was out-of spec low---significant for fatigue strength
 - Machining actions to remove stress concentrations (expected impact less than hardness)

Ongoing Work since 11/24

- Hardness capability
 - Casting supplier Waupaca to provide data-driven plan to verify no parts are released out-of spec low (12/3/03)
- Machining capability for higher hardness range
 - Semi-finish supplier Quadrad ready to assess tool life impact (12/5)
 - Livonia Plant (finish machining) contacting tool supplier for recommendations on line and process modifications
 - Livonia Plant contacting Batavia Plant for info on machining in the higher range w/ similar tooling

Open Concern for Gear Window Changes

- Livonia plant: Elimination of double undercut is feasible (re-programming CNC)
- Livonia plant: Waiting on quote for transfer line changes associated with post size increase (12/5)
- Testing
 - Fixture design in-progress and gaining management priority
 - Timing TBD

Re: C11565485 G8D#34605 4F50N Pump Drive Plate Failure

Issue was presented to Will Boddie 11/24

- Concern closed for durability.
- Resolution plan in-effect as in G8D.

Ray Adamski

4F50N Vehicle Systems, ATEO

734-523-3288 radamsk2@ford.com

From: Seiji Kamei [s-kamei@aikoku.com]
Sent: Friday, August 26, 2005 5:43 PM
To: Haer, Rob (R.E.); Talbot, Wayne (W.L.); Krencicki, Thomas (T.A.)
Cc: Placha, Diana (D.B.); Itoga, Yukiko (Aikoku)
Subject: Re: 60 pcs. Samples For 2F2P-7R190-AA

Follow Up Flag: Follow up
Flag Status: Red

Rob,

I just went to a warehouse company and told them to repack 60pcs.. They will be ready to ship out on Monday.

Please let me know if we can use UPS.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

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

From: [Haer, Rob \(R.E.\)](#)
To: [Talbot, Wayne \(W.L.\)](#) ; [Krencicki, Thomas \(T.A.\)](#) ; s-kamei@aikoku.com
Cc: [Placha, Diana \(D.\)](#)
Sent: Friday, August 26, 2005 1:54 PM
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

[Seiji](#) -

[Parts should be shipped to ATNPC 35500 Plymouth Road, Livonia, MI 48150](#)

[Wayne / Tom](#) -

[Please advise if what trucking company](#)

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Friday, August 26, 2005 12:29 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: Re: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have received the release schedule for 60 pcs. today. Could you tell me where we should send to and which truck we should use for?
Please let me know.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

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

From: [Haer, Rob \(R.E.\)](#)
To: [Seiji Kamei](#)
Cc: [Itoga, Yukiko \(Aikoku\)](#)
Sent: Wednesday, August 24, 2005 12:00 PM
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

It appears MPL has still not loaded a release, I am checking on it. The Ford plant code would be TC0CA

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Wednesday, August 24, 2005 11:37 AM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: Re: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

Could you tell me how we can get the order on web site?
We cannot see any numbers on release schedule this morning.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

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

From: [Haer, Rob \(R.E.\)](mailto:Haer, Rob (R.E.))

To: s-kamei@aikoku.com

Sent: Tuesday, August 23, 2005 3:19 PM

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Seiji -

Have your MPL folks check and see if you now have an order

Thanks for your assistance

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 1:34 PM

To: Haer, Rob (R.E.); Andrews, Sandra (S.J.)

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Looks like the RPS order was processed. Let me know when they can ship the parts.

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: [<<mailto:DPLACHA@FORD.COM>>](mailto:DPLACHA@FORD.COM)

Text Page: [<<mailto:7342964342@airtouchpaging.com>>](mailto:7342964342@airtouchpaging.com)

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

From: Hildebrand, Dan (D.H.)
Sent: Tuesday, August 23, 2005 8:57 AM
To: Placha, Diana (D.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Already approved.

Dan Hildebrand P.E.

Manager: Electro-Hydraulic Components Dept.
Ph: 734-523-4598; FAX: 734-523-4433
Text Pager: 734-797-6257
Mail Drop T215, Rm. W219C; ATNPC
email: dhildebr@ford.com/CDSID: dhildebr
Administrative Assistant: Yvonne Coutts, Ph: 523-4517

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 8:04 AM
To: Hildebrand, Dan (D.H.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dan...Please review RPS # 51342 and let me know if you have any questions. Warranty data indicates that we may have an issue with the AX pump drive inserts. The pump drive shafts are for a DOE that we are running in the HMS lab.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Plasencia, David (D.B.)

Sent: Tuesday, August 23, 2005 7:54 AM

To: Placha, Diana (D.)

Subject: RE: RPS 51342 Requires Approval

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 7:43 AM

To: Plasencia, David (D.B.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Importance: High

Dave...Have you had opportunity to sign off RPS # 51342.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Haer, Rob (R.E.)

Sent: Monday, August 22, 2005 1:06 PM

To: Andrews, Sandra (S.J.); Placha, Diana (D.)

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

How is order coming along?

Rob Haer

Core Buyer - Races, Hubs, and Shafts

ATO Powertrain Purchasing

734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [<mailto:s-kamei@aikoku.com>]

Sent: Monday, August 22, 2005 12:05 PM

To: Haer, Rob (R.E.)

Cc: Itoga, Yukiko (Aikoku)

Subject: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have not received PO for 60 pcs. samples we have talked over the phone last week.
Please let me know when you are ready to issue the PO.
We are going to prepare the samples after we receive the PO.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

From: Krencicki, Thomas (T.A.)
Sent: Thursday, August 25, 2005 7:37 AM
To: Placha, Diana (D.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Follow Up Flag: Follow up
Flag Status: Red

The order is in cmms and they will see the releases tomorrow. When you speak to your contact make sure they are looking at cmms releases for plant coded tc0ca. The vendor does get cmms releases because Van Dyke buys shafts from them.

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

From: Placha, Diana (D.)
Sent: Wednesday, August 24, 2005 1:57 PM
To: Krencicki, Thomas (T.A.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Tom...Did the supplier get the order?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Haer, Rob (R.E.)
Sent: Wednesday, August 24, 2005 1:00 PM
To: Placha, Diana (D.); Andrews, Sandra (S.J.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

MPL does not have a release in CMMS

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 1:34 PM
To: Haer, Rob (R.E.); Andrews, Sandra (S.J.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Looks like the RPS order was processed. Let me know when they can ship the parts.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Hildebrand, Dan (D.H.)
Sent: Tuesday, August 23, 2005 8:57 AM
To: Placha, Diana (D.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Already approved.

Dan Hildebrand P.E.

Manager: Electro-Hydraulic Components Dept.
Ph: 734-523-4598; FAX: 734-523-4433
Text Pager: 734-797-6257
Mail Drop T215, Rm. W219C; ATNPC
email: dhildebr@ford.com/CDSID: dhildebr
Administrative Assistant: Yvonne Coutts, Ph: 523-4517

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 8:04 AM
To: Hildebrand, Dan (D.H.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dan...Please review RPS # 51342 and let me know if you have any questions. Warranty data indicates that we may have an issue with the AX pump drive inserts. The pump drive shafts are for a DOE that we are running in the HMS lab.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

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

From: Plasencia, David (D.B.)

Sent: Tuesday, August 23, 2005 7:54 AM

To: Placha, Diana (D.)

Subject: RE: RPS 51342 Requires Approval

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 7:43 AM

To: Plasencia, David (D.B.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Importance: High

Dave...Have you had opportunity to sign off RPS # 51342.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

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

From: Haer, Rob (R.E.)

Sent: Monday, August 22, 2005 1:06 PM

To: Andrews, Sandra (S.J.); Placha, Diana (D.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

How is order coming along?

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Monday, August 22, 2005 12:05 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have not received PO for 60 pcs. samples we have talked over the phone last week. Please let me know when you are ready to issue the PO.
We are going to prepare the samples after we receive the PO.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

From: Cameron, Mike (M.F.)
Sent: Wednesday, August 24, 2005 2:20 PM
To: Placha, Diana (D.)
Cc: Andrews, Sandra (S.J.); Haer, Rob (R.E.); Krencicki, Thomas (T.A.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Follow Up Flag: Follow up
Flag Status: Red

Processed by Tom Krencicki with the following comments:

order processed in cmms 200500542 vendor to see release tomorrow 8/24/05

Supplier should see the order on their release

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

From: Placha, Diana (D.)
Sent: Wednesday, August 24, 2005 2:02 PM
To: Cameron, Mike (M.F.)
Cc: Andrews, Sandra (S.J.); Haer, Rob (R.E.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Hi Mike...Could you let us know if the supplier received the request to fill this order?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Wednesday, August 24, 2005 1:57 PM
To: Krencicki, Thomas (T.A.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Tom...Did the supplier get the order?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

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From: Haer, Rob (R.E.)

Sent: Wednesday, August 24, 2005 1:00 PM

To: Placha, Diana (D.); Andrews, Sandra (S.J.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

MPL does not have a release in CMMS

Rob Haer

Core Buyer - Races, Hubs, and Shafts

ATO Powertrain Purchasing

734-266-8674, Fax: 734-523-5911

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 1:34 PM

To: Haer, Rob (R.E.); Andrews, Sandra (S.J.)

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Looks like the RPS order was processed. Let me know when they can ship the parts.

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Hildebrand, Dan (D.H.)

Sent: Tuesday, August 23, 2005 8:57 AM

To: Placha, Diana (D.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Already approved.

Dan Hildebrand P.E.

Manager: Electro-Hydraulic Components Dept.
Ph: 734-523-4598; FAX: 734-523-4433
Text Pager: 734-797-6257
Mail Drop T215, Rm. W219C; ATNPC
email: dhildebr@ford.com/CDSID: dhildebr
Administrative Assistant: Yvonne Coutts, Ph: 523-4517

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 8:04 AM
To: Hildebrand, Dan (D.H.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dan...Please review RPS # 51342 and let me know if you have any questions. Warranty data indicates that we may have an issue with the AX pump drive inserts. The pump drive shafts are for a DOE that we are running in the HMS lab.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Plasencia, David (D.B.)

Sent: Tuesday, August 23, 2005 7:54 AM

To: Placha, Diana (D.)

Subject: RE: RPS 51342 Requires Approval

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 7:43 AM
To: Plasencia, David (D.B.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dave...Have you had opportunity to sign off RPS # 51342.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Haer, Rob (R.E.)
Sent: Monday, August 22, 2005 1:06 PM
To: Andrews, Sandra (S.J.); Placha, Diana (D.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

How is order coming along?

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [<mailto:s-kamei@aikoku.com>]
Sent: Monday, August 22, 2005 12:05 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have not received PO for 60 pcs. samples we have talked over the phone last week. Please let me know when you are ready to issue the PO.

We are going to prepare the samples after we receive the PO.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

From: Placha, Diana (D.)
Sent: Wednesday, October 01, 2003 3:24 PM
To: Fallu, John (W.)
Cc: Adamski, Raymond (R.J.); Plasencia, David (D.B.)
Subject: FW: 8D for spline plate

Follow Up Flag: Follow up
Flag Status: Red

John... This part has not been modified since 1987. We neither changed the design nor the supplier when we went to Exedy. I supplied parts to Jerry Lehman for analysis. We need to have the pump drive shaft hardness verified as well.

Ray... If it's alright with you, I would like to extend your Global 8D to cover the root cause of the actual wear.

Thanks,
Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Adamski, Raymond (R.J.)
Sent: Wednesday, October 01, 2003 2:53 PM
To: Placha, Diana (D.)
Subject: 8D for spline plate

Diana,

I've started Global 8D#34605 for the durability incident with the stripped spline plate. Currently it covers the root cause up to the determination that the cause of the trans failure was the spline plate. If you concur, we can extend this 8D to cover the root cause of the actual wear. You will be free to add information as you see fit, or you could leave the maintenance to me.

John is also asking for a design analysis; what are the differences, if any in the spline plate from past MY to the EXEDY converter.

If nothing interesting is found in the hardness investigation, we will have to begin looking at the design very quickly.

Thanks for your help. Page me if you need anything.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 11:36 AM
To: Placha, Diana (D.B.)
Subject: Additional 6-9-03 Converter

Follow Up Flag: Follow up
Flag Status: Red

Diana,

We had 183 cycles of KLT put on transmission
4F2P-AA-41000102 which shares the 7/8/03 build date
of one of the spline failures, and its converter was built 6/9/03
(did not get the serial).

The transmission is available on the dyno return table in build-up.
You are free to take the converter---let Bob or I know if you
want the pump shaft out as well.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Thursday, October 30, 2003 4:32 PM
To: Placha, Diana (D.B.)
Subject: address

Follow Up Flag: Follow up
Flag Status: Red

Diana,

My mailing address for sending the part samples is:

Gary Korth
Wisconsin Fineblanking & Machining
101 Grand Avenue
Deerfield, WI 53531

Phone, fax, etc, listed below.

Lou Rossi is the Michigan Sales contact for Ford

His office phone is: 248-853-9010
cell is: 248-310-2707

Thanks for your help in resolving this problem.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Frank, Chuck (C.R.)
Sent: Friday, January 21, 2005 1:26 PM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Centlivre, James (J.C.); Frank, Chuck (C.R.); Mass, George (G.A.); Tosch, John (J.J.)
Subject: ATEO Hot Process for Repair Parts Return

Follow Up Flag: Follow up
Flag Status: Red

Diana,

A blanket request for parts can be made to the Warranty Parts Return Center (WPRC). There is some flexibility to specify what subset of a given part number you want to be returned. Getting back only the converters with stripped splines would be difficult to specify.

See their site at:

http://www.quality.ford.com:247/quality_center/wprc/

You are requesting this converter to be shipped to you before the dealer enters a claim. This requires what is called a "hot process" for parts return. WPRC has a "hot process" for new model only. I am investigating if we can set up an ATEO "hot process" with assistance from George Mass. Among the issues to be worked out are compensating the dealer for shipping costs and the rebuilders for hardware. There are other logistical concerns.

Perhaps the Van Dyke plant could assist you with this particular request. As they primarily exchange whole transmissions, I would contact John Tosch to advise you.

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:38 PM
To: Frank, Chuck (C.R.)
Cc: Lipka, Ken (K.R.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Chuck... Who can I contact to get his converter back? Do you know if there's a list that I can be added to to get units back from the field with the same issue?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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of business with Ford is expressly prohibited.

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REPAIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.
RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Placha, Diana (D.)
Sent: Friday, January 07, 2005 7:17 AM
To: 'dfaeth@exedy-us.com'
Subject: FW: ATNPC/EPCrib, Parts have been received at the shipping/receiving dock!

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Dave...I forgot to ask you earlier if you covered the studs with rust preventative like you do in production. If not, do you have any of the production rust preventative at your Plymouth facility you can give me so that I can coat the studs. Just want to make sure I get good torque readings.

Also, did you ship the hollow converters for Tom Koch?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Wright, Jim (J.R.)
Sent: Thursday, January 06, 2005 7:27 AM
To: Placha, Diana (D.)
Cc: Wright, Jim (J.R.)
Subject: ATNPC/EPCrib, Parts have been received at the shipping/receiving dock!

Diana,

The parts listed below have been received for you at the ATNPC shipping/receiving dock. Please see the EPCrib attendant for pick up or reply with disposition by January 10, 2005 or your parts may be shipped to off-site storage. Thank you.

Qty: 4
Part: 3F2P-7950-AEZ
Jim Wright (JWRIGHT5),
ATNPC/EPCrib, Shipping/Receiving Section

From: Adamski, Raymond (R.J.)
Sent: Friday, October 03, 2003 12:15 PM
To: Placha, Diana (D.B.); Wu, Bill (B.)
Subject: FW: AX Pump Component Engineer

Follow Up Flag: Follow up
Flag Status: Red

Check out:
<http://www.ateo.ford.com/n613/pumpwebsite/AX4NPumpSite.htm>,
Performance graphs.

Looks like worst case is about 8.3 ft-lb.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Edwards, Wallace (K.)
Sent: Friday, October 03, 2003 11:53 AM
To: Placha, Diana (D.)
Cc: Wu, Bill (B.); Adamski, Raymond (R.J.)
Subject: RE: AX Pump Component Engineer

I personally do not have this information because I have never run nor needed to run a test like this. I looked in old files and did not find what you are looking for. I will continue to look on Monday.

To answer to whether or not the value would have changed, the answer is no.

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

From: Placha, Diana (D.)
To: Edwards, Wallace (K.)
Cc: Wu, Bill (B.); Adamski, Raymond (R.J.)
Sent: 10/3/03 7:07 AM
Subject: RE: AX Pump Component Engineer

Wallace...Can you please provide us with the max worst case torque to turn value for the AX4N pump drive shaft? Has this value changed in the past three years?

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

>From: Wu, Bill (B.)

>Sent: Friday, October 03, 2003 4:29 AM

>To: Adamski, Raymond (R.J.)

>Cc: Placha, Diana (D.)

>Subject: AX Pump Component Engineer

>

>

>Ray, Can you please again provide us with the name of the AX pump

>component engineer? Thanks.

>

>Bill Wu

>Ford ATEO Torque Converter Engineering Department

>Phone: 734-523-3779; Fax: 734-525-3449; E-Mail: wwu@ford.com

>Mail Box 30, Livonia Transmission

>

From: Gagnus, Percy M (PM.)
Sent: Thursday, December 11, 2003 9:05 AM
To: Mclaughlin, Robert (R.J.); Placha, Diana (D.B.)
Subject: RE: AX Pump Drive Shafts

Follow Up Flag: Follow up
Flag Status: Red

I am at VD. Livonia is my home base. Sorry you have to come over to VD.....

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Thursday, December 11, 2003 8:54 AM
To: Placha, Diana (D.)
Cc: Gagnus, Percy M (PM.)
Subject: RE: AX Pump Drive Shafts

Diana, I thought Percy was at Van Dyke when I replied to say I would stop by to pick up the shafts, it looks like he sits a few rows away from you downstairs. Do you want to just pick up the shafts?

Bob McLaughlin
4F50N-4F46S Vehicle Systems
Office (734) 523-3490
Text Pager (734) 296-5459

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

From: Gagnus, Percy M (PM.)
Sent: Thursday, December 11, 2003 8:15 AM
To: Mclaughlin Jr., Robert (R.J.); Placha, Diana (D.)
Subject: RE: AX Pump Drive Shafts

That should be no problem!

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Thursday, December 11, 2003 8:13 AM
To: Gagnus, Percy M (PM.); Placha, Diana (D.)
Cc: Hale, Wendy (W.)
Subject: RE: AX Pump Drive Shafts

I'll stop by this afternoon, around 2:00 or so.

Bob McLaughlin
4F50N-4F46S Vehicle Systems
Office (734) 523-3490
Text Pager (734) 296-5459

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

From: Gagnus, Percy M (PM.)
Sent: Wednesday, December 10, 2003 2:46 PM
To: Mclaughlin Jr., Robert (R.J.); Placha, Diana (D.)
Cc: Hale, Wendy (W.)
Subject: RE: AX Pump Drive Shafts

I have 30 shafts ready for pick up (my desk)!! Please let me know when you are able to pick them up!!

Percy

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

From: Hale, Wendy (W.)
Sent: Wednesday, December 10, 2003 12:40 PM
To: Gagnus, Percy M (PM.)
Subject: FW: AX Pump Drive Shafts

Wendy Hale

Ford Manufacturing Engineering
6F Main Control Assembly
Phone/Fax: 734-523-5929
Pager: 734-296-4437

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Wednesday, December 10, 2003 12:31 PM
To: Placha, Diana (D.); Hale, Wendy (W.)
Subject: RE: AX Pump Drive Shafts

Build-up might have half a dozen or so, I know they don't have 30 pieces. I would be able to stop out at Van Dyke if need be to pick some up for you if you submit an RPS for them and arrange to have them pulled from the line. Lori Sanko might be able to help with the arrangements.

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

From: Placha, Diana (D.)
Sent: Wednesday, December 10, 2003 9:58 AM
To: Mclaughlin Jr., Robert (R.J.); Hale, Wendy (W.)
Subject: AX Pump Drive Shafts

Wendy & Bob... We will be running a DOE on the torque converter pump drive because of the recent failures that we had. Would you happen to have 30 pump drive shafts I can have for my testing either from Van Dyke or build-up next door? Any help you can offer would be greatly appreciated.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

From: Placha, Diana (D.)
Sent: Wednesday, December 10, 2003 1:22 PM
To: Gagnus, Percy M (PM.)
Subject: RE: AX Pump Drive Shafts

Follow Up Flag: Follow up
Flag Status: Red

Hi Percy...The part #'s 2F2P-7R190-AA. Thank you very much for your help.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Gagnus, Percy M (PM.)
Sent: Wednesday, December 10, 2003 11:30 AM
To: Hale, Wendy (W.)
Cc: Placha, Diana (D.)
Subject: RE: AX Pump Drive Shafts

Diana,

Do you have part # for me?? I sure I can you help out!

Percy

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

From: Hale, Wendy (W.)
Sent: Wednesday, December 10, 2003 10:49 AM
To: Gagnus, Percy M (PM.)
Subject: FW: AX Pump Drive Shafts

Wendy Hale

Ford Manufacturing Engineering
6F Main Control Assembly
Phone/Fax: 734-523-5929
Pager: 734-296-4437

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

From: Placha, Diana (D.)
Sent: Wednesday, December 10, 2003 9:58 AM
To: Mclaughlin Jr., Robert (R.J.); Hale, Wendy (W.)
Subject: AX Pump Drive Shafts

Wendy & Bob...We will be running a DOE on the torque converter pump drive because of the recent failures that we had. Would you happen to have 30 pump drive shafts I can have for my testing either from Van Dyke or build-up next door? Any help you can offer would be greatly appreciated.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

From: Wu, Bill (B.)
Sent: Wednesday, January 28, 2004 10:09 AM
To: Placha, Diana (D.)
Subject: AX Torque Converter Codes

Follow Up Flag: Follow up
Flag Status: Red

Diana, The AX Torque Converter Codes, Build Dates, Part Number, and Applications are as follows.

Code	Build Date	Shift	Part Number	Application
-----	-----	-----	-----	-----
• 50 O28M	March 28, 1997	Third	F68P-7902-AA	3.8L Windstar
• 66 E06M	May 06, 1997	Second	F8DP-7902-AC	3.0L 4V Taurus
• 65 U15M	Sept. 15, 1997	Third	F8OP-7902-AB	4.6L Continental
• E19M	May 19, 1997	Second		
• 65 J02M	Oct. 02, 1997	Second	F8OP-7902-AB	4.6L Continental

Was there a code for the fourth cover? Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3779; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Adamski, Raymond (R.J.)
Sent: Wednesday, June 13, 2007 1:32 PM
To: Nichols, Jim (J.L.); Placha, Diana (D.B.)
Cc: Campau, Patrick (P.J.); Baum, Joe (J.M.)
Subject: RE: AX4N Pump Drive Plate Issue

Follow Up Flag: Follow up
Flag Status: Red

Here is the link to the eTracker.

<http://www.etracker.ford.com/Apps/AddIssues/EditIssue.asp?ShowAsPopup=Y&ProjectID=PDQATEO&IssueId=773347>

The eTracker issue has a version of a global 8D attached. I do not believe the 8D is still in the G8D system. The attachment version of the 8D describes the two durability vehicle incidents involving converters manufactured 6/9/2003. The 8D goes on to describe the PCA which was improved heat-treat audit procedures as being implemented near the end of November 2003.

Ray Adamski
Transmission and Driveline Engineering
313-805-8808 (mobile) radamsk2@ford.com

From: Nichols, Jim (J.L.)
Sent: Wednesday, June 13, 2007 1:13 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.)
Cc: Campau, Patrick (P.J.); Baum, Joe (J.M.)
Subject: AX4N Pump Drive Plate Issue

Ray/Diana,

Could you guys remind us when you were working on the AX4N pump drive plate spline issue? I couldn't find it in my notes, but I definitely remember Ray talking about this one a few years back!

Regards,

James L. Nichols

4F27E Vehicle Systems Engineering
CDSID: jnicho15
Cell Phone/Voice Mail/Pager: (313) 805-9320
Fax: (734) 523-3942

Go Blue!

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 1:05 PM
To: Nichols, Jim (J.L.)
Cc: Campau, Patrick (P.J.)
Subject: RE: Can you give me a contact???

Jim, do you remember in what period of time we found the white layer thickness issue on the AX4N pump drive splines?

From: Campau, Patrick (P.J.)
Sent: Wednesday, June 13, 2007 1:01 PM
To: Baum, Joe (J.M.)
Subject: RE: Can you give me a contact???

It was the splines inside the torque converter striped that drive the pump shaft, The pump shaft had eaten into the valve body bushing and the bushing on the O/D drum was worn.
The transmission is already rebuilt, so there isn't much we can do now.

Patrick Campau

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 12:44 PM
To: Campau, Patrick (P.J.)
Subject: RE: Can you give me a contact???

I want to understand the specific nature of this pump failure before making a final decision.

From: Campau, Patrick (P.J.)
Sent: Wednesday, June 13, 2007 12:39 PM
To: Baum, Joe (J.M.)
Subject: RE: Can you give me a contact???

OK

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 12:09 PM
To: Campau, Patrick (P.J.)
Cc: McClain, Shawn (S.M.)
Subject: RE: Can you give me a contact???

Just lend him an ear. I do not think we should be supplying a transmission.

From: Campau, Patrick (P.J.)
Sent: Wednesday, June 13, 2007 9:31 AM
To: Baum, Joe (J.M.)
Cc: McClain, Shawn (S.M.)
Subject: FW: Can you give me a contact???

Joe, do you want me to get involved, by possibly supplying parts or not?

From: Stellon, Frank (F.L.)
Sent: Wednesday, June 13, 2007 9:11 AM
To: Baum, Joe (J.M.)
Cc: Campau, Patrick (P.J.); Lucas, Jim (J.R.); Posa, Chris (A.C.)
Subject: RE: Can you give me a contact???

I found the problem when I took my vehicle to Blackwell Ford yesterday.

Blackwell told me that the pump failed in the transmission !!! This condition breaks the splines in the converter / pump shaft. Once the shaft sheared that's what gave me the "NEUTRAL" in every gear.

Do you know if this pump failed prematurely? I only have 77,000 miles on the van. This is very disappointing to own a Windstar that has a issue that's going to cost me \$2000 with only 77,000 miles on it.

Do you know someone at Ford I could speak to about this situation, ???

Frank Stellon
Primary Designer

Basic Design/Initial Geometry
fstello1@ford.com (313)31-74404

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 7:56 AM
To: Lucas, Jim (J.R.); Stellon, Frank (F.L.); Posa, Chris (A.C.)
Cc: Campau, Patrick (P.J.)
Subject: RE: Can you give me a contact???

I am sorry to hear about your transmission troubles, The symptoms described could be caused by numerous potential internal transmission issues. Pat Campau would be the best person to discuss this with.

From: Lucas, Jim (J.R.)
Sent: Monday, June 11, 2007 12:51 PM
To: Stellon, Frank (F.L.); Posa, Chris (A.C.); Baum, Joe (J.M.)
Subject: RE: Can you give me a contact???

Joe, for your follow up

From: Stellon, Frank (F.L.)
Sent: Monday, June 11, 2007 7:11 AM
To: Posa, Chris (A.C.); Lucas, Jim (J.R.)
Subject: Can you give me a contact???

Chris, Jim

Can you lead me to the right person to talk to about my trans in my 2003 windstar.

With no warning or problems at all, as I was driving through a green light, all of a sudden I could tell that my engine was just "racing" and that no forward motion was happening! I was able to pull to the side of the road. Stopped, put the van in P. Shifted the transmission to R--van would not move. Tried D, 1, 2, 3,--same result, engine would race just like being in natural. The van has 77,000 miles on it.

Any suggestions!!

Frank Stellon

Primary Designer
Basic Design/Initial Geometry
fstello1@ford.com (313)31-74404

From: Placha, Diana (D.)
Sent: Monday, May 09, 2005 1:02 PM
To: Mclaughlin, Robert (R.J.)
Subject: RE: Backup note to the PAGE

I took the converter and pump shaft. The failure is unusual in respect that the spline on the pump shaft is damaged as well. Did they take a look at the trans? Do all of the other components look ok? In the past, whenever we had a pump drive insert spline failure the pump shaft spline was ok. This converter is also outside of our suspect range. Can you please let me know what the results are of the trans teardown. I've already placed an order in to our lab to have the converter and pump inspected.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Mclaughlin, Robert (R.J.)
Sent: Monday, May 09, 2005 9:57 AM
To: Text Page recipients
Subject: Backup note to the PAGE

Converter stuck on trans unit: converter removed, pump shaft spline stripped into converter insert spline, unit on table A7 in B/U. From: Robert Mclaughlin Jr. (734-5233490)

From: Mclaughlin, Robert (R.J.)
Sent: Tuesday, March 08, 2005 1:23 PM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: RE: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N

Follow Up Flag: Follow up
Flag Status: Red

Gary,
I have the form signed to authorize the work at ATNPC, it will also require signatures from the department manger and an executive engineer. I will drop the form off this afternoon at your desk. Let me know when you have the form signed, Ill turn it in and schedule a time when Bill can bring the van in, have the converter swapped and drive the vehicle home that afternoon.

Robert McLaughlin
4F50N Vehicle Systems
Office 734-523-3490
Pager 734-296-5459
rmclaug@ford.com

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

From: Alex, Gary (G.L.)
Sent: Tuesday, March 08, 2005 11:14 AM
To: Mclaughlin, Robert (R.J.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: FW: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N
Importance: High

Subject: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N
Importance: High

Bob
Is there any way we can have a Torque Converter Changed- R&R- out in your Area .Engineering has a number of converters with pump drive inserts failure.
Bill Wu from Engineering(Our Department) up front has a 2004- Mer/Monterey with 19,000 miles on it. We would like to have this converter pulled for Engineering to cut apart and have full inspection perform . I Have a New replacement in my office. The Dealer Hot-Line also is working on this but the return of converters are taking too long. This one has the build dates of what we need. All your Help IN GETTING this completed will speed up the investigation.
Can you please call me on this matter and advise if you can assist.
Thank you.

Trans I.D Build Date
4F2P-7000-AA
MA 4 1012363
A4931 080903
PNB MA 41

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Snapp, Terry (T.G.)
Sent: Monday, March 07, 2005 8:49 AM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: RE: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N

Follow Up Flag: Follow up
Flag Status: Red

Gary,

We only work on 4R75 and 6R60 units. We are swamped as it is.
Sorry.

Regards,

TERRY SNAPP

SECTION SUPERVISOR - Warranty Garage

Phone: 734-45-**80187** **Quality Control Department**
Fax: 734-523-4193 **Livonia Transmission Plant**
tsnapp@ford.com **Text Pager: 734-797-7463**

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

From: Alex, Gary (G.L.)
Sent: Friday, March 04, 2005 1:37 PM
To: Snapp, Terry (T.G.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N
Importance: High

Terry

Is there any way we can have a Torque Converter Changed- R&R- out in your Area .Engineering has a number of converters with pump drive inserts failure.

Bill Wu from Engineering(Our Department) up front has a 2004- Mer/Monterey with 19,000 miles on it. We would like to have this converter pulled for Engineering to cut apart and have full inspection perform . I Have a New replacement in my office. The Dealer Hot-Line also is working on this but the return of converters are taking to long. This one has the build dates of what we need. All your Help IN GETTING this completed will speed up the investigation.

Can you please call me on this matter and advise if you can assist.

Thank you.

Trans I.D Build Date
4F2P-7000-AA
MA 4 1012363
A4931 080903
PNB MA 41

Gary L Alex

Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, January 11, 2005 12:05 PM
To: Placha, Diana (D.B.)
Cc: FPM - Bob Ferry (E-mail)
Subject: RE: Cover insert test parts

Follow Up Flag: Follow up
Flag Status: Red

Attachments: RE: Cover insert test parts



RE: Cover insert
test parts

Thanks, the testing was for hardness and the depth of the diffusion and compound zones. I will send them to you as soon as I get electronic copies from Bob Ferry.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Placha, Diana (D.)
Sent: Tuesday, January 11, 2005 11:25 AM
To: Korth, Gary
Subject: RE: Cover insert test parts

What type of testing was performed? Please forward your results to me. I'll adjust the quantity on the order we placed.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Tuesday, January 11, 2005 11:08 AM
To: Placha, Diana (D.)
Subject: RE: Cover insert test parts

Diana,

The missing pieces were used by FPM for testing. We blanked several extra in each case for testing after heat treat, but apparently did not add enough.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Andrews, Sandra (S.J.)
Sent: Thursday, January 20, 2005 2:10 PM
To: Placha, Diana (D.B.); 'dafaeth@exedy-us.com'
Cc: Kaknjo, Medina (M.)
Subject: STA support

Follow Up Flag: Follow up
Flag Status: Red

Diana and Dave,

Medina Kaknjo is our STA process expert for heat treating and copper plating. She is really great to work with and has offered to help us review the capabilities at Marsh. Dave - Please contact Marsh and work with them to schedule something with her. Diana, Troy Liput, Carl Andrus and I would also like to attend. We would like to do this sooner than later in case there is an issue. Atlanta has already voiced a concern about how long this is taking.

Medina can be reached by phone at 1-313-390-1056.

Thank you,

Sandra J. Andrews

Buyer GH48
Torque Converters and Torque Converter Components
Ford Powertrain Purchasing
Phone 734-523-3585
Fax 734-523-5911
E-Mail sandre15@ford.com

PLEASE DO NOT REPLY TO THIS MESSAGE!

From: Baert, Kevin (K.E.)
Sent: Wednesday, August 17, 2005 9:55 AM
To: Placha, Diana (D.)
Subject: RE: Status Change in C06-CH28

Follow Up Flag: Follow up
Flag Status: Red

The controller for Ch.28 was down yesterday. Its back up today and setup continues. The test should start some time today.

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

From: Placha, Diana (D.)
Sent: Wednesday, August 17, 2005 7:18 AM
To: Baert, Kevin (K.E.)
Subject: FW: Status Change in C06-CH28

Kevin...Can you please let me know what happened. How long before we can start the test?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Motley, Alan (A.M.)
Sent: Wednesday, August 17, 2005 12:26 AM
To: Placha, Diana (D.)
Cc: Banks, Aubrey (A.L.); Myint, Aung (A.S.)
Subject: Status Change in C06-CH28

Diana Placha,

Your test is On Hold. Please contact the BCTD Test Engineer, Kevin Baert (1-313-8050558) at your earliest convenience.

BCTD Test System C06-CH28 Status **HOLD - Equipment Repair**

TR No: **YC8010**

Description: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

User Comments: HOLD FOR CONTROLLER REPAIR

Status Updated by: [REDACTED] AMOTLEY, 17-aug-2005 00:25:11

Phone:1-734-2668604

A courtesy copy of this email was also forwarded to Supervisor: DPLASENC, Manager: DHILDEBR

From: Soroka, John (J.)
Sent: Thursday, July 29, 2004 10:10 AM
To: Placha, Diana (D.)
Cc: Deming, Don (D.J.); Gerke, David (D.W.)
Subject: Studface CMM inspection Status

Follow Up Flag: Follow up
Flag Status: Red

Diana-

Don Deming and myself were wondering if you ever received any results from your CMM inspection of the 4F50N converters that we were evaluating at the NDE lab? As I recall we had identified a significant "out of tolerance" on the Studface runout, I believe ONE stud was "out of plane" significantly w/respect to the others. Did you ever get any other additional inspection data to support this?>

Just wondering.. Don and I are involved in some management discussions which encompass the direction of the NDE lab analysis, and any data verifying the integrity of our findings could be useful in such a forum.

Thanks

From: Fallu, John (W.)
Sent: Tuesday, September 14, 2004 4:10 PM
To: Nichols, Jim (J.L.); Mclaughlin, Robert (R.J.)
Cc: Placha, Diana (D.B.)
Subject: FW: T/C National Exchange

Follow Up Flag: Follow up
Flag Status: Red

When you take the ring gears to Van Dyke, can you pick up this pump shaft?

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Scott, Rodney (R.R.)
Sent: Tuesday, September 14, 2004 2:23 PM
To: Fallu, John (W.)
Subject: RE: T/C National Exchange

We have the shaft, how do you want to get it?

regards

Rod Scott

Van Dyke Transmission Plant
Supv. - Warranty and Test
phone 586-826-3170 fax 586-826-3171
rscott3@ford.com

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

From: Fallu, John (W.)
Sent: Tuesday, September 14, 2004 8:29 AM
To: Scott, Rodney (R.R.)
Subject: FW: T/C National Exchange

Rod,

Can you put aside the pump shaft from the unit below for us to pick-up?

Thanks.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Placha, Diana (D.)
Sent: Tuesday, September 14, 2004 8:20 AM
To: Fallu, John (W.)
Subject: RE: T/C National Exchange

John...Just wanted to let you know that I began the inspection process. The parts will be reviewed by myself first and then

sent to Exedy and MPI (PDI manufacturer) for analysis and Met inspections. As soon as I get the inspection reports from Exedy & MPI, I will forward them to you.

Exedy requested that we inspect the PDI shaft as well. Does your group have that part? If not, can you help me get it back from Van Dyke?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>>>

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

From: Fallu, John (W.)
Sent: Thursday, September 09, 2004 3:26 PM
To: Placha, Diana (D.)
Subject: T/C National Exchange

Did you see this from Van Dyke's Returns?

NATIONAL EXCHANGE:

41006428 4F2P-AB (4.2L) 27,096 miles. Returned for no forward. TD: Found converter drive insert was stripped out. Converter is on display table for engineering.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

From: Fallu, John (W.)
Sent: Tuesday, September 14, 2004 8:25 AM
To: Placha, Diana (D.)
Subject: RE: T/C National Exchange

Follow Up Flag: Follow up
Flag Status: Red

Sounds good Diana. Thanks.

We don't have the pump shaft but I'll send a note to Van Dyke and ask them to put it aside.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Placha, Diana (D.)
Sent: Tuesday, September 14, 2004 8:20 AM
To: Fallu, John (W.)
Subject: RE: T/C National Exchange

John...Just wanted to let you know that I began the inspection process. The parts will be reviewed by myself first and then sent to Exedy and MPI (PDI manufacturer) for analysis and Met inspections. As soon as I get the inspection reports from Exedy & MPI, I will forward them to you.

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Diana B. Placha

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Email: <<<mailto:DPLACHA@FORD.COM>>>

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41006428 4F2P-AB (4.2L) 27,096 miles. Returned for no forward. TD: Found converter drive insert was stripped out. Converter is on display table for engineering.

John W. Fallu

4F50N Vehicle Systems Supervisor

ph: 734-52-33862

From: Plasencia, David (D.B.)
Sent: Thursday, November 06, 2003 9:16 AM
To: 'dfaeth@exedy-us.com'; Plasencia, David (D.B.); Placha, Diana (D.B.); Andrews, Sandra (S.J.)
Cc: 'larisumi@exedy-us.com'
Subject: RE: Testing

Follow Up Flag: Follow up
Flag Status: Red

Dave, please review the statement of work. Section 3.1.3 states Daikin will be responsible for component level testing and support for System testing,(It does not say that this responsibility stops after the product goes into production). As a matter of fact In section 4.3.1 it states that Daikin has Lead responsibility to investigate problems, provide resolution and implement corrective actions throughout the life of the product. Testing of components where issues arise is a integral part of this process.

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

From: dfaeth@exedy-us.com [mailto:dfaeth@exedy-us.com]
Sent: Wednesday, November 05, 2003 10:35 AM
To: dplasenc@ford.com; dplacha@ford.com; sandre15@ford.com
Subject: Testing

Recently we had a controversy over testing cost, with regard to the OWC issue.

Ford's position was that DDC should not charge Ford for that testing because the Program Statement of Requirements places the responsibility for all component level testing on DDC, regardless of nature of the testing, nature of the situation, and/or quantity of tests.

At that time we retracted those charges, pending review of the SOR. We have reviewed the SOR. Our interpretation of the SOR is that it is not a blanket requirement for us to provide testing services, regardless of the situation and/or quantity.

It was our plan to set up a meeting and discuss this, but I now felt compelled to send this note because I see it about to come up again on the pump drive insert. Exedy has the ability to perform this testing (or a test very similar in conditions) but there is a one-time fixture charge and a recurring testing charge. Jimmy will provide information as to the specific capability of the tester at Exedy. If it meets your needs, we will then quote these charges. If you still maintain that we should not charge Ford for this testing service, based on the SOR, then we need to have the meeting and discussion to iron out a mutual understanding.

From: Dodaro, Marco Antonio (M.)
Sent: Monday, February 28, 2005 2:10 PM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: Torque failure

Follow Up Flag: Follow up
Flag Status: Red

REQUEST ID: 00190-AT00144-05Y-02M-25D

Current Status:
Under Review

Warranty Coverage Type: Basic Warranty (36/60, 48/80)

Automatic Transmissions
Prior Approval Process -
Data Sheet

Customer Information

Customer First Name Margaret Customer Last Name Wood

Dealership Information

Dealership B3223: JIM PENNEY
LIMITED

Technician Name keith moss

Phone 709-256-4826 Fax 709-256-4077

Email r-nolan1
@jimpenneyford.dealer
email.com

OASIS Contact ID 109211758 OASIS Symptom Code 503000

Have you checked all publications (TSBs, SSMs, etc.) for concern resolution? Yes

Vehicle Information

RO Number	28977	RO Line #	1
RO Date	2/21/2005	Warranty Start Date	12/19/2003
VIN	2FMZA55294B [REDACTED]	Kilometres	50271
Model Year	2004	Vehicle Line	FREESTAR
		Vehicle Body	FREESTAR VAN
Vehicle Body Conversion			None
Vehicle Usage	Commercial		
Is this vehicle equipped with a snowplow?			No
P.T.O.	No		

Transmission

Is this vehicle equipped with a Ford Remanufactured Assembly?			Original Unit
Tag Number	4f2p-aa	Serial Number	ma41002207
Description	AX4N/4F50N	Build Date	7/31/2003
Part Number	4f2p 7000 aa		

What is the estimated cost to repair?

Total Parts	2534
Total Labour	806

Total 3340

What is the cost to
replace with an
exchange Assembly?

Total(parts, labour) 3058.49 Remanufactured

How many repair attempts for this concern 0

How many times has transmission been replaced in this vehicle 0

Has the Technical Hotline been contacted on this issue? No

Additional comments

Suspected broken pump shaft from the beginning. .02 in all gears (line pressure) verified pump shaft spun out in the torque converter.

Automatic Transmissions Prior Approval Process
Exchange Request Sheet

Engagement Concerns

Engagement into Drive	Does not occur
Engagement into Reverse	Does not occur
Transmission fluid level	Normal
Transmission fluid condition	Normal
Condition occurs	Both cold and hot, Always

Check for any aftermarket add-ons or modifications None

List all Diagnostic Trouble Codes

KOEO	nil
CONT	nil
KOER	nil

Line Pressures

Drive (Idle)	02
Drive (WOT)	02
Reverse (Idle)	02
Reverse (WOT)	02
Neutral	02

Damaged components found after teardown inspection

torque converter, pump shaft, Suspect valve body issue.

Has required maintenance been performed?	Yes
--	-----

Do you have maintenance records?	Yes
----------------------------------	-----

Technician comments

due for tranny service now! aLL OTHER MAINTENANCES HAVE BEEN PERFORMED HERE AT DEALER.

Automatic Transmissions Prior Approval Process
Concern, Cause, Correction Sheet

Customers Concern

LOST POWER WHILE DRIVING AT HIGHWAY SPEED. PULLED OVER TO FIND NO RESPONSE IN ANY GEAR.

Description of Failure

PUMP SHAFT SPUN OUT IN TORQUE CONVERTER.

Why is assembly replacement required

PARTS AND LABOUR EXCEED COST CAP!

Contact Information

Contact 1	Randy Nolan
Contact 2	KEITH mOSS
Contact Email	r-nolan1@jimpenneyford.dealeremail.com
Phone Number	709-256-4826

Assessor's Comments

reviewed with diana torque converter engineering as to root cause will contact dealer once response is recieved. (marco)

Report Summary

Attachments : 0

Report# : 5BWFA010 NHL Received: 02/23/2005

CCRG/EPRC: Reviewed Status: Date:

Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55294B ██████████ Build Date: 09/04/2003

Odometer : 50,271 K Engine: 4.2L EFI Calibration: 4A41NA0A

Transmission: 4F50N Axle: A/C: YES

Dealer: CAN B3223 JIM PENNEY LTD Phone#: (709) 256-4821

City: Gander Province Newfoundland Country : CAN

Originator: KEITH MOSS

Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom: NO MOVEMENT,PUMP SHAFT

Fix: Causal Component :

Condition Code:

Hotliner: JAPPEL2 Phone: 313 317-9349 Regn Cd: 03 03 FCSD REGION-CANADA

Engineering: Phone: TAR:

Dir Contact: KEITH MOSS Phone: 709 256-4826 Title Cde: T

REPAIR 02/23/2005 12:28PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
TECHNICIAN STATES THAT HE FOUND THE SPLINES IN THE TORQUE CONVERTER
FOR THE PUMP SHAFT ARE STRIPPED. TECHNICIAN STATES THAT SPLINES ON
SHAFT ARE OK AND SHAFT TURNS FREELY IN THE PUMP. TECHNICIAN STATES
THAT HE HAS TAKEN THE PUMP APART AND NO TROUBLE FOUND. TECHNICIAN
CAN NOT ROOT CAUSE AND LOOKING FOR DIRECTION.

RECOMM 02/23/2005 12:28PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
ADVISED TECHNICIAN TO PULL THE MAIN CONTROL AND INSPECT FOR DEBRIS
AND CRACK THE FILTER OPEN TO INSPECT FOR DEBRIS FOR ROOT CAUSE.
ADVISED IF UNABLE TO FIND ANYTHING THERE THEN REPLACE THE TORQUE
CONVERTER AND PUMP SHAFT AND WHEN INSTALLING NEW CONVERTER PUT SOME
ASSEMBLY LUBE ON PUMP SHAFT SPLINES AND INSTALL CONVERTER AND REMOVE
AND REMOVE AND NOTE ENGAGEMENT DEPTH OF SPLINES AS COMPARE TO ORIGIANL
ADVISED IF THEY ENGAGE DEEPER THAN ORIGIAL CONVERTER OR SHAFT WAS
MISMACHINED.

REPAIR 02/25/2005 01:26PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
DEALER SM (RANDY) CALLED BACK AND STATES THAT HE IS FILLING OUT V-REF
FORMS FOR ASSEMBLY APPROVAL AND STATES THAT THE PARTS DEPT. IS SAYING
THAT HE HAS TO CALL HOTLINE FOR PRICE ON REPLACEMENT TRANS.

RECOMM 02/25/2005 01:26PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
ADVISED THAT HE IS TO CALL TO GET PRIOR APPROVAL BUT THE PRICE OF THE
REPLACEMENT UNIT IS NOT NECESSARY IF HE IS OVER COST CAP. ADVISED
THAT PRICE TO REPAIR THE UNIT IS CRITICAL BUT NOT THE REPLACEMENT
PRICE. ADVISED TO CONTINUE TO COMPLETE FORMS AND SUBMIT FOR REVIEW.
!!!!!!! ORIGINALY TECH STATES THAT ONLY PROBLEM FOUND WAS PUMP

SHAFT SPLINES STRIPPED IN CONVERTER !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
WHAT HAPPENED?

ADD-ON 02/28/2005 08:19AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
RECIEVED VREP REQUEST

REVIEWED WITH DIANA TORQUE CONVERTER ENGINEERING AS TO ROOT CAUSE
WILL CONTACT DEALER ONCE RESPONSE IS RECIEVED.

ADD-ON 02/28/2005 02:08PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
CONTACTED DEALER AGAIN.

REVIEWED WITH GARY, ALEX TORQUE ENGINEERING. DEALER STS THAT TORQUE
IS STILL NOT AVAIL ON 02/28/2005.

ADVISED DEALER TO REPLACE TRANS WITH NEW ASSY

Requester: MDODARO 28-Feb-2005
VIN History Ford Proprietary, Private Retention: None

Marco Antonio Dodaro

Warranty / Powertrain Exchange
Ford Motor Company
(905) 845-2511 x.1073
(905) 845-9447 fax

"Accelerate Growth Through Customer Satisfaction and Loyalty"

From: Alex, Gary (G.L.)
Sent: Tuesday, February 08, 2005 9:55 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: RE: Torque Failure (stripped Splines)

Follow Up Flag: Follow up
Flag Status: Red

Thank you for the update Sir.....

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Davis, Craig (C.B.)
Sent: Tuesday, February 08, 2005 8:52 AM
To: Alex, Gary (G.L.)
Subject: RE: Torque Failure (stripped Splines)

Gary, the requests have been submitted to return the transmissions to ATNPC as requested. Waiting for the dealer to complete the repairs and then return the assembly

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

From: Alex, Gary (G.L.)
Sent: Tuesday, February 08, 2005 7:54 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.); Dodaro, Marco Antonio (M.)
Subject: RE: Torque Failure (stripped Splines)
Importance: High

Craig

CAN we also get the converter back for Engineering Washer failure study on this last report. As a side note has Any of the pass request for Converter and trans been shipped out to us. We have been checking the in-coming dock at ATNPC and haven't seen anything as of this date.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Dodaro, Marco Antonio (M.)
Sent: Monday, February 07, 2005 11:53 AM
To: Alex, Gary (G.L.); Placha, Diana (D.)
Subject: Torque Failure (stripped splines)

Report Summary Attachments : 0

Report# : 5ALHE020 NHL Received: 01/12/2005
 CCRG/EPRC: << OLE Object: Picture Review Date:
 (Metafile) >> << OLE d Status:
 Object: Picture (Metafile)
 >>
 Vehicle: 2004,FREESTAR,SPOR Build Date: 09/02/2003
 T ,WAGON
 ,2FMDA57274B
 Odometer : 44,814 K Engine: 4.2L EFI Calibration 4A41NA0A
 :
 Transmission: 4F50N Axle: A/C: YES
 Dealer: CAN A6050 Phone#: (403)
 WOODRIDGE L/M 253-2200
 SALES LIMITED
 City: Calgary Province Alberta Country : CAN
 Originator: MATTHEW GEORGE
 Symptom: 5 03 1 53 DRVLIN,A/T
 ENGAGEMENT,NO
 ENGAGEMENT,NO
 FWD OR REV
 Status:
 VFG: V48 GOOD AUTO
 TRANSMISSION
 SHIFT
 Additional 0 LINE PRESSURE
 Symptom:
 Fix: Causal Component :
 Condition Code:

Hotliner: RWILS176 Phone: 313 Regn Cd: 06 06
 317-7065 FCSD REGION-
 CANADA

Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

REPAIR 01/12/2005 02:50PM RICK WILSON MSS - FCSD - TECH SVC HOTLINE
 THERE IS NO FOWARD OR REVERSE. THERE IS 0 LINE PRESSURE.
 RECOM 01/12/2005 02:50PM RICK WILSON MSS - FCSD - TECH SVC HOTLINE
 M

TECH TO REMOVE THE SIDE COVER AND INSPECT THE MAIN PRESSURE
 REGULATOR
 VALVE. TECH ALSO TO CHECK THE PUMP.

REPAIR 01/13/2005 06:11PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
 REMOVED MAIN CONTROL AND FOUND SPLINES IN CONVERTOR FOR
 PUMP SHAFT STR
 IPPED OUTMAND SOME BLACK PLASTIC PIECES AROUND THE
 SHAFT,CANT FIND WHE
 RE PLASTIC CAME FROM

RECOM 01/13/2005 06:11PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
M

ADVISED MOST LIKELY BLACK PLASTIC IS FROM INSIDE
CONVERTOR, PHENOLIC
WASHER MATERIAL

ADD- 02/07/2005 11:51AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ON

RECIEVED VREP REQUEST
TECH STS THAT TORQUE CONVERTER SPLINES ARE STRIPPED AND THEY
HAVE HAD
UNIT DOWN FOR A MONTH A
ND STILL HAVE NOT RECIEVED TORQUE. TECH STS THAT TORQUE WI
LL NOT BE AVAIL FOR UNTIL MID MARCH. REQUESTING TRANS REPLAC
EMENT. ADVISED DEALER TO REPLA
CE TRANS WITH NEW ASSY

Here is the information you submitted for an Automatic Transmission Prior Approval Process

ContactID = 111095312
CreatedOn = 2/7/2005 11:10:52 AM
FirstName = matt
Title = T - TECHNICIAN
SymptomCode = 503000
Email =
RepairOrder = 565529
ModelYear = 2004
PartNum = 4f2p-7000-aa
Mileage = 44814
SerialNum = ma41002251
Usage = Commercial
TimesExchanged =
LastName = george
Dealer = Woodridge Ford Lincoln Ltd
PACode = A6050
PhoneAreaCode = 403
PhoneNum = 253-2200
FaxAreaCode = 403
FaxNum = 258-0008
WarrantyStartMonth = 03
WarrantyStartDay = 31
WarrantyStartYear = 2004
LineDesc = FREESTAR
BodyDesc =
TranDesc = 4F50N AUTO TRANSAXLE
EngineDesc = 4.2L EFI
EmailCopy =
TransID =
VIN = 2FMDA57274B [REDACTED]

RODate = 01/10/2004
ROLineNum = 1
TransUnit = Original Unit
TransBuildDate = 31/07/03
TransModelNum = 4f50n
RepairAttempts =
TimesHotlineContacted =
ReportNumber =
UpFitBody =
CustFirstName = double d
CustLastName = agro sales
Process = Auto Trans
GSA = CAN
ContactName = Bob Ast (403) 640 7446
Step = C
FinalDate = 2/7/2005 11:36:32 AM
TranDesc2 =
Warranty = Bumper to Bumper
SPWInsDate =
SPWMiles =
WarningMsg = No

Here is the Diagnostic Information you entered:

Engagement into Reverse (Select best Answer) = Does Not Occur
CONT: =
WOT: = 0, 0
KOEO: =
Total cost to repair the failed assembly: Total Dollar Amount: = 3000.00
Engagement into Drive (Select best Answer) = Does Not Occur
Damaged components found after teardown inspection = zero line pressure remove trans found splines in
converter stripped some damage to pump shaft
Fluid Level and Condition (Check all that apply) = , Normal Level
Neutral = 0
Condition Occures (Select best Answer) = Always
Drive Idle: = 0
KOER: =
Visual Inspection (Leaks, Connector Damage, etc.) = no external leaks or damage
Rev Idle: = 0
Parts: = 2000.00
Labor: = 1000.00
Describe any aftermarket modifications made to the vehicle: =
Additional Comments: = we have been waiting for a torque converter thee part is strill showing no release date
possible datee mid march we have had this van for over a month(came in jan/10) warranty dom(ed barker
recommend replace complete unit to get customer on the road

Here is the concern, cause and correction information you entered:

Concern = no engage into drive or reverse
Correction = there is no torque converter avvilable for this trans we have beenwaitiing for over a month for a
part and there is still no release date for converter warranty dom(ed barker recommended unit replacement) we

are requesting new unit for this van
Cause = splines in converter stripped damage to pump shaft

Marco Antonio Dodaro

Warranty / Powertrain Exchange
Ford Motor Company
(905) 845-2511 x.1073
(905) 845-9447 fax

"Accelerate Growth Through Customer Satisfaction and Loyalty"

From: Alex, Gary (G.L.)
Sent: Monday, February 07, 2005 8:33 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: FW: Torque Spline Failure

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Craig

Can you assist Engineering Again on getting this Converter back(Washer Failure Issue) . Thank you for All your Help

Please ship it to

ATNPC TEST CENTER

35500 Plymouth Rd 48150

Livonia Michigan

Attn: Diana Placha / Gary Alex

Dp-734-523-3393 Ga 734-266-0127

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Dodaro, Marco Antonio (M.)
Sent: Monday, February 07, 2005 8:12 AM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.)
Subject: RE: Torque Spline Failure

Alex, you will have to go through Craig Davis as previously mentioned to have the converter sent back to yourselves.

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

From: Alex, Gary (G.L.)
Sent: Friday, February 04, 2005 6:57 AM
To: Dodaro, Marco Antonio (M.)
Cc: Placha, Diana (D.)
Subject: FW: Torque Spline Failure
Importance: High

Marco

Can we get the Converter returned to Engineering for Inspection, we are working on a very HIGH level investigation on this issue. Thank you for All your HELP I

Gary L Alex
Reman Program Section

Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Placha, Diana (D.)
Sent: Thursday, February 03, 2005 4:56 PM
To: Alex, Gary (G.L.)
Subject: FW: Torque Spline Failure

Can you find out if he can get the converter from this one as well?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>>

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

From: Dodaro, Marco Antonio (M.)
Sent: Thursday, February 03, 2005 9:38 AM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: Torque Spline Failure

Report Summary Attachments : 0

Report# :	5BCHR001 FOCHL	Received:	02/03/2005
CCRG/EPRC:	<< OLE Object: Picture Reviewe (Metafile) >> << OLE d Status: Object: Picture (Metafile) >>	Date:	
Vehicle:	2004,FREESTAR,CAN ADA ,WAGON ,2FMZA56254B [REDACTED]	Build Date:	08/27/2003
Odometer :	39,759 K	Engine:	4.2L EFI
Transmission:	4F50N	Axle:	A/C: YES
Dealer:	CAN B8023 Blue Star Ford Lincoln Sales L	Phone#:	(519) 426-3673
City:	Simcoe	Province Ontario	Country : CAN
Originator:	[REDACTED]		
Symptom:	5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHE R-CODE NA,OTHER- CODE NA		
Status:			
VFG:	V48 GOOD AUTO TRANSMISSION SHIFT		

Additional

Symptom:

Fix: Causal Component :

Condition Code:

Hotliner: MDODARO Phone: 905
845-2511

Regn Cd: 08 08
FCSD REGION-
CANADA

Engineering:

Phone:

TAR:

Dlr Contact:

Phone:

Title Cde: T

REPAIR 02/03/2005 09:34AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS WILL NOT ENGAGE INTO FORWARD OR REVERSE
GEARS,
TECH STS THAT OIL PUMP SHAFT SPINS IN TORQUE, TECH STS THAT
SPLINES IN
TORQUE HAVE WIPED OUT. TECH STS THAT REPAIR WOULD BE POSSIBLE
WITH
TORQUE AND MINOR INTERNAL TRANS REPAIR HOWEVER TORQUE NOT
AVAIL

RECOM 02/03/2005 09:34AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
M

ADVISED DFEALER TO REPLACE TRANS WITH NEW ASSY

Here is the information you submitted for an Automatic Transmission Prior Approval Process

ContactID = 408540341

CreatedOn = 2/3/2005 9:01:54 AM

FirstName = PAUL

Title = T - TECHNICIAN

SymptomCode = 503000

Email =

RepairOrder = 284349

ModelYear = 2004

PartNum = 4F2P 7000 AA

Mileage = 39759

SerialNum = MA41003787

Usage = Personal

TimesExchanged =

LastName = CHURCH

Dealer = Blue Star Ford Lincoln Sales L

PACode = B8023

PhoneAreaCode = 519

PhoneNum = 426-3673

FaxAreaCode = 519
FaxNum = 426-4732
WarrantyStartMonth = 01
WarrantyStartDay = 12
WarrantyStartYear = 2004
LineDesc = FREESTAR
BodyDesc =
TranDesc = 4F50N AUTO TRANSAXLE
EngineDesc = 4.2L EFI
EmailCopy =
TransID =
VIN = 2FMZA56254E [REDACTED]
RODate = 02/02/2005
ROLineNum = 01
TransUnit = Original Unit
TransBuildDate = 050803
TransModelNum = PNB MA41
RepairAttempts =
TimesHotlineContacted =
ReportNumber =
UpFitBody =
CustFirstName = [REDACTED]
[REDACTED]
Process = Auto Trans
GSA = CAN
ContactName = TIBOR S/M
Step = C
FinalDate = 2/3/2005 9:13:11 AM
TranDesc2 =
Warranty = Bumper to Bumper
SPWInsDate =
SPWMiles =
WarningMsg = No

Here is the Diagnostic Information you entered:

Engagement into Reverse (Select best Answer) = Does Not Occur
CONT: = P1111
WOT: = 0, 0
KOEO: = P1111
Total cost to repair the failed assembly: Total Dollar Amount: = 4005.56
Engagement into Drive (Select best Answer) = Does Not Occur
Damaged components found after teardown inspection = OIL PUMP DRIVESHAFT SPLINES STRIPPED IN CONVERTOR.
Fluid Level and Condition (Check all that apply) = , Normal Level, Normal Condition
Neutral = 0
Condition Occures (Select best Answer) = Always
Drive Idle: = 0
KOER: = P1111
Visual Inspection (Leaks, Connector Damage, etc.) = LOOKS OK.
Rev Idle: = 0

Parts: = 3201.24

Labor: = 804.32

Describe any aftermarket modifications made to the vehicle: =

Additional Comments: = REQUESTING NEW TRANSMISSION DUE TO TORQUE CONVERTOR BEING UNAVAILABLE.

Here is the concern, cause and correction information you entered:

Concern = NO FORWARD OR REVERSE GEARS.

Correction = PARTS NOT AVAILABLE{TORQUE CONVERTOR}

Cause = BROKEN OIL PUMP DRIVESHAFT SPLINE BROKRN IN TORQUE CONVERTOR.

Marco Antonio Dodaro

Warranty / Powertrain Exchange

Ford Motor Company

(905) 845-2511 x.1073

(905) 845-9447 fax

"Accelerate Growth Through Customer Satisfaction and Loyalty"

From: Placha, Diana (D.)
Sent: Tuesday, October 14, 2003 8:37 AM
To: 'jimmyl@ddcc.com'
Subject: Runout Required

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...Can you please let me know what pump drive insert surface total runout and minor diameter runout you measured for converter 030609E 00115? Can you please provide this information to me by 10:00 am this morning (need it for a meeting).

Thanks,
Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

From: Plasencia, David (D.B.)
Sent: Tuesday, August 23, 2005 7:54 AM
To: Placha, Diana (D.)
Subject: RE: RPS 51342 Requires Approval

Follow Up Flag: Follow up
Flag Status: Red

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)
Sent: Friday, August 19, 2005 10:05 AM
To: Plasencia, David (D.B.)
Subject: RPS 51342 Requires Approval

Request for Procurement Services number 51342 requires approval.

RPS Home Page - <http://www.atpo.ford.com/app/rps/>

From: Krencicki, Thomas (T.A.)
Sent: Tuesday, August 23, 2005 8:50 AM
To: Placha, Diana (D.B.)
Subject: RPS 51342 Has Been Approved by Material Control

Follow Up Flag: Follow up
Flag Status: Red

Request for Procurement Services number 51342 has been approved by Material Control.
You will be notified when processing is complete.

* order processed in cmms 200500542 vendor to see release tomorrow 8/24/05

RPS Home Page - <http://www.atpo.ford.com/app/rps/>

From: Brown, Christiana (C.)
Sent: Tuesday, November 09, 2004 8:37 AM
To: Placha, Diana (D.B.)
Subject: RPS 49897 Has Been Approved by Material Control

Follow Up Flag: Follow up
Flag Status: Red

Request for Procurement Services number 49897 has been approved by Material Control.
You will be notified when processing is complete.

* CPARS PO#AATPO04-196683 RQ04 314R06 FAXED TO GARY

RPS Home Page - <http://www.atpo.ford.com/app/rps/>

From: Wu, Bill (B.)
Sent: Thursday, August 25, 2005 10:29 AM
To: Placha, Diana (D.)
Subject: FW: RPS #51342

Follow Up Flag: Follow up
Flag Status: Red

Di, P.O. has been issued. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Fisher, Dave (D.)
Sent: Thursday, August 25, 2005 10:20 AM
To: Krencicki, Thomas (T.A.)
Cc: Wu, Bill (B.)
Subject: RE: RPS #51342

Purchase order has been issued.

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

From: Krencicki, Thomas (T.A.)
Sent: Thursday, August 25, 2005 10:01 AM
To: Wu, Bill (B.); Fisher, Dave (D.)
Subject: RE: RPS #51342

Bill,
I looked at the part this morning and noticed that I did everything I needed to do however there was a hold on the release that was to go to the vendor. I took the hold off the release. The vendor should see the release tomorrow for 60 pcs.
Dave do you need anything from me? 2f2p-7r190-aa

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

From: Wu, Bill (B.)
Sent: Thursday, August 25, 2005 8:24 AM
To: Krencicki, Thomas (T.A.)
Cc: Placha, Diana (D.)
Subject: FW: RPS #51342

Tom, Diana is in a meeting this morning. Can you please provide me with the information that Dave Fisher is requesting? Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Fisher, Dave (D.)
Sent: Thursday, August 25, 2005 8:19 AM
To: Wu, Bill (B.)
Subject: RE: RPS #51342

Nothing in my work queue this morning. You will need to provide me Requisition number and supplier.

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

From: Wu, Bill (B.)
Sent: Thursday, August 25, 2005 7:51 AM
To: Fisher, Dave (D.)
Subject: RPS #51342
Importance: High

Dave, We have a HOT ONE!! Can you please issue a purchase order for RPS #51342 for sixty (60) pieces of the 2F2P-7R190-AA 4F50N Pump Drive Shaft TODAY? We need this hardware to run a test in our ATNPC HMS Lab to resolve a potential issue that we could have in the field. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Placha, Diana (D.)
Sent: Thursday, October 23, 2003 4:28 PM
To: Adamski, Raymond (R.J.)
Subject: RE: Request to replace torque converter 564W741

Follow Up Flag: Follow up
Flag Status: Red

I have a lot of spare converters currently. I you need any in the future, ask me first and if I don't have any then you'll need to order them from Daikin.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 1:19 PM
To: Placha, Diana (D.)
Subject: FW: Request to replace torque converter 564W741

Do you have 2 replacement torque converters
(current V229 4.2L) ?

I ask in case we do get to replace the converter in W741,
and there is still a spare trans at MPG w/o converter.

* For the future: Do you know if I can order production converters from
Van Dyke, or would I have to RPS them from Daikin?
(since you should not have to give up parts all the time)

Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 12:58 PM
To: Dubovsky, Chad (C.R.); Parks, David (D.H.)
Cc: Baum, Joe (J.M.); Fallu, John (W.); Kainz, Laura (L.L.)
Subject: Request to replace torque converter 564W741

Chad,
I would like to request a discussion regarding taking 564W741
off of test in order to replace the torque converter. Reasoning:

We have identified that the transmission currently running in vehicle 564W741 contains a torque converter which shares a build date with the two failed converters from vehicles A4430000 and 318W794 (covered in C11565485).

Vehicle 564W741 is currently at 22K miles (where failures have been at 28K miles on transmission). If we can retrieve the torque converter at this point, or shortly, we may be able to catch the wear mechanism in-progress and help assess root cause.

How do we start this discussion?

Thanks for your help.

Ray Adamski

4F50N Vehicle Systems, ATEO

734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Monday, October 27, 2003 8:57 AM
To: Placha, Diana (D.B.); Plasencia, David (D.B.)
Cc: Fallu, John (W.); Wu, Bill (B.)
Subject: FW: Request to replace torque converter 564W741

Follow Up Flag: Follow up
Flag Status: Red

Looks like we'll have a hard time pulling the vehicle durability that is on test until we can answer these two items. Do we have any timing for Joe?

For #2) the transmission is available. Per Jack Schaible from CMM, he cannot mount a built-up trans in his fixture (too heavy). Also there was my concern that measuring each end of the shaft ends up being non-informative because of the play in the bearing.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Baum, Joe (J.M.)
Sent: Sunday, October 26, 2003 3:10 PM
To: Adamski, Raymond (R.J.); Kainz, Laura (L.L.)
Cc: Fallu, John (W.)
Subject: RE: Request to replace torque converter 564W741

Let's make a decision on pulling when we get the results from:

- 1) We are already looking for a metallurgical defect in a 0-mile part from the same batch.
- 2) We have found a converter with 183 KLT cycles (non-failed) from the same build date (analysis pending)

What is our expected completion date for these 2 items?

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

From: Adamski, Raymond (R.J.)
Sent: Friday, October 24, 2003 9:00 AM
To: Baum, Joe (J.M.); Kainz, Laura (L.L.)
Cc: Fallu, John (W.)
Subject: FW: Request to replace torque converter 564W741
Importance: High

Please preview the following discussion regarding whether we should take a V229 durability vehicle with no major PT/ front-end chassis failure off test in order to investigate the "Trans-Inop" concern C11565485. If we still agree we want to pull the transmission, we should forward this discussion to the Durability Org:

Risks:

Risks of not pulling the trans rest on the assumption that the trans might not fail.

Once this is assumed, we get these risks:

- 1) The trans R&R disturbs a component which might otherwise pass (mounts, chassis components, halfshafts)
- 2) There is permanent uncertainty regarding the pass/fail status of mounts and chassis systems even if they pass

- (bolts are removed and re-torqued, or replaced in the R&R)
- 3) Removing the torque converter ends up producing no information (the chance that we look at the suspect part and find no evidence of a fatigue wear mechanism and are left with the question of whether or not that specific part would have failed).
 - 4) The torque converter does not pass vehicle durability with the rest of the transmission.

Rewards:

The rewards are predicated on the following situation:

The failures that have occurred have been a wearout of splines in a plate in the torque converter (spline plate). This spline does not see especially high torque (should be <10 ft-lbs), but is constantly driven by the engine. The plate is low-carbon steel with a nitrocarburized hardened case and should always be harder than the splines of the mating shaft. Because the harder part wore, the failure is high-cycle contact fatigue through the hardened case of the spline plate.

However:

- Metallurgy of the failed parts shows nothing unusual on the remaining material
- Measurement of an extensive sample of spline plates post-test (including up to 70K vehicle dura miles, KLT cycles, and converter DV testing including severe conditions) shows that the spline plate does not usually wear (measurably) at all.

Given that, the hypothesis for failure mechanism includes:

- Unknown defect on spline plate spline (un-used part currently in for analysis)
- Misalignment of pump shaft causes wear-through of hardened case (no conclusive results on our alignment measurements thus far)
- Axial motion of the pump shaft causes wear-through of hardened case

The assumption is that the spline plate in 564W741 is from the same batch as the failed parts. Also, the pump shaft and transmission assembly should be homogenous with the failed parts (same build date).

Rewards would be (root cause):

- 1) Examination of the parts shows a metallurgical defect in the splines
- 2) Examination of the parts shows the failure mechanism in-progress on the spline teeth

Trade-Off:

- 1) We are already looking for a metallurgical defect in a 0-mile part from the same batch.
- 2) We have found a converter with 183 KLT cycles (non-failed) from the same build date (analysis pending)
- 3) When dura vehicles A4430000 and 318W794 complete we will have converters from the same lot with (approx) 6,000 and 12,600 test miles (both tests due complete by 11/5/03)

Thanks for your consideration.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Dubovsky, Chad (C.R.)
Sent: Thursday, October 23, 2003 7:02 PM
To: Adamski, Raymond (R.J.); Parks, David (D.H.)
Cc: Baum, Joe (J.M.); Fallu, John (W.); Kainz, Laura (L.L.)

Subject: RE: Request to replace torque converter 564W741

Ray, currently this is the only vehicle that has not had the transmission replaced. If we pull the trans out of this vehicle, then this will guarantee that the transmission has not completed full durability for 04. What are the risks of trying to finish with the one we have and the benefits or using a new one. Please advise. Thanks.

Chad R. Dubovsky

Durability Verification Engineer
V229 Program
Ford Motor Company
e-mail: cdubovsk@ford.com
phone: (313) 248-9144
text pager: (313) 795-5230

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 12:58 PM
To: Dubovsky, Chad (C.R.); Parks, David (D.H.)
Cc: Baum, Joe (J.M.); Fallu, John (W.); Kainz, Laura (L.L.)
Subject: Request to replace torque converter 564W741

Chad,

I would like to request a discussion regarding taking 564W741 off of test in order to replace the torque converter. Reasoning:

We have identified that the transmission currently running in vehicle 564W741 contains a torque converter which shares a build date with the two failed converters from vehicles A4430000 and 318W794 (covered in C11565485).

Vehicle 564W741 is currently at 22K miles (where failures have been at 28K miles on transmission). If we can retrieve the torque converter at this point, or shortly, we may be able to catch the wear mechanism in-progress and help assess root cause.

How do we start this discussion?

Thanks for your help.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Borneo, Joseph (J.A.)
Sent: Wednesday, September 28, 2005 7:47 AM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.)
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5I1F5009

Follow Up Flag: Follow up
Flag Status: Red

[We are aware of this issue and it has been addressed by Torque Converter Engineering. See Global 8D 34605 if interested.](#)

Joseph Borneo
Supervisor
4F50N Transmission Vehicle Systems/Calibration
D186/V229 Programs
ATEO Bldg, Cube W220E
(734)523-5950
Pager: (734) 797-9539
USERID: JBORNEO

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

From: Campau, Patrick (P.J.)
Sent: Wednesday, September 28, 2005 6:58 AM
To: Borneo, Joseph (J.A.); Lipka, Ken (K.R.)
Subject: FW: Report Summary for the CQIS Report#5I1F5009

FYI

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

From: Applebee, Gerald (G.A.)
Sent: Tuesday, September 27, 2005 5:55 PM
To: Campau, Patrick (P.J.)
Subject: Report Summary for the CQIS Report#5I1F5009

Was told you wanted to see these reports

Attachments : 0

Report# : 5I1F5009 NHL **Received:** 09/27/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55204BA01046 **Build Date:** 08/25/2003
Odometer : 41,782 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN B6032 ZAROWNY MOTORS ST.PAUL LTD **Phone#:** (780) 645-4468
City: St Paul **Province:** Alberta **Country :** CAN
Originator: GILLES BOUCHARD
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom: PUMPSHAFT SPLINES STRIPED

Fix: Causal Component :

Condition Code:

Hotliner: GAPPLEBE **Phone:** 313 317-9361 **Regn Cd:** 06 06 FCSD REGION-CANADA

Engineering: Phone: TAR:

Dir Contact: GILLES BOUCHARD **Phone:** 780 645-4468 **Title Cde:** SF

Comments :

REPAIR 09/27/2005 05:53PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE
TECH STA THAT THE TRANS HAS NO ENGAGEMENT IN FORWARD OR REVERSE AND NO
LINE PRESSURE. PULLED THE TRANS AND FOUND THAT THE PUMPSHAFT SPLINES
WERE STRIPED OUT OF THE CONVERTER. LOOKING FOR KNOWNS

RECOMM 09/27/2005 05:53PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE
ADV TECH THAT WE HAVE SEEN A FEW OF THESE, NOT SURE OF CAUSE. ADV TECH
TO REPLACE THE CONVERTER AND RE-EVALUATE

From: Frank, Chuck (C.R.)
Sent: Wednesday, March 09, 2005 10:36 AM
To: Placha, Diana (D.B.)
Cc: Frank, Charles (C.R.); Lipka, Ken (K.R.)
Subject: Report Summary for the CQIS Report#5CHBV014

Follow Up Flag: Follow up
Flag Status: Red

Diana, 2004 Freestar (26502mi) with no engage, potential conv spline strip

Attachments : 0

Report# :5CHBV014 NHL **Received:** 03/08/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55284B **Build Date:** 09/04/2003
Odometer : 26,502 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN B2546 Magog Ford (2000) Inc. **Phone#:** (819) 843-3397
City: Magog **Province:** Quebec **Country :** CAN
Originator: BERNARD DESAINDE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: NO ENGAGEMENT
Fix: **Causal Component :**
Condition Code:
Hotliner: MGIRARD1 **Phone:** 313 317-7064 **Regn Cd:** 02 02 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** SM

Comments :

REPAIR 03/08/2005 03:25PM MARIO GIRARD MSS - FCSD - TECH SVC HOTLINE
TECH FOUND BROKEN TORQUE AND PUMP SHAFT DAMAGED

RECOMM 03/08/2005 03:25PM MARIO GIRARD MSS - FCSD - TECH SVC HOTLINE
ADVISED TO REPAIR AS NEEDED REPLACE TORQUE CONVERTER AND FRONT PUMP SH
AFT

From: Plasencia, David (D.B.)
Sent: Tuesday, March 08, 2005 12:34 PM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5BKAH063

Follow Up Flag: Follow up
Flag Status: Red

This claim seems awful fishy to me, we know this is a higher milage issue, maybe the mileage is reported wrong. See if we can get it back here for verification.

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

From: Alex, Gary (G.L.)
Sent: Tuesday, March 08, 2005 12:18 PM
To: Plasencia, David (D.B.)
Subject: FW: Report Summary for the CQIS Report#5BKAH063
Importance: High

FYI

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Placha, Diana (D.)
Sent: Monday, March 07, 2005 4:33 PM
To: Alex, Gary (G.L.)
Subject: FW: Report Summary for the CQIS Report#5BKAH063

This one's hard to believe...just 4 miles. This should have been caught on the final test stand. We should have our contact in Canada send this converter back to us so that we can determine if it was in fact a PDI failure. The only thing that's common with the other failures is the build date. Kind of sad that this is a '04 MY vehicle that was built in 2003 and just now has 4 miles.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)

Sent: Monday, March 07, 2005 9:05 AM

To: Placha, Diana (D.)

Subject: Report Summary for the CQIS Report#5BKAH063

diana, 2004 Freestar (4mi) with stripped pump drive spline

Attachments : 0

Report# : 5BKAH063 CREDSR--or-- Q 200590007120 **Received:** 03/04/2005

CCRG/EPRC: **Reviewed Status:** **Date:**

Vehicle: 2004,FREESTAR,4X2 ,WAGON ,2FMZA50284E [REDACTED] **Build Date:** 09/10/2003

Odometer : 4 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A

Transmission: 4F50N **Axle:** **A/C:** YES

Dealer: CAN B2516 AUTOMOBILES MAUGER F/M INC **Phone#:** (418) 385-2118

City: Grande Riviere **Province** Quebec **Country :** CAN

Originator: JeanGuy Lambert

Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom:

Fix: **Causal Component :** TORQUE CONVERTER ASY -- RPL

Condition Code:

Region Code: 02 **Region Name:** 02 FCSD REGION-CANADA

Comments :

CONCER 03/04/2005 01:19PM

No forward or reverse movement.

TECH/C 03/04/2005 01:19PM

Concern confirmed - trans pressure 0. Removed side pan & valve body; pump shaft turns freely caused by stripped gear in torque converter. Torque converter replaced.

From: Frank, Chuck (C.R.)
Sent: Friday, February 11, 2005 12:40 PM
To: Placha, Diana (D.B.)
Cc: Frank, Charles (C.R.); Lipka, Ken (K.R.)
Subject: Report Summary for the CQIS Report#5BIG3006

Follow Up Flag: Follow up
Flag Status: Red

Diana, 2004 Freestar (24641mi) with conv spline stripped

Attachments : 0

Report# :5BIG3006 NHL **Received:** 02/09/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,LIMITED,WAGON ,2FMZA58274B **Build Date:** 08/20/2003
Odometer : 24,641 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 09575 Anderson's Rock River Ford **Phone#:** (815) 229-0510
City: Rockford **State:** Illinois **Country :** USA
Originator: BRIAN HASELHORST
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: @GWONL NO CODES
Fix: Causal Component :
Condition Code:
Hotliner: GAPPLEBE **Phone:** 313 317-9361 **Regn Cd:** 41 Chicago - 41
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 02/09/2005 03:27PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE
CHAT: TRANS HAS NO ENGAGEMENTS IN FORWARD OR REVERSE. TECH STA THAT THE PUMPSHAFT SPLINES ARE STRIPED OUT OF THE PUMP AND IS OVER THE COST CAP. DEALER IS NOT LEVEL 1

RECOMM 02/09/2005 03:27PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE
THE APPROVAL CODE IS PAATN AND THE HOTLINE REPORT NUMBER IS 5BIG3006. HOTLINE SUGGESTS THE FOLLOWING: 1. ORDER A FORD QUALITY RENEWAL (FQR) ASSEMBLY FROM YOUR PARTS DEPARTMENT. 2. PRIOR TO INSTALLATION, REFERENCE APPLICABLE SERVICE PUBLICATIONS REGARDING PROPER COOLING SYSTEM FLUSHING, FLOW TESTING, AND INSTALLATION OF IN-LINE FILTERS. 3. DOCUMENT THE AMOUNT OF COOLER FLOW ON HARD COPY OF REPAIR ORDER. 4. PAINT THE REPORT NUMBER ON THE BELLHOUSING OF THE CORE.

REPAIR 02/10/2005 05:17PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
CANT GET A REMAN UNIT,ONLY NEW,WANTS TO KNOW IF ITS OK TO INSTALL NEW TRANS

RECOMM 02/10/2005 05:17PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
ADVISED TO CONTACT FAD,THEY CAN ISSUE CODE TO EITHER EXCEED COST CAP,
OR INSTALL NEW UNIT

From: Davis, Craig (C.B.)
Sent: Thursday, February 03, 2005 9:16 AM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5BAH9006

Follow Up Flag: Follow up
Flag Status: Red

Gary, send me a ship to address as well as a contact name and phone number, once I get that I will arrange to get this back to you.

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

From: Alex, Gary (G.L.)
Sent: Thursday, February 03, 2005 8:01 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5BAH9006

Craig

Anything you can do on returning this Transmission back to us for inspection of the failure.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Placha, Diana (D.)
Sent: Wednesday, February 02, 2005 10:31 AM
To: Alex, Gary (G.L.)
Subject: FW: Report Summary for the CQIS Report#5BAH9006
Importance: High

Gary...Can you contact Canada again and find out if they would send this back to us as well?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Frank, Chuck (C.R.)
Sent: Wednesday, February 02, 2005 10:22 AM
To: Placha, Diana (D.)
Cc: Frank, Chuck (C.R.); Lipka, Ken (K.R.)
Subject: Report Summary for the CQIS Report#5BAH9006

Diana, 2004 Freestar (26912mi) with reported converter fail

Attachments : 0

Report# : 5BAH9006 FOCHL **Received:** 02/01/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,STDLN ,CARGO ,2FTZA54274E [REDACTED] **Build Date:** 04/14/2004
Odometer : 26,912 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN B8123 Discovery Ford Burlington **Phone#:** (905) 632-8696
City: Burlington **Province** Ontario **Country :** CAN
Originator: NICK LEGLEITER
Symptom: 5 01 0 00 DRVLIN,A/T UPSHIFT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 08 08 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dir Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 02/01/2005 10:21AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS WARNING LIGHT FLSAHING, NO DRIVEABILITY
CONCERNS, TECH PILLED P0741 DTC. TECH STS THAT THEY HAVE DISASSEMBLED
TRANS AND FOUND THAT CONVERTER HAS OVERHEATED EXCESSIVLY AND COME
APART, TECH STS THAT REPAIR WILL EXCEED COST CAP, NO SIGNS OF ABUSE OR
MODS THAT COULD HAVE CAUSED FAILURE.

RECOMM 02/01/2005 10:21AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO REPLACE TRANS WITH NEW ASSY

From: Frank, Chuck (C.R.)
Sent: Tuesday, March 01, 2005 1:35 PM
To: Placha, Diana (D.B.)
Subject: Report Summary for the CQIS Report#5B2EM014

Follow Up Flag: Follow up
Flag Status: Red

Diana, 2004 Monterey (13110mi) with no engage, conv failure

Attachments : 0

Report# : 5B2EM014 NHL **Received:** 02/28/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,MONTEREY,VAN ,WAGON ,2MRZA20224B [REDACTED] **Build Date:** 10/06/2003
Odometer : 13,110 M **Engine:** 4.2L EFI **Calibration:** 4A41PA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 03635 Premier Ford, Inc. **Phone#:** (718) 859-5200
City: Brooklyn **State:** New York **Country :** USA
Originator: BILL WATSON
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: @GWONL, NO ENGAGEMENT
Fix: Causal Component :
Condition Code:
Hotliner: BHOCHGRA **Phone:** 313 317-0000 **Regn Cd:** 13 New York -13
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 02/28/2005 03:41PM BRENT HOCHGRABER MSS - FCSD - TECH SVC HOTLINE
CHAT, VEH IN WITH NO ENGAGEMENT, FOUND CONV FAILURE, DAMAGE TO PUMP,
OVER COST CAP TO REPAIR.

RECOMM 02/28/2005 03:41PM BRENT HOCHGRABER MSS - FCSD - TECH SVC HOTLINE
THE APPROVAL CODE IS PAA8R AND THE HOTLINE REPORT NUMBER IS 5B2EM014.
HOTLINE SUGGESTS THE FOLLOWING: 1. ORDER A FORD QUALITY RENEWAL
(FQR) ASSEMBLY FROM YOUR PARTS DEPARTMENT. 2. PRIOR TO INSTALLATION,
REFERENCE APPLICABLE SERVICE PUBLICATIONS REGARDING PROPER COOLING
SYSTEM FLUSHING, FLOW TESTING, AND INSTALLATION OF IN-LINE FILTERS.
3. DOCUMENT THE AMOUNT OF COOLER FLOW ON HARD COPY OF REPAIR ORDER.
4. PAINT THE REPORT NUMBER ON THE BELLHOUSING OF THE CORE.

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:38 PM
To: Frank, Chuck (C.R.)
Cc: Lipka, Ken (K.R.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Chuck... Who can I contact to get his converter back? Do you know if there's a list that I can be added to to get units back from the field with the same issue?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:

Fix: Causal Component :

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 3:02 PM
To: Dodaro, Marco Antonio (M.); Alex, Gary (G.L.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Thanks for the reply.

Yes, we would like Powertrain exchange to forward any of these types of converter failures to us.

We'll send a note to Craig Davis and let him know that we're looking for pump spline failures on the 4F50N applications (Freestar/Monterey and Taurus/Sable) and to have him ship the converters to Ford ATNPC, Livonia MI 48150, Attention Diana Placha (17345233393) or Gary Alex (17342661027).

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Dodaro, Marco Antonio (M.)
Sent: Thursday, January 20, 2005 2:17 PM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Diana/Alex, we here at Powertrain exchange have very limited access or input to parts recovery and their procedures. Generally requests for returned parts go through either the FSE's or the plants.

I have been in contact with Craig Davis (cdavis6@ford.com) who handles all powertrain return request's from Vulcan automotive. Proper procedure would be to contact Craig via email, with all the information (CQIS# if possible) and exactly what is being request back and to what address.

Would you still like Powertrain exchange to forward any of these types of converter failures to yourselves in future?

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:37 PM
To: Dodaro, Marco Antonio (M.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Importance: High

Hello Marco Antonio...I'm the engineer responsible for the converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)

Sent: Thursday, January 20, 2005 8:57 AM

To: Placha, Diana (D.)

Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)

Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005

CCRG/EPRC: **Reviewed Status:** **Date:**

Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003

Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A

Transmission: 4F50N **Axle:** **A/C:** YES

Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400

City: Fredericton **Province:** New Brunswick **Country :** CAN

Originator: ANDREW LEMOINE

Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom:

Fix: **Causal Component :**

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dir Contact: Phone: Title Cde: T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Alex, Gary (G.L.)
Sent: Friday, January 21, 2005 8:20 AM
To: Davis, Craig (C.B.); 'Brad Semkew'
Cc: Placha, Diana (D.B.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Thank you very much. this will be a Big help for Converter Engineering having the hold Transmission back.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Davis, Craig (C.B.)
Sent: Thursday, January 20, 2005 3:44 PM
To: Alex, Gary (G.L.); 'Brad Semkew'
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Gary, in this instance the complete transaxle is being replaced. You will get the complete assembly back.

Individual components requests for return will need to be set up with the Warranty Parts Evaluation Center manager Paul Phelan pphelan@ford.com

Brad, the following transaxle will be returning to Vulcan, please re direct and ship to the address listed below

CQIS Report Number: **5ASBZ015**
VIN: 2FMZA55254B [REDACTED]
RIVERVIEW L/M SALES LTD A3231 Ph#: (506) 453-0400
Service transmission # 4F2Z 7000 AA
The ship to address is

ATNPC
35500 Plymouth Road
Livonia ,Michigan 48150
USA.
Attn: Diana Placha/Gary Alex

Thanks

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

From: Alex, Gary (G.L.)
Sent: Thursday, January 20, 2005 3:15 PM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015
Importance: High

Craig

Help, Is there a way we can get this converter back here to Engineering ASAP before it get's lost. And is there a set form for getting this back. Power train

Converter Engineering is looking for away to set up a direct Contact for (all request's.)

Can you help out on this issue in getting this unit back for us. Thank you

Our Address to send it to:

ATNPC

35500 Plymouth Road

Livonia ,Michigan 48150

Attn; Diana Placha/Gary Alex

Gary L Alex

Reman Program Section

Torque Converter Design

ATO Engrg. Operations

734-266-1027 Fax 734-525-3449

Pager 734-797-9084

galex@ford.com

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

From: Dodaro, Marco Antonio (M.)
Sent: Thursday, January 20, 2005 2:17 PM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Diana/Alex, we here at Powertrain exchange have very limited access or input to parts recovery and their procedures. Generally requests for returned parts go through either the FSE's or the plants.

I have been in contact with Craig Davis (cdavis6@ford.com) who handles all powertrain return request's from Vulcan automotive. Proper procedure would be to contact Craig via email, with all the information (CQIS# if possible) and exactly what is being request back and to what address.

Would you still like Powertrain exchange to forward any of these types of converter failures to yourselves in future?

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:37 PM
To: Dodaro, Marco Antonio (M.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015
Importance: High

Hello Marco Antonio...I'm the engineer responsible for the converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dir Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT

TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT

ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Buckner, Jennifer (J.)
Sent: Friday, January 21, 2005 9:26 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Diana,

After reviewing the CQIS report, I noticed that this part is located at a Canadian dealer. We cannot issue 700 tags for dealers in Canada. Please contact the Canadian WPAC for assistance. He may be able to retrieve this part. Also, you may want to enter a parts return request through him as well in order to obtain these converters that are replaced in Canada. Our parts request will only tag parts replaced in the US. Below is the contact for Canada:

John Silva 905-845-2511, X1411
WPEC Supervisor Mr. Paul Phelan at 905-845-2511, X2303

Please contact me if you have any questions.

Jennifer Buckner

Systems Analyst

Warranty Parts Analysis Center/6-Sigma

(313) 322-3931 fax (313) 248-8408

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 2:55 PM
To: Buckner, Jennifer (J.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Hello Jennifer...I'm the engineer responsible for the 4F50N converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 2:15 PM
To: Baert, Kevin (K.E.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...As you can see, units are starting to come in. Can you please give me an update on TR YC8010? We need to start that testing ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**

Dir Contact: Phone: Title Cde: T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Buckner, Jennifer (J.)
Sent: Friday, January 21, 2005 11:22 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Sorry about that. Here it is:

<http://qft020.comparkn.ford.com/prs/>

You may have to type it in manually.

Jennifer Buckner

Systems Analyst

Warranty Parts Analysis Center/6-Sigma

(313) 322-3931 fax (313) 248-8408

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

From: Placha, Diana (D.)
Sent: Friday, January 21, 2005 10:35 AM
To: Buckner, Jennifer (J.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

I would like to complete a Warranty Parts Request but I can't find the attached site. Can you please re-send it to me?

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Buckner, Jennifer (J.)
Sent: Friday, January 21, 2005 9:20 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Please complete a Warranty Parts Request at the attached site and submit for processing. This will provide you with a "blanket" request so you can begin receiving these parts back for analysis. In the meantime I will see what I can do with this specific part in the CQIS report below. If the claim has NOT been paid yet, I can enter a specific request for that particular part so the dealer can ship it to you. If the claim has already paid, you will have to provide the dealer with a shipping account number (the dealer cannot appeal for shipping reimbursement) and if there is a core value on this part, the dealer can appeal for their core credit and include in the comments who they shipped the part to at Ford and the shipping tracking number.

I will let you know what I find. Please contact me if you have any questions or concerns. Thank you.

Jennifer Buckner

Systems Analyst

Warranty Parts Analysis Center/6-Sigma

(313) 322-3931 fax (313) 248-8408

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

From: Placha, Diana (D.)

Sent: Thursday, January 20, 2005 2:55 PM

To: Buckner, Jennifer (J.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Hello Jennifer...I'm the engineer responsible for the 4F50N converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

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

From: Placha, Diana (D.)

Sent: Thursday, January 20, 2005 2:15 PM

To: Baert, Kevin (K.E.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...As you can see, units are starting to come in. Can you please give me an update on TR YC8010? We need to start that testing ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)

Sent: Thursday, January 20, 2005 8:57 AM

To: Placha, Diana (D.)

Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)

Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005

CCRG/EPRC: **Reviewed Status:** **Date:**

Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003

Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A

Transmission: 4F50N **Axle:** **A/C:** YES

Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400

City: Fredericton **Province** New Brunswick **Country :** CAN

Originator: ANDREW LEMOINE

Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom:

Fix: **Causal Component :**

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dlr Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT

ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A

SSY

From: Baert, Kevin (K.E.)
Sent: Thursday, January 27, 2005 9:56 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

John Osentoski (Fixtue Design) told me they haven't started it yet, but you're next in the queue. He said they'd probably start on it next week.

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

From: Placha, Diana (D.)
Sent: Tuesday, January 25, 2005 1:56 PM
To: Baert, Kevin (K.E.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...Can you please give me an update on TR YC8010? Let me know if I need to request priority.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 2:15 PM
To: Baert, Kevin (K.E.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...As you can see, units are starting to come in. Can you please give me an update on TR YC8010? We need to start that testing ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dir Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
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CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.
RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Placha, Diana (D.)
Sent: Wednesday, September 15, 2004 8:41 AM
To: 'larisumi@exedy-us.com'; 'jimmyl@ddcc.com'
Cc: Plasencia, David (D.B.)
Subject: RE: Report Summary for the CQIS Report#4IJCX020

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...I sent the 1st customer failed PDI converter to you yesterday. You'll get it before 3pm today.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Wednesday, September 15, 2004 7:46 AM
To: Plasencia, David (D.B.); 'larisumi@exedy-us.com'; 'jimmyl@ddcc.com'
Subject: RE: Report Summary for the CQIS Report#4IJCX020

Dave, Lloyd, & Jimmy...I was able to confirm that the failed pump drive insert torque converters were built during the same period.

VEHICLE	MILEAGE	TC BUILD DATE	VIN #
LVC Durability	28,690	030609E00218	-
LVC Durability	28,593	030609E00116	-
Customer Return	27,096	030617D00072	2FMZA55274B [REDACTED]
Customer Return	33,644	030630D	2FMZA58204B [REDACTED]

Jimmy...Can you please find out if these converters were built with the same batch of pump drive inserts?

The dealer still has the converter listed below. He's been waiting four days for replacement parts already.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Plasencia, David (D.B.)
Sent: Tuesday, September 14, 2004 2:17 PM
To: 'larisumi@exedy-us.com'; 'jimmyl@ddcc.com'
Cc: Placha, Diana (D.)
Subject: FW: Report Summary for the CQIS Report#4IJCX020

Another stripped pump drive. Diana we need to get MPI and Exedy in here as soon as possible.

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

From: Frank, Chuck (C.R.)
Sent: Tuesday, September 14, 2004 12:48 PM
To: Plasencia, David (D.B.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.); Schmitt, Ray (R.)
Subject: Report Summary for the CQIS Report#4IJCX020

Dave, 2004 Freestar (33644mi) with stripped pump shaft drive converter spline

Attachments : 0

Report# : 4IJCX020 NHL **Received:** 09/10/2004
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,LIMITED,WAGON ,2FMZA58204B [REDACTED] **Build Date:** 10/22/2003
Odometer : 33,644 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 06916 Vinton Baker Ford, Inc. **Phone#:** (580) 227-4405
City: Fairview **State:** Oklahoma **Country :** USA
Originator: CHAD MOORE
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: STRIPPED TC FOR PUMP SHAFT
Fix: **Causal Component :**
Condition Code:
Hotliner: CHALL48 **Phone:** 313 317-9384 **Regn Cd:** 52 Southwest - 52
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 09/10/2004 03:01PM CHRIS HALL MSS - FCSD - TECH SVC HOTLINE
VEHICLE CAME IN WITH NO ENGAGEMENT AND THE TECH HAS FOUND THE TC STRIP
PED.THE TECH SEES NO OTHER DAMAGE AND IS SEEKING KNOWNS.DS1 DEALER.

THE PUMP SHAFT SHOWS NO SIGNS OF DAMAGE.

RECOMM 09/10/2004 03:01PM CHRIS HALL MSS - FCSD - TECH SVC HOTLINE

NO KNOWNS, INSPECT TURBINE SHAFT,PUMP AND INSPECT THE REST OF TRANS FO
R DAMAGE AND PRICE FOR REPAIR.

From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Monday, November 03, 2003 6:09 PM
To: Korth, Gary
Cc: Mike Berry; Jeff Cline; Placha, Diana (D.B.)
Subject: Report from FPM - PDI inspections

Follow Up Flag: Follow up
Flag Status: Red

Gary:
Can you send the pictures and any report from the "white layer" investigation via email. The fax sent today is too dark to see anything. Also, copy to Diana Placha on the report (dplacha@ford.com).
Thanks,
Jimmy Lee

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 8:53 AM
To: Placha, Diana (D.B.)
Subject: FW: Pump shaft from 009035

Follow Up Flag: Follow up
Flag Status: Red

Diana,

Sorry about this.

I am heading over there right now to make sure they are looking at the hardness as spec'd out on that drive spline.

Its not your part. You should not have to (primarily) worry about it.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Thursday, October 02, 2003 8:51 AM
To: Placha, Diana (D.)
Cc: Adamski, Raymond (R.J.)
Subject: Pump shaft from 009035

Diana, I dropped off the pump shaft in the metallurgy area, they need to know what you would like to have looked on it.

From: Placha, Diana (D.)
Sent: Tuesday, May 18, 2004 9:29 AM
To: 'Mike Berry'
Cc: 'David Faeth'; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

This is like pulling teeth!

I haven't seen their new Work Instruction. Where were these measurements taken? Do they have data from both the spline area and the flat surface of the pump drive insert?

I want to see all of the data and their work instruction by the end of the day.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mike Berry [<mailto:mberry@ddcc.com>]
Sent: Tuesday, May 18, 2004 6:56 AM
To: Placha, Diana (D.)
Cc: David Faeth; Plasencia, David (D.B.)
Subject: CZ Data MPI

Diana

Attached is the Compound Zone data from MPI per their Work Instruction

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

MPI

	W1818			
	May 04 CPK			
	0.0005		Mean	0.000672
	0.0006		Sigma	0.000141
	0.0005		USL	0.0016
	0.0005		LSL	0.0004
	0.0005		Cpku	2.190392
	0.0005		Cpki	0.643275
	0.0005		Min	0.0005
	0.0005		Max	0.001
	0.0007			
	0.0006			
	0.0007			
	0.0008			
	0.0007			
	0.0006			
	0.001			
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	0.0009			
	0.0008			
	0.0008			
	0.0008			
	0.0007			

MPI

	W1818				
	Apr 04 CPK				
	0.0007	0.0007		Mean	0.000673
	0.0005	0.0006		Sigma	0.000136
	0.0006	0.0006		USL	0.0016
	0.0006	0.0005		LSL	0.0004
	0.0008	0.0008		Cpku	2.279413
	0.0006	0.0008		Cpki	0.672345
	0.0006	0.0005		Min	0.0005
	0.0005	0.0006		Max	0.001
	0.0006	0.0008			
	0.0006	0.0005			
	0.0006	0.0006			
	0.0009	0.0008			
	0.0006	0.0006			
	0.0005	0.0007			
	0.001	0.0007			
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	0.0006				
	0.0008				
	0.0007				
	0.0009				
	0.001				
	0.0009				
	0.0009				
	0.0007				
	0.0008				

MPI

	W1B18			
	Mar 04 CPK			
	0.0005	0.0008	Mean	0.000694
	0.0005	0.001	Sigma	0.000233
	0.0005	0.0012	USL	0.0016
	0.0005	0.0013	LSL	0.0004
	0.0007	0.0005	Cpku	1.299083
	0.0006	0.0005	Cpki	0.42083
	0.0005	0.0005	Min	0.0005
	0.0005	0.0007	Max	0.0013
	0.0005	0.0005		
	0.0012	0.0005		
	0.0006	0.0006		
	0.0005	0.001		
	0.0005	0.0006		
	0.0005	0.0006		
	0.0012	0.0005		
	0.0008	0.0006		
	0.0006	0.0006		
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	0.0007			
	0.0012			
	0.0006			
	0.0008			
	0.0006			
	0.0007			
	0.0009			
	0.001			
	0.0008			
	0.0006			
	0.0006			
	0.0008			

MPI

	W1818			
	Feb 04 CPK			
	0.0007	0.0009	Mean	0.000739
	0.0005	0.0008	Sigma	0.000221
	0.0006	0.0011	USL	0.0016
	0.0005	0.001	LSL	0.0004
	0.0006	0.0011	Cpku	1.300286
	0.0005	0.001	Cpki	0.511726
	0.0007		Min	0.0005
	0.0005		Max	0.0012
	0.0005			
	0.0009			
	0.0008			
	0.0008			
	0.0005			
	0.0006			
	0.0007			
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	0.0006			
	0.0006			
	0.0006			
	0.0006			
	0.0005			
	0.0005			
	0.0006			
	0.001			
	0.0012			
	0.0012			
	0.0008			
	0.0008			
	0.001			
	0.0008			

MPI

	W1818				
	Jan 04 CPK				
	0.0007	0.0008		Mean	0.000722
	0.0006	0.0007		Sigma	0.000127
	0.0005	0.0008		USL	0.0016
	0.0006	0.0006		LSL	0.0004
	0.0009	0.0008		Cpku	2.308572
	0.0006	0.0006		Cpki	0.84745
	0.0008			Min	0.0005
	0.0009			Max	0.001
	0.0006				
	0.0007				
	0.0009				
	0.0008				
	0.0009				
	0.001				
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From: Adamski, Raymond (R.J.)
Sent: Tuesday, November 18, 2003 4:04 PM
To: Placha, Diana (D.B.); Fallu, John (W.)
Subject: FW: Durability Verification - Part Changes During Test (Susan please forward to the V229 team)

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Dura update form - Reactor.xls; update form.xls

In case we are liable for the updating of the Vehicle Durability **spares** with the torque converters, I've started filling out the update form.

The form still requires:

- Release info for the upgraded part.
- Durability proveout plan or at least some statement qualifying the part.

I do not know if the attached note applies to the spares.

I assume that, should the spares be required, the vehicle center would desire the latest and greatest parts, so the updates are the correct thing to do.

Given that, I still think we should keep this form prepared.



Dura update form -
Reactor.xls...

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Varga, Susan (S.)
Sent: Tuesday, November 18, 2003 3:18 PM
Subject: FW: Durability Verification - Part Changes During Test (Susan please forward to the V229 team)

I'd like to remind everyone of a key process discipline required during vehicle durability verification.

Once any durability vehicle has been signed off as ready for test, any part change request must be accompanied by the attached form completely filled out including signatures. The signatures required are functional manager (or above), program Vehicle Engineering manager (or above), and Durability Manager (or above). If pressed for time or limited by location, email concurrence from all 3 people are acceptable. The exception to this rule lies **ONLY** in the circumstance where a part has failed during the durability test and replacement of the failed part is necessary to continue test.

Please do not ask MPG personnel to bend these rules "just this one time". The people that try to be helpful by bending the rules to be nice will end up getting negative performance feedback.

This is not a new rule, it has been in place for over a year. Some have chosen to disregard this rule and it has compromised vehicle durability tests. The reasons behind this rule are related to discipline, teamwork, and integrity. All key stakeholders in the durability verification process must be aligned and informed of any changes. This test is simply too expensive and lengthy to be replacing parts without consensus and documentation. Should anyone have issue with this, please contact me directly. Thank you.



update form.xls (19
KB)

Kathi Dobies

Manager, Car and Fleet Durability

North America Engineering

Phone: 313-31-77723 Fax: 313-32-27897 Pager: 313-795-3829

Ensure that this is the latest edition -- see below for edition number.

Vehicle Durability Component Update Authorization

Requested by: _____ Phone: _____

Component name: _____

Ford part number: _____

Vehicle number(s) to update: _____

Reason for update: (Include changes from previous level and the need to proveout on a Durability vehicle)

Concern number(s) which released the updated component(s):

List any other components that will need to be removed or will be affected by this update:

Are installation & retrofit instructions attached? Yes No

Is engineering required to be present during update? Yes No

State plan to achieve full Durability proveout:

Approvals:

Design Manager Date

Vehicle Engineering Manager Date

VEV Durability Manager Date
Kathi Dobies (KDOBIES)

Ensure that this is the latest edition -- see below for edition number.

Vehicle Durability Component Update Authorization

Requested by: 4F50N Systems Engineering Phone: 734-523-3288 (Ray Adamski)

Component name: Retainer - Transmission Converter Reactor Bearing

Ford part number: 5F2P-7A869-AA

Vehicle number(s) to update: Veh: A4530002 Spare Trans 5F2P-AA-XAD33141
Veh: A4530000 Spare Trans 5F2P-BA-XAD33010

Reason for update: (Include changes from previous level and the need to proveout on a Durability vehicle)
This revised part is made of upgraded material. The change was necessary because the original part failed in Transmission dynamometer Key Life Test.

Concern number(s) which released the updated component(s):
XXXX

List any other components that will need to be removed or will be affected by this update:
None

Are installation & retrofit instructions attached? Yes **No**

Is engineering required to be present during update? Yes **No**

State plan to achieve full Durability proveout:

Approvals:

Design Manager Date

Vehicle Engineering Manager Date

VEV Durability Manager Date
Kathi Dobies (KDOBIES)

From: Placha, Diana (D.)
Sent: Thursday, September 30, 2004 9:40 AM
To: 'jimmyl@ddcc.com'; 'dfaeth@exedy-us.com'
Cc: Plasencia, David (D.B.)
Subject: RE: 2FMZA55274E [REDACTED] Warranty Return

Follow Up Flag: Follow up
Flag Status: Red

Dave... There are nitride needles in the part. MPI/FPM analyzed warranty parts from Livonia converters that failed in the spline area and also reported (without photographs) that there were nitride needles in the parts. Did they report to you what was the root cause? What follow-up have you done with them? These samples prove that this is an ongoing issue at FPM. They need to tell us what in their process is forcing the formation of nitride needles. They also need to ensure that every part coming out of their plant currently does not have the same issue. I need 10 parts that haven't been heat treated from MPI to continue our investigation. Please have them send the parts and the report ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Placha, Diana (D.)
Sent: Thursday, September 30, 2004 8:11 AM
To: 'jimmyl@ddcc.com'; 'dfaeth@exedy-us.com'
Cc: Plasencia, David (D.B.)
Subject: 2FMZA55274BA13873 Warranty Return

Joel completed his analysis on the worn pump drive insert spline that came from a customer vehicle 2FMZA55274BA13873. Here's a summary of his findings: Any evidence of failure origin was destroyed due to secondary damage (the pump shaft continued to spin after initial failure). The root of the spline of the insert consists of a nitride "white" layer of 0.030 mm thick. Just below the white layer is the transition zone that has nitride needles. Nitride needles are an undesirable precipitate. It is caused from slow cooling in nitriding process or by a subsequent tempering process.

Jimmy... You need to contact MPI/FPM and request that they explain how these parts could have developed nitride needles. They need to examine their process and ensure that it is not occurring currently. I would like to see a report from them with samples taken at different locations on their tray. Also, please request that MPI send 10 pre-heat treat pump drive inserts to me at the following address: ATTENTION Diana Placha 35500 Plymouth Rd Livonia MI 48150.

Let me know if you have any questions.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Alex, Gary (G.L.)
Sent: Tuesday, January 25, 2005 9:06 AM
To: Placha, Diana (D.B.)
Cc: Andrews, Sandra (S.J.); 'bradboucher@almaproducts.com'
Subject: 4F50N / AX4N/S Torque Converters Covers

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Di

Do you have a time frame that you are looking at on replacement of the drive washer on the 4F50N and AX4N/S covers for service. Alma Products has requested one of the Plasma Welders from the Livonia Plant/ that's at a stand still with that at this time. Alma will have to Scrap all the covers and replace with new ones at this time. This will add a Large Cost to the program. Please advise on your work plan.

Thanks.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Brad Boucher [bradboucher@almaproducts.com]
Sent: Tuesday, August 16, 2005 7:26 PM
To: Placha, Diana (D.B.)
Cc: Alex, Gary (G.L.)
Subject: RE: 4F50N Cover Spline Washer

Follow Up Flag: Follow up
Flag Status: Red

Diana - Thanks for the quick response. This will allow me to proceed with the 4F50N reman launch. We are getting requirements for 4F50N service converters at about 100 units/month. Please let me know how the tests you are running end up, and if it results in a change to the suspect window.

Thanks again,
Brad

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, August 16, 2005 4:49 PM
To: bradboucher@almaproducts.com
Cc: Alex, Gary (G.L.)
Subject: RE: 4F50N Cover Spline Washer

I just want to confirm with you the build dates of the 4F50N converter models with suspect cover spline washers. The dates I have are June 03 - Dec 03? Please confirm.

Correct, the suspect build range extends from June 03 to December 03.

Converters manufactured before and after this date change will contain cover spline washers that are acceptable to be reused in 4F50N remanufacturing program provided they meet inspection criteria?

Converters manufactured prior to June 2003 would have been built in Livonia.
I don't know if those converters were affected at this time. Converters built in January 2004 and beyond should be ok and therefore may be re-used.

Initially, it was my understanding that cover spline washer would be mandatory replacement in all remanufactured 4F50N converter models, and thus Alma would need either the plasma welder from Livonia to replace washer or to purchase a new replacement cover from Exedy. However, now my belief is that the spline washers only need to be replaced from the June 03 to Dec 03 builds? Cores outside of this date range will not require spline washer replacement? If this is the case, then there may be more than enough cores available to start remanufacturing 4F50N models without needing plasma welder or new covers from Exedy. It will require some additional sorting at Alma's end, but I believe it might be the fastest way to launch reman.

I don't know what your re-man requirements are at this time but if you have requests to supply 4F50N converters then you should start sorting and remanufacturing 4F50N converters. At this time, we know for a fact that covers within the suspect build should be replaced. We also know that you see failed pump drive inserts in Livonia converters at higher mileages. I'm running a DOE to determine if we need to replace inserts outside of our suspect window. The DOE was started today and hopefully in the next couple of weeks we'll have our answer.

Also, would you happen to know the production dates of the following 4F50N designs at Exedy? This would allow us to streamline our sorting process.

Possibly there are some converter part numbers that would not need to be sorted by build date because they would have went out of production prior to Jun 03 or went into production after Dec 03?

Since the parts were incorporated into production as a running change you'll have to sort by build date.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Brad Boucher [mailto:bradboucher@almaproducts.com]

Sent: Tuesday, August 16, 2005 1:47 PM

To: Placha, Diana (D.)

Cc: Alex, Gary (G.L.)

Subject: 4F50N Cover Spline Washer

Hi Diana,

I just want to confirm with you the build dates of the 4F50N converter models with suspect cover spline washers. The dates I have are June 03 - Dec 03? Please confirm. Converters manufactured before and after this date change will contain cover spline washers that are acceptable to be reused in 4F50N remanufacturing program provided they meet inspection criteria?

Initially, it was my understanding that cover spline washer would be mandatory replacement in all remanufactured 4F50N converter models, and thus Alma would need either the plasma welder from Livonia to replace washer or to purchase a new replacement cover from Exedy. However, now my belief is that the spline washers only need to be replaced from the June 03 to Dec 03 builds? Cores outside of this date range will not require spline washer replacement? If this is the case, then there may be more than enough cores available to start remanufacturing 4F50N models without needing plasma welder or new covers from Exedy. It will require some additional sorting at Alma's end, but I believe it might be the fastest way to launch reman.

Also, would you happen to know the production dates of the following 4F50N designs at Exedy? This would allow us to streamline our sorting process.

Possibly there are some converter part numbers that would not need to be sorted by build date because they would have went out of production prior to Jun 03 or went into production after Dec 03?

200K C180 Clutch
3F1P-7902-AE
3F1P-7902-AF
3F1P-7902-AG

180K C180 Clutch
3F2P-7902-BE

3F2P-7902-BF
3F2P-7902-BG

180K H230 Clutch
3F2P-7902-AF
3F2P-7902-AG
3F2P-7902-AH

Thanks for your help,
Brad

From: Placha, Diana (D.)
Sent: Wednesday, October 06, 2004 6:41 AM
To: 'Korth, Gary'
Cc: 'Mike Berry'; 'Jeff Cline'; 'dfaeth@exedy-us.com'; 'Susan Dotson'; 'Jimmy Lee'; Plasencia, David (D.B.)
Subject: RE: 2FMZA55274 [REDACTED] Warranty Return
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

Gary...I need to get parts from you by this Friday 08-October-2004 (pre-heat treated). This should be your top priority - we were just notified of two additional failures (customer warranty returns at approx. 20,000/30,000 miles). I'm working on getting those converters back and will share the inspection data once it's available. We need to get to the bottom of what's going on. Please reply.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Jimmy Lee [mailto:jlee@ddcc.com]
Sent: Thursday, September 30, 2004 7:20 PM
To: Korth, Gary
Cc: Mike Berry; Jeff Cline; dfaeth@exedy-us.com; Placha, Diana (D.); Susan Dotson
Subject: FW: 2FMZA55274 [REDACTED] Warranty Return

Gary:

Please see the email below regarding Ford's metallurgical evaluation of a recent warranty return with a stripped pump drive insert.

I need your help to work with FPM and do a deep analysis into this nitride needle issue. If we (EAC) can be of any help let me know. If you need a Ford heat treatment expert, I am sure this can be arranged through our STA. Do you or FPM already have a relationship with a Ford expert from the Ford WHTX heat treat survey that can help?

I received your response from FPM on the nitride needles but it really did not offer any concrete root cause. It stated that there is a relationship between the thicker coating layer and the tendency to develop nitride needles. However, the response did not indicate any possible causes or data to evaluate these causes.

I need you and FPM to dig deeper into possible causes, such as parts run on the wrong program, with an incorrect setting, with a sensor malfunction, a delayed quench, etc.... I don't know the possible cause list but we need this brainstorming done to develop possible causes, possible causes organized (into a fishbone diagram?), and analysis / data covering each possibility.

Ford Engineering has requested samples taken at different locations in the tray / furnace load. From our previous discussions/countermeasures, this data should already be available. Per the FPM work instruction updated and sent to us in November 2003 (Nitrotec 38-01, revised 11/20/03). Please forward results from this inspection instruction ASAP. We need both the results and actual data for thickness and nitride needle inspections from the last 5 heat treat lots. Send the pictures of the coating and underlying structure please.

PE09-033.1 000519

7/22/2010

Again, please pull into this issue whatever resources are available, inside or outside, so we can close it once and for all.

Regards,

Jimmy Lee
Quality Manager
Exedy America Corporation
(865) 932-5272 phone
(865) 932-2230 fax
(865) 599-4389 cell

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Thursday, September 30, 2004 8:11 AM
To: Jimmy Lee; dfaeth@exedy-us.com
Cc: Plasencia, David (D.B.)
Subject: 2FMZA55274B [REDACTED] Warranty Return

Joel completed his analysis on the worn pump drive insert spline that came from a customer vehicle 2FMZA55274BA13873. Here's a summary of his findings: Any evidence of failure origin was destroyed due to secondary damage (the pump shaft continued to spin after initial failure). The root of the spline of the insert consists of a nitride "white" layer of 0.030 mm thick. Just below the white layer is the transition zone that has nitride needles. Nitride needles are an undesirable precipitate. It is caused from slow cooling in nitriding process or by a subsequent tempering process.

Jimmy... You need to contact MPI/FPM and request that they explain how these parts could have developed nitride needles. They need to examine their process and ensure that it is not occurring currently. I would like to see a report from them with samples taken at different locations on their tray. Also, please request that MPI send 10 pre-heat treat pump drive inserts to me at the following address: ATTENTION Diana Placha 35500 Plymouth Rd Livonia MI 48150.

Let me know if you have any questions.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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From: eTracker Admin [etracker@ford.com]
Sent: Wednesday, December 10, 2003 11:24 AM
To: Placha, Diana (D.B.)
Subject: eTracker Alert: Issue Id 773347 Created in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker New Issue Alert

Issue Id **773347** has been created by Raymond Adamski (RADAMSK2) in Project: ATEO Issues Tracker - PDQ

- **Description:**
Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. Global 8D#34605.
Updates on:
-Verification of subsequent production
-Bench testing
(RADAMSK2)
- **Department** N630 - 4F50N/4F46S SYS DES DEPT
- **Problem Type** Quality/Manufacturing
- **Priority Level** Medium to High
- **Status :** Pending
- **Status Date :** Jan-06-2004
- **Delegate and Team Members ID** DPLACHA
- **Assigned Date :** Dec-10-2003
- **CPMT #/TPMT** CPMT 8
- **Transmission** None

- Engine None

From: Tracker, E (E.)
Sent: Tuesday, September 06, 2005 8:51 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Sep-06-2005](#) *to* [Sep-20-2005](#)
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)
7/26/2005 - No update. (JCLARK1)
8/9/2005 - No update. (JCLARK1)
8/23/2005 - No update. (JCLARK1)
[9/6/2005 - No update. \(JCLARK1\)](#)

From: Placha, Diana (D.)
Sent: Tuesday, August 09, 2005 4:33 PM
To: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

Janelle... The modified fixtures are complete but the two stands we can use are currently running other tests. I have to wait until they're done since I can't get priority. According to Amy Cooney, they have a few more samples to run and should be done in the next week or so. I'll let the team know when the test starts.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, August 09, 2005 8:22 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed from **Aug-09-2005** to **Aug-23-2005**
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)

7/26/2005 - No update. (JCLARK1)

8/9/2005 - No update. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, August 09, 2005 8:22 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Aug-09-2005](#) *to* [Aug-23-2005](#)
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)
7/26/2005 - No update. (JCLARK1)
[8/9/2005 - No update. \(JCLARK1\)](#)

From: Tracker, E (E.)
Sent: Tuesday, July 26, 2005 12:47 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Jul-26-2005 *to* Aug-09-2005
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)
7/26/2005 - No update. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, July 12, 2005 11:31 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Jul-12-2005 *to* Jul-26-2005
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)

From: Placha, Diana (D.)
Sent: Wednesday, June 22, 2005 4:21 PM
To: Burton, David (D.J.)
Cc: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

Hello Dave...I need to run a spline wear test. According to Kevin, you have a test running on Ch 1&3. I was wondering what test this is, who the RE is, and when you expect the test to be complete.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 22, 2005 3:46 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

There is a test currently running on Ch 1&3, you are scheduled to run there next. Dave Burton is the current TE on that stand.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 3:17 PM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Thanks Kevin.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Baert, Kevin (K.E.)

Sent: Tuesday, June 21, 2005 3:15 PM

To: Placha, Diana (D.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

I have released this TR to the lab, but I do not know where it stands in the queue. I will get with Gary Nelson as soon as I can to get an answer for you. It may be tomorrow morning. I'll get back to you.

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

From: Placha, Diana (D.)

Sent: Tuesday, June 21, 2005 12:46 PM

To: Baert, Kevin (K.E.)

Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Kevin...Can you please give me an update on TR YC8010? The parts and fixtures have been available for several weeks. When can we start the test? Have we been assigned to a test stand? What priority do we have?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)

Sent: Tuesday, June 21, 2005 8:58 AM

To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI

plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from Jun-21-2005 to Jul-12-2005*
- **Current Status** has changed (new text in *red*)
 - 3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
 - 3/15/2005 - No update. (JCLARK1)
 - 4/26/2005 - No update. (JCLARK1)
 - 5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
 - 6/21/2005 - Testing status TBD. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 22, 2005 3:46 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

There is a test currently running on Ch 1&3, you are scheduled to run there next. Dave Burton is the current TE on that stand.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 3:17 PM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Thanks Kevin.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Baert, Kevin (K.E.)
Sent: Tuesday, June 21, 2005 3:15 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

I have released this TR to the lab, but I do not know where it stands in the queue. I will get with Gary Nelson as soon as I can to get an answer for you. It may be tomorrow morning. I'll get back to you.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 12:46 PM
To: Baert, Kevin (K.E.)
Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Kevin...Can you please give me an update on TR YC8010? The parts and fixtures have been available for several weeks. When can we start the test? Have we been assigned to a test stand? What priority do we have?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Tracker, E (E.)

Sent: Tuesday, June 21, 2005 8:58 AM

To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed from Jun-21-2005 to Jul-12-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
3/15/2005 - No update. (JCLARK1)
4/26/2005 - No update. (JCLARK1)
5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
6/21/2005 - Testing status TBD. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Tuesday, June 21, 2005 3:15 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

I have released this TR to the lab, but I do not know where it stands in the queue. I will get with Gary Nelson as soon as I can to get an answer for you. It may be tomorrow morning. I'll get back to you.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 12:46 PM
To: Baert, Kevin (K.E.)
Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Kevin...Can you please give me an update on TR YC8010? The parts and fixtures have been available for several weeks. When can we start the test? Have we been assigned to a test stand? What priority do we have?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, June 21, 2005 8:58 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from Jun-21-2005 to Jul-12-2005*
- **Current Status** has changed (new text in *red*)
 - 3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
 - 3/15/2005 - No update. (JCLARK1)
 - 4/26/2005 - No update. (JCLARK1)
 - 5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
 - 6/21/2005 - Testing status TBD. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, June 21, 2005 8:58 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from Jun-21-2005 to Jul-12-2005*
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
3/15/2005 - No update. (JCLARK1)
4/26/2005 - No update. (JCLARK1)
5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
6/21/2005 - Testing status TBD. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, April 26, 2005 12:36 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Apr-26-2005 *to* May-10-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
3/15/2005 - No update. (JCLARK1)
4/26/2005 - No update. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, March 15, 2005 2:11 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Mar-29-2005](#) *to* [May-10-2005](#)

From: Clark, Janelle (J.A.)
Sent: Tuesday, March 15, 2005 2:07 PM
To: Placha, Diana (D.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

Diana, how about May 10 as your next report-out date?

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

From: Placha, Diana (D.)
Sent: Tuesday, March 15, 2005 1:06 PM
To: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Since the fixtures for my DOE will not be available until April 15th, I will not be able to provide an update on this issue until the end of April.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, March 15, 2005 10:35 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from* Mar-15-2005 *to* Mar-29-2005
- **Current Status** has changed (new text in *red*)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)

3/15/2005 - No update. (JCLARK1)

-

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

From: Placha, Diana (D.)

Sent: Wednesday, March 02, 2005 3:05 PM

To: Borneo, Joseph (J.A.); Plasencia, David (D.B.)

Subject: FW: YC8010: Fixture update

Just an update...Looks like the fixtures for our pump drive insert spline wear test won't be done until April 15th.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Georgic, Jeffrey (J.A.)

Sent: Wednesday, March 02, 2005 2:46 PM

To: Placha, Diana (D.)

Subject: RE: YC8010: Fixture update

The job is in our que and scheduled to be completed by 4-15.

Given our current workload and overtime requirements that is the best I can do

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

From: Placha, Diana (D.)

Sent: Wednesday, March 02, 2005 2:42 PM

To: Georgic, Jeffrey (J.A.)

Subject: FW: YC8010: Fixture update

Hi Jeff...I noticed that the promise date on this WORQ order is April 15th. Can you please let me know what can be done to improve timing?

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Baert, Kevin (K.E.)

Sent: Wednesday, March 02, 2005 10:33 AM

To: Placha, Diana (D.)

Subject: YC8010: Fixture update

John Osborn has submitted a work request to the machine shop to have your parts altered. The Work Order # is 0678430.

From: Placha, Diana (D.)
Sent: Tuesday, March 01, 2005 12:58 PM
To: Baert, Kevin (K.E.)
Subject: FW: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Kevin...Can you please give me an update on the pump drive insert spline wear testing (TR YC8010). Has a WORQ request been submitted to the Machine Shop? (I need to add three samples (baseline) to that work order.)

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, March 01, 2005 12:53 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed from Mar-01-2005 to Mar-15-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad . (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, March 01, 2005 12:53 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Mar-01-2005 *to* Mar-15-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)

From: Tracker, E (E.)
Sent: Thursday, February 17, 2005 10:02 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Feb-22-2005](#) *to* [Mar-01-2005](#)

From: Tracker, E (E.)
Sent: Tuesday, February 15, 2005 9:14 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.); Paramasivam, Sarav (S.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Delegate and Team Members ID** has changed *from* [DPLACHA,SPARAMAS,JBORNEO](#) to [DPLACHA,KLIPKA,JBORNEO](#)

From: Tracker, E (E.)
Sent: Tuesday, February 08, 2005 1:22 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from* [Feb-08-2005](#) *to* [Feb-22-2005](#)

- **Current Status** has changed (new text in red)

11/30/2004 - Supplier hopes to have the parts heat treated this week. (JCLARK1)

12/14/2004 - No parts yet. Next report-out mid-February 2005. (JCLARK1)

[2/8/2005](#) - DOE pump drive insert samples arrived, and have been delivered to the test engineer. Test fixtures are currently being designed. the fixture designer (R. Kutchin, x33176) needs Diana P to confirm the rotor (-7A146-) part number and the body bearing and seal assembly pump bushing (probably the -7A104-). Once the fixtures are complete, the DOE can be run, and a determination can be made to recommend a heat treat and material change as a robustness improvement. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, December 14, 2004 10:08 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Borneo, Joseph (J.A.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Delegate and Team Members ID** has changed *from* [DPLACHA,SPARAMAS,JFALLU1](#) *to* [DPLACHA,SPARAMAS,JBORNEO](#)
- **Next Review Date** has changed *from* [Dec-14-2004](#) *to* [Feb-08-2005](#)
- **Current Status** has changed (new text in red)
11/30/2004 - Supplier hopes to have the parts heat treated this week. (JCLARK1)
[12/14/2004 - No parts yet. Next report-out mid-February 2005. \(JCLARK1\)](#)

From: Tracker, E (E.)
Sent: Tuesday, November 30, 2004 9:51 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Nov-30-2004 *to* Dec-14-2004
- **Current Status** has changed (new text in red)
11/30/2004 - Supplier hopes to have the parts heat treated this week. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, October 26, 2004 9:06 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Oct-26-2004 *to* Nov-16-2004
- **Current Status** has changed (new text in red)
10/26/2004 - Material and heat treat change recommended; confusion on material - will be a meeting about a final decision on material recommendation. No recent field issues on pump drive insert spline. Further investigation of returned 'failed' torque converters (Met Lab) scheduled. (JCLARK1)
- **Root Cause** has changed (new text in red)
Nitride needles due to poor heat treat.

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, October 12, 2004 10:14 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Current Status** has changed (new text in red)

10/12/2004 - All of the failures have nitride needles and thus far date to June 2004. MPI implemented a nitride needle check Sept. 17, 2004. Diana has not seen any recent build failures, but it takes approximately 30,000 miles before the splines get worn. Diana checked 12 warranty converters at ALMA last week. All 12 converters were D186, and did not have worn pump drive splines. Diana took some samples and will have our Met Lab confirm her visual inspection. Diana has not been able to attain the last 2 reported pump drive spline failures. The converters were shipped to the FCSD Harvent program before she could get build dates off them. According to FCSD, the only thing we can do is wait until the Harvest inventory is shipped to ALMA. We are looking at alternate materials, heat treat processes, and suppliers in order to make the part more robust. Requests for quotes will be distributed this week. Once material, process, and supplier is selected, Diana will order samples and run fatigue testing with mis-alignment in our HMS lab. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, August 24, 2004 8:30 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from* Aug-24-2004 *to* Sep-28-2004

- **Current Status** has changed (new text in red)

8/24/2004 - Japan completed testing and forwarded their final report to Torque Converter group; results were inconsistent. Diana requested that Japan re-run testing with mis-alignment, and they indicated that their equipment is unable to do that. Diana will write a TR to the HMS lab and run the fatigue testing here with mis-alignment; testing should start within the next couple of weeks unless the stand is unavailable. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, December 16, 2003 1:47 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Current Status** has changed (new text in red)

Global 8D#34605.

Updates on:

-Verification of subsequent production

-Bench testing

Will be discussed in Problem Mtg. Dec. 16. (JCLARK1)

12/16/2003 - Full production variability DOE in preparation; will be run in Japan during Christmas break. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Wednesday, December 10, 2003 12:13 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. Global 8D#34605.
Updates on:
-Verification of susequent production
-Bench testing
(RADAMSK2) (JCLARK1)
- **Problem Type** has changed from **Quality/Manufacturing** to **Product Related**

From: eTracker Admin [etracker@ford.com]
Sent: Wednesday, December 10, 2003 12:09 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. Global 8D#34605.
Updates on:
-Verification of susequent production
-Bench testing
(RADAMSK2) (JCLARK1)
- **Status** : has changed from Pending to Accepted
- **Status Date** : has changed from Jan-06-2004 to Dec-10-2003
- **Delegate and Team Members ID** has changed from DPLACHA to DPLACHA,SPARAMAS,JFALLU1
- **Next Review Date** has changed from (Empty) to Dec-16-2003
- **Action Plan** has changed (new text in red)
See Current Status.
- **Current Status** has changed (new text in red)
Will be discussed in Problem Mtg. Dec. 16. (JCLARK1)
- **Root Cause** has changed (new text in red)

Investigating.

- **Global 8D# X-Ref** has changed *from* (Empty) *to* 34605
- **Model Year** has changed *from* (Empty) *to* 2004

From: Mclaughlin, Robert (R.J.)
Sent: Tuesday, March 08, 2005 2:43 PM
To: Placha, Diana (D.)
Subject: Field return units

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Both of the units returned to you for the no forward/no reverse have been torn down. I can not see any visible failures that would result in the condition described. Both units looked pretty good, they are displayed on B row in build up. Let me know what you would like to do with both of these units, table space is at a premium in build up, thanks.

From: Mclaughlin, Robert (R.J.)
Sent: Monday, April 11, 2005 10:47 AM
To: Placha, Diana (D.)
Subject: Fleet transmission XAFL4339

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Have you had the opportunity to investigate the converter from the Vegas Taxi fleet with the no engagement condition? I am waiting for your conclusions in regards to the converter before finishing the tear down report. When you have a moment, I'm not in a hurry, just trying to tie up some loose ends, thanks.

From: Placha, Diana (D.)
Sent: Friday, October 03, 2003 11:05 AM
To: Wiethe, Philip (P.J.)
Subject: FW: Fresh 030609E 00115 Converter at MPG

Follow Up Flag: Follow up
Flag Status: Red

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Friday, October 03, 2003 10:23 AM
To: Placha, Diana (D.); Wu, Bill (B.)
Subject: Fresh 030609E 00115 Converter at MPG

There is an unused converter at MPG from transmission 4F2P-AA-41000104 with converter serial "**030609E 00115**".

The converter will be at MPG tagged with the transmission serial number and tagged for pickup by Ford/ATEO/Daikin/Exedy.

Whoever picks it up:

Drive to the main MPG gate (Fisher Road just North of 34 mile) and tell security they need to pick up a torque converter from the shipping and receiving barn.

Specifically, the shipping contact would be:

Art Senakiewich (586)75-28726

Receiving Hours:

6:00 AM to 7:30 P.M. Mon. - Fri.

7:00 AM to 3:00 P.M. Sat

Michigan Proving Ground
74240 Fisher Road
Romeo, MI 48065

They are expecting a pickup. An alternate MPG contact name would be

Rob Bussone 586-752-8920

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Paul, Normand (W.)
Sent: Thursday, January 20, 2005 3:21 PM
To: Placha, Diana (D.)
Subject: Freestar torque vin: 2FMZA56224E [REDACTED]

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Picture (Metafile)

stripped splines at torque

Cqis report # 5ATJB003



Normand Paul

Ford Motor Company of Canada
Powertrain Exchange Program
2nd Floor 226C



(905) 845-2511 Ext 1060
Dial-Net 853-1060
Fax (905) 845-9447



<mailto:npaul@ford.com>

Ford du Canada Limitée
Programme D'échange
Groupe Motopropulseur
2ième plancher 226C

From: Wu, Bill (B.)
Sent: Thursday, February 03, 2005 5:21 AM
To: Placha, Diana (D.)
Subject: VIN For Monterey

Follow Up Flag: Follow up
Flag Status: Red

Di, The other day you had asked me for the VIN for my Monterey.

It is 2MRDA20214B [REDACTED]

Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Baczkowski, Victor (V.)
Sent: Thursday, October 16, 2003 3:40 PM
To: Plasencia, David (D.B.)
Cc: Placha, Diana (D.B.)
Subject: RE: W.O 0483883

Follow Up Flag: Follow up
Flag Status: Red

Dave,

Bob will prioritize Diana's work request. There will be someone in the lab next week while Bob is off (Joe Kakaley might return on Monday 10/20). If Joe does not return by the time Bob leaves, I will fill in. If I fill in, I will send out an email asking to be paged with "hot" requests (I may not be able to stay in the lab all day).

Regards,

Victor Baczkowski
Unit Supervisor - Converter Lab & FMS
Prototype Manufacturing - ATNPC Box - 240
Phone 734-523-3302 Pager 734-296-0358 Fax 734-266-1162

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

From: Plasencia, David (D.B.)
Sent: Thursday, October 16, 2003 1:33 PM
To: Baczkowski, Victor (V.)
Cc: Placha, Diana (D.)
Subject: W.O 0483883

Vic, this is the work order from Diana that we discussed yesterday? Inspecting the cover pump drive spline wear. Please give it priority.

Also, will there be someone in lab next week while Bob is off?

*David Plasencia
Section Supervisor
6R/FN/AXHybrid/CD240L/Advanced
Torque Converter Engineering
734-266-9681
734-525-3449 FAX
734-797-9102 Page*

From: larisumi@exedy-us.com
Sent: Wednesday, November 19, 2003 9:46 AM
To: Placha, Diana (D.B.)
Subject: PDI Met Pics

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Internet HTML; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange; JPEG File Interchange

-  att1.htm (9 KB)
-  50X 3B Profile.jpg (46 KB)
-  1B 200X Flange.jpg (29 KB)
-  3A 400X Flat.jpg (26 KB)
-  3A tooth 200X.jpg (42 KB)
-  3B 400X Profile.jpg (39 KB)
-  9A 400X Profile Flat.jpg (37 K...

-  9A 400X Profile Tooth.jpg (37 ...
-  9A 400X Profile Tooth 001.jpg ...
-  9B 400X Profile.jpg (31 KB)
-  9C 400X Profile Flat.jpg (36 K...
-  50X 1A Flat.jpg (49 KB)

----- Forwarded by Lloyd Arisumi/EXEDY_US on 11/19/2003 09:45 AM -----

"Mike Berry" <mberry@ddcc.com> on 11/19/2003 09:37:15 AM

To: Jimmy Lee/EXEDY_US@EXEDY_US, Lloyd Arisumi/EXEDY_US@EXEDY_US
cc:
Subject:

Jimmy

Pics

- 1A FPM nickel plate PDI profile 50X
- 1B FPM nickel plate PDI flange profile 200X

- 3A Profile Flat unplated part 00003 200X
- 3B Flange plated part 00003 50X
- 3B Flange plated part 00003 400X

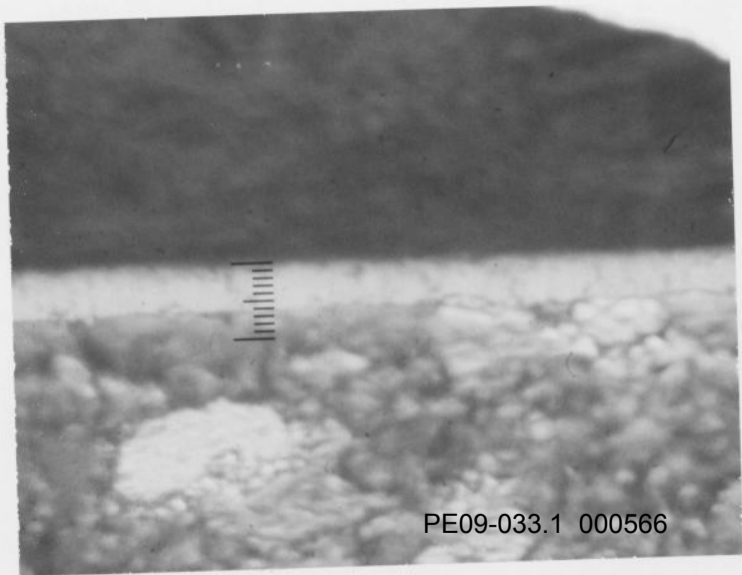
- 3C Profile plated part 00003

- 9A Profile Flat unplated part Lot 218 400X
- 9A Profile Tooth unplated part Lot 218 400X
- 9B Profile Flat plated part Lot 218 400X

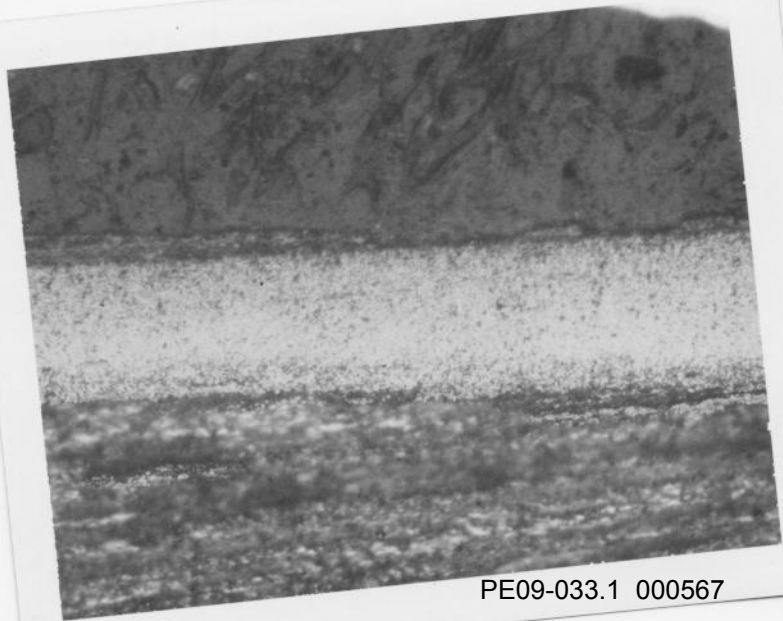
9C Profile Flat updated part Lot 218 400X



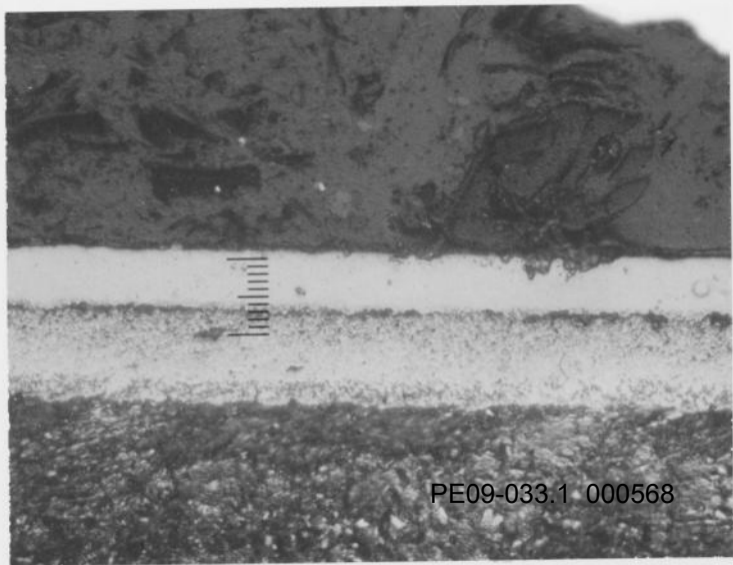
PE09-033.1 000565



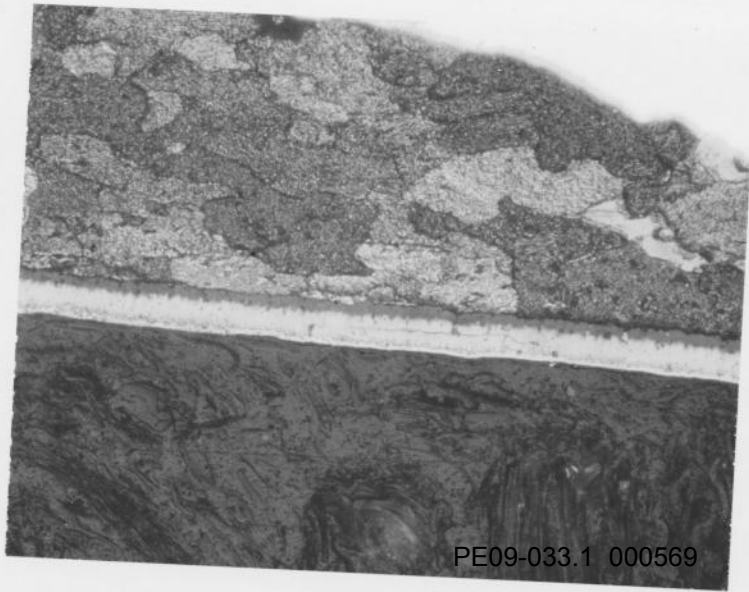
PE09-033.1 000566



PE09-033.1 000567



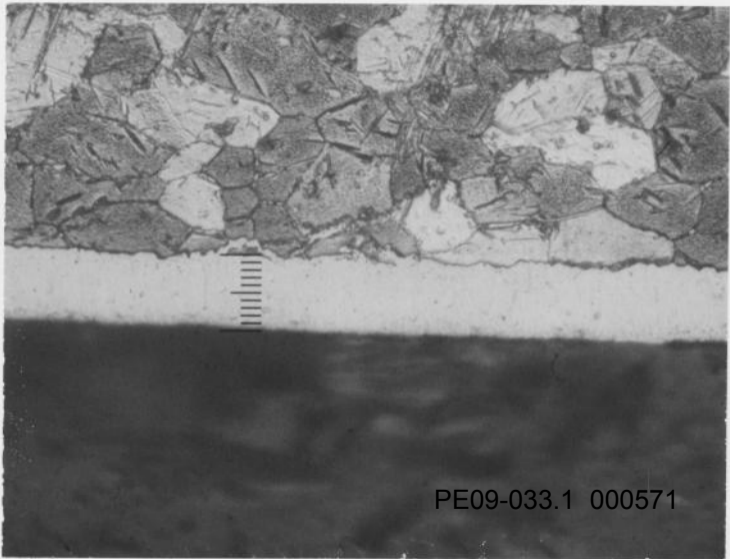
PE09-033.1 000568



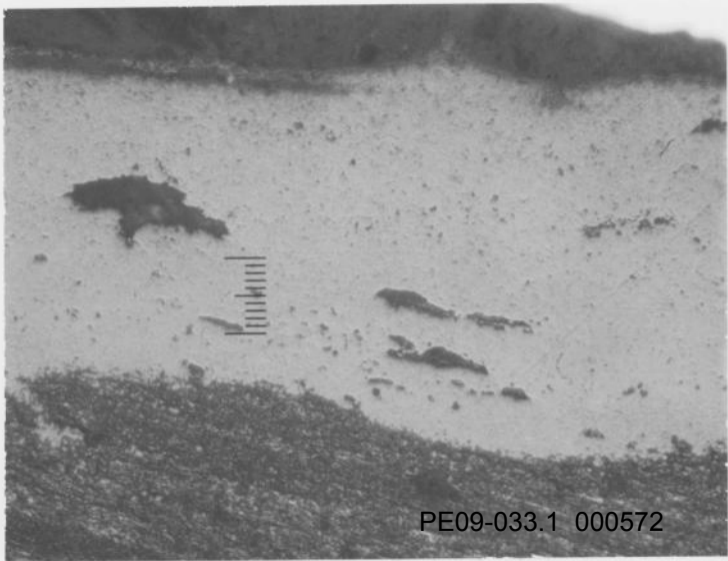
PE09-033.1 000569



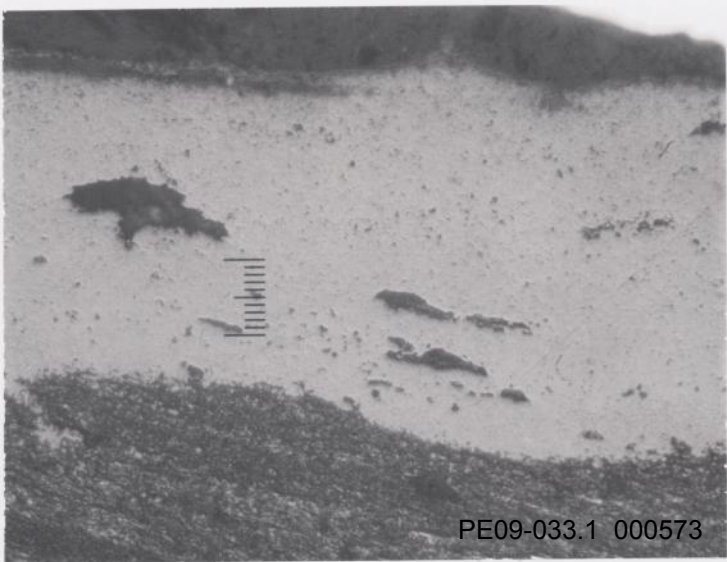
PE09-033.1 000570



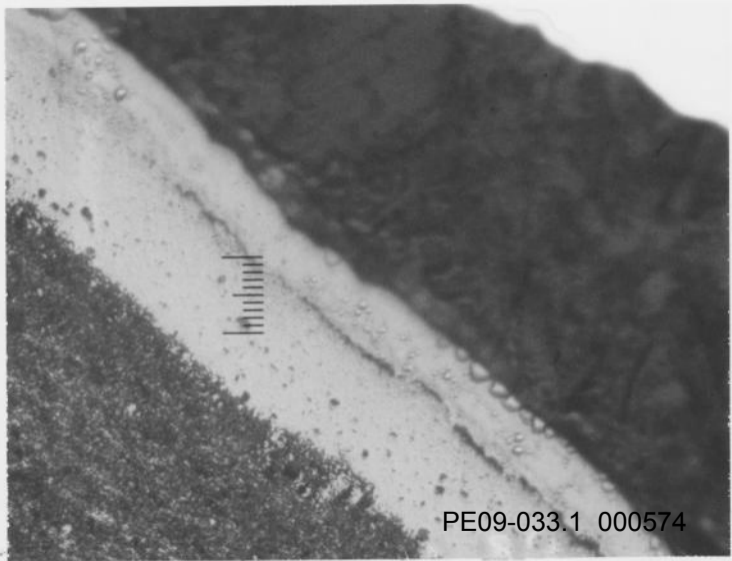
PE09-033.1 000571



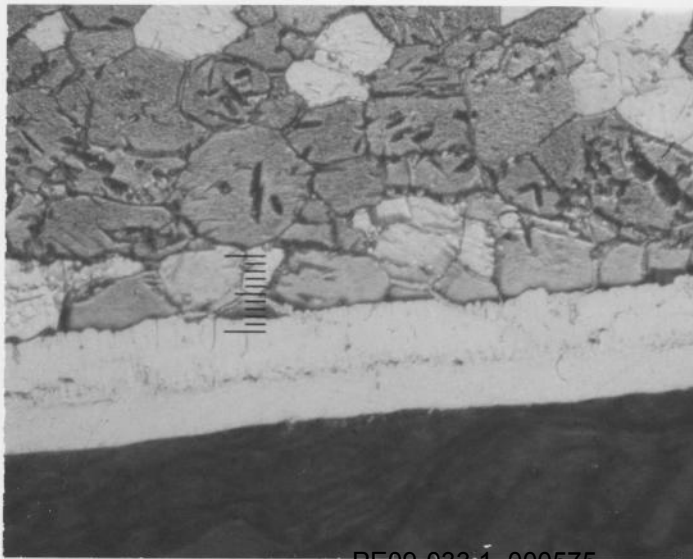
PE09-033.1 000572



PE09-033.1 000573



PE09-033.1 000574



PE09-033.1 000575

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 8:12 AM
To: 'jimmyl@ddcc.com'; 'larisumi@exedy-us.com'; 'Gary Korth'; Plasencia, David (D.B.)
Subject: PDI Needle Photos

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 1_500X.jpg; sample 4_500X.jpg

Here are the photos that depict nitrite needles vs. no needles. Sample 1 is the failed part and Sample 4 is a un-used vintage part. According to Joel, a new un-used part from the same build date as the failed part has case structure and hardness similar to Sample 1. As soon as I receive the photo from Joel I'll forward it to everyone.

Please forward these photos to the remaining team members.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>



sample 1_500X.jpg
(1 MB)



sample 4_500X.jpg
(1 MB)

0.02 mm



0.02 mm



From: Mike Berry [mberry@ddcc.com]
Sent: Wednesday, April 28, 2004 8:29 AM
To: Placha, Diana (D.B.)
Cc: Jimmy Lee; Mark Dunlap
Subject: FW: PDI part 1811 E6SP-7F466-AA
Follow Up Flag: Follow up
Flag Status: Red
Attachments: PDI part 1811 E6SP-7F466-AA; W1818 tears.doc

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Monday, April 26, 2004 11:58 AM
To: Mike Berry
Cc: Egli, Felix; Lannoy, Tom; Hayden, Richard; Schneider, Hubi
Subject: RE: PDI part 1811 E6SP-7F466-AA

Mike,

The condition on the spline of the parts in the attached photos is referred to as tearing. It is a normal occurrence on a small percentage of parts when fineblanking. As a punch moves through the material the flow of the extrusion will sometimes be interrupted resulting in the condition shown in the photos. The extent of tearing can be and is limited on this part. We do not feel that the print tolerance (70%) is exceeded on the part in the photo.

From: Mike Berry [mberry@ddcc.com]
Sent: Monday, April 26, 2004 10:11 AM
To: Korth, Gary; rhsyden@mpi-int.com
Cc: Jimmy Lee; Jeff Cline; Mark Dunlap
Subject: PDI part 1811 E6SP-7F466-AA

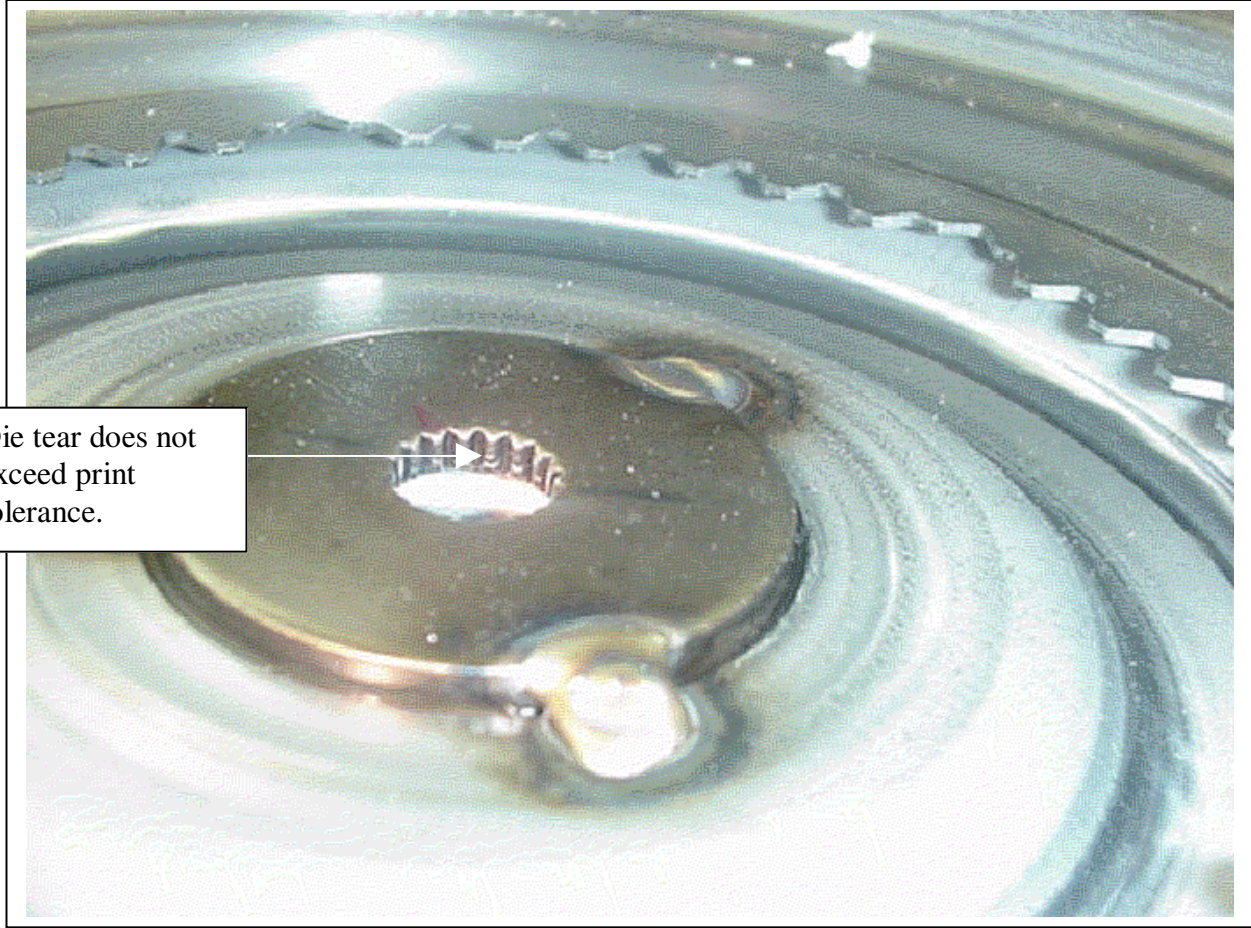
Gary

Per our conversation of last week about the circumferential line in the ID of the PDI.

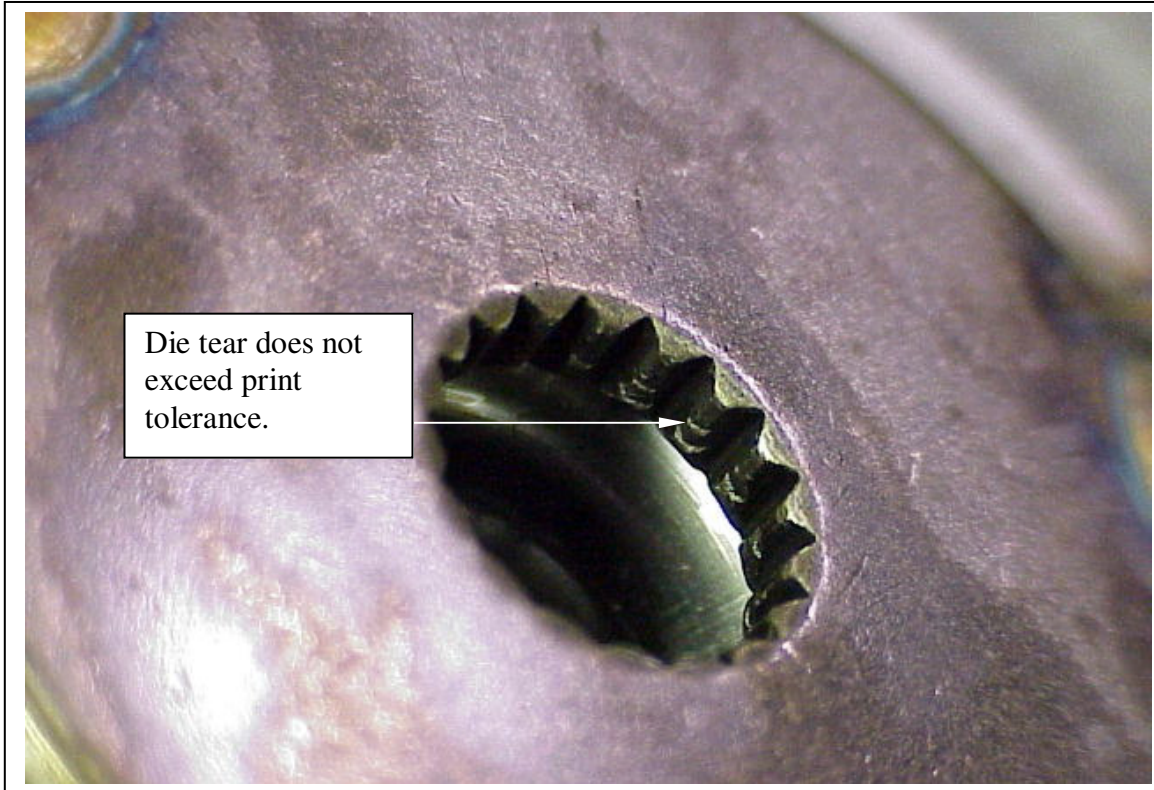
Please generate a report as to MPI's finding and a description of why this line has occurred. Ford has expressed a concern about this line in the ID of the part. Not knowing why it occurs or if it is a normal occurrence. What is / will MPI be doing to inspect for this condition, and is it correctable, and what countermeasure may be taken. I will be reporting to Ford today at our 1:00 p.m. EST in our weekly CPMT meeting about this condition.

Respectfully,

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230



Die tear does not exceed print tolerance.



Die tear does not exceed print tolerance.

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 12:56 PM
To: 'gkorth@mpi-int.com'; 'jimmyl@ddcc.com'
Subject: PDI Photo

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 3_500X.jpg

Here's the third photo. Please pass it along to the rest of the team members.

Thanks,
Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Simmermon, Joel (J.)
Sent: Tuesday, November 11, 2003 10:22 AM
To: Placha, Diana (D.)
Subject: RE: Photos Required

Diana,

Sorry for getting this photo to you so close to the meeting time but I got my wires crossed, I thought the meeting was this afternoon. The photo shows nitride needles in the case of sample three (the sample that did not go into a trans). I also placed the photo in the w drive for your convenience.

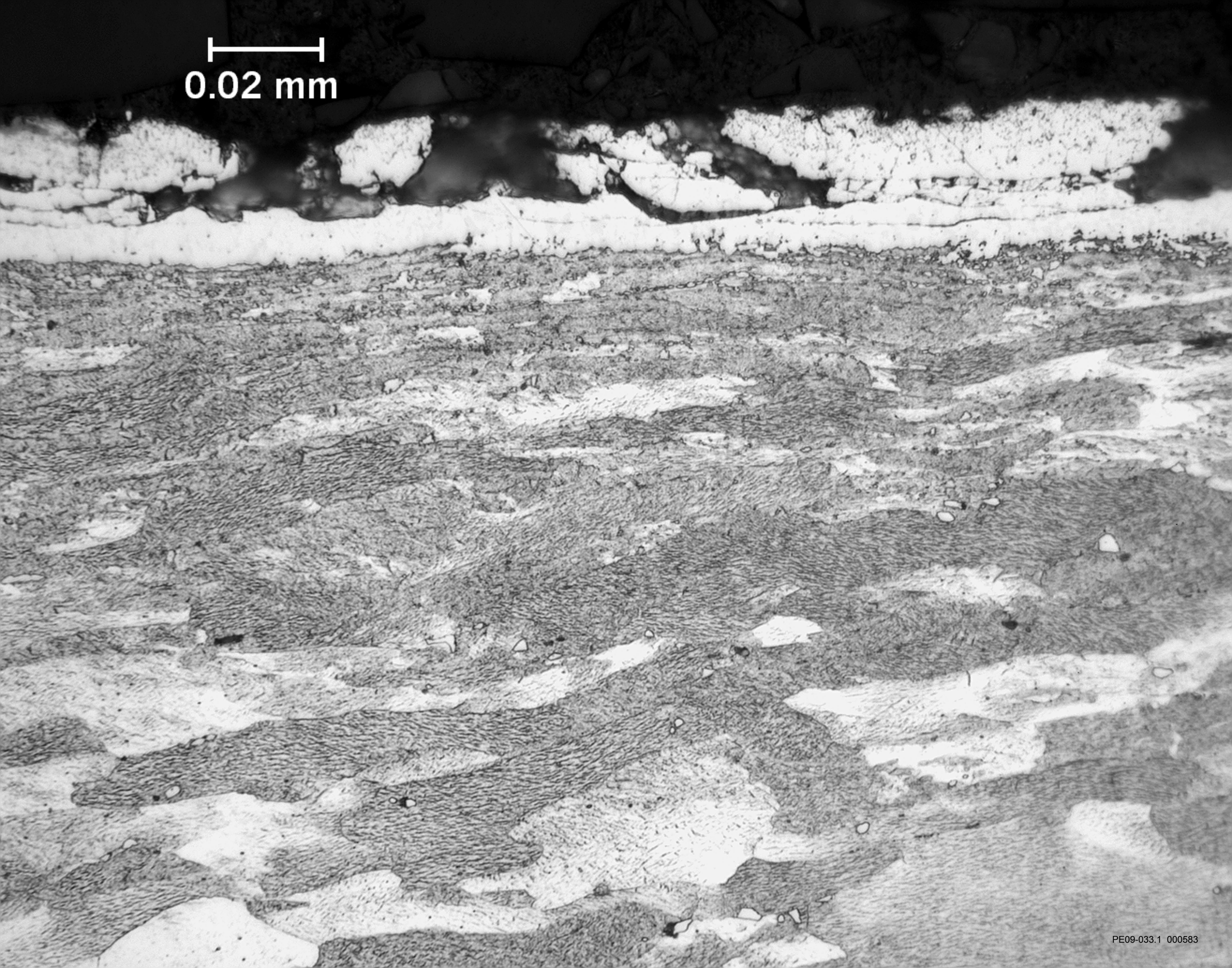


sample 3_500X.jpg
(1 MB)

Joel Simmermon

jsimmerm@ford.com
734.266.8553

0.02 mm



From: Placha, Diana (D.)
Sent: Monday, November 21, 2005 4:42 PM
To: Placha, Diana (D.B.)
Subject: PDI Photos - Alma

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Document.pdf



Document.pdf (983
KB)

Please open the attached document. This document was digitally sent to you using an HP Digital Sending device.

For more information on HP MFP Digital Sending please visit:

http://www.hp.com/go/HP_Digital_Sender_Module.com

TRANSMISSION: 41000101

4F50N

V229 2004 4.2L

TEST: LVC DURABILITY - FAIL #2

DURATION: 28,593 MILES

TEARDOWN REASON: NO FWD OR REV GEARS

CONVERTER SERIAL #: 030609E00116

TRANSMISSION: XABP4954

4F50N

V229 2004 4.2L

TEST: LVC DURABILITY - PASS

DURATION: 69,544 MILES

TEARDOWN REASON: COMPLETED TEST

CONVERTER SERIAL #: 02Y06D000004

From: dfaeth@exedy-us.com
Sent: Wednesday, February 11, 2004 5:34 PM
To: jimmyl@ddcc.com
Cc: Placha, Diana (D.B.)
Subject: PDI Spline

Follow Up Flag: Follow up
Flag Status: Red

Attachments: JPEG File Interchange; JPEG File Interchange



MVC-422F.JPG (61 KB)



MVC-423F.JPG (53 KB)

Jimmy - photos per our discussion in CPMT. Note the axial scoring on the splines in MVC-423. Please send to MPI per Diana's note below.

----- Forwarded by Dave Faeth/EXEDY_US on 02/11/2004 05:33 PM

"Placha, Diana (D.)" <dplacha@ford.com> on 02/11/2004 05:15:11 PM

To: Dave Faeth/EXEDY_US@EXEDY_US
cc: "Plasencia, David (D.B.)" <dplasenc@ford.com>

Subject: PDI Spline

Dave...Please forward these photos to Jimmy and have him send these to MPI for their input. This part completed 25 hours of 0.1 speed ratio testing. Other parts that completed the same test did not look the same. Could this perhaps be result of the 'calibration' that MPI does to the inserts?

<<MVC-422F.JPG>> <<MVC-423F.JPG>>

Picture 423 was taken 180 degrees from picture 422.

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<<mailto:DPLACHA@FORD.COM>>>
Text Page: <<<mailto:7342964342@airtouchpaging.com>>>





From: Placha, Diana (D.)
Sent: Wednesday, November 12, 2003 12:59 PM
To: 'Jimmy Lee'; Placha, Diana (D.B.)
Cc: 'Mark Dunlap'; 'dfaeth@exedy-us.com'; 'Lloyd Arisumi'; Plasencia, David (D.B.)
Subject: RE: PDI 8D

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...I'm trying to add you to our Global 8D. The number is 34605. To date we had two failures (both pump drives have already been removed) and one that was removed approximately 2,000 miles short of the first two (that pump drive was also removed). I will send you the inspection data I have prior to cutting open the converters. I will also send you a copy of the 1st Metallurgical report that contains photos of the 1st failure and hardness analysis of the pump drive shaft. I'll contact our Systems engineer and try to get the shaft from the second failure.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Jimmy Lee [<mailto:JimmyL@DDCC.COM>]
Sent: Wednesday, November 12, 2003 11:42 AM
To: Placha, Diana (D.)
Cc: Mark Dunlap; dfaeth@exedy-us.com; Lloyd Arisumi
Subject: PDI 8D

Diana:

If available, can I get a sample of a failed torque conveter with mating pump shaft still intact, or the front cover with a shaft? If no parts available, were there pictures taken of the worn / stripped spline on the PDI and of the shaft? Is the shaft still available for review? I want to try to better understand the overall picture. Normally as champion for an 8D I want to start by examining the actual failed parts first, then proceeding to component causes. I guess you are past this point, but I need to improve my overall understanding of this evaluation, so anything available will help me. A few examples of factors I want to eliminate are; spline tooth evaluation, spline heat treat evaluation, spline wear uniformity, TC bushing runout, runout of shaft, shaft metallurgy, shaft dimensions, assembly misalignment witness marks (like in the 8D MPI sent us from a previous issue) etc.. After I look at the 8D, it may help my understanding.

Regards,
Jimmy

From: Placha, Diana (D.)
Sent: Monday, November 17, 2003 4:24 PM
To: 'jimmyl@ddcc.com'
Cc: Andrews, Sandra (S.J.)
Subject: PDI Global 8D

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...I went ahead and added you to Gloabl 8D 34605 (Pump Drive Insert Spline Failure). You show up as a member now. Your user ID is j-lee91. Let me know if you have any problems.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

From: dfaeth@exedy-us.com
Sent: Wednesday, September 22, 2004 9:41 AM
To: Placha, Diana (D.B.)
Cc: Plasencia, David (D.B.); larisumi@exedy-us.com; nyanagida@ddcc.com; jsnodgrass@ddcc.com; jlee@ddcc.com
Subject: PDI Ideas

Follow Up Flag: Follow up
Flag Status: Red

Diana - with regard to your inquiry about ideas for an alternative material/heat treatment for the PDI, we have done some investigation and found an application which has a splined element which is similarly MIG welded to the front cover and which drives a pump shaft. This element uses a material which is the rough equivalent of SAE 1043 (0.43% C; 0.8% Mn). This is fully solution heat treated, quenched, and tempered to a through hardness of Rc 20/30. Hardness/mech. properties of the mating pump shaft are unknown.

This is not an "apples to apples" comparison, because this other application involves a significantly longer spline engagement length and other geometry differences, however.

Also, we are not proposing a manufacturing process for this proposed PDI. We have not investigated whether it would still be a fineblanked part, or a stamped/broached/heat treated etc.

Disclaimer: This should be recognized by all parties as merely an "idea" or "suggestion" and does not imply design responsibility on the part of Exedy or design/product liability on the part of Exedy, even if ultimately implemented into production.

From: Placha, Diana (D.)
Sent: Monday, September 27, 2004 12:01 PM
To: Simmermon, Joel (J.)
Subject: PDI Investigation

Follow Up Flag: Follow up
Flag Status: Red

Joel...I was wondering if you had any type of update on the pump drive insert you're looking at for me? Did the part have any nitride needles? Any other things found that could have caused the failure? I have a CPMT at 1:00 pm today and wanted to know what the status is thus far for report out.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Tuesday, November 04, 2003 6:33 PM
To: Placha, Diana (D.B.)
Cc: Lehman, Jerald (R.); Simmermon, Joel (J.); Plasencia, David (D.B.)
Subject: RE: PDI's

Follow Up Flag: Follow up
Flag Status: Red

Diana:

Yes, the supplier will copper flash, then apply an electroless nickel coating 1 mil thick (I don't think 1 mm). However, thicker coating is available if needed.

Jimmy

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, November 04, 2003 3:59 PM
To: Jimmy Lee
Cc: Lehman, Jerald (J.R.); Simmermon, Joel (J.); Plasencia, David (D.B.)
Subject: PDI's

Jimmy...Great job locating a company that can nickel coat these inserts for us. We should coat a failed part, the 70K durability part, and a new part from the same build date. I will send these parts to you. You should also give them a recent part as well.

For Jerry's and Joel benefit...you mentioned that the supplier can copper flash the insert and apply a 1 mm electroless nickel coating correct?

I'll have them cut out the new sample tomorrow. You should get the parts Thursday.

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

From: Adamski, Raymond (R.J.)
Sent: Wednesday, October 08, 2003 10:41 AM
To: Wu, Bill (B.)
Cc: Fallu, John (W.); Placha, Diana (D.B.)
Subject: Previous 40K 4.2L vehicle dura success

Follow Up Flag: Follow up
Flag Status: Red

Bill,
Transmission XAAP8760 (torn down 7/02) ran 40K miles in a 4.2L vehicle over test procedures R358, R359, R312ST & R312PT without any issues.

Would you have the torque converter in storage? It would be an even better comparator than the 70K mile unit I gave you (ran mostly R314 GCC).

*This would probably not have been a hybrid converter; the vehicle was an AP3, and the transmission was most likely a 2002 production unit modified with the FN74 chain.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: r.mohr@zf.com
Sent: Tuesday, July 26, 2005 12:00 PM
To: Reifschneider, Eva (E.); Placha, Diana (D.B.)
Cc: Lange-Stalinski, Antje (Dr A.); Lonschien, Bernd (B.); Laborde, Jean-Marc (J.M.); klaus.memmel@zf.com; kaj.denkinger@zf.com
Subject: AW: PSW parts required: ZF Sachs 6M3P-7902-AC torque converter MY2006,5 for J97

Follow Up Flag: Follow up
Flag Status: Red

Hello Mrs. Reifschneider,

thanks for the confirmation of the 500 PPAP-parts.
Please note that ZF SACHS is not able to deliver these PPAP-parts before 26th of October.

Mit freundlichen Grüßen / Best Regards

Rainer Mohr (APV-1)
Project Management Torque Converter

ZF SACHS AG
Ernst Sachs Str.62
97424 Schweinfurt
Tel./ Phone: +49/9721/98-5803
Fax no.: +49/9721/98-4798
mailto:r.mohr@zf.com

-----Ursprüngliche Nachricht-----

Von: Reifschneider, Eva (E.) [mailto:ereifsch@ford.com]
Gesendet: Dienstag, 26. Juli 2005 13:46
An: Mohr Rainer SCW APV-1; Placha, Diana (D.)
Cc: Lange-Stalinski, Antje (Dr A.); Lonschien, Bernd (B.); Laborde, Jean-Marc (J.M.)
Betreff: PSW parts required: ZF Sachs 6M3P-7902-AC torque converter MY2006,5 for J97

Mr. Mohr,

As discussed, this is the authorization for ZF Sachs to ship 500 PSW parts to Bordeaux plant for part 6M3P-7902-AC torque converter MY2006,5 for J97. The required IPD date in Bordeaux is 3rd October 2005 latest. After the return of the colleagues to Bordeaux plant on 22nd August 2005 I will request the MP&L colleagues to show the requirement in CMMS accordingly.

Diana,

What is the technical change from -AB to -AC, please? I see from older e-mails that you indicated there would be a new release to -AC level. So far the release has not been finalized as I cannot find this level neither in WIPS nor WERS.

Supplier Sachs now tells me they intend to ship -AC level but due to the missing release purchasing

cannot settle the order accordingly. So please let us know what PSW level is required and when the release to -AC will be finalized.

Thank you and best regards,

Eva Reifschneider

Program Buyer 5R55

Automatic Transmission Bordeaux

Ford Motor Company

Internally: Phone 870 149 66, Fax 870 130 12

 (0)221/90 149 66  (0)221/90 13012

 D-NG/E-2046  eReifsch@Ford.com>

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From: Placha, Diana (D.)
Sent: Tuesday, October 21, 2003 11:15 AM
To: Schroeder, Robert (R.C.); Wu, Bill (B.)
Subject: RE: Pump drive insert

Follow Up Flag: Follow up
Flag Status: Red

Bob...I'll issue the WORQ request. I'm include two more pump drive insert removals as well in that same WORQ request. I'll have it for you this afternoon. Sorry about the delay.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Schroeder, Robert (R.C.)
Sent: Tuesday, October 21, 2003 10:21 AM
To: Wu, Bill (B.)
Cc: Placha, Diana (D.)
Subject: Pump drive insert

Bill,

I have removed the pump drive insert from cover#E6SP-7F466-AA. The insert is no in the Met Lab. Can you please issue a worq request for that cover? Thank you.

Regards,

Robert Schroeder
Torque Converter Lab
Phone: (734)523-6092

From: Frania, Martin (M.A.)
Sent: Thursday, October 14, 2004 5:10 PM
To: Lehman, Jerald (J.R.); Placha, Diana (D.)
Subject: RE: Pump Drive Insert Heat Treat

Follow Up Flag: Follow up
Flag Status: Red

You want to induction harden what amounts to a washer???

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

From: Lehman, Jerald (J.R.)
Sent: Wednesday, October 13, 2004 9:07 AM
To: Placha, Diana (D.); Frania, Martin (M.A.)
Subject: RE: Pump Drive Insert Heat Treat

All of these questions would have been easier to answer if we had been invited to the meeting yesterday. The only difference between austenitic nitrocarburizing (carbonitriding) and carburizing is nitrogen. This process is much better for strength than ferritic nitrocarburizing (gas nitriding) because the bulk material is affected with the higher temperature rather than just developing a brittle case. I forgot that this part is welded, but the weldability would be affected with either method. If welding and distortion are going to be an issue, induction hardening is the only way to go. Use a 1035 carbon steel, induction harden and temper the spline to 45-50 HRC.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Placha, Diana (D.)
Sent: Wednesday, October 13, 2004 8:45 AM
To: Lehman, Jerald (J.R.); Frania, Martin (M.A.)
Subject: Pump Drive Insert Heat Treat

Jerry & Martin...FPM, our pump drive insert heat treat company, recommended that we go to austenitic nitro carburizing rather than ferritic as a process improvement. Do you agree that this would be a better process? Should we have them quote carburizing and induction heat treat instead? When we mentioned carburizing to them they indicated that we would have distortion and weld ability issues. If austenitic nitro carburizing is acceptable then what should the depth be? Should we then remain with 1008/1010 steel or go to 1020 or 8620?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Placha, Diana (D.)
Sent: Wednesday, October 13, 2004 8:56 AM
To: Lehman, Jerald (J.R.); Frania, Martin (M.A.)
Subject: RE: Pump Drive Insert Heat Treat

Follow Up Flag: Follow up
Flag Status: Red

CORRECTION: Our current heat treat process is Ferritic Nitrocarburizing and they are recommending Austenitic Carbonitriding.

Sorry.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Placha, Diana (D.)
Sent: Wednesday, October 13, 2004 8:45 AM
To: Lehman, Jerald (J.R.); Frania, Martin (M.A.)
Subject: Pump Drive Insert Heat Treat

Jerry & Martin...FPM, our pump drive insert heat treat company, recommended that we go to austenitic nitro carburizing rather than ferritic as a process improvement. Do you agree that this would be a better process? Should we have them quote carburizing and induction heat treat instead? When we mentioned carburizing to them they indicated that we would have distortion and weld ability issues. If austenitic nitro carburizing is acceptable then what should the depth be? Should we then remain with 1008/1010 steel or go to 1020 or 8620?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Simmermon, Joel (J.)
Sent: Tuesday, November 11, 2003 7:57 AM
To: Placha, Diana (D.B.)
Subject: RE: Photos Required

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 1_500X.jpg; sample 4_500X.jpg



sample 1_500X.jpg (1 MB) sample 4_500X.jpg (1 MB)

Diana,
These photos were on the w drive already. Sample 1 is the failed sample. Sample 4 is the Vintage. Please give me a call if you would like to discuss them further. Would you like me to post a sample 3 photo (I probably should before the meeting). It will take a little while to do that, I'm tied up with another project.

Speaking of the meeting...is there meeting notices being sent out for today and could you forward it to me???

Thanks,

Joel Simmermon

jsimmerm@ford.com
734.266.8553

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

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 7:24 AM
To: Simmermon, Joel (J.)
Subject: Photos Required

Hi Joel...I've looked all over and can't seem to find the nitrite needles vs no needles photos. Would you be able to place those photographs on the W drive for me? Sorry for the trouble.

Thanks,

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

0.02 mm

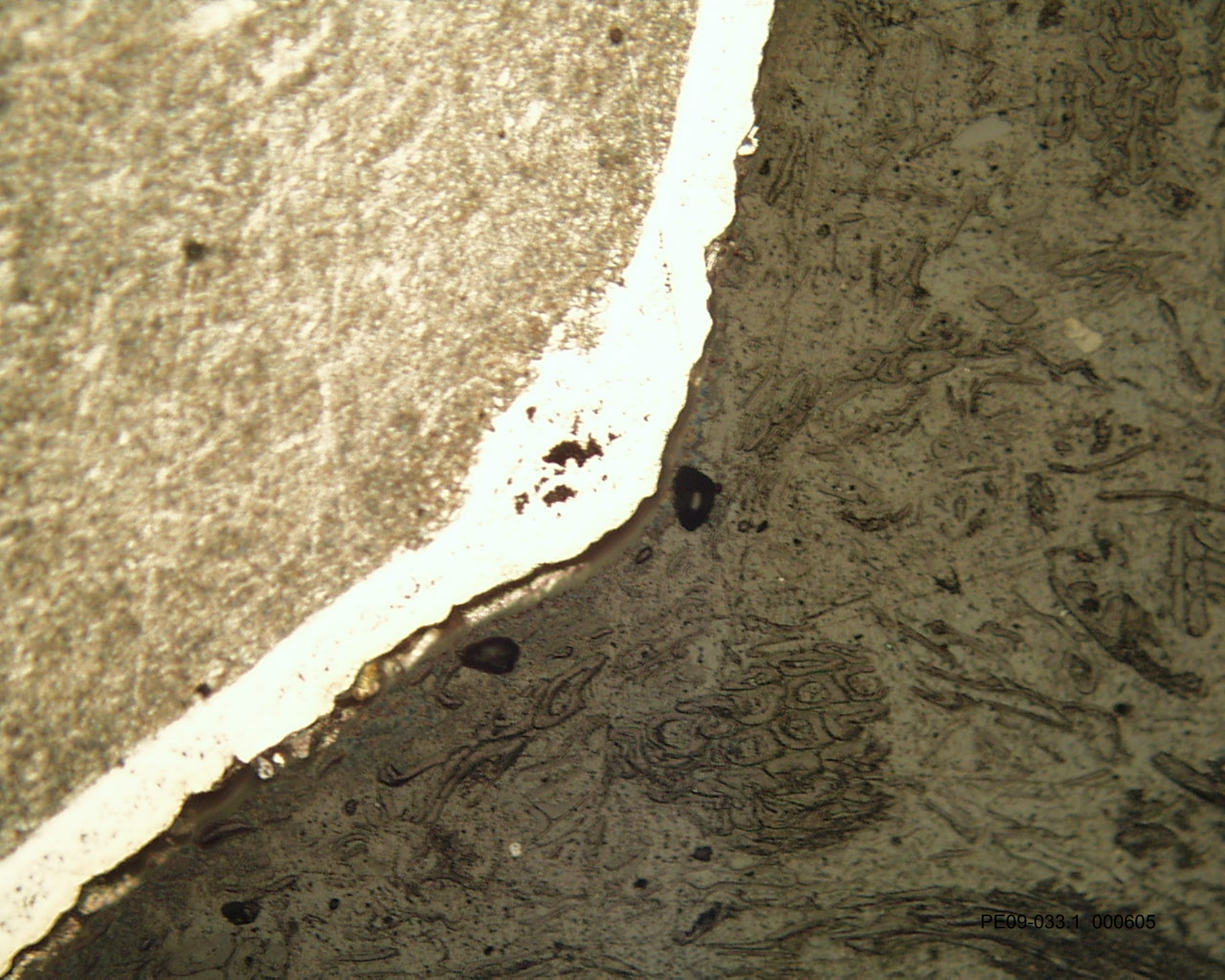


0.02 mm

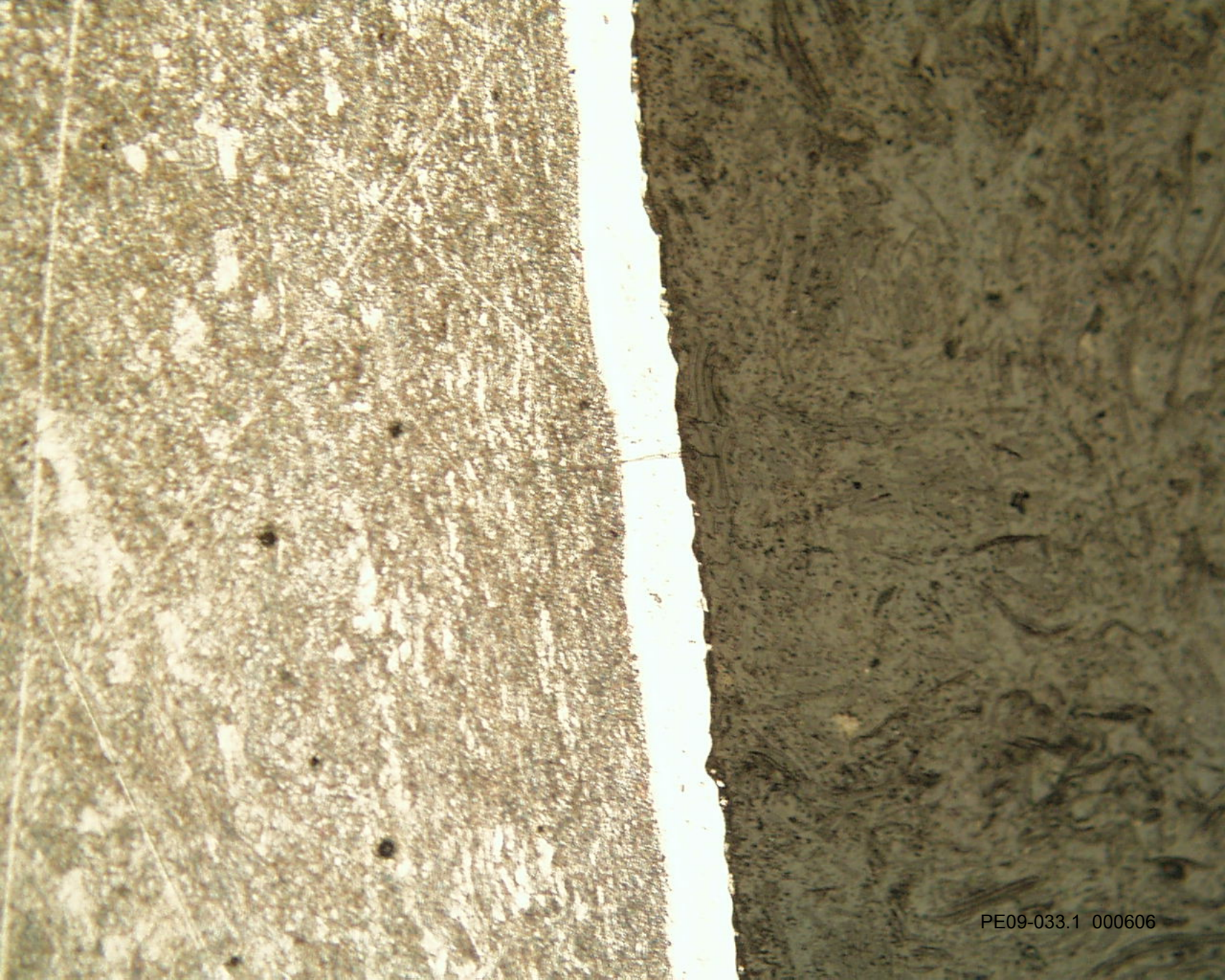


From: Gary Korth [gkorth@dotnet.com]
Sent: Friday, November 07, 2003 6:28 PM
To: Gary L Korth; Rick Hayden; Mike Berry; Placha, Diana (D.B.); Dave Klagues
Subject: Pictures
Follow Up Flag: Follow up
Flag Status: Red
Attachments: image029.jpg; image028.jpg; image027.jpg; image026.jpg; image025.jpg; image024.jpg; image031.jpg;
image030.jpg

The attachments are pictures of mounts made of nickel plated inserts. I will check my e-mail Monday morning, but will be out of the office all day Monday. Rick and I will be at FPM for the 1:00 Eastern time conference call.



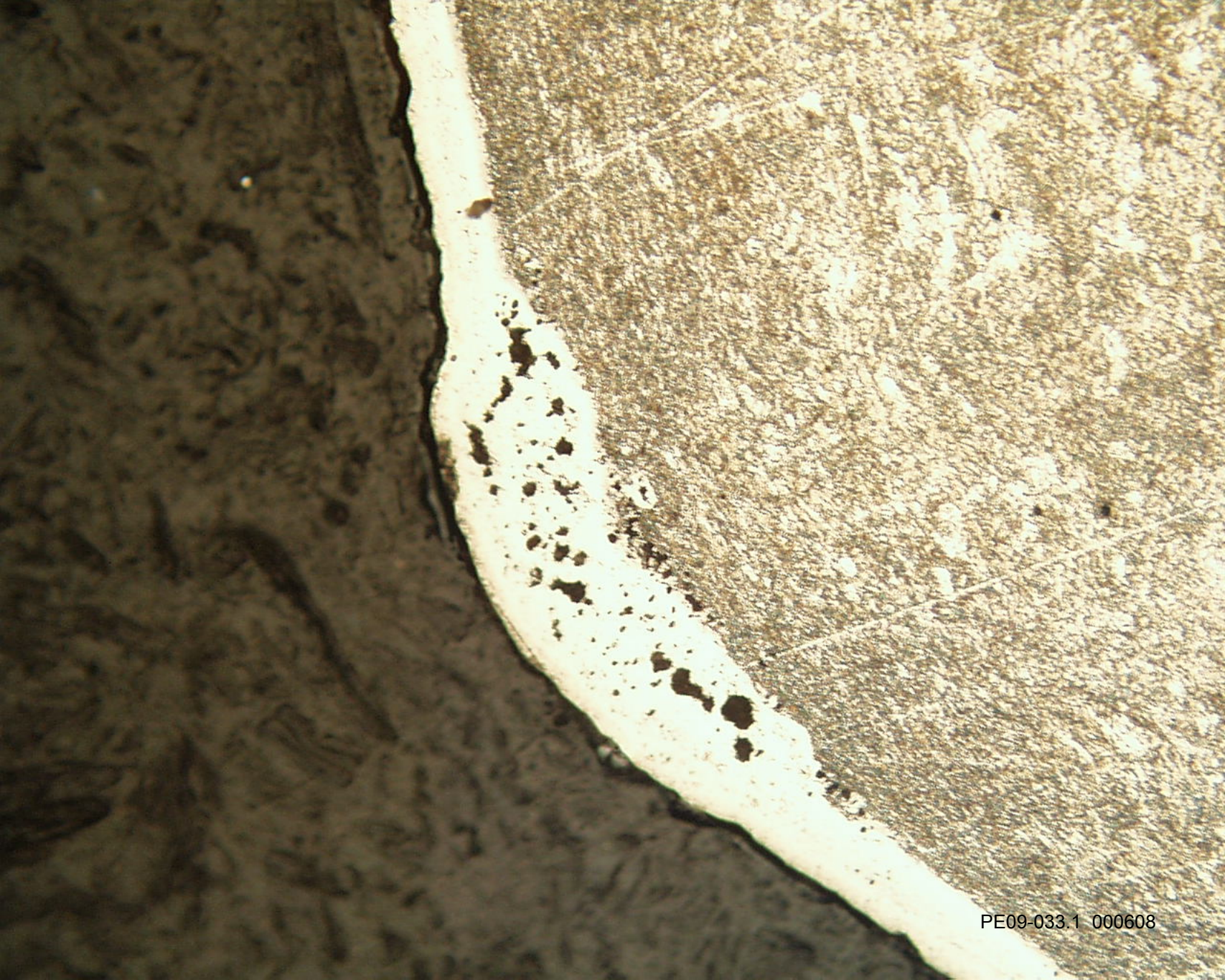
PE09-033.1 000605



PE09-033.1 000606



PE09-033.1 000607



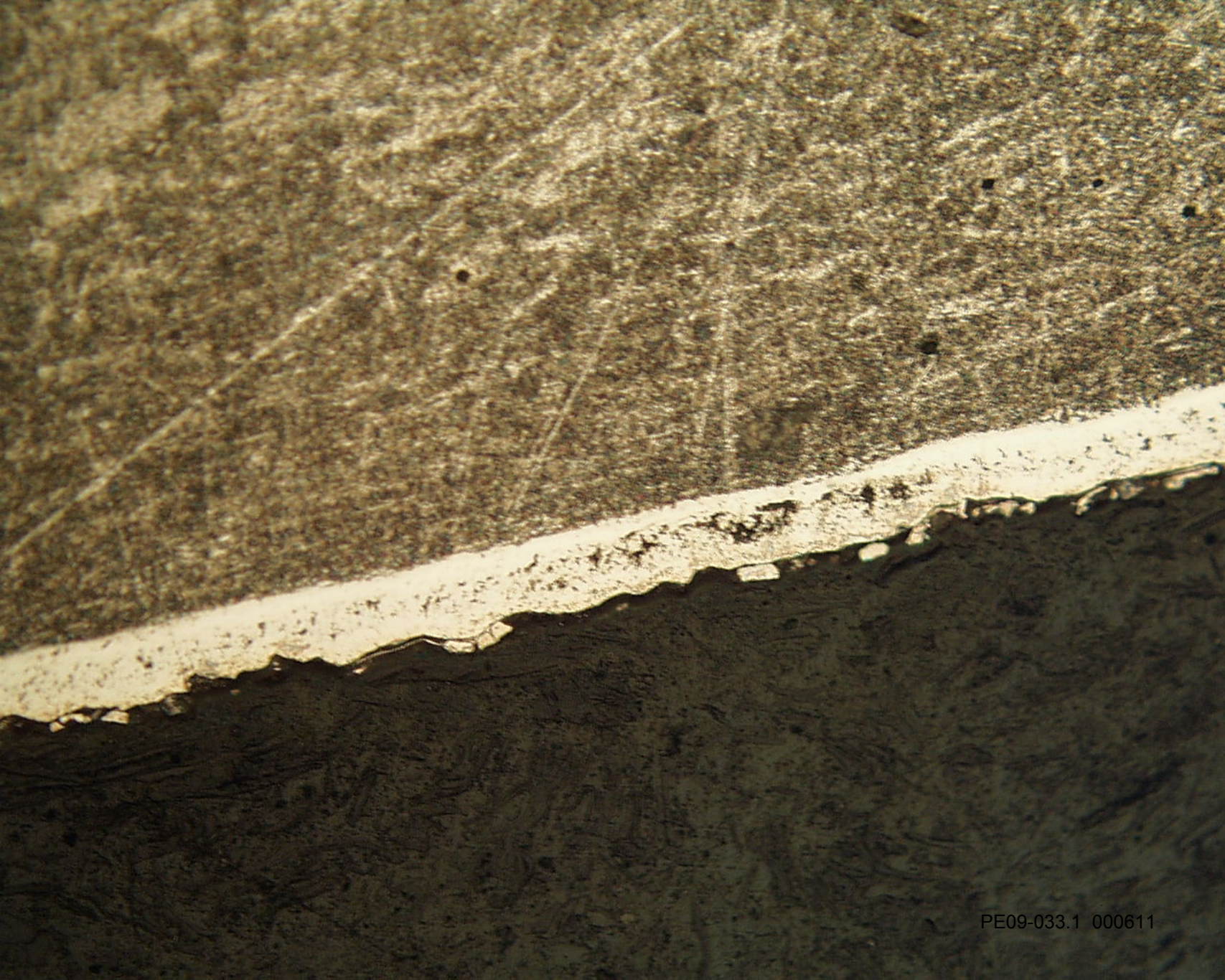
PE09-033.1 000608



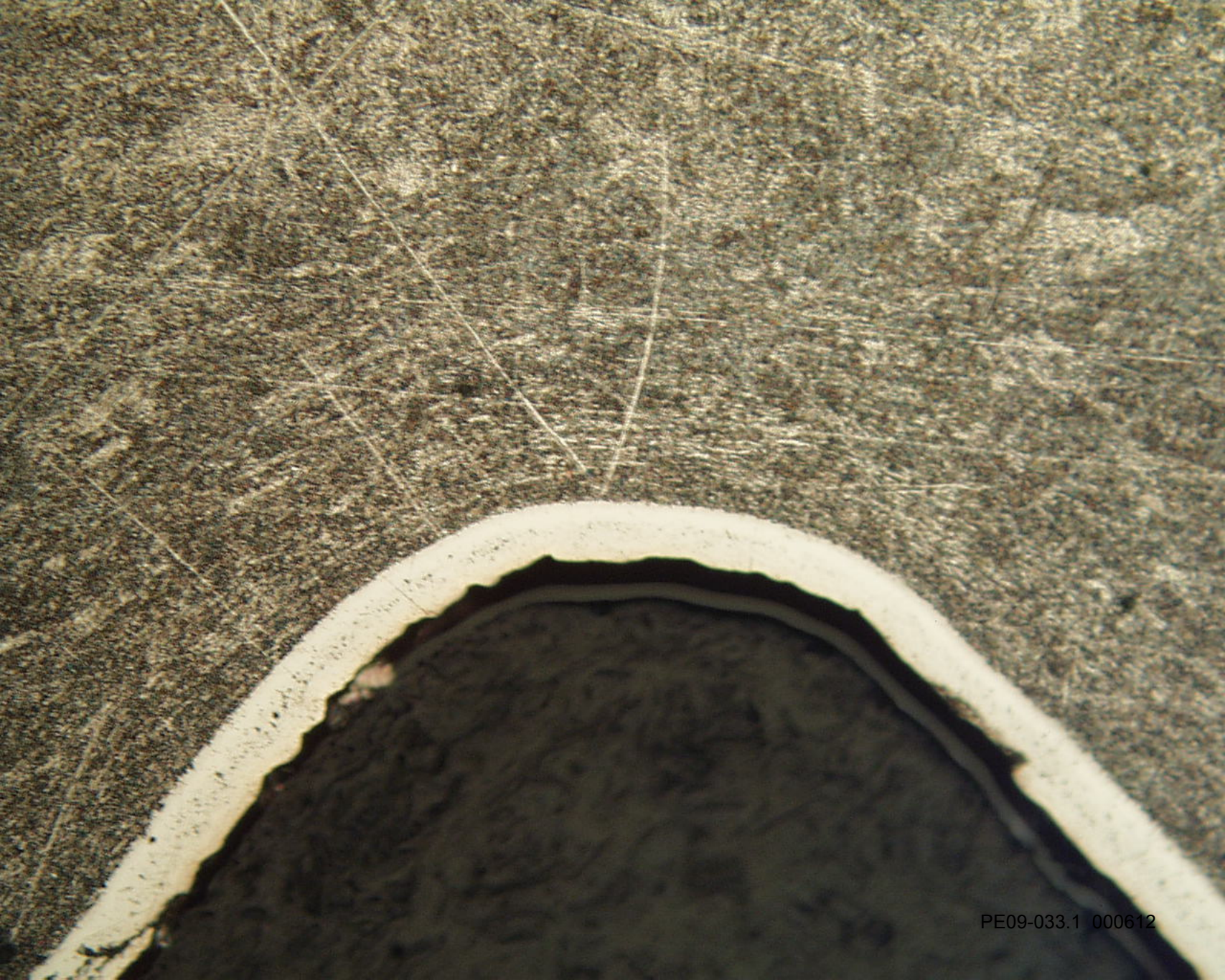
PE09-033.1 000609



PE09-033.1 000610



PE09-033.1 000611



PE09-033.1 000612

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Wednesday, December 15, 2004 8:10 AM
To: Jimmy Lee
Cc: FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard; Exedy - Dave Faeth (E-mail); Placha, Diana (D.B.); Jeff Cline; Jim Snodgrass; dfaeth@exedy-us.com
Subject: RE: Pump insert update

Follow Up Flag: Follow up
Flag Status: Red

Attachments: RE: Pump insert update



RE: Pump insert
update

Jimmy,

There are no unusual problems being encountered. I was only referencing process development, which uses experience and science to estimate the time, temp and amount of atmosphere in a furnace to achieve the desired result. The heat treater then "runs" some parts and tests them. If the result is what was targeted, then the process is established, but would be constantly monitored and adjusted if results indicate a drift in one of the monitored attributes. If the first result is not what was desired adjustments are made and further testing is performed until the desired results are achieved.

I hope to send parts to Diana late this week or early next week.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Jimmy Lee [jlee@ddcc.com]
Sent: Tuesday, December 07, 2004 4:16 PM
To: Korth, Gary
Cc: FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard; Exedy - Dave Faeth (E-mail); Placha, Diana (D.B.); Jeff Cline; Jim Snodgrass; dfaeth@exedy-us.com
Subject: RE: Pump insert update

Follow Up Flag: Follow up
Flag Status: Completed

Gary:

Please provide more detail regarding the status of this process development. What is being tried, what problems are being encountered, and countermeasures taken. One reason for this is so EAC and Ford understand risks that may be associated with one option versus another.

Please give me the update by 12/15/04.

Thanks,

Jimmy Lee

Quality Manager

Exedy America Corporation

(865) 932-5272 phone

(865) 932-2230 fax

(865) 599-4389 cell

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Friday, December 03, 2004 2:03 PM

To: Ford - Diana Placha (E-mail)

Cc: FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard; Jimmy Lee; Exedy - Dave Faeth (E-mail)

Subject: RE: Pump insert update

Diana,

Bob Ferry at FPM has been testing different cycles to establish one which will provide the best results. He is not satisfied with the results yet and is continuing to work on it. At this time, I do not know when I will be able to send the test samples to you. We are not ignoring this, it just is not working out the way we expected.

Thanks,

Gary Korth

PHN 608-764-5416

FAX 608-764-8590

gkorth@mpi-int.com

<<Pump insert update>>

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 23, 2004 3:17 PM
To: Placha, Diana (D.B.)
Cc: FPM - Bob Ferry (E-mail)
Subject: Pump insert update

Diana,

We should have the parts back from heat treat sometime next week. The Thanksgiving Holiday has slowed things a little.

Also, could you provide us with a little background on the failures? What vehicle/transmission are the field failures from? Are they from the same transmission and engine combination in all cases? What transmission/engine/vehicle combinations use this pump insert? I seem to recall that the original problem came from testing in a new application. Which application was that, and is it in production?

Thanks for the help.

Sincerely Yours,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Jimmy Lee [jlee@ddcc.com]
Sent: Tuesday, May 18, 2004 5:43 PM
To: Mike Berry
Cc: Plasencia, David (D.B.); Placha, Diana (D.B.); dfaeth@exedy-us.com
Subject: RE: CZ Data MPI

Follow Up Flag: Follow up
Flag Status: Red

Mike:

Please forward the MPI measurement instruction to Diana (today 5/18/04).

Also, have MPI identify the measurement location for the data sent for each month. As per their instruction, they are checking at the tooth and the flat. We need all data taken with the inspection location identified. In addition we need the results of their inspection for nitride needles for each lot, as called out on their per their measurement instruction.

Jimmy

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, May 18, 2004 10:20 AM
To: dfaeth@exedy-us.com
Cc: Mike Berry; Jimmy Lee; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI

Dave...Get the information 1st and let us take a look at it.

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: dfaeth@exedy-us.com [mailto:dfaeth@exedy-us.com]
Sent: Tuesday, May 18, 2004 9:41 AM
To: Placha, Diana (D.)
Cc: mberry@ddcc.com; jimmyl@ddcc.com; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI

Diana - who is their STA? Should we get that person involved to help make sure the information is appropriate and thorough?

----- Forwarded by Dave Faeth/EXEDY_US on 05/18/2004
09:35 AM

"Placha, Diana \D.\"" <dplacha@ford.com> on 05/18/2004 09:29:25 AM

To: "Mike Berry" <mberry@ddcc.com>

cc: Dave Faeth/EXEDY_US@EXEDY_US, "Plasencia, David \D.B.\"" <dplasenc@ford.com>

Subject: RE: CZ Data MPI

This is like pulling teeth!

I haven't seen their new Work Instruction. Where were these measurements taken?
Do they have data from both the spline area and the flat surface of the pump drive insert?

I want to see all of the data and their work instruction by the end of the day.

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>> Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mike Berry [mailto:mberry@ddcc.com]

Sent: Tuesday, May 18, 2004 6:56 AM

To: Placha, Diana (D.)

Cc: David Faeth; Plasencia, David (D.B.)

Subject: CZ Data MPI

Diana

Attached is the Compound Zone data from MPI per their Work Instruction

Michael Berry

Quality Engineer

EXEDY America Corporation

2121 Holston Bend Drive

Mascot, Tn 37806-1524

Phone - (865)932-5252

Fax - (865)932-2230

From: Placha, Diana (D.)
Sent: Wednesday, April 28, 2004 9:16 AM
To: 'Mike Berry'
Cc: 'Jimmy Lee'; 'Mark Dunlap'
Subject: RE: PDI part 1811 E6SP-7F466-AA
Importance: High
Follow Up Flag: Follow up
Flag Status: Red
Attachments: MVC-422F.JPG; MVC-423F.JPG

Mike...There were two concerns I had with the pump drive insert spline I sent you and I photographed both. One issue was the "tear" that they refer to below (please see photo 422) and the second issue was the "patching" I saw on the splines approximately 180 degrees away from the "tear" (please see photo 423).

Please set up a teleconference with MPI this week to review their response, photos, and process. I don't want MPI to destroy the part. I want MPI to send the part back to Ford ASAP and we will have our Met Lab inspect it. Please have them ship it back to my attention at the following address: 35500 Plymouth Road, Livonia MI 48150.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mike Berry [<mailto:mberry@ddcc.com>]
Sent: Wednesday, April 28, 2004 8:29 AM
To: Placha, Diana (D.)
Cc: Jimmy Lee; Mark Dunlap
Subject: FW: PDI part 1811 E6SP-7F466-AA

Michael Berry

Quality Engineer

EXEDY America Corporation

2121 Holston Bend Drive

Mascot, Tn 37806-1524

Phone - (865)932-5252

Fax - (865)932-2230

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

From: Korth, Gary [<mailto:GKorth@mpi-int.com>]
Sent: Monday, April 26, 2004 11:58 AM
To: Mike Berry
Cc: Egli, Felix; Lannoy, Tom; Hayden, Richard; Schneider, Hubi
Subject: RE: PDI part 1811 E6SP-7F466-AA

Mike,

The condition on the spline of the parts in the attached photos is referred to as tearing. It is a normal occurrence on a small percentage of parts when fineblanking. As a punch moves through the material the flow of the extrusion will sometimes be interrupted resulting in the condition shown in the photos. The extent

PE09-033.1 000618

7/27/2010

of tearing can be and is limited on this part. We do not feel that the print tolerance (70%) is exceeded on the part in the photo.





From: Simmermon, Joel (J.)
Sent: Tuesday, November 11, 2003 10:22 AM
To: Placha, Diana (D.B.)
Subject: RE: Photos Required

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 3_500X.jpg

Diana,

Sorry for getting this photo to you so close to the meeting time but I got my wires crossed, I thought the meeting was this afternoon. The photo shows nitride needles in the case of sample three (the sample that did not go into a trans). I also placed the photo in the w drive for your convenience.



sample 3_500X.jpg
(1 MB)

Joel Simmermon

jsimmerm@ford.com
734.266.8553

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

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 7:24 AM
To: Simmermon, Joel (J.)
Subject: Photos Required

Hi Joel...I've looked all over and can't seem to find the nitrite needles vs no needles photos. Would you be able to place those photographs on the W drive for me? Sorry for the trouble.

Thanks,
Diana B. Placha

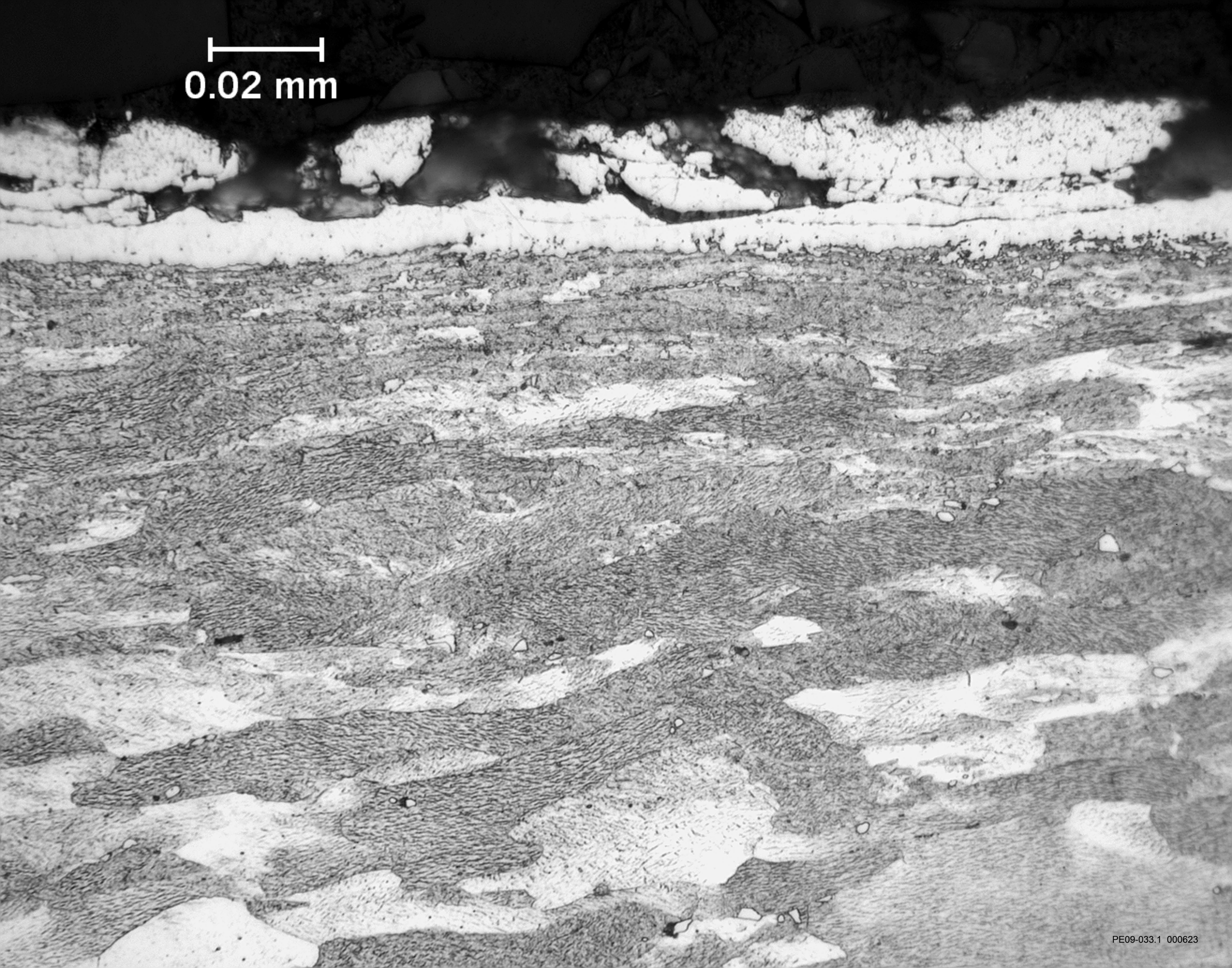
Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

0.02 mm



From: Placha, Diana (D.)
Sent: Wednesday, November 05, 2003 2:37 PM
To: 'Korth, Gary'
Subject: RE: W1818 - 8

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 1_500X.jpg; sample 4_500X.jpg



sample 1_500X.jpg (1 MB)



sample 4_500X.jpg (1 MB)

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>> Text Page: <<mailto:7342964342@airtouchpaging.com>>

0.02 mm



0.02 mm



From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Wednesday, December 10, 2003 12:04 PM
To: Korth, Gary
Cc: Plasencia, David (D.B.); Placha, Diana (D.B.)
Subject: RE: Pump insert test samples

Follow Up Flag: Follow up
Flag Status: Red

Gary:
One more thing, are you planning to nickel plate samples to avoid damage from mounting? I think it would be a good idea.
Jimmy

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

From: Jimmy Lee
Sent: Wednesday, December 10, 2003 12:01 PM
To: 'Korth, Gary'
Cc: Plasencia, David (D.B.); 'Placha, Diana (D.)'
Subject: RE: Pump insert test samples

Gary:
Please add some samples with and without calibration to your sample plan. Jimmy

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Wednesday, December 10, 2003 10:34 AM
To: Jimmy Lee
Cc: Plasencia, David (D.B.)
Subject: FW: Pump insert test samples

Jimmy...It doesn't look like Gary's going to send any parts that haven't been through 'calibration'. Didn't we request that from him previously? We should ask him to send a couple of the non 'calibrated' (#2a & #2b) to both you and I for Met comparison purposes.

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Friday, December 05, 2003 4:00 PM
To: Daikin - Jimmy Lee (E-mail)
Cc: Daikin - Mike Berry (E-mail); Ford - Diana Placha (E-mail); FPM -

Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Ford - Jerry Lehman (E-mail); Hayden, Richard; Egli, Felix
Subject: Pump insert test samples

Jimmy,

The plan is to have samples prepared and shipped to you and Diana based on the breakdown listed below. If things go as planned I will ship parts on 12/10/03 or 12/11/03. My understanding is that for the parts at .0006 compound zone (CZ) thickness the thickness will be determined by the measurement on the flat. The reasoning for that, is the process and measuring method would then be the same as prior to March of 2003. For the .002 CZ thickness the determination will be made by thickness on the spline. For the parts with .00025 CZ thickness the determination will be on the flat. However, in all cases measurements will be made and recorded from both areas. It was agreed that FPM, MPI, Daikin and Ford would all measure parts and record the results this way to verify if a thickness correlation exists between the two areas and also to be able to compare results from the different labs.

If a different distribution or sampling is desired, please notify me prior to Tuesday morning. After that it may be difficult to change.

To break it down further I would plan:

1. 50 parts at 0.0006 layer thickness.
 - a. 35 parts not tempered to create needles.
 - 5 to be checked for layer thickness on flat and spline at FPM.
 - 3 to be gauged and checked for layer thickness on flat and spline at MPI.
 - 5 to be gauged and sent to Daikin.
 - 7 to be gauged and sent to Ford.
 - 15 not to be gauged, held at MPI.
 - b. 15 parts tempered at 600 degrees F to create nitrite needles.
 - 2 to be checked for layer thickness on flat and spline at FPM.
 - 2 to be gauged and checked for layer thickness on flat and spline at MPI.
 - 3 to be gauged and sent to Daikin.
 - 3 to be gauged and sent to Ford.
 - 5 not to be gauged, held at MPI.
2. 50 parts at 0.0020 layer thickness.
 - a. 35 parts not tempered to create needles.
 - 5 to be checked for layer thickness on flat and spline at FPM.
 - 5 to be gauged and checked for layer thickness on flat and spline at MPI.
 - 5 to be gauged and sent to Daikin.
 - 5 to be gauged and sent to Ford.
 - 15 not to be gauged, held at MPI.
 - b. 15 parts tempered at 600 degrees F to create nitrite needles.

2 to be checked for layer thickness on flat and spline
at FPM.
2 to be gauged and checked for layer thickness on flat
and spline at MPI.
3 to be gauged and sent to Daikin.
3 to be gauged and sent to Ford.
5 not to be gauged, held at MPI.

3. 25 parts at 0.00025 layer thickness. These parts to be evaluated for
possible specification change.

3 to be checked for layer thickness on flat and spline
at FPM.
2 to be gauged and checked for layer thickness on flat
and spline at MPI.
5 to be gauged and sent to Daikin.
5 to be gauged and sent to Ford.
10 not to be gauged, held at MPI.

Sincerely yours,
Gary Korth
SQA Engr.

From: Placha, Diana (D.)
Sent: Wednesday, January 05, 2005 12:50 PM
To: 'GKorth@mpi-int.com'
Subject: RE: Pump insert prototypes

Follow Up Flag: Follow up
Flag Status: Red

Gary...I'm not aware of any new requirements. These parts are not for the prototype build program and therefore do not require a full layout. You should be able to ship them in with a shipping slip (including PO #) without any problems.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Sqe, Prototype (PSQE.) On Behalf Of Olson, Jim (J.A.)
Sent: Wednesday, January 05, 2005 8:44 AM
To: Placha, Diana (D.)
Cc: Macmaster, Barry (B.D.)
Subject: RE: Pump insert prototypes

Diana,

The only requirements that I can think of, are the ewarrant prototype requirements which are NOT new. They are the same as the past 6 years. We only change the forms periodically.

Ford Motor Company
Automatic Transmission Prototype Operations Supplier Quality Engineering
(734)523-3007
Email: psqe@ford.com <mailto:psqe@ford.com> Web Site: <http://web.tpmsqe.ford.com>

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

From: Macmaster, Barry (B.D.)
Sent: Tuesday, January 04, 2005 6:36 AM
To: Olson, Jim (J.A.)
Subject: FW: Pump insert prototypes

Jim could you explain requirements to Diana thanks.

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

From: Placha, Diana (D.)
Sent: Monday, January 03, 2005 7:44 AM
To: Macmaster, Barry (B.D.)
Cc: 'gkorth@mpi-int.com'
Subject: FW: Pump insert prototypes

Happy New Year Barry!

I ordered some prototype parts from one of my suppliers. According to his note below, there are new requirements prior to shipping. Can you please let me know what those requirements are?

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Thursday, December 23, 2004 8:26 AM
To: Placha, Diana (D.)
Subject: Pump insert prototypes

Diana,

Please call me when you get a chance (608-764-5416). I just found out that Ford has some requirements on shipping and submitting prototypes that I was not aware of. Just want to know if you require them or if some things can be waived. The largest time consuming issue is the requirement for a "QW" form which includes a full layout of each part number.

I will be in the office until noon (central time) today (12/23/04) and next week Wednesday (12/29/04) all day unless something changes my priorities. After that it will be on Monday next year.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Wu, Bill (B.)
Sent: Friday, August 27, 2004 12:24 PM
To: Schroeder, Robert (R.C.)
Cc: Placha, Diana (D.); Plasencia, David (D.B.)
Subject: RE: Pump drive spline insert

Follow Up Flag: Follow up
Flag Status: Red

Bob, We are aware of this issue with the internal spline being worn away on the pump drive insert in Hybrid and AX4S/N Converters. Diana is still investigating for the root cause. Please set this cover aside, so that we can inspect it on Monday. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Schroeder, Robert (R.C.)
Sent: Friday, August 27, 2004 11:57 AM
To: Placha, Diana (D.)
Cc: Wu, Bill (B.)
Subject: Pump drive spline insert
Importance: High

Diana,

I'm working with Gary Alex, Alma and Autocraft today on some converter reman failures. One of the converters that failed was an AX4N/S. Upon cutting open we found that the spline on the pump drive insert had been worn away. Have you seen this issue in the past or do you know of any failures with this type of issue? Thank you.

Regards,

Robert Schroeder
Torque Converter Lab
Phone: (734)523-6092

From: Adamski, Raymond (R.J.)
Sent: Tuesday, October 28, 2003 9:38 AM
To: Placha, Diana (D.); Plasencia, David (D.B.); Fallu, John (W.); Baum, Joe (J.M.); Wu, Bill (B.)
Subject: Spline plate meeting at 10:00

Follow Up Flag: Follow up
Flag Status: Red

I have be at MPG this morning to assess a possible vehicle durability failure.
I understood yesterday there may be some metallurgy results.
Please meet and discuss in my absence.

John and I will need to work out the final 6-panel chart later today.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Placha, Diana (D.)
Sent: Wednesday, January 04, 2006 7:21 AM
To: Baert, Kevin (K.E.)
Subject: TR YC8010

Follow Up Flag: Follow up
Flag Status: Red

I have measured the parts that completed testing and determined that we no longer need to test the remaining samples and can therefore close out the TR. Please let me know if you have any questions.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393
Email: DPLACHA@ford.com
Text Page: 7342964342@myairmail.com

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

From: TESTnet project [mailto: testnet@eccas595.dearborn.ford.com]
Sent: Wednesday, January 04, 2006 5:30 AM
Subject:

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: N/A
OBJECT: N/A
DATE: 04-Jan-2006 00:13
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 10
OBJECT: PDI 8
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20

DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40

OBJECT: PDI 38
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 04-Jan-2006 00:12

FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 8

OBJECT: PDI 6

DATE: 04-Jan-2006 00:12

FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 9

OBJECT: PDI 7

DATE: 04-Jan-2006 00:12

FROM: AMOTLEY

From: Adamski, Raymond (R.J.)
Sent: Wednesday, November 12, 2003 12:45 PM
To: Placha, Diana (D.B.)
Subject: FW: Transmission V229 Open Concerns

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Below is what I've updated the vehicle team so far.
I haven't received any "feedback" on how satisfied they are.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Tuesday, November 11, 2003 4:26 PM
To: Dubovsky, Chad (C.R.); Hatsios, Beth (B.A.)
Cc: Fallu, John (W.); Middione, Jerry (J.J.); Bock Sr., David (T.)
Subject: Transmission V229 Open Concerns

Chad, Beth,

Regarding:

C11578386

We have entered Global 8D #35881 in the system to track the failed differential carrier issue. There are more details in there than I could contain to our phone conversation.

C11565485

Global 8D #34605 has not been updated. The actions since last update have focused on verification of the metallurgical root cause. The supplier is disputing whether what we observed is actually a metallurgical defect or a side-effect of the analysis process. We have confidence in our actions and are in-progress on resolving this dispute.

Please contact me if you need anything. I may not be able to cover the durability PAT tomorrow, and John also will not be present.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Placha, Diana (D.)
Sent: Monday, March 14, 2005 11:45 AM
To: Grytzelius, Bryant (D.); Plasencia, David (D.B.)
Cc: Mclaughlin, Robert (R.J.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Follow Up Flag: Follow up
Flag Status: Red

I got this trans back from Canada and gave it to Bob for inspection. I actually got two trans assemblies back at the same time and there was a mix up with paperwork. The transmission below did not fail for no forward or reverse gears. Bob's going to send an update to his teardown notice. This trans is out of our window for suspected PDI failures. The other trans did go down for no forward or reverse gears. Bob hasn't sent that teardown notice yet. That transmission does fall in our suspect window.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Grytzelius, Bryant (D.)
Sent: Monday, March 14, 2005 10:31 AM
To: Plasencia, David (D.B.); Placha, Diana (D.)
Cc: Mclaughlin, Robert (R.J.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Have you seen this? Does this fall in the suspect time frame?

Bryant Grytzelius (Bgrytz@Ford.com)
Torque Converter Engineering Manager
734-52-35584 (fax 734-52-53449)

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

From: Mclaughlin, Robert (R.J.)
Sent: Monday, March 14, 2005 10:11 AM
To: Grytzelius, Bryant (D.)
Subject: UPDATED 4F50N TEARDOWN NOTICE!

User: rmclaug8 - has performed some updates on the following teardown report.

4F2P-AB-43215276

4F50N

V229 2004

F/R

26912

Customer Return

680512

B-5

No engagement

No FWD-REV

Updated Details:

None

Transmission:

Species:

Program:

Vehicle/Cell:

Duration:

Usage:

Work Order:

Table:

Major Concern:

Reason For Teardown:

[View Full Teardown Report](#) NOTE: If link not functional for you? Copy below URL and paste into your web browsers address/location field.

http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1593&trans_id=2063&report=5100N630

[SUBSCRIBE OR UNSUBSCRIBE](#) to this email.

http://www.ateotestdata.ford.com/ateo_app/teardown/subscriptions.cfm?report=5100N630

NOTE: If you are having problems viewing teardown report via link listed above, please contact Tom Hanson 523-5260.

From: Mclaughlin, Robert (R.J.)
Sent: Monday, March 14, 2005 11:11 AM
To: Placha, Diana (D.B.)
Subject: UPDATED 4F50N TEARDOWN NOTICE!

Follow Up Flag: Follow up
Flag Status: Red

User: rmclaug8 - has performed some updates on the following teardown report.

4F2P-AB-43215276	Transmission:
4F50N	Species:
V229 2004	Program:
F/R	Vehicle/Cell:
26912	Duration:
Customer Return	Usage:
680512	Work Order:
B-5	Table:
No engagement	Major Concern:
No FWD-REV	Reason For Teardown:
Updated Details:	
None	

[View Full Teardown Report](#) NOTE: If link not functional for you? Copy below URL and paste into your web browsers address/location field.

http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1593&trans_id=2063&report=5100N630

[SUBSCRIBE OR UNSUBSCRIBE](#) to this email.

http://www.ateotestdata.ford.com/ateo_app/teardown/subscriptions.cfm?report=5100N630

NOTE: If you are having problems viewing teardown report via link listed above, please contact Tom Hanson 523-5260.

From: Lemon, Bob (R.M.)
Sent: Monday, January 26, 2004 2:32 PM
To: Placha, Diana (D.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Follow Up Flag: Follow up
Flag Status: Red

DIANA, I LABELED THE CONVERTER AND DELIVERED IT TO THE LAB.

BOB LEMON
TORQUE CONVERTER
PHONE: (734) 45-80120 TEXT PAGER: BLEMON1
GOOD GUYS WEAR BLACK

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

From: Placha, Diana (D.)
Sent: Friday, January 23, 2004 3:36 PM
To: Lemon, Bob (R.M.)
Subject: FW: UPDATED 4F50N TEARDOWN NOTICE!

Bob...Can you please pick this converter up for me and take it down to the lab?

Thanks,

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Adamski, Raymond (R.J.)
Sent: Friday, January 23, 2004 3:31 PM
To: Placha, Diana (D.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Yes, and there will be another trans TD notice tomorrow.
I believe that these both have the 7/8/03 build dates w/ the suspect PDI's
but I'll have to double check (or I guess you'll know from the converter dates!)

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Placha, Diana (D.)
Sent: Friday, January 23, 2004 1:17 PM
To: Adamski, Raymond (R.J.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Can I have the converter for inspection and teardown?

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393
Email: <<< <mailto:DPLACHA@FORD.COM>>>>
Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: radamsk2@ford.com [mailto:radamsk2@ford.com]
Sent: Friday, January 23, 2004 10:30 AM
To: DPLACHA@ford.com
Subject: UPDATED 4F50N TEARDOWN NOTICE!

User: radamsk2 - has performed some updates on the following teardown report.

4F2P-AA-41000107

4F50N

V229 2004

318W794

17985

LVC Durability

0522317

B-7

Pad wear at the final drive pinions on the reverse/coast side.

Test Complete

Updated Details:

Trans is displayed on B-7.

Transmission:

Species:

Program:

Vehicle/Cell:

Duration:

Usage:

Work Order:

Table:

Major Concern:

Reason For Teardown:

[View Full Teardown Report](#) NOTE: If link not functional for you? Copy below URL and paste into your web

browsers address/location field.

[http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1483
&trans_id=1677&report=5100N630](http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1483&trans_id=1677&report=5100N630)

[SUBSCRIBE OR UNSUBSCRIBE](#) to this email.

http://www.ateotestdata.ford.com/ateo_app/teardown/subscriptions.cfm?report=5100N630

NOTE: If you are having problems viewing teardown report via link listed above, please contact Tom Hanson 523-5260.

From: Placha, Diana (D.)
Sent: Monday, September 27, 2004 5:57 PM
To: Fallu, John (W.)
Cc: Clark, Janelle (J.A.); Plasencia, David (D.B.)
Subject: RE: Updated: 4F50N/4F46S Problem Meeting

Follow Up Flag: Follow up
Flag Status: Red

Pump Drive Insert Spline Wear Investigation Update: I spoke with Joel in the Met Lab. He's completed his analysis and will have the data/report available for review this Wednesday 29-Sep-2004. He did give me a quick update and indicated that the part appears to be within spec concerning the white layer. He noticed that the part did have evidence of nitride needles in the remaining spline area but was going to have Jerry Lehman take a look at it for a second opinion. I will forward the report to you once I receive it.

I am also looking at warranty in order to help us determine the root cause behind the failure as well as establish a good test that will duplicate what we see in the field (in regards to misalignment, loading). I noticed that we had a couple of broken pump shafts at low mileage and was wondering if there is any type of misalignment/non-typical loading that could be causing the failures. I've contacted a couple of dealers for additional repair information as well as Autocraft and Alma for recent warranty returns.

Alternate designs and heat treat processes are being investigated to eliminate our issue. I will be requesting quotes from suppliers in the next couple of weeks.

I am also traveling to Alma Oct 7th to review AX converter warranty returns. I'll provide an update on my findings afterwards.

Please let me know if you have any questions. I'll have my pager with me tomorrow.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Fallu, John (W.)
Sent: Thursday, September 23, 2004 2:20 PM
To: Placha, Diana (D.)
Cc: Clark, Janelle (J.A.); Miseta, Csaba (C.B.); Borneo, Joseph (J.A.)
Subject: RE: Updated: 4F50N/4F46S Problem Meeting

Janelle,

Please cancel the problem meeting for this week.

Diana, please just send an email update.

Csaba/Joe, Could one of you provide a closing statement for the shudder issue so Janelle can add it to the tracker and close the issue?

Thanks.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Placha, Diana (D.)
Sent: Thursday, September 23, 2004 2:13 PM
To: Clark, Janelle (J.A.)
Cc: Fallu, John (W.)
Subject: Declined: Updated: 4F50N/4F46S Problem Meeting
When: Tuesday, September 28, 2004 8:00 AM-9:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: W221F, ATO

Janelle...I was going to be on vacation the 28th since my Grandfather is having surgery that day. Can you please re-schedule my issue to another week or I can provide a written update Monday (I have the latest sample in the Met Lab and Joel is doing the analysis).

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<<mailto:DPLACHA@FORD.COM>>>>>

Text Page: <<<<mailto:7342964342@airtouchpaging.com>>>>>

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From: TESTnet project [testnet@eccas595.dearborn.ford.com]
Sent: Friday, August 12, 2005 5:30 AM

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 10
OBJECT: PDI 8
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40
OBJECT: PDI 38
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 8
OBJECT: PDI 6
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.

REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 9

OBJECT: PDI 7

DATE: 12-Aug-2005 00:18

FROM: AMOTLEY

From: TESTnet project [testnet@eccas595.dearborn.ford.com]
Sent: Wednesday, August 17, 2005 5:30 AM

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 10
OBJECT: PDI 8
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40
OBJECT: PDI 38
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 8
OBJECT: PDI 6
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 9
OBJECT: PDI 7
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

From: TESTnet project [testnet@eccas595.dearborn.ford.com]
Sent: Wednesday, January 04, 2006 5:30 AM
Subject:

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: N/A
OBJECT: N/A
DATE: 04-Jan-2006 00:13
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 10
OBJECT: PDI 8
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40
OBJECT: PDI 38
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 8
OBJECT: PDI 6
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 9
OBJECT: PDI 7
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

From: Simmermon, Joel (J.)
Sent: Thursday, November 13, 2003 10:49 AM
To: Placha, Diana (D.B.)

Diana,

Could you please put me on the cc list for meeting notices, I do not think I have been. Also, has there been a list generated yet on who has what assignment. I know it was mentioned and I think Jimmy was going to generate the list.

I received samples from G. Korth yesterday...could you refresh my memory on what they were. There was only a numeric code on the side. Do you want me to call Gary???

Talk to you later.

Thank-you,

Joel Simmermon

jsimmerm@ford.com
734.266.8553

From: Simmermon, Joel (J.)
Sent: Wednesday, February 23, 2005 7:51 AM
To: Placha, Diana (D.)

Attachments: 0673924_500x.jpg



0673924_500x.jpg

From: Plasencia, David (D.B.)
Sent: Thursday, November 13, 2003 11:35 AM
To: Placha, Diana (D.)
Subject: PDI

Follow Up Flag: Follow up
Flag Status: Red

Diana, can you get with Jimmy Lee and arrange for Daikin, MPI and FPM to meet with Bryant and Gary Lehman at Ford Tuesday or Wed of next week.

*David Plasencia
Section Supervisor
6R/FN/AXHybrid/CD240L/Advanced
Torque Converter Engineering
734-266-9681
734-525-3449 FAX
734-797-9102 Page*

From: Wu, Bill (B.)
Sent: Monday, September 20, 2004 5:27 AM
To: Placha, Diana (D.)
Cc: Lemon, Bob (R.M.)
Subject: RE: PDI

Follow Up Flag: Follow up
Flag Status: Red

Diana, The Hybrid torque converter cover was picked up on Friday afternoon. The Converter Lab cut out the pump drive insert. The insert is in the Metalurgical Lab for inspection. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Placha, Diana (D.)
Sent: Friday, September 17, 2004 9:26 AM
To: Lemon, Bob (R.M.)
Subject: FW: PDI

Bob...When you're next door, can you please check shipping & receiving for a package?

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Jimmy Lee [<mailto:jlee@ddcc.com>]
Sent: Friday, September 17, 2004 9:25 AM
To: Placha, Diana (D.)
Subject: RE: PDI

Shipped to ATNPC Livonia, ATTN of you, UPS RED (overnight delivery)
Jimmy

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Friday, September 17, 2004 8:29 AM
To: Jimmy Lee
Subject: PDI

Jimmy...Did you get a chance to ship out the pump drive insert?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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From: Brad Boucher [bradboucher@almaproducts.com]
Sent: Wednesday, November 19, 2003 1:48 PM
To: Placha, Diana (D.B.)
Cc: 'Alex, Gary (G.L.)'
Subject: RE: P.D.I. Spline Failures @ ALMA

Follow Up Flag: Follow up
Flag Status: Red

Typically we would run this volume weekly, however given our current production schedules for AX4N/S and with next week shortened due to the holiday, we are probably looking at a 2 week time frame to run this many covers.

Brad

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Wednesday, November 19, 2003 12:50 PM
To: 'bradboucher@almaproducts.com'
Cc: Alex, Gary (G.L.)
Subject: RE: P.D.I. Spline Failures @ ALMA

Brad...ALMA will see 500 covers within what type of time frame?

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Brad Boucher [mailto:bradboucher@almaproducts.com]
Sent: Wednesday, November 19, 2003 9:51 AM
To: 'Placha, Diana (D.)'
Cc: Gary Alex (G.L.) (E-mail)
Subject: RE: P.D.I. Spline Failures @ ALMA

Diana,

According to our operators that check the AX4N/S cover splines they typically find 3-4 stripped P.D.I. splines out of about 500 total covers inspected. I have asked them to start saving these for your review. As I get them I will send them to you.

Brad Boucher
Alma Products Company
989-463-1151 x322

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

From: Brad Boucher [mailto:bradboucher@almaproducts.com]
Sent: Tuesday, November 18, 2003 10:13 AM
To: 'Placha, Diana (D.)'
Cc: Gary Alex (G.L.) (E-mail)
Subject: RE: P.D.I. Spline Failures @ ALMA

Diana,

Yes, Alma has seen stripped oil pump splines in our remanufactured AX4N/S returns. We initially noticed this in 2/02, and the earliest converter build that we found it in was 8/7/01. We've had (32) total come back over the last two years, so it hasn't been a real high failure rate. We instituted a spline check in 4/02 and then upped it to a torque check in 5/03. We now torque check every cover spline at 74 ft-lbs, this is the torque spec we were using for the CD4E splines, so we just carried it over to the AX4N/S.

I do not have any samples to send you right now. I will notify our inspection department to hold all future covers with stripped splines for you.

Brad Boucher
Alma Products Company
989-463-1151 x322

> -----Original Appointment-----
> From: Placha, Diana (D.)
> Sent: Thursday, November 13, 2003 3:24 PM
> To: Placha, Diana (D.); Plasencia, David (D.B.); Alex, Gary (G.L.)
> Subject: P.D.I. Spline Failures @ ALMA
> When: Tuesday, November 18, 2003 1:00 PM-2:00 PM (GMT-05:00) Eastern Time
> (US & Canada).
> Where: Dave's Office
>
> Meeting Agenda: Determine if ALMA has seen any spline failures on the
> AX pump drive inserts. How many failures have been identified and
> when did ALMA initially notice the issue. What is ALMA doing to
> prevent distributing failed inserts back to customers (i.e. torque
> test (loading?))? Does ALMA have any covers with failed inserts that
> can be shipped to Ford? Does ALMA have any samples that are from a
> period prior to the initial noticed failures?
>
> Gary...Please forward this note to all applicable @ ALMA.
>
> Please let me know of any scheduling conflicts.
>
> Diana B. Placha
>

> Torque Converter Engineering
> * (734) 523-3393
> Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<
> <mailto:7342964342@airtouchpaging.com>>>
>

From: Adamski, Raymond (R.J.)
Sent: Tuesday, September 30, 2003 2:21 PM
To: Placha, Diana (D.B.)
Subject: FW: Notification of 4F50N Vehicle Dura Failure

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Here is the info on the vehicle.
Update is:

- Fluid condition did not appear severe.
- Converter was difficult to remove first time.
- Only issue noted on teardown that could cause symptom was suspect splines of pump drive shaft into converter.
- Pump and main controls functioned acceptably. In particular pressure at low speed appeared OK.
- Trans was reassembled and run on final test --failed for low line pressure
- Trans was run across final test with new torque converter and same pump shaft --passed.

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, September 25, 2003 9:05 AM
To: Grewal, Harpreet (H.); Buccellato, Robert (R.J.); Bird, Norm (N.J.); Edwards, Wallace (K.)
Cc: Fallu, John (W.)
Subject: Notification of 4F50N Vehicle Dura Failure

Gentlemen,
We currently have (4) 4.2L V229 durability vehicles running at MPG.
One of those vehicles, 318W794, has **failed for no fwd/no reverse**.
Fluid level is OK but appears black/burned.

Reportedly, the failure occurred suddenly on the high speed track during R312-PT (powertrain trailer tow). I am forwarding this to you because, given the description it sounds like a mechanical failure (sudden, no codes, black oil). We will be getting details on when the trans swap will take place. We are hoping the trans will be pulled and we can have it back at ATNPC for teardown Friday morning.

318W794 is a 4.2L V229 with the Job#2 trailer tow package. I will gather information regarding the test weights and how this compares to past V229 non-trailer tow package tests.

318W794 has approximately 28,690 miles of durability and has accomplished:

- R357 North Atlantic Structure Durability Test for Passenger Cars
415 cycles (5,866 miles)
- R312ST Trailer Tow Durability Test for Passenger Cars
52 cycles (1,058 miles)
- R358 North Atlantic Systems Durability Test for Passenger Cars

162 cycles (16,874 miles)
SRRC1 (R315) Severe Rough Road Countries Durability Test for Passenger Cars
125 cycles (1,859 miles)
R312PT Trailer Tow Durability Test for Passenger Cars
"18%" complete (27/150 cycles, 2087/11,595 miles)
Approximate Mileage at failure: 28,690

318W794 is still scheduled to run:

R359 North Atlantic High Speed Powertrain Test for Passenger Cars
50 cycles (mileage varies)
R314 High Speed High Ambient Temperature Durability Test
177 cycles*
*May not be scheduled this time, but would normally be expected

Note: 318W794 has accomplished the most test mileage and most test procedures without transmission incident of any V229 4.2L vehicle durability thus far. However, the vehicle has experienced related items:

- Turbine speed sensor wires smashed, causing MIL codes for loss of signal and engine rev limiter reached.
- Leaking #3 powertrain mount (hydromount--mounts to transmission aft on pass side)

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamskz@ford.com

From: wprc@ford.com
Sent: Tuesday, February 15, 2005 12:25 PM
To: Placha, Diana (D.B.)
Subject: New Request, Reference # 694

Follow Up Flag: Follow up
Flag Status: Red

Your request is submitted to WPAC-PRS system. Your temporary web Reference number: 694

From: Clark, Janelle (J.A.)
Sent: Wednesday, December 10, 2003 12:11 PM
To: Adamski, Raymond (R.J.); Fallu, John (W.)
Cc: Placha, Diana (D.); Paramasivam, Sarav (S.)
Subject: RE: New E-tracker Issue

Follow Up Flag: Follow up
Flag Status: Red

I also assigned the Torque Converter Pump Drive issue a number: N630-95. It will be discussed next Tuesday.

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

From: Adamski, Raymond (R.J.)
Sent: Wednesday, December 10, 2003 11:27 AM
To: Fallu, John (W.)
Cc: Clark, Janelle (J.A.)
Subject: RE: New E-tracker Issue

I added an E-tracker issue for the torque converter pump drive insert spline wear. The issue number is 773347. I put the next update date as 1/6/04 (John--want to change to 12/15/03?).

Janelle,
I know you usually handle the E-tracker-- could you check out 773347 to check if I made any mistakes or important omissions? Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Fallu, John (W.)
Sent: Wednesday, December 10, 2003 9:19 AM
To: Adamski, Raymond (R.J.)
Subject: New E-tracker Issue

Ray,
Could you put in an e-tracker issue for the T/C pump drive spline wear. I don't see it on our problem meeting agenda list. Thanks.

John W. Fallu
4F50N Vehicle Systems Supervisor
ph: 734-52-33862

From: Placha, Diana (D.)
Sent: Thursday, February 17, 2005 4:17 PM
To: Alex, Gary (G.L.); Sykes, Floyd (F.M.); 'bradboucher@almaproducts.com'
Cc: 'mikesimon@almaproducts.com,'; Armbruster, Phil (P.J.)
Subject: RE: New Cover Replacements 4F50N converters

Follow Up Flag: Follow up
Flag Status: Red

Just a minor correction...the pump drive inserts are not soft. In our investigation we found that during the heat treat process, nitride needles formed in the core material. It is our belief that these needles weaken the core material structure. This along with a thick and poor white layer in the area of the splines may be causing our failures. The supplier adjusted their heat treat process and implemented a spline white layer check and nitride needle check in November of 2003. The first converters that were built with this certified stock were in January of 2004. This requested cover assembly quarantine applies to converters built by Exedy prior to January 2004 for the 2004 MY.

Report of failed units indicate that they are from this time period. I have yet to receive units from the field to verify the material and heat treat structure but I have requested that several be sent back to me.

I investigated different heat treat and material options that can be used in production and service. I have received samples and will start the DOE testing within the next couple of weeks.

Please let me know if you have any questions.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Alex, Gary (G.L.)
Sent: Thursday, February 17, 2005 3:20 PM
To: Sykes, Floyd (F.M.); 'bradboucher@almaproducts.com'
Cc: Placha, Diana (D.); 'mikesimon@almaproducts.com,'; Armbruster, Phil (P.J.)
Subject: New Cover Replacements 4F50N converters

Floyd

All 4F50N Torque Converters built before 01/08/04 have soft **pump drive inserts** causing failure on 2004 & 2003 Vehicles. Engineering has requested Alma Products.

To **Quarantine all converter covers /built before the 1-8-04 date**. And replace with New This will add cost to the Reman Process (**New Cover Replacement**).

Alma needs to purchase a Plasma welder to replace the pump drive insert to save on cost but that will we months out. I understand that Livonia plant has one on the floor for and tagged by them? This request will only be Mandatory until a welder is in place for the (up and running cover replacement pump drive inserts parts).

Gary L Alex

Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Fallu, John (W.)
Sent: Thursday, November 20, 2003 9:00 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Middione, Jerry (J.J.)
Subject: Monday w/ Will Boddie

Follow Up Flag: Follow up
Flag Status: Red

FYI: This is the update I just sent to Kim Pittel...

I called David Parks to get the 2nd issue (Differential carrier failure) off of the agenda and was not able to do so. Apparently V229 is going through CC in early December and we need approval from Will to proceed with this as an open issue.

We will have a 6-panel type update for Monday that shows the fatigue crack and subsequent damage. We have an interim containment action which offers marginal improvement. We are putting together a rough plan to determine a permanent corrective action. This could be a difficult issue to correct given the package space constraints in the area.

The first one is a heat treat issue at the supplier. We will have an 8-D update with metallurgy results for this issue. We have tests planned to verify bad parts will fail and good parts don't. Permanent corrective actions was to change the way the supplier is performing process verification so that he is sectioning through the spline teeth to ensure good heat treat in this critical area.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

From: Placha, Diana (D.)
Sent: Friday, October 03, 2003 8:04 AM
To: Adamski, Raymond (R.J.)
Subject: RE: Info Regarding Pump Drive Failures

Follow Up Flag: Follow up
Flag Status: Red

Ray...Can you have someone take a look at the converter and let us know if it was built on the same date. The build date is located not only on the impeller shell but also on the cover.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 4:00 PM
To: Placha, Diana (D.); Fallu, John (W.); Wu, Bill (B.)
Subject: Info Regarding Pump Drive Failures

After the events of the day, the following is info I think the "team" will find relevant:

Fresh Part:

Since the discovery that both failures have the same converter BD, it is apparent that there is an unused transmission at MPG whose converter probably shares this 6/9/03 BD (both transmission failures were 7/8/03 special builds--there is a spare at MPG built 7/8/03). Diana and Bill, would either Gary Alex or Bob Lemon enjoy a trip to MPG to get this unit? I can make sure they meet all the right people--retrieval of the converter should be straightforward. If not, please page me so we can arrange something.

Past testing

Both recent failures in vehicle 318W794 and A443000 occurred between 28-29K miles of various durability procedures. Answering the question of how far single 4.2L V229 converters have run in vehicle durability:

Vehicle A4390038

Transmission XABP4954 achieved **69,544 miles** which included 5% of trailer tow and 134% of R314 (GCC) (standalone) requirements. In short, most miles were at high temp-high (vehicle) speed.

We have just received this transmission. We could have the converter tomorrow.

Vehicle A4330018

Transmission 3F2P-AB-000146 (PV build) achieved **57,520 miles** which included 84% of R315 (rough road)

100% of R312ST (trailer tow structural), and 33% of R314 (GCC).

*Note: It is very likely that these were both AE level.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:05 PM
To: Daikin - Mike Berry (E-mail); Placha, Diana (D.B.)
Subject: FW: W1818 - 1

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818



W1818

Sorry about how long this has taken. There have been a few technical problems. There will be 7 or 8 messages to get all 23 pictures to you. Please call with questions.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

<<W1818>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:50 PM
To: Korth, Gary
Subject: W1818

Attachments: IMAGE001.JPG; IMAGE002.JPG; IMAGE003.JPG



IMAGE001.JPG
(204 KB)

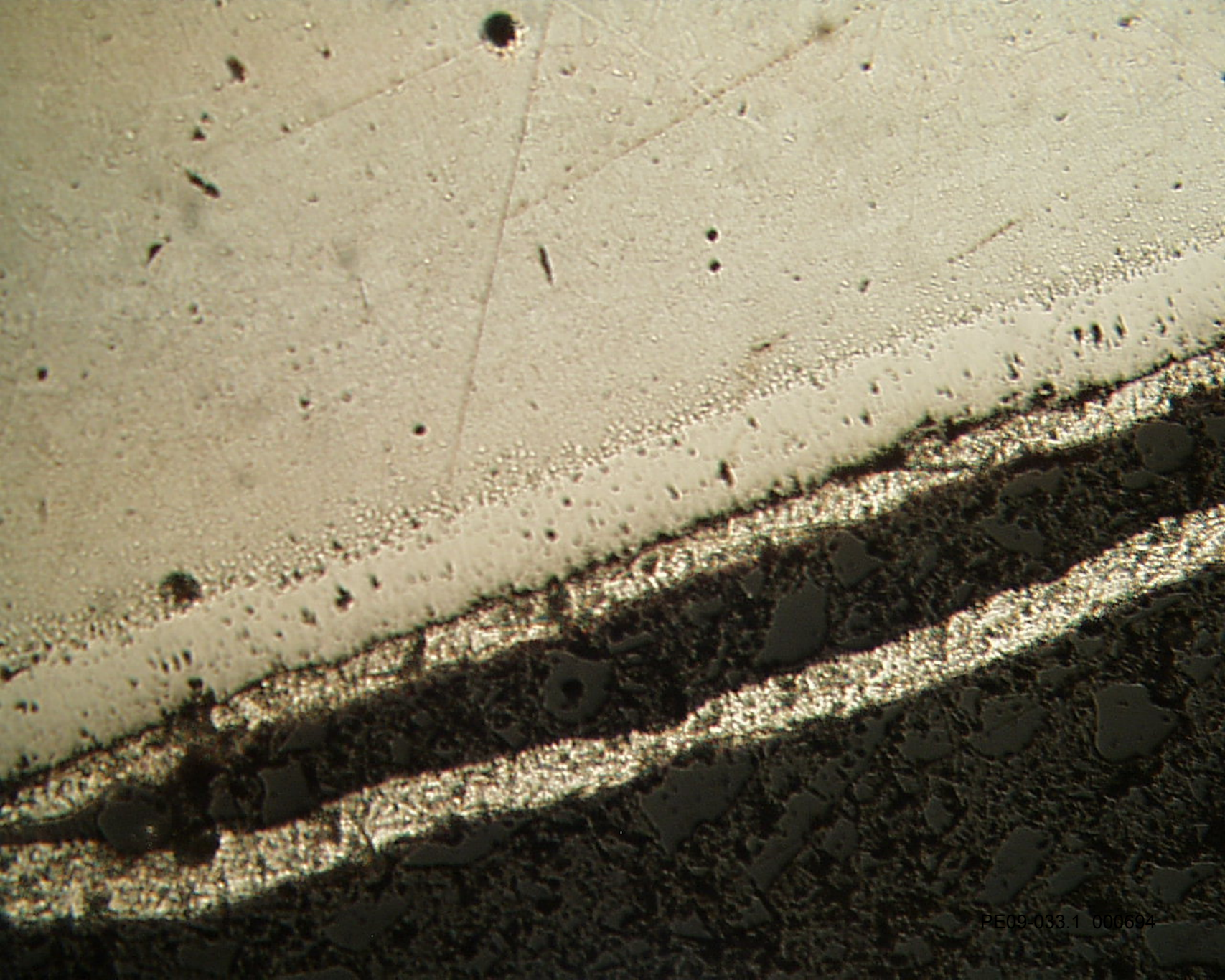


IMAGE002.JPG
(190 KB)

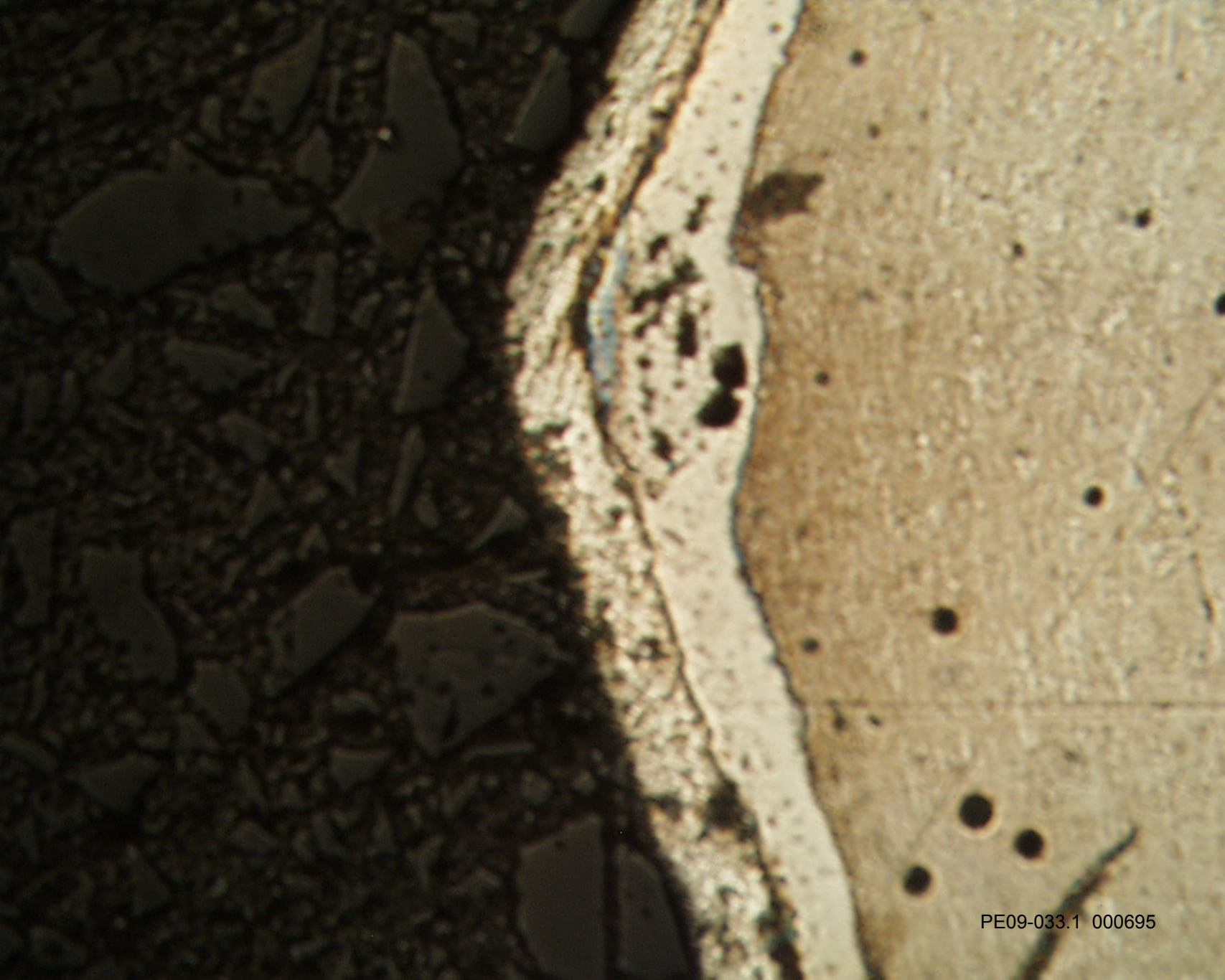


IMAGE003.JPG
(278 KB)

<<IMAGE001.JPG>> <<IMAGE002.JPG>> <<IMAGE003.JPG>>



PE09-033.1 000694



PE09-033.1 000695



From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:10 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 2

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 2



W1818 - 2

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 2>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:53 PM
To: Korth, Gary
Subject: W1818 - 2

Attachments: IMAGE004.JPG; IMAGE005.JPG; IMAGE006.JPG



IMAGE004.JPG
(292 KB)

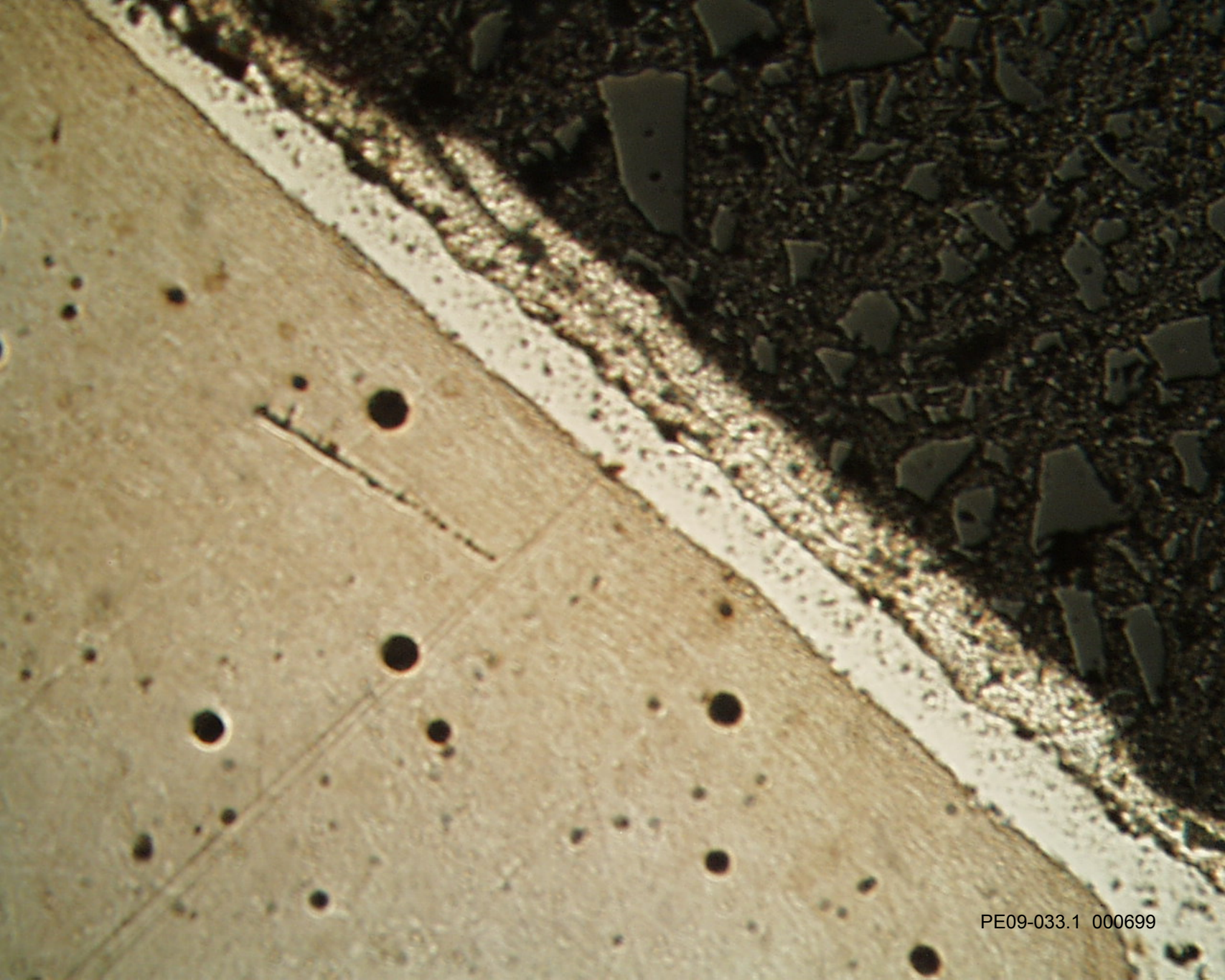


IMAGE005.JPG
(216 KB)

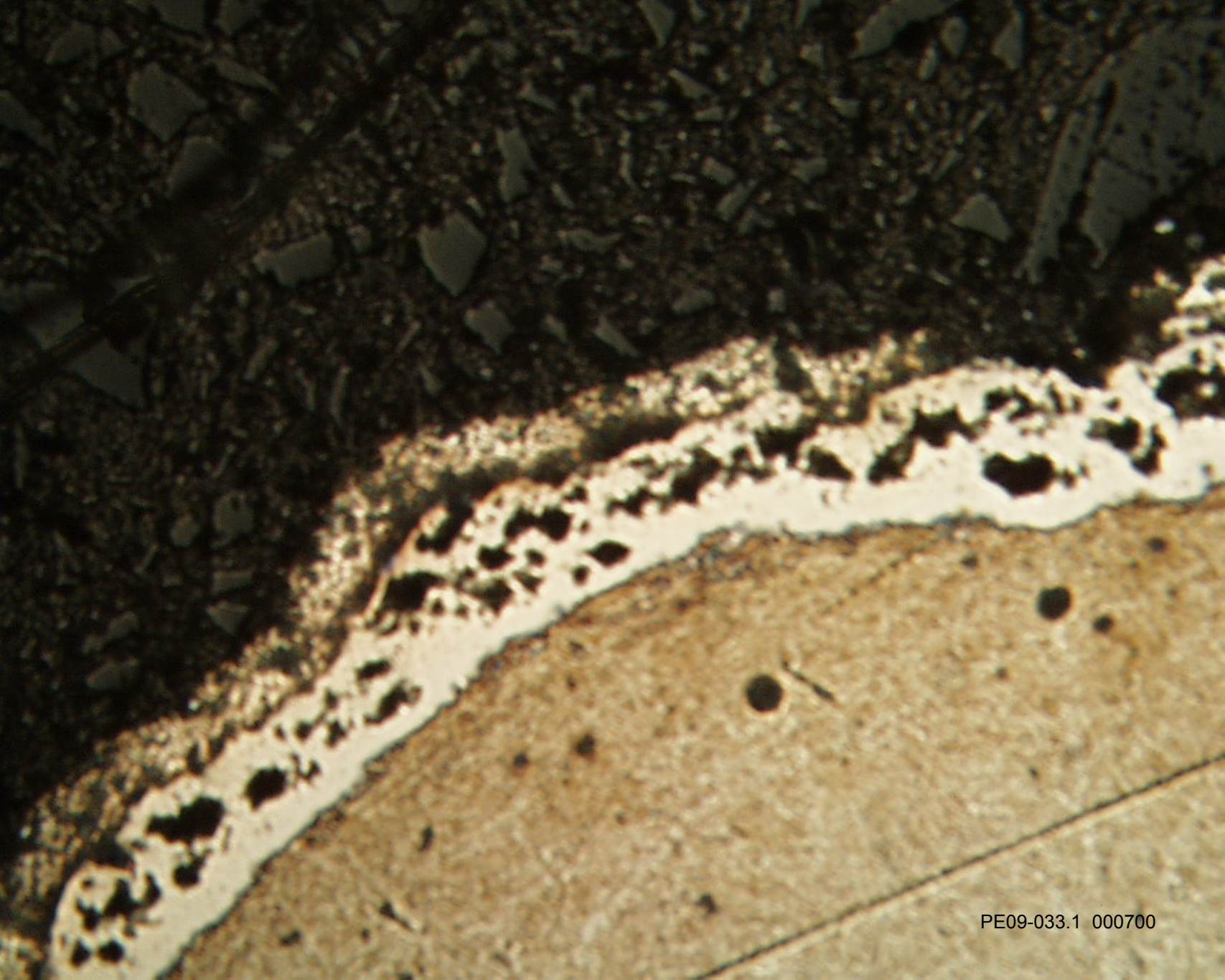


IMAGE006.JPG
(266 KB)

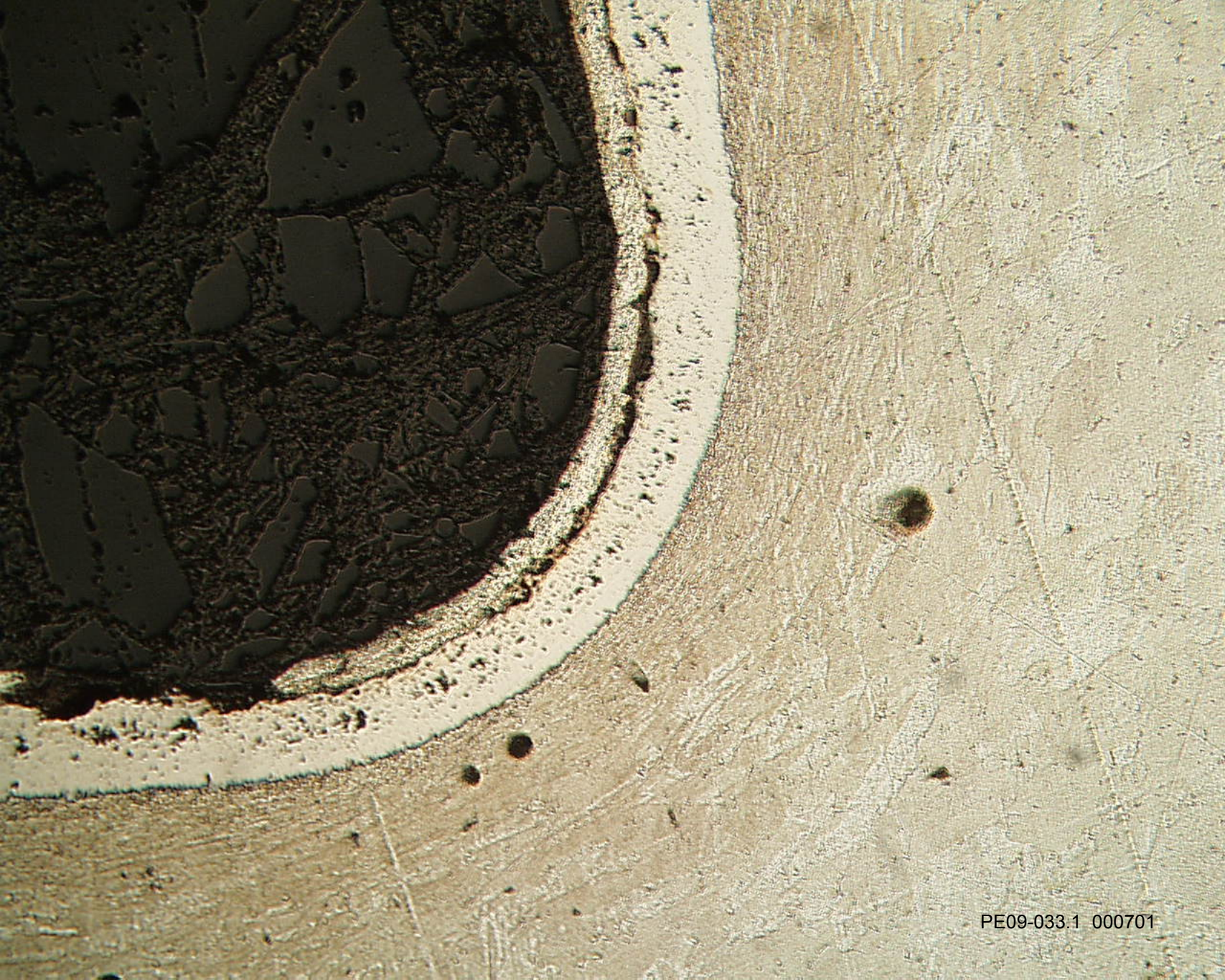
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PE09-033.1 000699



PE09-033.1 000700



PE09-033.1 000701

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:11 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 3

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 3



W1818 - 3

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 3>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:55 PM
To: Korth, Gary
Subject: W1818 - 3

Attachments: IMAGE007.JPG; IMAGE008.JPG; IMAGE009.JPG



IMAGE007.JPG
(212 KB)



IMAGE008.JPG
(264 KB)

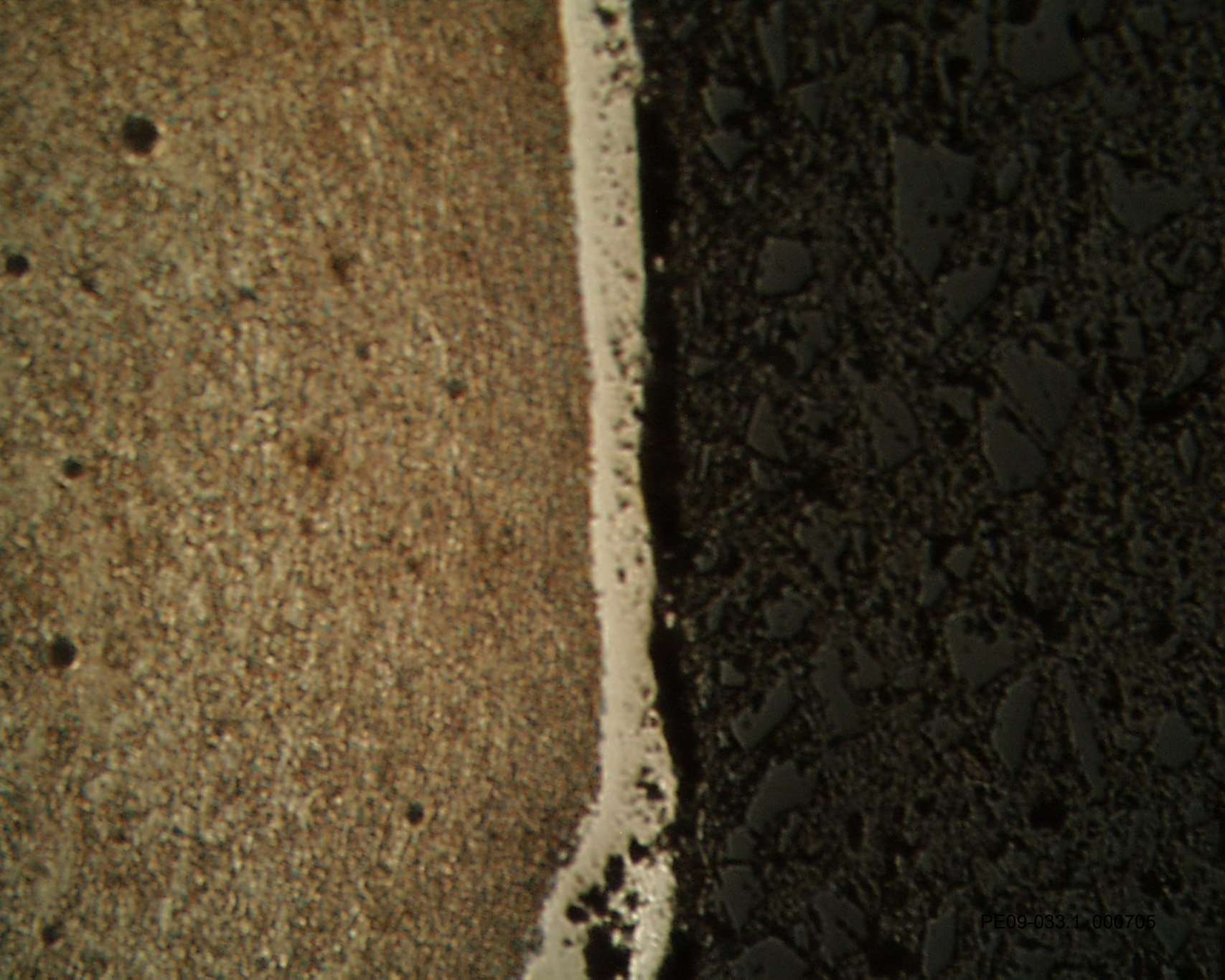


IMAGE009.JPG
(280 KB)

<<IMAGE007.JPG>> <<IMAGE008.JPG>> <<IMAGE009.JPG>>



PE09-033.1 000704



PE09-033.1_000705



PE09:033.1 000706

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:11 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 4

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 4



W1818 - 4

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 4>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:57 PM
To: Korth, Gary
Subject: W1818 - 4

Attachments: IMAGE010.JPG; IMAGE011.JPG; IMAGE012.JPG



IMAGE010.JPG
(180 KB)



IMAGE011.JPG
(268 KB)



IMAGE012.JPG
(272 KB)

<<IMAGE010.JPG>> <<IMAGE011.JPG>> <<IMAGE012.JPG>>



PE09-033.1 000709



PE09-033.1 000710



PE09-033.1 000711

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:12 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 5

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 5



W1818 - 5

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 5>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:59 PM
To: Korth, Gary
Subject: W1818 - 5

Attachments: IMAGE013.JPG; IMAGE014.JPG; IMAGE015.JPG



IMAGE013.JPG
(305 KB)



IMAGE014.JPG
(203 KB)

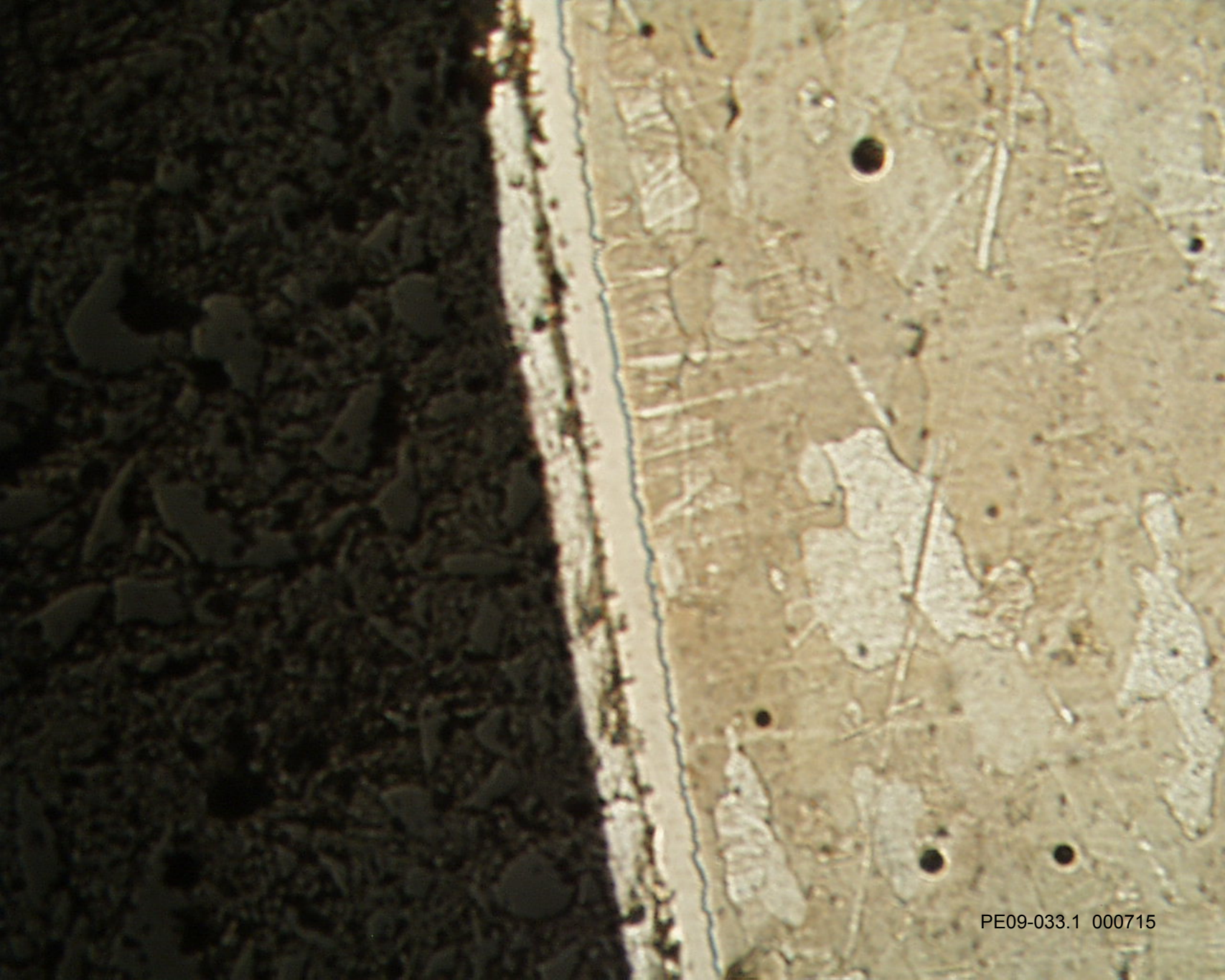


IMAGE015.JPG
(276 KB)

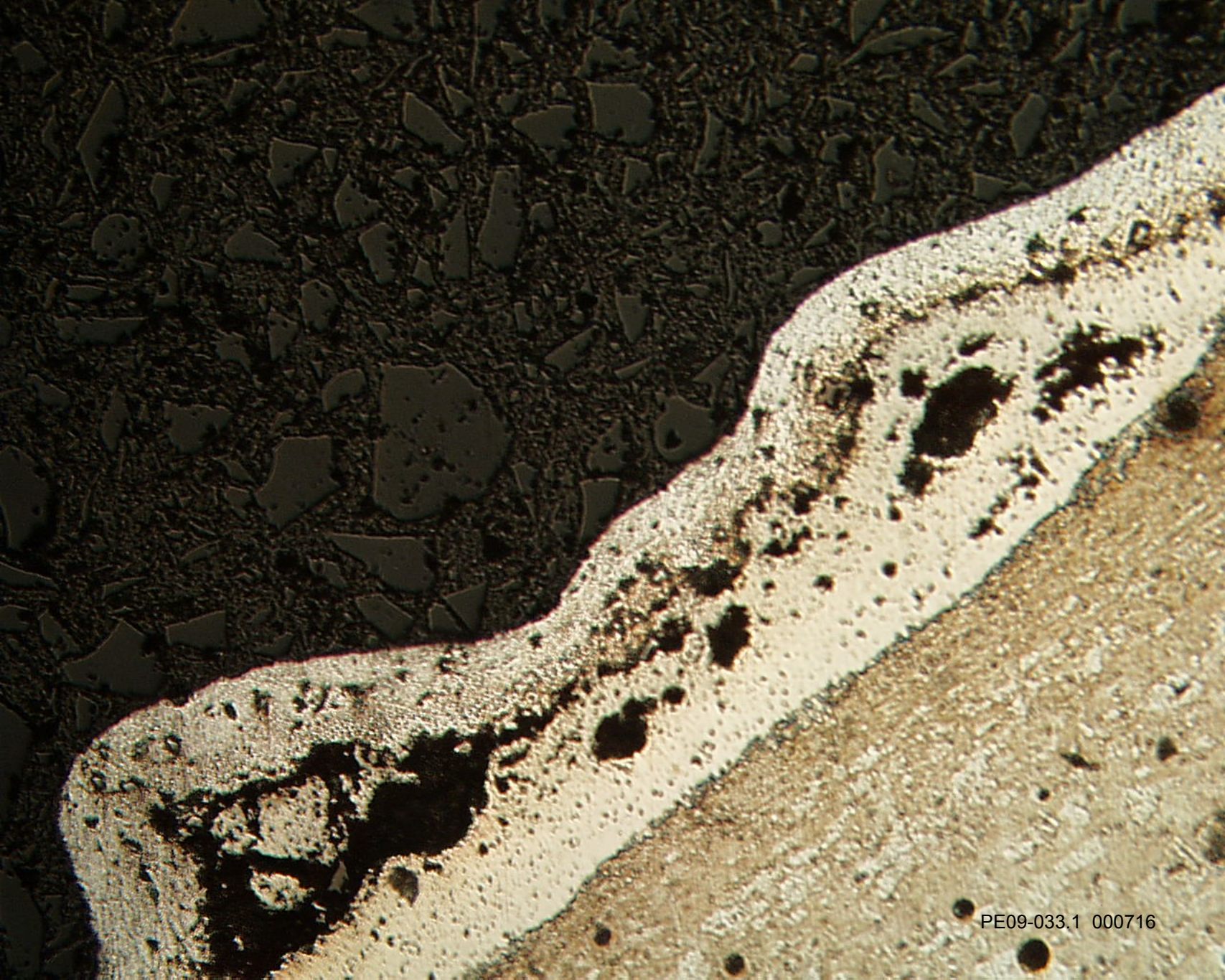
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PE09-033.1 000714



PE09-033.1 000715



PE09-033.1 000716

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:12 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 6

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 6



W1818 - 6

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 6>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:02 PM
To: Korth, Gary
Subject: W1818 - 6

Attachments: IMAGE016.JPG; IMAGE017.JPG; IMAGE018.JPG



IMAGE016.JPG
(210 KB)

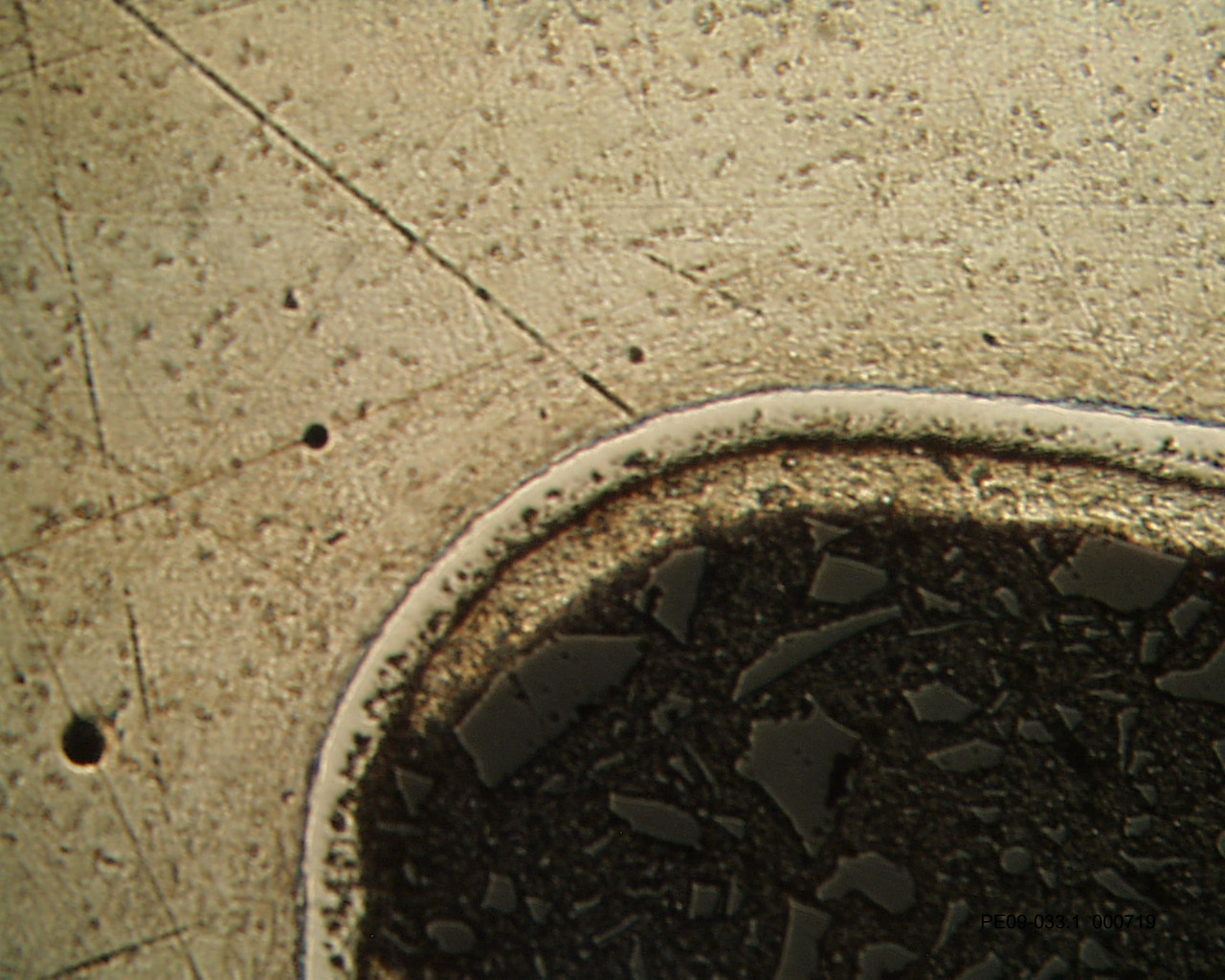


IMAGE017.JPG
(210 KB)



IMAGE018.JPG
(267 KB)

<<IMAGE016.JPG>> <<IMAGE017.JPG>> <<IMAGE018.JPG>>





PE09-033.1 000720



PE09-033.1 000721

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:13 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 7

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 7



W1818 - 7

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 7>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:04 PM
To: Korth, Gary
Subject: W1818 - 7

Attachments: IMAGE019.JPG; IMAGE020.JPG; IMAGE021.JPG



IMAGE019.JPG
(302 KB)



IMAGE020.JPG
(267 KB)



IMAGE021.JPG
(208 KB)

<<IMAGE019.JPG>> <<IMAGE020.JPG>> <<IMAGE021.JPG>>





PE09-033.1 000725



PE09-033.1 000726

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:13 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 8

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 8



W1818 - 8

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 8>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:06 PM
To: Korth, Gary
Subject: W1818 - 8

Attachments: IMAGE022.JPG; IMAGE023.JPG



IMAGE022.JPG
(183 KB)

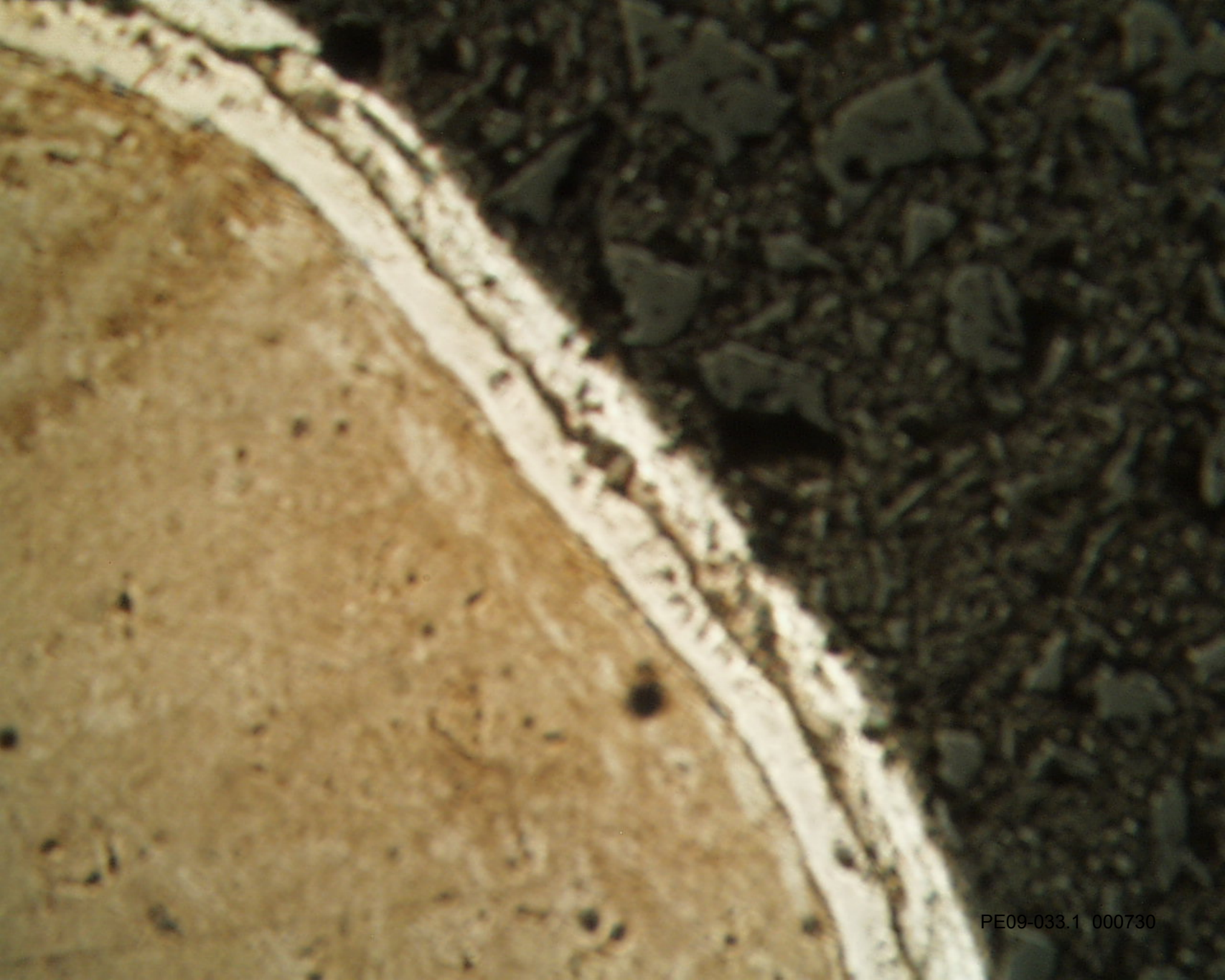


IMAGE023.JPG
(206 KB)

<<IMAGE022.JPG>> <<IMAGE023.JPG>>



PE09-033.1 000729



PE09-033.1 000730

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 25, 2003 11:54 AM
To: Placha, Diana (D.B.); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)
Cc: Hayden, Richard; Plasencia, David (D.B.); FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail)
Subject: RE: W1818 Calibration Machine 11-24-03.doc

Follow Up Flag: Follow up
Flag Status: Red

Attachments: RE: W1818 Calibration Machine 11-24-03.doc



RE: W1818
Calibration Machine . Diana,

The first three pictures of the attachment are the ones I sent on 11/24/03. The fourth and fifth pictures should answer the questions you had.

Please let me know if this covers those questions and if there is anything else you require.

We have blanked some more parts and FPM should be able to start running the test samples next week.

Sincerely yours,
Gary Korth
SQA Engr.

From: Placha, Diana (D.)
Sent: Monday, November 24, 2003 1:02 PM
To: Korth, Gary; Placha, Diana (D.B.); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)
Cc: Hayden, Richard; Plasencia, David (D.B.)
Subject: RE: W1818 Calibration Machine 11-24-03.doc

Importance: High

What centers and holds the pump drive insert in the fixture? Does the gauge have a lead in chamfer or flat end to engage the spline in the insert? What is the hydraulic force to actuate the gage?

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>> Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Monday, November 24, 2003 12:48 PM

To: Ford - Diana Placha (E-mail); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)

Cc: Hayden, Richard

Subject: W1818 Calibration Machine 11-24-03.doc

Diana,

Here are the pictures of the automated plug gauging machine. Sorry it took so long, but I was out sick last week.

<<W1818 Calibration Machine 11-24-03.doc>>

From: Placha, Diana (D.)
Sent: Monday, November 24, 2003 1:02 PM
To: 'Korth, Gary'; Placha, Diana (D.B.); 'Daikin - Jimmy Lee (E-mail)'; 'Daikin - Mike Berry (E-mail)'
Cc: 'Hayden, Richard'; Plasencia, David (D.B.)
Subject: RE: W1818 Calibration Machine 11-24-03.doc

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

What centers and holds the pump drive insert in the fixture? Does the gauge have a lead in chamfer or flat end to engage the spline in the insert? What is the hydraulic force to actuate the gage?

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>> Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Monday, November 24, 2003 12:48 PM

To: Ford - Diana Placha (E-mail); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)

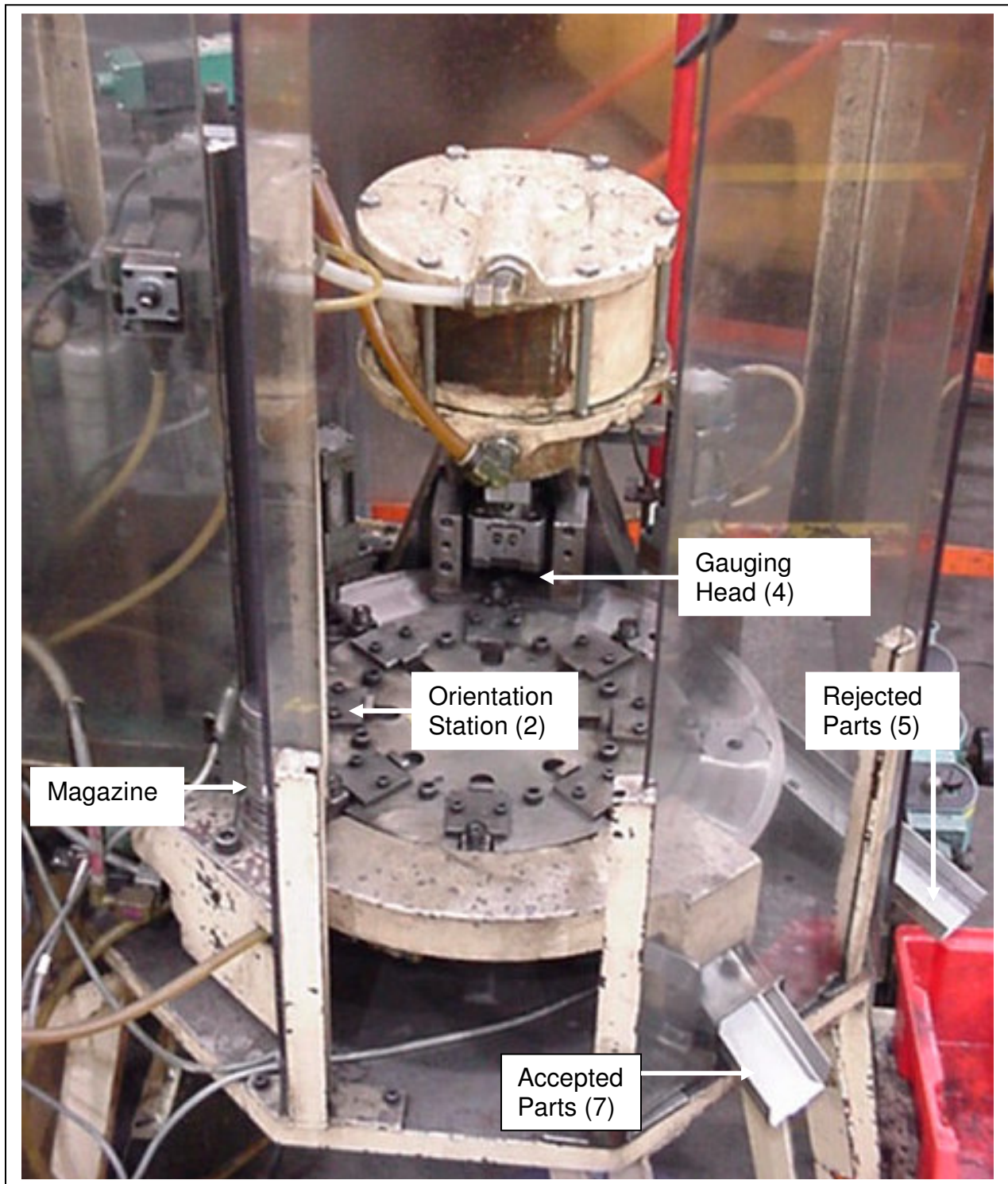
Cc: Hayden, Richard

Subject: W1818 Calibration Machine 11-24-03.doc

Diana,

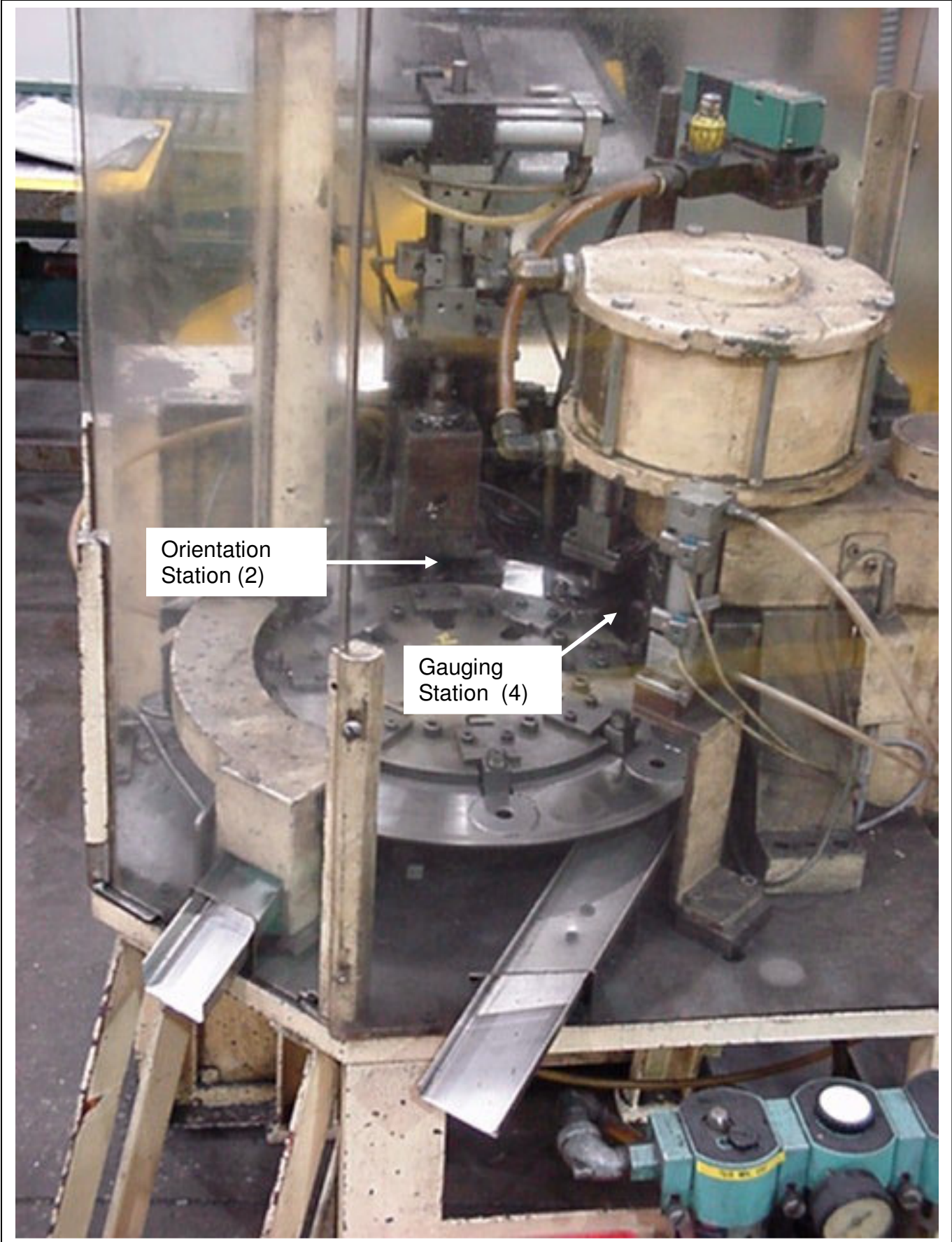
Here are the pictures of the automated plug gauging machine. Sorry it took so long, but I was out sick last week.

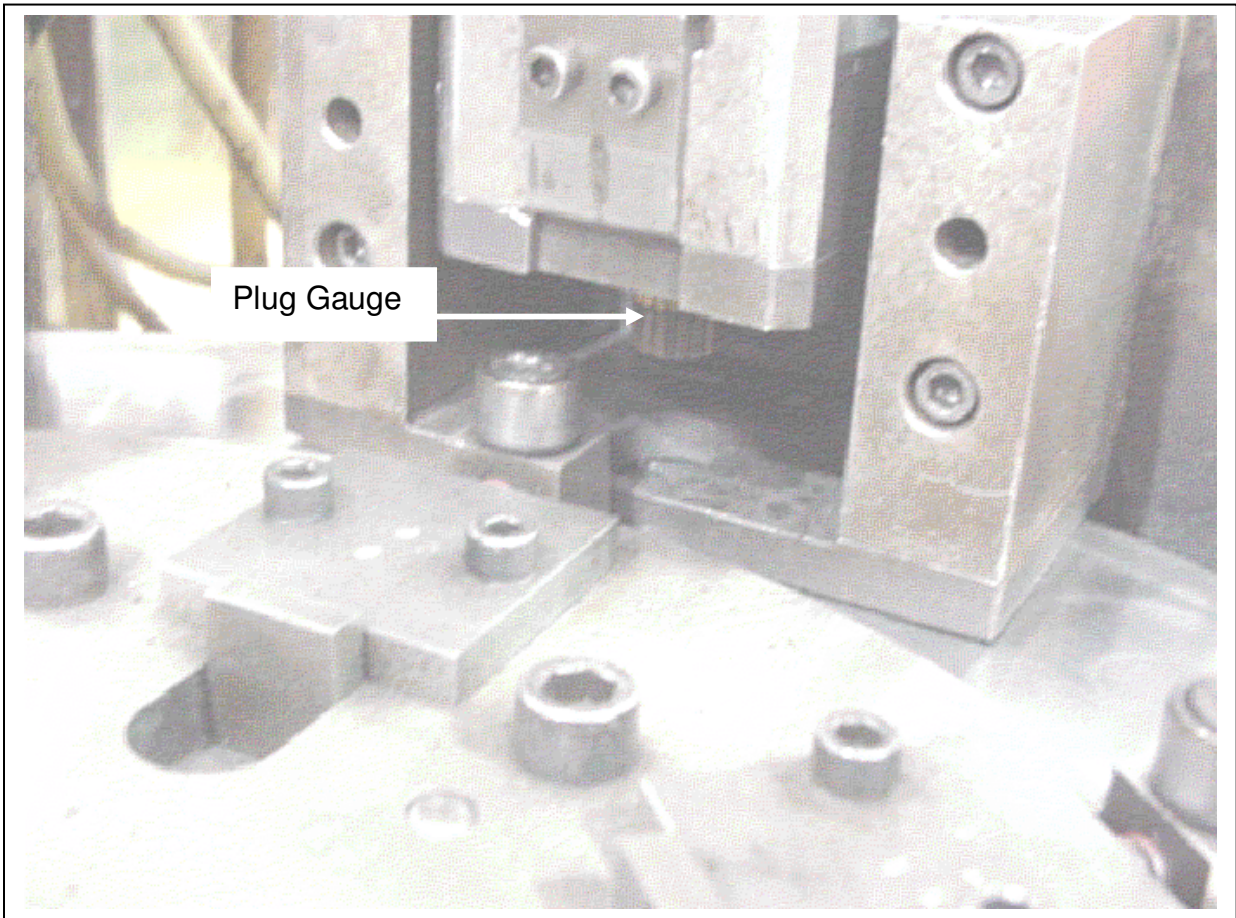
<<W1818 Calibration Machine 11-24-03.doc>>



Gauging Machine

1. In Station 1 parts are loaded on the machine.
2. In Station 2 the parts are positioned for gauging.
3. In Station 4 the parts are gauged. If the plug gauge does not extend fully the part fails and the machine cycles forward.
4. In Station 5 any parts, which failed in Station 3, drop into a red bin and are scrapped.
5. In Station 7 parts, which passed Station 3, are put into a shipping container.





Gauging Station

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Monday, November 24, 2003 3:21 PM
To: Placha, Diana (D.B.); Lehman, Jerald (R.); FPM - Bob Ferry (E-mail); Daikin - Jimmy Lee (E-mail)
Cc: Hayden, Richard
Subject: W1818 Ford samples from FPM 11-20-03.doc

Follow Up Flag: Follow up
Flag Status: Red

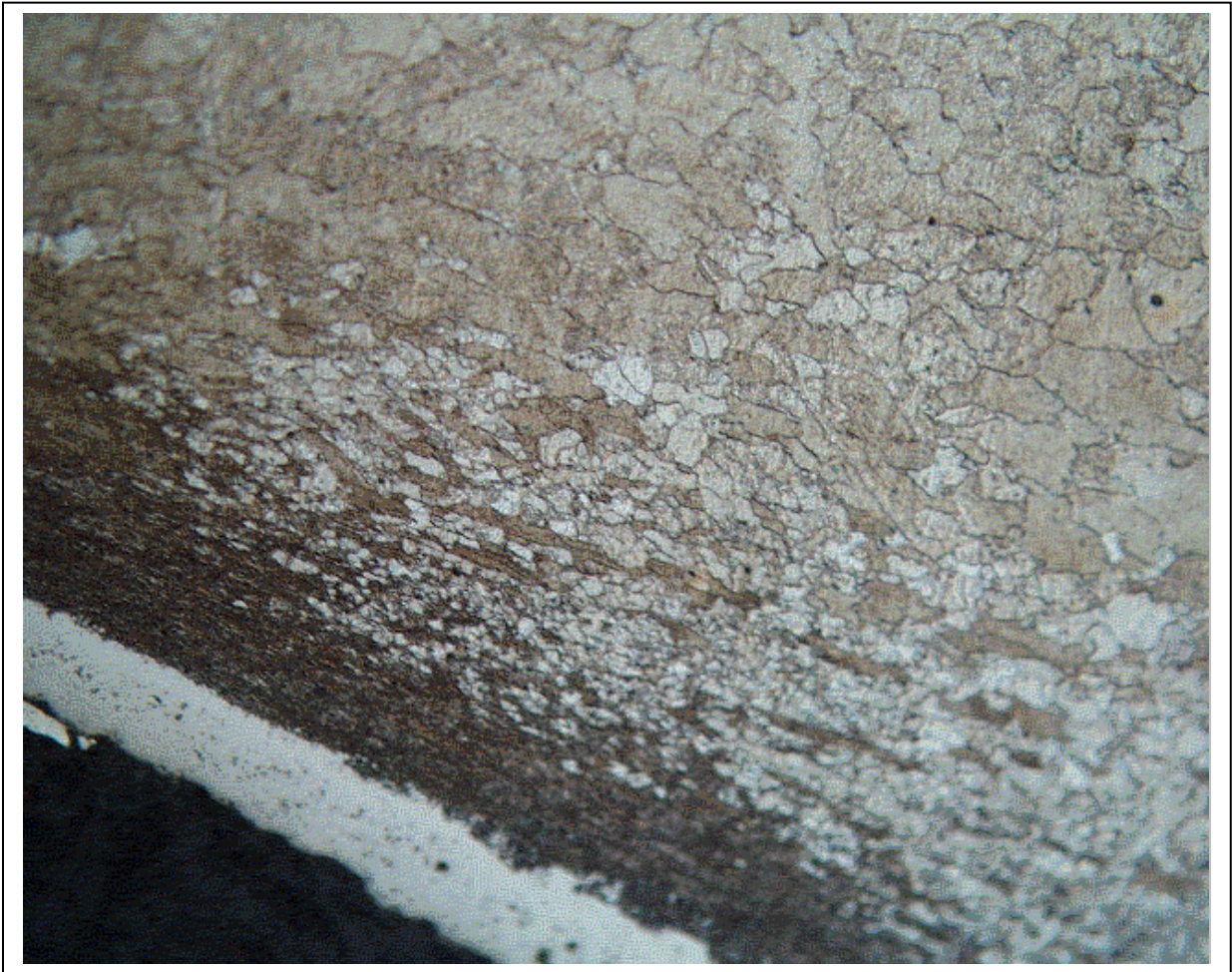
Attachments: W1818 Ford samples from FPM 11-20-03.doc



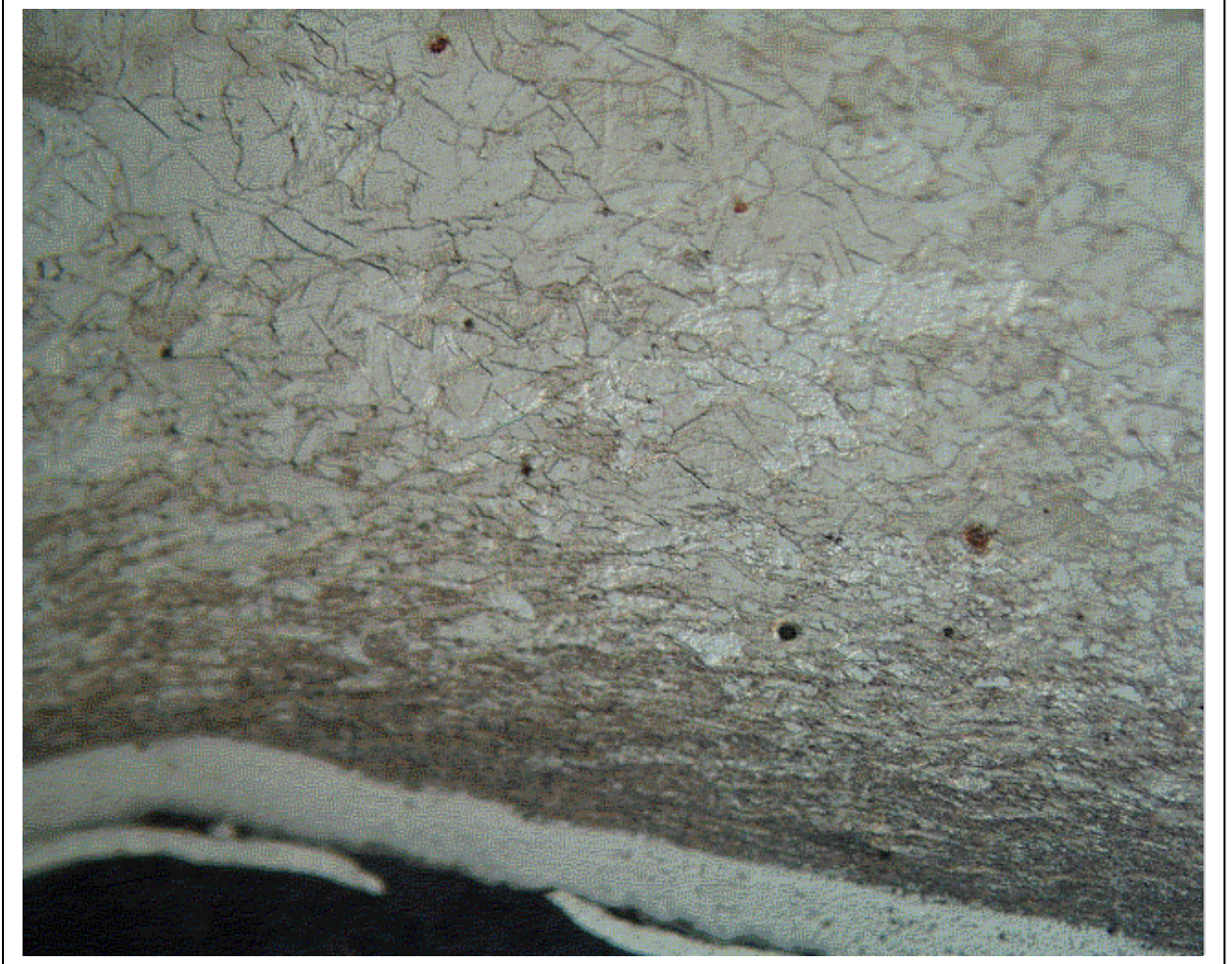
W1818 Ford
amples from FPM 11.
Jerry,

Please share with Joel.

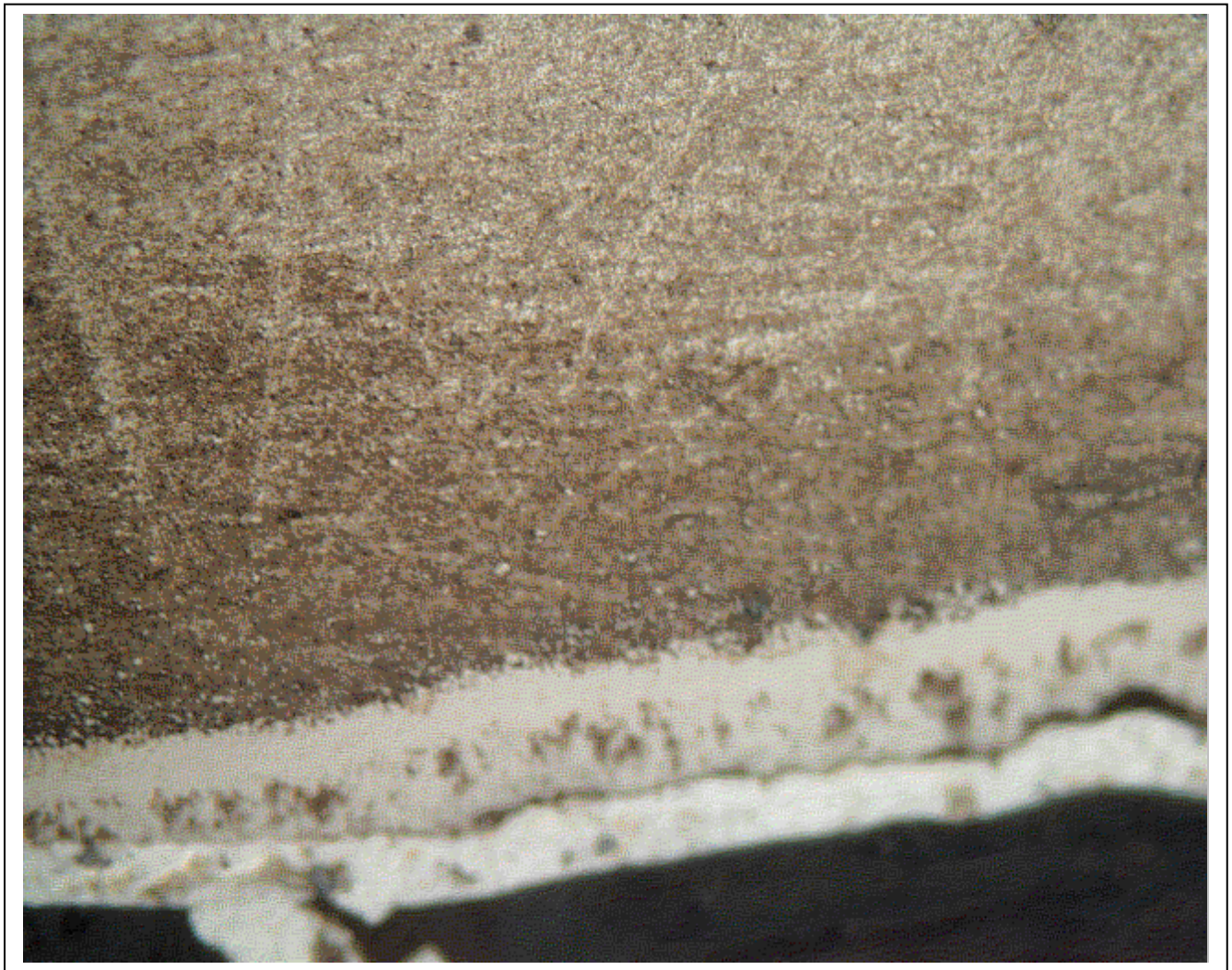
<<W1818 Ford samples from FPM 11-20-03.doc>>



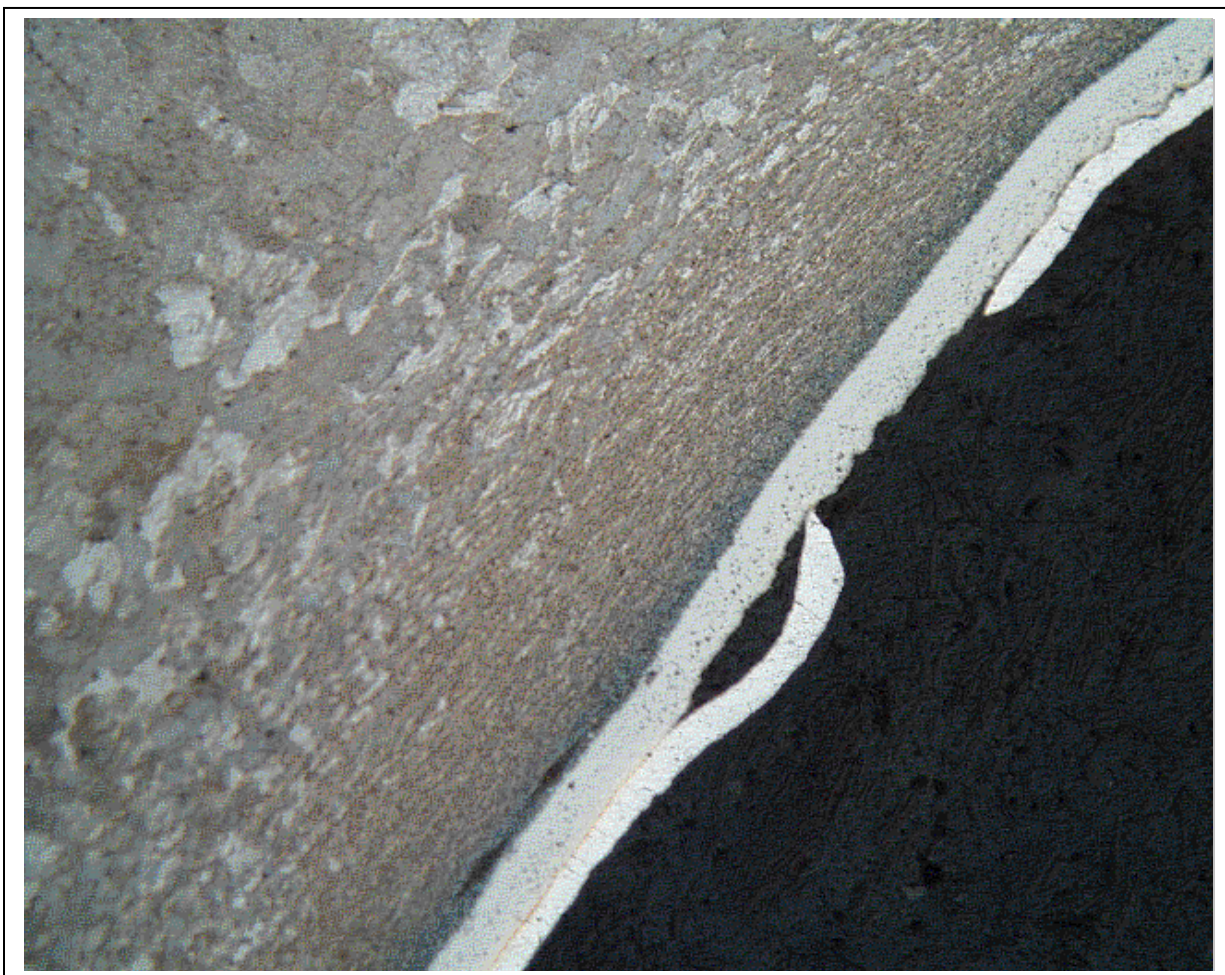
11-5AG 200X Quenched



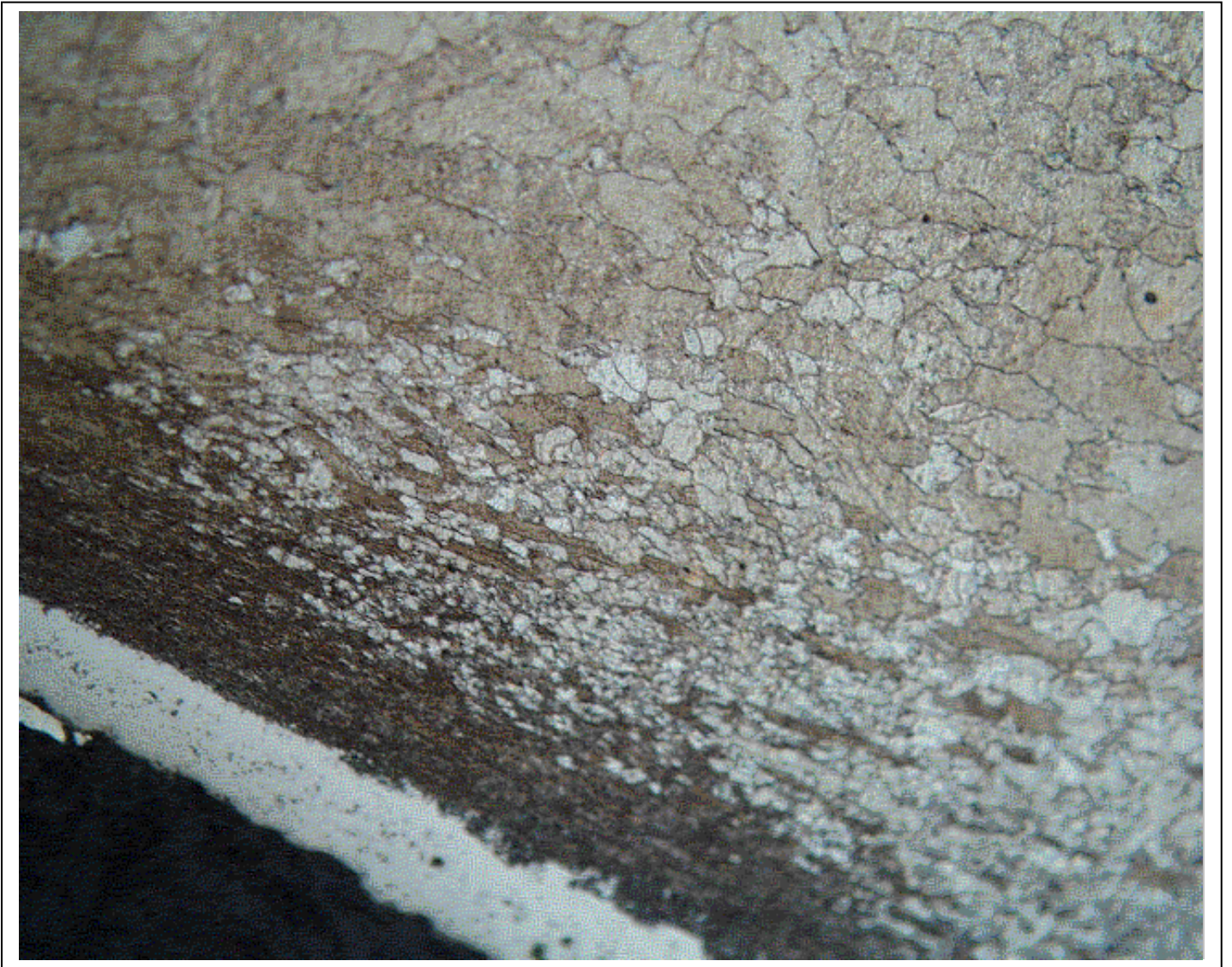
11-5FC 200X Atmosphere cooled



MPI 119 Tooth 200X 26,486 miles



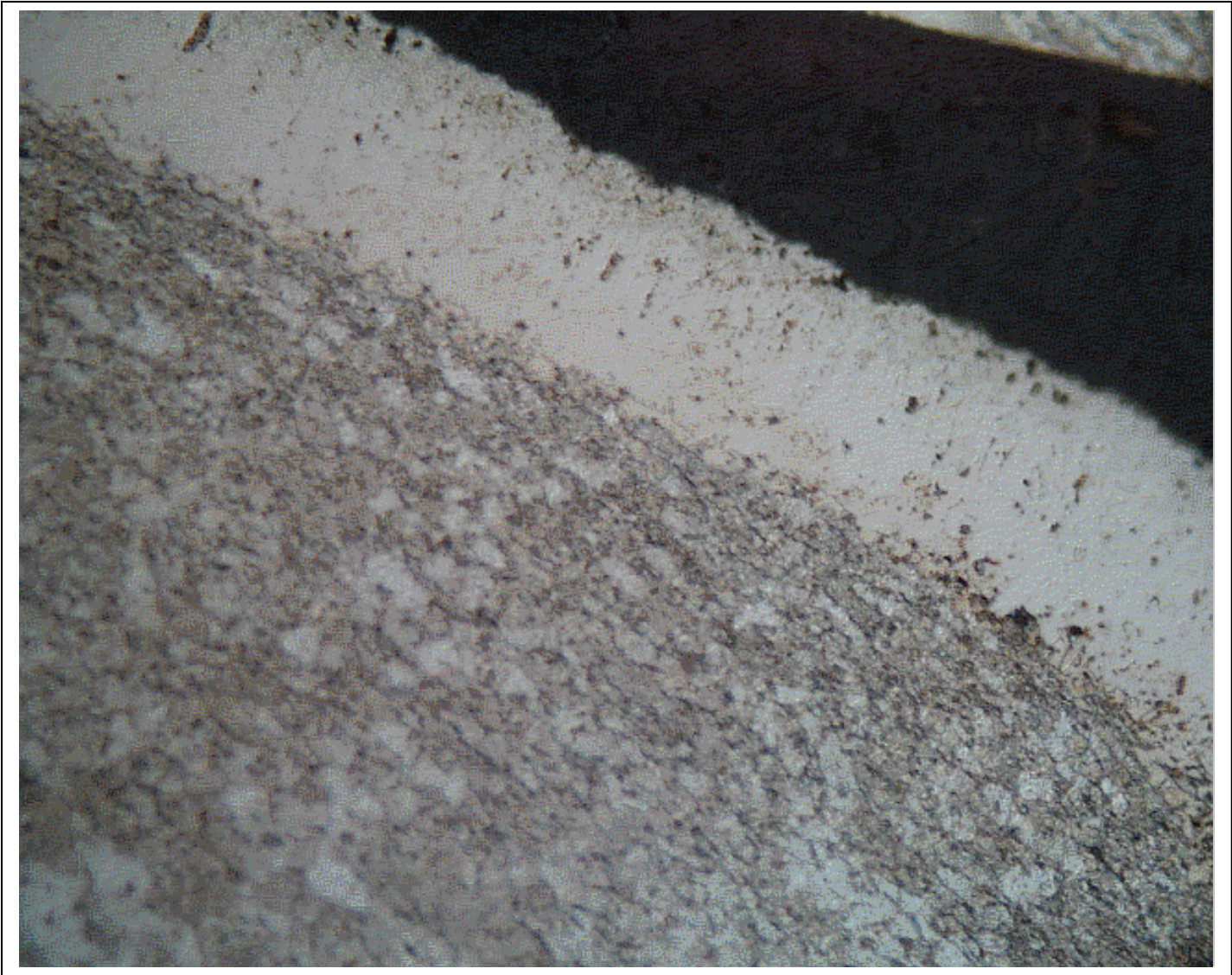
MPI pic #1 passed 69544 miles 200X



MPI Pic #10 200X Quenched



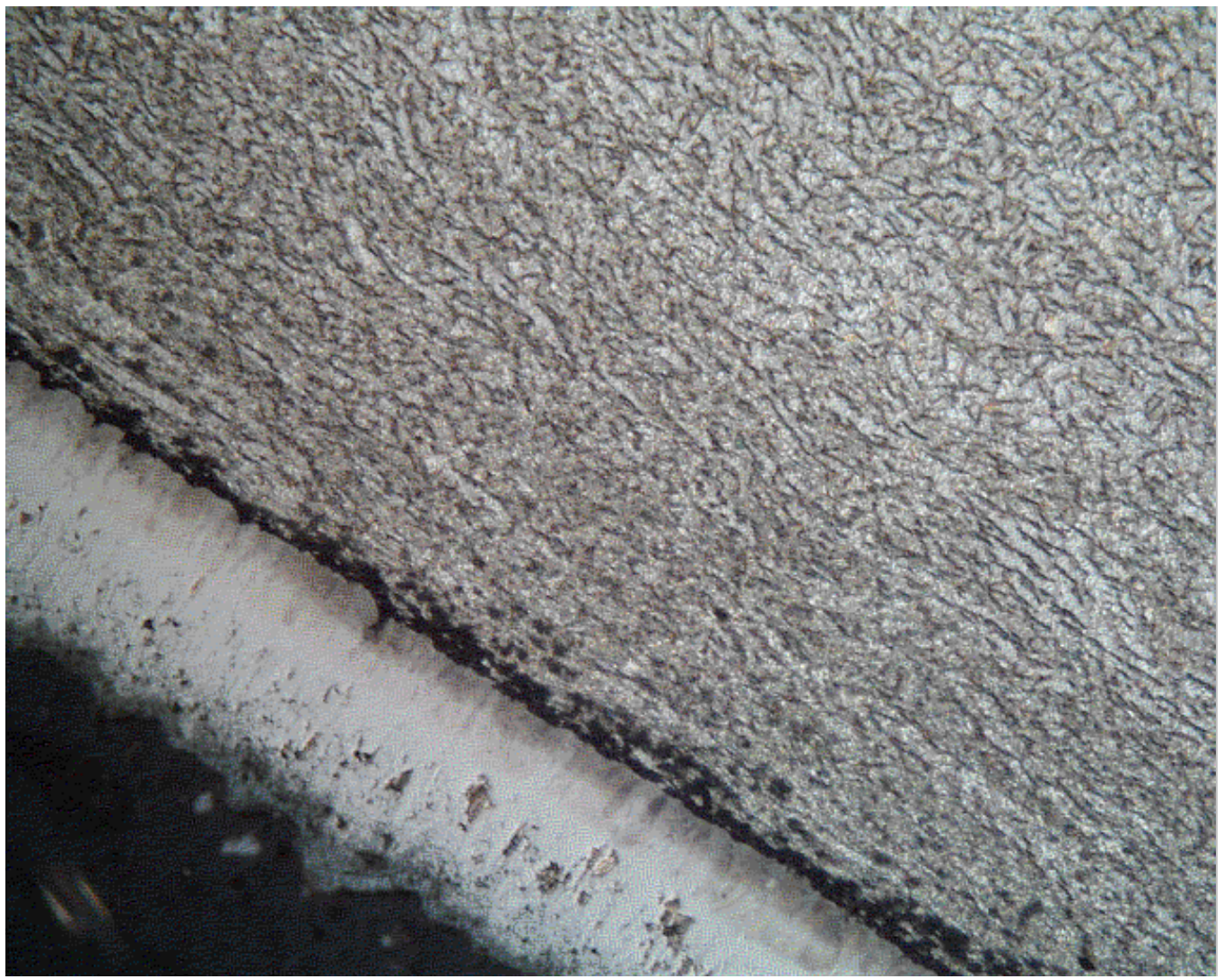
MPI Pic #2 passed 69,544 miles 500X



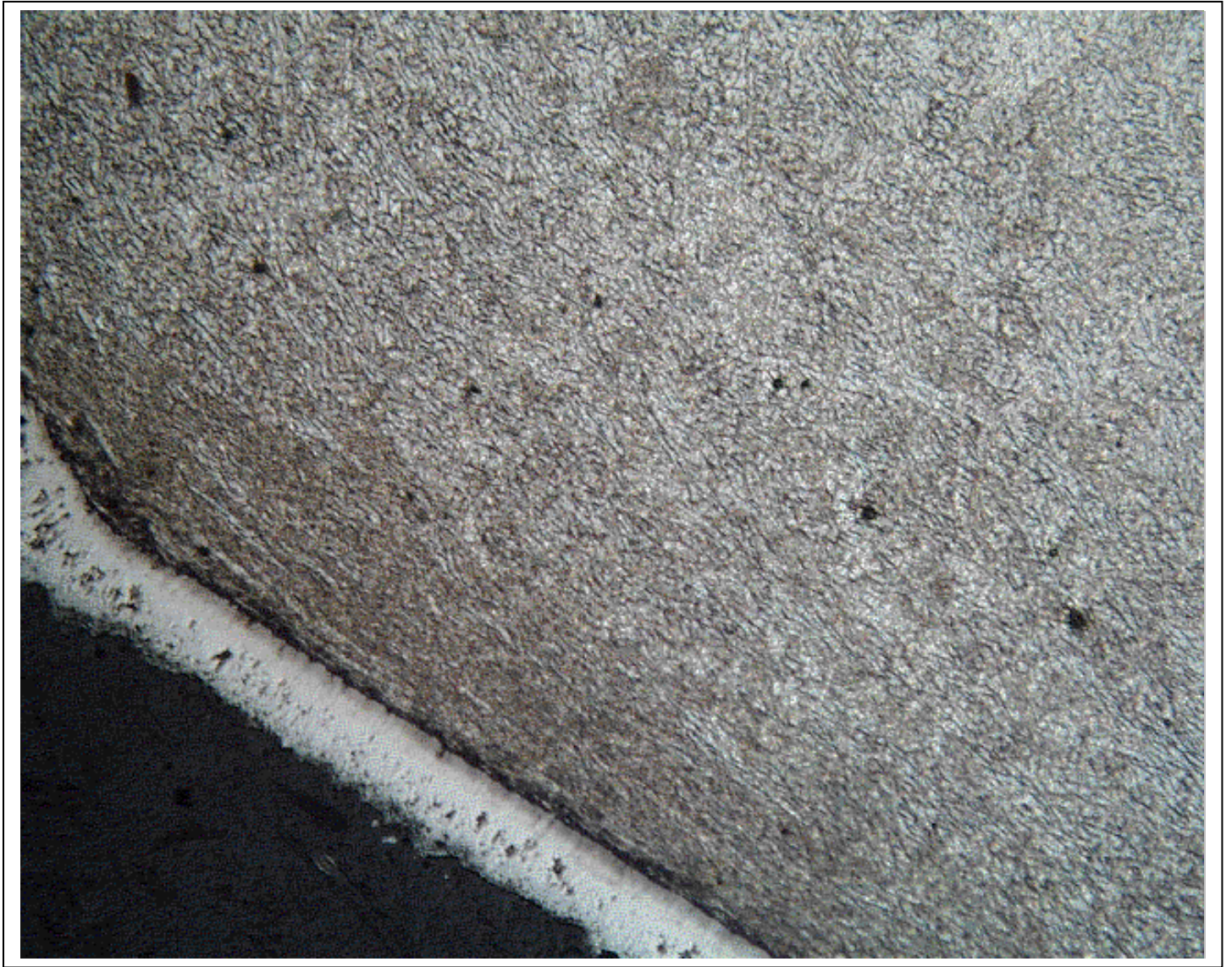
MPI Pic #3 current production 10-03 500X 300F



MPI Pic #4 current production 10-03 500X 400F



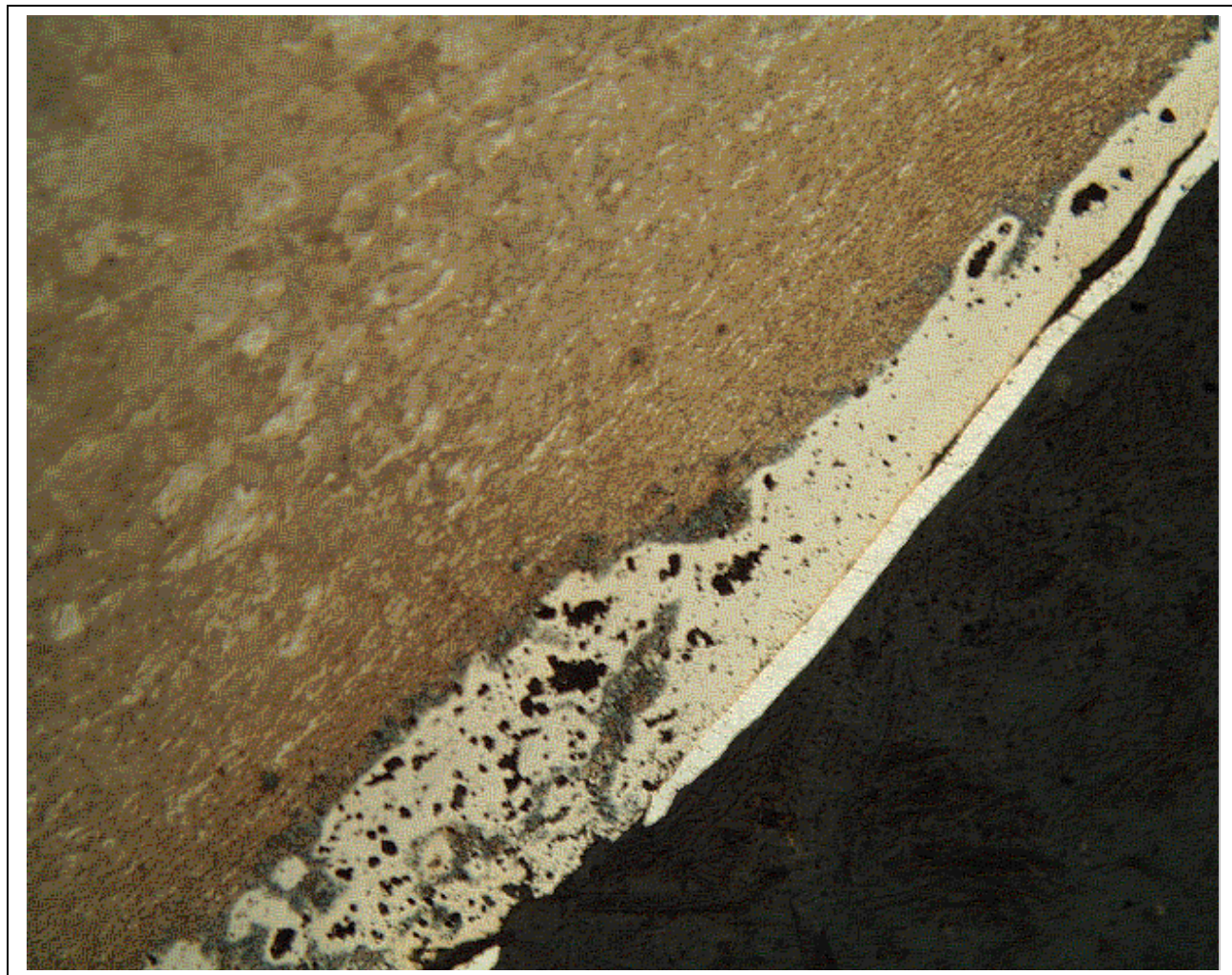
MPI Pic #5 current production 10-03 500X 600F



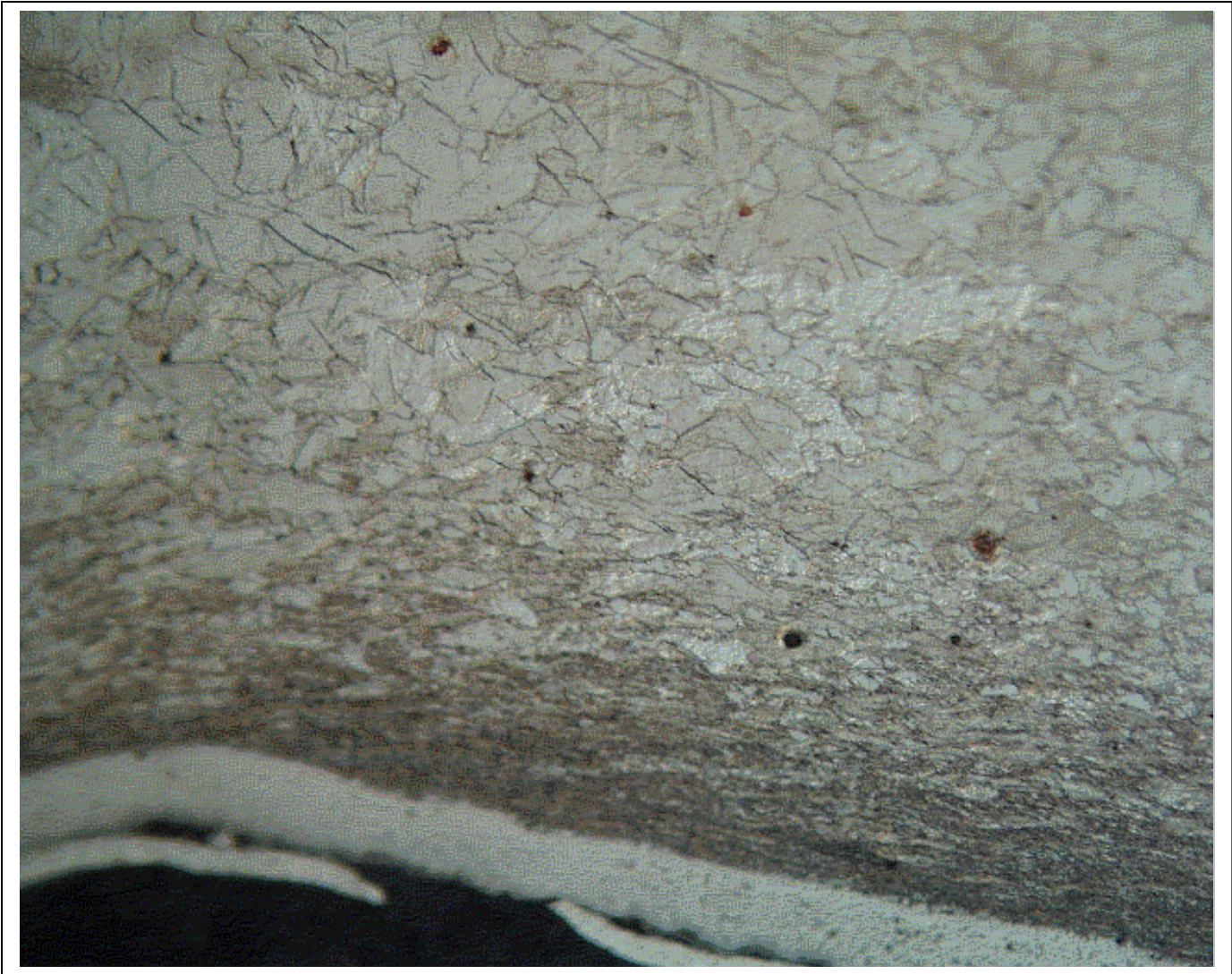
MPI Pic #6 current production 10/03 200X 500F



MPI Pic #7 current production 10/03 200X 600F



MPI Pic #8 Failed at 28,593 miles 200X



MPI Pic #9 200X Atmosphere cooled

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Friday, October 08, 2004 8:13 AM
To: Jimmy Lee
Cc: Placha, Diana (D.B.); Mike Berry; Jeff Cline; dfaeth@exedy-us.com; FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard
Subject: RE: W1818
Follow Up Flag: Follow up
Flag Status: Red
Attachments: RE: W1818

Jimmy,

The nitride needle issue will be addressed during a proposed meeting at Ford next week.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Jimmy Lee [jlee@ddcc.com]
Sent: Thursday, October 07, 2004 7:14 PM
To: Korth, Gary
Cc: Placha, Diana (D.B.); Mike Berry; Jeff Cline; dfaeth@exedy-us.com
Subject: RE: W1818

Gary:

From the recent data you have provided and procedures implemented, it shows the heat treatment process has thickness within spec and no nitride needles. Thanks for your report on the data. However, I also requested a more thorough analysis of the potential root causes that led to the problems last June. What is the plan to address this issue?
Let me know please.

Jimmy

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Thursday, October 07, 2004 3:46 PM
To: Ford - Diana Placha (E-mail); Jimmy Lee
Subject: FW: W1818

Diana/Jimmy,

Please review the attached e-mail from Bob Ferry at FPM. Does this information cover your request, or is there something else that you would like to see?

Thanks,

Gary Korth

PHN 608-764-5416

FAX 608-764-8590

gkorth@mpi-int.com

From: Plasencia, David (D.B.)
Sent: Wednesday, October 15, 2003 10:04 AM
To: Placha, Diana (D.)
Subject: FW: Worq 04676045 spline plate & pump shaft

Follow Up Flag: Follow up
Flag Status: Red

We should have them look at the 70K part and the other worn part.

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

From: Placha, Diana (D.)
Sent: Wednesday, October 15, 2003 9:25 AM
To: Plasencia, David (D.B.)
Subject: FW: Worq 04676045 spline plate & pump shaft

INFO!

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Siemen, John (J.F.)
Sent: Wednesday, October 15, 2003 9:09 AM
To: Placha, Diana (D.)
Subject: RE: Worq 04676045 spline plate & pump shaft

We can not tell if it was axial or radial on the splines, because the shaft spun and there is nothing to look at on the splines.

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

From: Placha, Diana (D.)
Sent: Wednesday, October 15, 2003 8:37 AM
To: Siemen, John (J.F.)
Subject: RE: Worq 04676045 spline plate & pump shaft

John...If I bring the sample back to you, would you be able to tell if the failure was axial or radial?

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Lehman, Jerald (J.R.)
Sent: Friday, October 03, 2003 7:15 AM
To: Adamski, Raymond (R.J.)
Cc: Placha, Diana (D.); Fallu, John (W.); Baum, Joe (J.M.); Siemen, John (J.F.)
Subject: RE: Worq 04676045 spline plate & pump shaft

John is working on this issue.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 10:51 AM
To: Lehman, Jerald (J.R.)
Cc: Placha, Diana (D.); Fallu, John (W.); Baum, Joe (J.M.)
Subject: Worq 04676045 spline plate & pump shaft

Jerry,
Per Joe Baum, please put all available priority on Worq 04676045
(spline plate and pump shaft).

These parts have caused a "no-motion" complaint on a durability vehicle.
Unfortunately we have reason to believe we will have a second set of parts
with a second vehicle durability "no-motion" within a day.

Please let us know if there are obstacles to priority.
Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 11:06 AM
To: Placha, Diana (D.B.)
Subject: FW: Worq 04676045 spline plate & pump shaft

Follow Up Flag: Follow up
Flag Status: Red

Doh. I meant C-2

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 11:02 AM
To: Placha, Diana (D.)
Subject: FW: Worq 04676045 spline plate & pump shaft

This trans is on D-2 at the moment.
It probably will not be prepped and sent to final test until after lunch,
so it should be available for a bit, to check out converter and get serial.*

*In the future, I'll try and make sure I find and read the serial

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 10:56 AM
To: Placha, Diana (D.)
Subject: FW: Worq 04676045 spline plate & pump shaft

Bad news:

We have a second return from vehicle Durability with a "no-motion"
complaint. Bob removed the torque converter and a new pump shaft has
a lot of play when inserted into the spline plate.

We are going to run the unit across final test and verify the complaint.

LVC V229 durability vehicle A4430000, has failed for no fwd/no reverse. Transmission fluid level is OK but appears black/burned.

Driver comment: "trans started slipping during city loop event and eventually lost complete power. veh closed out."

The transmission has survived the following testing in A443000:

R312ST Trailer Tow Durability Test for Passenger Cars
26/52 cycles (523/1,058 miles) (trans was installed at vehicle = 50% complete)
R312PT Trailer Tow Durability Test for Passenger Cars

150 cycles (11,595 miles)
SRRC1 (R315) Severe Rough Road Countries Durability Test for Passenger Cars
125 cycles (1,859 miles)
R358 North Atlantic Systems Durability Test for Passenger Cars
126/162 cycles (13,161/16,874 miles)

Transmission Mileage at failure: 28,593

A4430000 is still scheduled to run:

R359 North Atlantic High Speed Powertrain Test for Passenger Cars
50 cycles (mileage varies)

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 10:51 AM
To: Lehman, Jerald (J.R.)
Cc: Placha, Diana (D.); Fallu, John (W.); Baum, Joe (J.M.)
Subject: Worq 04676045 spline plate & pump shaft

Jerry,
Per Joe Baum, please put all available priority on Worq 04676045
(spline plate and pump shaft).

These parts have caused a "no-motion" complaint on a durability vehicle.
Unfortunately we have reason to believe we will have a second set of parts
with a second vehicle durability "no-motion" within a day.

Please let us know if there are obstacles to priority.
Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Placha, Diana (D.)
Sent: Tuesday, June 07, 2005 7:21 AM
To: Baert, Kevin (K.E.)
Subject: FW: WORQ Order 0695582

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

The last adapter for our PDI test (TR YC8010) was completed on May 20th. Can you please let me know when we can start the test? We should have all the parts and fixtures now.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Georgic, Jeffrey (J.A.)
Sent: Thursday, May 12, 2005 2:46 PM
To: Placha, Diana (D.)
Subject: RE: WORQ Order 0695582

Diane.I would like to say yes but we are at max capacity.I looked to see if there was any other work we could move back that was already in the system for that program and there is nothing.We should have the part ready on or just before the 27th.

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

From: Placha, Diana (D.)
Sent: Thursday, May 12, 2005 2:34 PM
To: Georgic, Jeffrey (J.A.)
Subject: WORQ Order 0695582

Hi Jeff...Is there any possibility that they could finish WORQ order 0695582 sooner than May 27th?

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Wu, Bill (B.)
Sent: Tuesday, October 14, 2003 6:29 AM
To: Schroeder, Robert (R.C.); Burton, Keith (K.D.)
Cc: Placha, Diana (D.); Plasencia, David (D.B.); Grytzelius, Bryant (D.); Baczkowski, Victor (V.); Fallu, John (W.); Adamski, Raymond (R.J.)
Subject: Work Order 0482958 For Inspection Of AX Pump Drive Inserts (E6SP-7F466-AA)

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

***** HOT JOB *****

Bob/Keith, Can either one of you please conduct this runout inspection for the AX Hybrid Torque Converter Pump Drive Inserts (E6SP-7F466-AA), the first thing this morning? The three (3) samples are on the Inspection Table adjacent to the Runout Inspection Fixtures. The Work Order Number is 0482958.

We need this inspection data for a 10:00 A.M. meeting with the AX Transmission Department today.
Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3779; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Placha, Diana (D.)
Sent: Wednesday, March 02, 2005 3:05 PM
To: Borneo, Joseph (J.A.); Plasencia, David (D.B.)
Subject: FW: YC8010: Fixture update

Follow Up Flag: Follow up
Flag Status: Red

Just an update...Looks like the fixtures for our pump drive insert spline wear test won't be done until April 15th.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Georgic, Jeffrey (J.A.)
Sent: Wednesday, March 02, 2005 2:46 PM
To: Placha, Diana (D.)
Subject: RE: YC8010: Fixture update

The job is in our que and scheduled to be completed by 4-15.
Given our current workload and overtime requirements that is the best I can do

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

From: Placha, Diana (D.)
Sent: Wednesday, March 02, 2005 2:42 PM
To: Georgic, Jeffrey (J.A.)
Subject: FW: YC8010: Fixture update

Hi Jeff...I noticed that the promise date on this WORQ order is April 15th. Can you please let me know what can be done to improve timing?

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Baert, Kevin (K.E.)
Sent: Wednesday, March 02, 2005 10:33 AM
To: Placha, Diana (D.)
Subject: YC8010: Fixture update

John Osborn has submitted a work request to the machine shop to have your parts altered. The Work

Order # is 0678430.

From: larisumi@exedy-us.com
Sent: Wednesday, December 10, 2003 3:43 PM
To: Placha, Diana (D.B.)
Cc: mdunlap@ddcc.com; dfaeth@exedy-us.com; nyanagida@ddcc.com; Mitsugu_Yamaguchi% EXEDY@exedy-us.com; Masaru Morishima%EXEDY@exedy-us.com
Subject: RE: 121003 4F50N Converter test stuff

Follow Up Flag: Follow up
Flag Status: Red

Send the pump drive shafts to:

EXEDY Corp
1-1-1 Kidamotomiya
Neyagawa-shi, Osaka 572-8570
Japan
Attn: Mr. M. Morishima -R&D Test Dept

"Placha, Diana (D.);" <dplacha@ford.com> on 12/10/2003 03:38:48 PM

To: Lloyd Arisumi/EXEDY_US@EXEDY_US
cc:
Subject: RE: 121003 4F50N Converter test stuff

I'll forward you the note and the DVP & R. I just need to update a couple of things. I'll send it by C.O.B. tomorrow. Can you please forward me the Japan address to send the pump drive shafts to?

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: larisumi@exedy-us.com [mailto:larisumi@exedy-us.com]
Sent: Wednesday, December 10, 2003 3:29 PM
To: Placha, Diana
Cc: mdunlap@ddcc.com; dfaeth@exedy-us.com
Subject: 121003 4F50N Converter test stuff

Hi Diana,

I could not find the e-mail that I got and sent out on the turbine rivet torsional and axial testing parameters. Can you re-send?

Also, can we get the 2005MY DVP&R and PV test plan?

Thanks.

Lloyd.

From: Borneo, Joseph (J.A.)
Sent: Monday, February 28, 2005 9:46 AM
To: Bolton, Dionna (D.); Osterman, Bob (R.J.); Yang, Zane (Z.); Buccellato, Robert (R.J.); Placha, Diana (D.); Grewal, Harpreet (H.); Vella, Harold (H.F.)
Cc: Nichols, Jim (J.L.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.)
Subject: RE: 4F50N Problem Meeting

Follow Up Flag: Follow up
Flag Status: Red

Engineers, please attend or call-in to tomorrow's Problem Meeting and be ready to speak to the following for your issues:

Engagement Shudder

Timing for Van Dyke trial
Status of ATNPC testing
Cost for supplier fixture for testing. If this is holding up testing, can Ford possibly purchase?
Status of obtaining cost quote from supplier-this is needed for TARR assessment.

Chain Cover Gasket Tears

Status of release for "T" authority.
Timing for testing. TR in system?

Case Cup Plug

Results of meetings with Ryobi for cost sharing the warranty avoidance actions

Rear Ring Gear Failure

Status of Livonia Broach Life Trial

Torque Converter Pump Drive Insert

Status of Testing
Costs determined yet?
Funding source?

Diff carrier and pinion cracked

Status of Livonia cost study
Status of timing plan for implementation to make decision on whether to keep pursuing

#3 Thrust Washer

Any word from Purchasing on getting quote for Vespel?
What would be the test plan if Vespel is significantly cheaper?

Joseph Borneo

Supervisor

4F50N Transmission Vehicle Systems/Calibration

D186/V229 Programs

ATEO Bldg, Cube W220E

(734)523-5950

Pager: (734) 797-9539

USERID: JBORNEO

From: Lehman, Jerald (J.R.)
Sent: Tuesday, October 12, 2004 8:01 AM
To: Placha, Diana (D.)
Subject: RE: 4F50N PDI Material

Follow Up Flag: Follow up
Flag Status: Red

No, 8620 is an alloy steel containing chrome, nickel, and moly. 1020 only has carbon and manganese. 8620 will develop a core hardness of 40HRC where as 1010 will remain B scale or at best 20HRC. The case hardness from carburizing will be the same.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Placha, Diana (D.)
Sent: Tuesday, October 12, 2004 7:51 AM
To: Lehman, Jerald (J.R.)
Subject: RE: 4F50N PDI Material

[Jerry...Is 8620 similar to 1020?](#)

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Lehman, Jerald (J.R.)
Sent: Tuesday, October 12, 2004 7:04 AM
To: Placha, Diana (D.); Frania, Martin (M.A.)
Subject: RE: 4F50N PDI Material

8620 is a much better material than 1010. It may be more expensive, but after carburizing it should take care of spline wear.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Placha, Diana (D.)

Sent: Monday, October 11, 2004 4:16 PM
To: Frania, Martin (M.A.); Lehman, Jerald (J.R.)
Subject: 4F50N PDI Material

Martin & Jerry...MPI, the pump drive insert manufacturer, recommended that we go to 8620H rather than the current 1008/1010 steel that we currently use. Do you agree with his recommendation?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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From: dfaeth@exedy-us.com
Sent: Monday, May 10, 2004 10:23 AM
To: Placha, Diana (D.B.)
Subject: 4F50N PDI TESTING ;

Follow Up Flag: Follow up
Flag Status: Red

Attachments: JPEG File Interchange; JPEG File Interchange




2B-#2.JPG (83 KB) 2B-#2-2.JPG (84
KB)

写 Diana - here are photos from sample 2B-2 after 4 million.


真参照ください。

(See attached file: 2B-#2.JPG) . . . 正面写真 (See attached file:

2B-#2-2.JPG) . . . 斜め方向写真



PE09-033.1 000767



PE09-033.1 000768

From: Placha, Diana (D.)
Sent: Tuesday, October 12, 2004 7:55 AM
To: 'Korth, Gary'
Subject: RE: 4F50N Pump Drive Insert
Follow Up Flag: Follow up
Flag Status: Red

Gary...Lubrication does not have a high importance level. The insert is plasma welded to the cover, is submerged in oil during running condition, and the only other part that runs against it is a powdered metal turbine hub. Please let us know what other types of heat treat we can use to prevent spline wear.

We would also like to know what FPM is proposing.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Monday, October 11, 2004 5:14 PM
To: Placha, Diana (D.)
Subject: RE: 4F50N Pump Drive Insert

Diana,

How important is the lubrication aspect of the ferritic nitro carburizing? If that is not critical we could look at other types of heat treating. If it is important we should at least consider what FPM is proposing.

Thanks,

Gary Korth

PHN 608-764-5416

FAX 608-764-8590

gkorth@mpi-int.com

From: Placha, Diana (D.)
Sent: Monday, October 11, 2004 4:15 PM
To: 'gkorth@mpi-int.com'
Subject: 4F50N Pump Drive Insert

Gary...What type of alternate heat treat method would you recommend for the E6SP-7F466-AA pump drive insert?
Carburizing, induction heat treat, etc...?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Adamski, Raymond (R.J.)
Sent: Tuesday, October 14, 2003 12:56 PM
To: Placha, Diana (D.B.)
Subject: 4F50N Pump Drive

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Do you have a summary of the metallurgy from John?
I'm pulling together a summary at John F's request.

Thanks.
I'll let you know if/when we see anything interesting before Thurs.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Monday, October 27, 2003 11:07 AM
To: Placha, Diana (D.B.); Wu, Bill (B.); Plasencia, David (D.B.)
Cc: Fallu, John (W.)
Subject: 4F50N Pump Shaft Alignment Measurements

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Pumpshaft Alignment Measurments.xls

Here are the results of the first CMM to measure the location of the pump bearing wrt to the stator bushing and the pilots to the engine.

I've annotated the results.

By the end of the day I should have the measurements for the other two transmissions which are:

- 1) The second failure
- 2) The 70K mile "good" unit



Pumpshaft
gnment Measurment

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

		Absolute Measurement						Difference from Nominal						
		Nominal	3F2P-AB-009035	3F2P-AB-009035	4F2P-AA-41000101	4F2P-AA-41000101	XABP4954	XABP4954	3F2P-AB-009035	3F2P-AB-009035	4F2P-AA-41000101	4F2P-AA-41000101	XABP4954	XABP4954
Dowel Hole H wrt E and stator bushing	Y	-28.435	-28.416	-28.426										
	Z	-156.480	-156.427	-156.415										
Dowel Hole J wrt E and stator bushing	Y	-11.163	-11.156	-11.173										
	Z	158.510	158.551	158.609										
stator bushing wrt EHJ	Y	28.435	28.421	28.436										
	Z	156.480	156.426	156.413										
stator bushing wrt EJH	Y	11.163	11.150	11.163										
	Z	-158.510	-158.551	-158.609										
Dowel Hole H wrt E and bearing bore	Y	-28.435		-28.380										
	Z	-156.480		-156.622										
Dowel Hole J wrt E and bearing bore	Y	-11.163		-11.076										
	Z	158.510		158.399										
Bearing bore wrt EHJ	Y	28.435		28.365										
	Z	156.480		156.625										
Bearing bore wrt EJH	Y	11.163		11.091										
	Z	-158.510		-158.398										
Bearing bore wrt E and stator bushing	Y	0.000		-0.071										
	Z	0.000		0.212										
Ref: Dist between stator bush and bearing bore				148.900										

Data from 70K mile "good" unit similar to 009035 failed unit.

Second measurement is 58 micron different-- measurement repeatability =?

Bearing Bore is 200 microns misaligned from statot on a travel of 148.9 mm for a slope of 1 micron/mm.

From: Adamski, Raymond (R.J.)
Sent: Wednesday, December 03, 2003 8:29 AM
To: Hatsios, Beth (B.A.)
Subject: FW: 4F50N Transmission Open Dura Issue Update for V229 Exec PST

Follow Up Flag: Follow up
Flag Status: Red

Beth,
Attached is the update we provided for powertrain.
I plan to be on the call today if you have any questions.
Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Tuesday, December 02, 2003 2:56 PM
To: Kainz, Laura (L.L.)
Cc: Fallu, John (W.)
Subject: 4F50N Transmission Open Dura Issue Update for V229 Exec PST

Laura,
In order to keep the PMT updated for the PST, the following are the substantial updates on our durability concerns for the **Durability PAT**:

4F50N Transmission Open Dura Issue Update for V229 Exec PST

Re: C11578386 G8D#35881 4F50N Differential Failure in Vehicle Durability

Issue was presented to Will Boddie 11/24 and Nancy Gioia 12/1

- Concern will be held open at this time
- Plans are to demonstrate life improvements from:
 - Hardness: failed part was out-of spec low---significant for fatigue strength
 - Machining actions to remove stress concentrations (expected impact less than hardness)

Ongoing Work since 11/24

- Hardness capability
 - Casting supplier Waupaca to provide data-driven plan to verify no parts are released out-of spec low (12/3/03)
- Machining capability for higher hardness range
 - Semi-finish supplier Quadrad ready to assess tool life impact (12/5)
 - Livonia Plant (finish machining) contacting tool supplier for recommendations on line and process modifications
 - Livonia Plant contacting Batavia Plant for info on machining in the higher range w/ similar tooling

Open Concern for Gear Window Changes

- Livonia plant: Elimination of double undercut is feasible (re-programming CNC)
- Livonia plant: Waiting on quote for transfer line changes associated with post size increase (12/5)

- Testing
 - Fixture design in-progress and gaining management priority
 - Timing TBD

Re: C11565485 G8D#34605 4F50N Pump Drive Plate Failure

Issue was presented to Will Boddie 11/24

- Concern closed for durability.
- Resolution plan in-effect as in G8D.

Ray Adamski

4F50N Vehicle Systems, ATEO

734-523-3288 radamsk2@ford.com

From: Seiji Kamei [s-kamei@aikoku.com]
Sent: Friday, August 26, 2005 5:43 PM
To: Haer, Rob (R.E.); Talbot, Wayne (W.L.); Krencicki, Thomas (T.A.)
Cc: Placha, Diana (D.B.); Itoga, Yukiko (Aikoku)
Subject: Re: 60 pcs. Samples For 2F2P-7R190-AA

Follow Up Flag: Follow up
Flag Status: Red

Rob,

I just went to a warehouse company and told them to repack 60pcs.. They will be ready to ship out on Monday.

Please let me know if we can use UPS.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

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

From: [Haer, Rob \(R.E.\)](#)
To: [Talbot, Wayne \(W.L.\)](#) ; [Krencicki, Thomas \(T.A.\)](#) ; s-kamei@aikoku.com
Cc: [Placha, Diana \(D.\)](#)
Sent: Friday, August 26, 2005 1:54 PM
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

[Seiji](#) -

[Parts should be shipped to ATNPC 35500 Plymouth Road, Livonia, MI 48150](#)

[Wayne / Tom](#) -

[Please advise if what trucking company](#)

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Friday, August 26, 2005 12:29 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: Re: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have received the release schedule for 60 pcs. today. Could you tell me where we should send to and which truck we should use for?
Please let me know.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

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

From: [Haer, Rob \(R.E.\)](#)
To: [Seiji Kamei](#)
Cc: [Itoga, Yukiko \(Aikoku\)](#)
Sent: Wednesday, August 24, 2005 12:00 PM
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

It appears MPL has still not loaded a release, I am checking on it. The Ford plant code would be TC0CA

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Wednesday, August 24, 2005 11:37 AM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: Re: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

Could you tell me how we can get the order on web site?
We cannot see any numbers on release schedule this morning.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

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

From: [Haer, Rob \(R.E.\)](mailto:Haer, Rob (R.E.))

To: s-kamei@aikoku.com

Sent: Tuesday, August 23, 2005 3:19 PM

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Seiji -

Have your MPL folks check and see if you now have an order

Thanks for your assistance

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 1:34 PM

To: Haer, Rob (R.E.); Andrews, Sandra (S.J.)

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Looks like the RPS order was processed. Let me know when they can ship the parts.

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Hildebrand, Dan (D.H.)
Sent: Tuesday, August 23, 2005 8:57 AM
To: Placha, Diana (D.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Already approved.

Dan Hildebrand P.E.

Manager: Electro-Hydraulic Components Dept.
Ph: 734-523-4598; FAX: 734-523-4433
Text Pager: 734-797-6257
Mail Drop T215, Rm. W219C; ATNPC
email: dhildebr@ford.com/CDSID: dhildebr
Administrative Assistant: Yvonne Couts, Ph: 523-4517

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 8:04 AM
To: Hildebrand, Dan (D.H.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dan...Please review RPS # 51342 and let me know if you have any questions. Warranty data indicates that we may have an issue with the AX pump drive inserts. The pump drive shafts are for a DOE that we are running in the HMS lab.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Plasencia, David (D.B.)

Sent: Tuesday, August 23, 2005 7:54 AM

To: Placha, Diana (D.)

Subject: RE: RPS 51342 Requires Approval

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 7:43 AM
To: Plasencia, David (D.B.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dave...Have you had opportunity to sign off RPS # 51342.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

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

From: Haer, Rob (R.E.)
Sent: Monday, August 22, 2005 1:06 PM
To: Andrews, Sandra (S.J.); Placha, Diana (D.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

How is order coming along?

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Monday, August 22, 2005 12:05 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)

Subject: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have not received PO for 60 pcs. samples we have talked over the phone last week.
Please let me know when you are ready to issue the PO.
We are going to prepare the samples after we receive the PO.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

From: Krencicki, Thomas (T.A.)
Sent: Thursday, August 25, 2005 7:37 AM
To: Placha, Diana (D.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Follow Up Flag: Follow up
Flag Status: Red

The order is in cmms and they will see the releases tomorrow. When you speak to your contact make sure they are looking at cmms releases for plant coded tc0ca. The vendor does get cmms releases because Van Dyke buys shafts from them.

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

From: Placha, Diana (D.)
Sent: Wednesday, August 24, 2005 1:57 PM
To: Krencicki, Thomas (T.A.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Tom...Did the supplier get the order?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Haer, Rob (R.E.)
Sent: Wednesday, August 24, 2005 1:00 PM
To: Placha, Diana (D.); Andrews, Sandra (S.J.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

MPL does not have a release in CMMS

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 1:34 PM
To: Haer, Rob (R.E.); Andrews, Sandra (S.J.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Looks like the RPS order was processed. Let me know when they can ship the parts.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Hildebrand, Dan (D.H.)
Sent: Tuesday, August 23, 2005 8:57 AM
To: Placha, Diana (D.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Already approved.

Dan Hildebrand P.E.

Manager: Electro-Hydraulic Components Dept.
Ph: 734-523-4598; FAX: 734-523-4433
Text Pager: 734-797-6257
Mail Drop T215, Rm. W219C; ATNPC
email: dhildebr@ford.com/CDSID: dhildebr
Administrative Assistant: Yvonne Coutts, Ph: 523-4517

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 8:04 AM
To: Hildebrand, Dan (D.H.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dan...Please review RPS # 51342 and let me know if you have any questions. Warranty data indicates that we may have an issue with the AX pump drive inserts. The pump drive shafts are for a DOE that we are running in the HMS lab.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

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

From: Plasencia, David (D.B.)

Sent: Tuesday, August 23, 2005 7:54 AM

To: Placha, Diana (D.)

Subject: RE: RPS 51342 Requires Approval

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 7:43 AM

To: Plasencia, David (D.B.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Importance: High

Dave...Have you had opportunity to sign off RPS # 51342.

Diana B. Placha

FORD MOTOR COMPANY

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

From: Haer, Rob (R.E.)

Sent: Monday, August 22, 2005 1:06 PM

To: Andrews, Sandra (S.J.); Placha, Diana (D.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

How is order coming along?

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [mailto:s-kamei@aikoku.com]
Sent: Monday, August 22, 2005 12:05 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have not received PO for 60 pcs. samples we have talked over the phone last week. Please let me know when you are ready to issue the PO.
We are going to prepare the samples after we receive the PO.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

From: Cameron, Mike (M.F.)
Sent: Wednesday, August 24, 2005 2:20 PM
To: Placha, Diana (D.)
Cc: Andrews, Sandra (S.J.); Haer, Rob (R.E.); Krencicki, Thomas (T.A.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Follow Up Flag: Follow up
Flag Status: Red

Processed by Tom Krencicki with the following comments:

order processed in cmms 200500542 vendor to see release tomorrow 8/24/05

Supplier should see the order on their release

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

From: Placha, Diana (D.)
Sent: Wednesday, August 24, 2005 2:02 PM
To: Cameron, Mike (M.F.)
Cc: Andrews, Sandra (S.J.); Haer, Rob (R.E.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Hi Mike...Could you let us know if the supplier received the request to fill this order?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Wednesday, August 24, 2005 1:57 PM
To: Krencicki, Thomas (T.A.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Tom...Did the supplier get the order?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Haer, Rob (R.E.)

Sent: Wednesday, August 24, 2005 1:00 PM

To: Placha, Diana (D.); Andrews, Sandra (S.J.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

MPL does not have a release in CMMS

Rob Haer

Core Buyer - Races, Hubs, and Shafts

ATO Powertrain Purchasing

734-266-8674, Fax: 734-523-5911

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

From: Placha, Diana (D.)

Sent: Tuesday, August 23, 2005 1:34 PM

To: Haer, Rob (R.E.); Andrews, Sandra (S.J.)

Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

Looks like the RPS order was processed. Let me know when they can ship the parts.

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Hildebrand, Dan (D.H.)

Sent: Tuesday, August 23, 2005 8:57 AM

To: Placha, Diana (D.)

Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA

Already approved.

Dan Hildebrand P.E.

Manager: Electro-Hydraulic Components Dept.
Ph: 734-523-4598; FAX: 734-523-4433
Text Pager: 734-797-6257
Mail Drop T215, Rm. W219C; ATNPC
email: dhildebr@ford.com/CDSID: dhildebr
Administrative Assistant: Yvonne Coutts, Ph: 523-4517

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 8:04 AM
To: Hildebrand, Dan (D.H.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dan...Please review RPS # 51342 and let me know if you have any questions. Warranty data indicates that we may have an issue with the AX pump drive inserts. The pump drive shafts are for a DOE that we are running in the HMS lab.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Plasencia, David (D.B.)

Sent: Tuesday, August 23, 2005 7:54 AM

To: Placha, Diana (D.)

Subject: RE: RPS 51342 Requires Approval

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)
Sent: Tuesday, August 23, 2005 7:43 AM
To: Plasencia, David (D.B.)
Subject: RE: 60 pcs. Samples For 2F2P-7R190-AA
Importance: High

Dave...Have you had opportunity to sign off RPS # 51342.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

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

From: Haer, Rob (R.E.)
Sent: Monday, August 22, 2005 1:06 PM
To: Andrews, Sandra (S.J.); Placha, Diana (D.)
Subject: FW: 60 pcs. Samples For 2F2P-7R190-AA

How is order coming along?

Rob Haer
Core Buyer - Races, Hubs, and Shafts
ATO Powertrain Purchasing
734-266-8674, Fax: 734-523-5911

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

From: Seiji Kamei [<mailto:s-kamei@aikoku.com>]
Sent: Monday, August 22, 2005 12:05 PM
To: Haer, Rob (R.E.)
Cc: Itoga, Yukiko (Aikoku)
Subject: 60 pcs. Samples For 2F2P-7R190-AA

Rob,

We have not received PO for 60 pcs. samples we have talked over the phone last week. Please let me know when you are ready to issue the PO.

We are going to prepare the samples after we receive the PO.

Best regards,

Seiji Kamei
Manager of Sales / Engineer

American Aikoku Alpha, Inc.
520 Lake Cook Road, Suite 180
Deerfield, Illinois 60015, U.S.A.
+1 (847) 948-7290 Telephone
+1 (847) 948-1345 Facsimile

From: Placha, Diana (D.)
Sent: Wednesday, October 01, 2003 3:24 PM
To: Fallu, John (W.)
Cc: Adamski, Raymond (R.J.); Plasencia, David (D.B.)
Subject: FW: 8D for spline plate

Follow Up Flag: Follow up
Flag Status: Red

John... This part has not been modified since 1987. We neither changed the design nor the supplier when we went to Exedy. I supplied parts to Jerry Lehman for analysis. We need to have the pump drive shaft hardness verified as well.

Ray... If it's alright with you, I would like to extend your Global 8D to cover the root cause of the actual wear.

Thanks,
Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Wednesday, October 01, 2003 2:53 PM
To: Placha, Diana (D.)
Subject: 8D for spline plate

Diana,

I've started Global 8D#34605 for the durability incident with the stripped spline plate. Currently it covers the root cause up to the determination that the cause of the trans failure was the spline plate. If you concur, we can extend this 8D to cover the root cause of the actual wear. You will be free to add information as you see fit, or you could leave the maintenance to me.

John is also asking for a design analysis; what are the differences, if any in the spline plate from past MY to the EXEDY converter.

If nothing interesting is found in the hardness investigation, we will have to begin looking at the design very quickly.

Thanks for your help. Page me if you need anything.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 11:36 AM
To: Placha, Diana (D.B.)
Subject: Additional 6-9-03 Converter

Follow Up Flag: Follow up
Flag Status: Red

Diana,

We had 183 cycles of KLT put on transmission
4F2P-AA-41000102 which shares the 7/8/03 build date
of one of the spline failures, and its converter was built 6/9/03
(did not get the serial).

The transmission is available on the dyno return table in build-up.
You are free to take the converter---let Bob or I know if you
want the pump shaft out as well.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Thursday, October 30, 2003 4:32 PM
To: Placha, Diana (D.B.)
Subject: address

Follow Up Flag: Follow up
Flag Status: Red

Diana,

My mailing address for sending the part samples is:

Gary Korth
Wisconsin Fineblanking & Machining
101 Grand Avenue
Deerfield, WI 53531

Phone, fax, etc, listed below.

Lou Rossi is the Michigan Sales contact for Ford

His office phone is: 248-853-9010
cell is: 248-310-2707

Thanks for your help in resolving this problem.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Frank, Chuck (C.R.)
Sent: Friday, January 21, 2005 1:26 PM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Centlivre, James (J.C.); Frank, Chuck (C.R.); Mass, George (G.A.); Tosch, John (J.J.)
Subject: ATEO Hot Process for Repair Parts Return

Follow Up Flag: Follow up
Flag Status: Red

Diana,

A blanket request for parts can be made to the Warranty Parts Return Center (WPRC). There is some flexibility to specify what subset of a given part number you want to be returned. Getting back only the converters with stripped splines would be difficult to specify.

See their site at:

http://www.quality.ford.com:247/quality_center/wprc/

You are requesting this converter to be shipped to you before the dealer enters a claim. This requires what is called a "hot process" for parts return. WPRC has a "hot process" for new model only. I am investigating if we can set up an ATEO "hot process" with assistance from George Mass. Among the issues to be worked out are compensating the dealer for shipping costs and the rebuilders for hardware. There are other logistical concerns.

Perhaps the Van Dyke plant could assist you with this particular request. As they primarily exchange whole transmissions, I would contact John Tosch to advise you.

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:38 PM
To: Frank, Chuck (C.R.)
Cc: Lipka, Ken (K.R.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Chuck... Who can I contact to get his converter back? Do you know if there's a list that I can be added to to get units back from the field with the same issue?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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of business with Ford is expressly prohibited.

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.
RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Placha, Diana (D.)
Sent: Friday, January 07, 2005 7:17 AM
To: 'dfaeth@exedy-us.com'
Subject: FW: ATNPC/EPCrib, Parts have been received at the shipping/receiving dock!

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Dave...I forgot to ask you earlier if you covered the studs with rust preventative like you do in production. If not, do you have any of the production rust preventative at your Plymouth facility you can give me so that I can coat the studs. Just want to make sure I get good torque readings.

Also, did you ship the hollow converters for Tom Koch?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Wright, Jim (J.R.)
Sent: Thursday, January 06, 2005 7:27 AM
To: Placha, Diana (D.)
Cc: Wright, Jim (J.R.)
Subject: ATNPC/EPCrib, Parts have been received at the shipping/receiving dock!

Diana,

The parts listed below have been received for you at the ATNPC shipping/receiving dock. Please see the EPCrib attendant for pick up or reply with disposition by January 10, 2005 or your parts may be shipped to off-site storage. Thank you.

Qty: 4
Part: 3F2P-7950-AEZ
Jim Wright (JWRIGHT5),
ATNPC/EPCrib, Shipping/Receiving Section

From: Mike Berry [mberry@ddcc.com]
Sent: Monday, November 17, 2003 10:15 AM
To: Jimmy Lee; Mark Dunlap; gkorth@mpi-int.com; rhayden@mpi-int.com; dklagues@fpmht.com; Placha, Diana (D.B.)
Subject: 8D Matrix for meeting
Follow Up Flag: Follow up
Flag Status: Red
Attachments: 8D matrix.xls

Attached is 8D Matrix for Wednesday meeting please distribute to other team members

Respectfully,

Mike Berry QA Engineer DDC

8D Matrix

Item #	Action	Responsible	Target Date
1	Study Differences flat to tooth Compound Zone thickness	MPI / FPM	11/17/03
2	Second failure sample check to verify if needles present	Ford	11/18/03
3	Check 26,000 mile sample showing wear	FPM	11/17/03
4	Check Nickel plated samples for needles and compound layer	DDC	11/19/03
5	Check welder Temperature profile during assembly	DDC	11/17/03
6	Send sample parts of worn spline and PDI part to DDC/MPI	Ford	11/19/03
7	Look at all processes in comparison matrix form to study results from current lot, suspect lot, and a lot prior to suspect material	FPM / MPI	11/18/03
8	Research standards for this heat treat process: Industry standards, Ford ES, Drawing Requirements and generate comparison matrix	FPM / MPI	11/18/03
9	Investigate prevention - targeting flat at nominal which results in compound zone at high end or out	FPM / MPI / DDC / Ford	11/19/03

From: Adamski, Raymond (R.J.)
Sent: Friday, October 03, 2003 12:15 PM
To: Placha, Diana (D.B.); Wu, Bill (B.)
Subject: FW: AX Pump Component Engineer

Follow Up Flag: Follow up
Flag Status: Red

Check out:
<http://www.ateo.ford.com/n613/pumpwebsite/AX4NPumpSite.htm>,
Performance graphs.

Looks like worst case is about 8.3 ft-lb.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Edwards, Wallace (K.)
Sent: Friday, October 03, 2003 11:53 AM
To: Placha, Diana (D.)
Cc: Wu, Bill (B.); Adamski, Raymond (R.J.)
Subject: RE: AX Pump Component Engineer

I personally do not have this information because I have never run nor needed to run a test like this. I looked in old files and did not find what you are looking for. I will continue to look on Monday.

To answer to whether or not the value would have changed, the answer is no.

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

From: Placha, Diana (D.)
To: Edwards, Wallace (K.)
Cc: Wu, Bill (B.); Adamski, Raymond (R.J.)
Sent: 10/3/03 7:07 AM
Subject: RE: AX Pump Component Engineer

Wallace...Can you please provide us with the max worst case torque to turn value for the AX4N pump drive shaft? Has this value changed in the past three years?

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

>From: Wu, Bill (B.)

>Sent: Friday, October 03, 2003 4:29 AM

>To: Adamski, Raymond (R.J.)

>Cc: Placha, Diana (D.)

>Subject: AX Pump Component Engineer

>

>

>Ray, Can you please again provide us with the name of the AX pump

>component engineer? Thanks.

>

>Bill Wu

>Ford ATEO Torque Converter Engineering Department

>Phone: 734-523-3779; Fax: 734-525-3449; E-Mail: wwu@ford.com

>Mail Box 30, Livonia Transmission

>

From: Gagnus, Percy M (PM.)
Sent: Thursday, December 11, 2003 9:05 AM
To: Mclaughlin, Robert (R.J.); Placha, Diana (D.B.)
Subject: RE: AX Pump Drive Shafts

Follow Up Flag: Follow up
Flag Status: Red

I am at VD. Livonia is my home base. Sorry you have to come over to VD.....

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Thursday, December 11, 2003 8:54 AM
To: Placha, Diana (D.)
Cc: Gagnus, Percy M (PM.)
Subject: RE: AX Pump Drive Shafts

Diana, I thought Percy was at Van Dyke when I replied to say I would stop by to pick up the shafts, it looks like he sits a few rows away from you downstairs. Do you want to just pick up the shafts?

Bob McLaughlin
4F50N-4F46S Vehicle Systems
Office (734) 523-3490
Text Pager (734) 296-5459

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

From: Gagnus, Percy M (PM.)
Sent: Thursday, December 11, 2003 8:15 AM
To: Mclaughlin Jr., Robert (R.J.); Placha, Diana (D.)
Subject: RE: AX Pump Drive Shafts

That should be no problem!

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Thursday, December 11, 2003 8:13 AM
To: Gagnus, Percy M (PM.); Placha, Diana (D.)
Cc: Hale, Wendy (W.)
Subject: RE: AX Pump Drive Shafts

I'll stop by this afternoon, around 2:00 or so.

Bob McLaughlin
4F50N-4F46S Vehicle Systems
Office (734) 523-3490
Text Pager (734) 296-5459

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

From: Gagnus, Percy M (PM.)
Sent: Wednesday, December 10, 2003 2:46 PM
To: Mclaughlin Jr., Robert (R.J.); Placha, Diana (D.)
Cc: Hale, Wendy (W.)
Subject: RE: AX Pump Drive Shafts

I have 30 shafts ready for pick up (my desk)!! Please let me know when you are able to pick them up!!

Percy

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

From: Hale, Wendy (W.)
Sent: Wednesday, December 10, 2003 12:40 PM
To: Gagnus, Percy M (PM.)
Subject: FW: AX Pump Drive Shafts

Wendy Hale

Ford Manufacturing Engineering
6F Main Control Assembly
Phone/Fax: 734-523-5929
Pager: 734-296-4437

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Wednesday, December 10, 2003 12:31 PM
To: Placha, Diana (D.); Hale, Wendy (W.)
Subject: RE: AX Pump Drive Shafts

Build-up might have half a dozen or so, I know they don't have 30 pieces. I would be able to stop out at Van Dyke if need be to pick some up for you if you submit an RPS for them and arrange to have them pulled from the line. Lori Sanko might be able to help with the arrangements.

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

From: Placha, Diana (D.)
Sent: Wednesday, December 10, 2003 9:58 AM
To: Mclaughlin Jr., Robert (R.J.); Hale, Wendy (W.)
Subject: AX Pump Drive Shafts

Wendy & Bob... We will be running a DOE on the torque converter pump drive because of the recent failures that we had. Would you happen to have 30 pump drive shafts I can have for my testing either from Van Dyke or build-up next door? Any help you can offer would be greatly appreciated.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

From: Placha, Diana (D.)
Sent: Wednesday, December 10, 2003 1:22 PM
To: Gagnus, Percy M (PM.)
Subject: RE: AX Pump Drive Shafts

Follow Up Flag: Follow up
Flag Status: Red

Hi Percy...The part #'s 2F2P-7R190-AA. Thank you very much for your help.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Gagnus, Percy M (PM.)
Sent: Wednesday, December 10, 2003 11:30 AM
To: Hale, Wendy (W.)
Cc: Placha, Diana (D.)
Subject: RE: AX Pump Drive Shafts

Diana,

Do you have part # for me?? I sure I can you help out!

Percy

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

From: Hale, Wendy (W.)
Sent: Wednesday, December 10, 2003 10:49 AM
To: Gagnus, Percy M (PM.)
Subject: FW: AX Pump Drive Shafts

Wendy Hale

Ford Manufacturing Engineering
6F Main Control Assembly
Phone/Fax: 734-523-5929
Pager: 734-296-4437

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

From: Placha, Diana (D.)
Sent: Wednesday, December 10, 2003 9:58 AM
To: Mclaughlin Jr., Robert (R.J.); Hale, Wendy (W.)
Subject: AX Pump Drive Shafts

Wendy & Bob...We will be running a DOE on the torque converter pump drive because of the recent failures that we had. Would you happen to have 30 pump drive shafts I can have for my testing either from Van Dyke or build-up next door? Any help you can offer would be greatly appreciated.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

From: Wu, Bill (B.)
Sent: Wednesday, January 28, 2004 10:09 AM
To: Placha, Diana (D.)
Subject: AX Torque Converter Codes

Follow Up Flag: Follow up
Flag Status: Red

Diana, The AX Torque Converter Codes, Build Dates, Part Number, and Applications are as follows.

Code	Build Date	Shift	Part Number	Application
-----	-----	-----	-----	-----
• 50 O28M	March 28, 1997	Third	F68P-7902-AA	3.8L Windstar
• 66 E06M	May 06, 1997	Second	F8DP-7902-AC	3.0L 4V Taurus
• 65 U15M	Sept. 15, 1997	Third	F8OP-7902-AB	4.6L Continental
• E19M	May 19, 1997	Second		
• 65 J02M	Oct. 02, 1997	Second	F8OP-7902-AB	4.6L Continental

Was there a code for the fourth cover? Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3779; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Adamski, Raymond (R.J.)
Sent: Wednesday, June 13, 2007 1:32 PM
To: Nichols, Jim (J.L.); Placha, Diana (D.B.)
Cc: Campau, Patrick (P.J.); Baum, Joe (J.M.)
Subject: RE: AX4N Pump Drive Plate Issue

Follow Up Flag: Follow up
Flag Status: Red

Here is the link to the eTracker.

<http://www.etracker.ford.com/Apps/AddIssues/EditIssue.asp?ShowAsPopup=Y&ProjectID=PDQATEO&IssueId=773347>

The eTracker issue has a version of a global 8D attached. I do not believe the 8D is still in the G8D system. The attachment version of the 8D describes the two durability vehicle incidents involving converters manufactured 6/9/2003. The 8D goes on to describe the PCA which was improved heat-treat audit procedures as being implemented near the end of November 2003.

Ray Adamski
Transmission and Driveline Engineering
313-805-8808 (mobile) radamsk2@ford.com

From: Nichols, Jim (J.L.)
Sent: Wednesday, June 13, 2007 1:13 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.)
Cc: Campau, Patrick (P.J.); Baum, Joe (J.M.)
Subject: AX4N Pump Drive Plate Issue

Ray/Diana,

Could you guys remind us when you were working on the AX4N pump drive plate spline issue? I couldn't find it in my notes, but I definitely remember Ray talking about this one a few years back!

Regards,

James L. Nichols

4F27E Vehicle Systems Engineering
CDSID: jnicho15
Cell Phone/Voice Mail/Pager: (313) 805-9320
Fax: (734) 523-3942

Go Blue!

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 1:05 PM
To: Nichols, Jim (J.L.)
Cc: Campau, Patrick (P.J.)
Subject: RE: Can you give me a contact???

Jim, do you remember in what period of time we found the white layer thickness issue on the AX4N pump drive splines?

From: Campau, Patrick (P.J.)
Sent: Wednesday, June 13, 2007 1:01 PM
To: Baum, Joe (J.M.)
Subject: RE: Can you give me a contact???

It was the splines inside the torque converter striped that drive the pump shaft, The pump shaft had eaten into the valve body bushing and the bushing on the O/D drum was worn.
The transmission is already rebuilt, so there isn't much we can do now.

Patrick Campau

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 12:44 PM
To: Campau, Patrick (P.J.)
Subject: RE: Can you give me a contact???

I want to understand the specific nature of this pump failure before making a final decision.

From: Campau, Patrick (P.J.)
Sent: Wednesday, June 13, 2007 12:39 PM
To: Baum, Joe (J.M.)
Subject: RE: Can you give me a contact???

OK

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 12:09 PM
To: Campau, Patrick (P.J.)
Cc: McClain, Shawn (S.M.)
Subject: RE: Can you give me a contact???

Just lend him an ear. I do not think we should be supplying a transmission.

From: Campau, Patrick (P.J.)
Sent: Wednesday, June 13, 2007 9:31 AM
To: Baum, Joe (J.M.)
Cc: McClain, Shawn (S.M.)
Subject: FW: Can you give me a contact???

Joe, do you want me to get involved, by possibly supplying parts or not?

From: Stellon, Frank (F.L.)
Sent: Wednesday, June 13, 2007 9:11 AM
To: Baum, Joe (J.M.)
Cc: Campau, Patrick (P.J.); Lucas, Jim (J.R.); Posa, Chris (A.C.)
Subject: RE: Can you give me a contact???

I found the problem when I took my vehicle to Blackwell Ford yesterday.

Blackwell told me that the pump failed in the transmission !!! This condition breaks the splines in the converter / pump shaft. Once the shaft sheared that's what gave me the "NEUTRAL" in every gear.

Do you know if this pump failed prematurely? I only have 77,000 miles on the van. This is very disappointing to own a Windstar that has a issue that's going to cost me \$2000 with only 77,000 miles on it.

Do you know someone at Ford I could speak to about this situation, ???

Frank Stellon

Primary Designer

Basic Design/Initial Geometry
fstello1@ford.com (313)31-74404

From: Baum, Joe (J.M.)
Sent: Wednesday, June 13, 2007 7:56 AM
To: Lucas, Jim (J.R.); Stellon, Frank (F.L.); Posa, Chris (A.C.)
Cc: Campau, Patrick (P.J.)
Subject: RE: Can you give me a contact???

I am sorry to hear about your transmission troubles, The symptoms described could be caused by numerous potential internal transmission issues. Pat Campau would be the best person to discuss this with.

From: Lucas, Jim (J.R.)
Sent: Monday, June 11, 2007 12:51 PM
To: Stellon, Frank (F.L.); Posa, Chris (A.C.); Baum, Joe (J.M.)
Subject: RE: Can you give me a contact???

Joe, for your follow up

From: Stellon, Frank (F.L.)
Sent: Monday, June 11, 2007 7:11 AM
To: Posa, Chris (A.C.); Lucas, Jim (J.R.)
Subject: Can you give me a contact???

Chris, Jim

Can you lead me to the right person to talk to about my trans in my 2003 windstar.

With no warning or problems at all, as I was driving through a green light, all of a sudden I could tell that my engine was just "racing" and that no forward motion was happening! I was able to pull to the side of the road. Stopped, put the van in P. Shifted the transmission to R--van would not move. Tried D, 1, 2, 3,--same result, engine would race just like being in natural. The van has 77,000 miles on it.

Any suggestions!!

Frank Stellon

Primary Designer
Basic Design/Initial Geometry
fstello1@ford.com (313)31-74404

From: Placha, Diana (D.)
Sent: Monday, May 09, 2005 1:02 PM
To: Mclaughlin, Robert (R.J.)
Subject: RE: Backup note to the PAGE

I took the converter and pump shaft. The failure is unusual in respect that the spline on the pump shaft is damaged as well. Did they take a look at the trans? Do all of the other components look ok? In the past, whenever we had a pump drive insert spline failure the pump shaft spline was ok. This converter is also outside of our suspect range. Can you please let me know what the results are of the trans teardown. I've already placed an order in to our lab to have the converter and pump inspected.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>> Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mclaughlin, Robert (R.J.)
Sent: Monday, May 09, 2005 9:57 AM
To: Text Page recipients
Subject: Backup note to the PAGE

Converter stuck on trans unit: converter removed, pump shaft spline stripped into converter insert spline, unit on table A7 in B/U. From: Robert Mclaughlin Jr. (734-5233490)

From: Placha, Diana (D.)
Sent: Monday, September 12, 2005 5:00 PM
To: Text Page recipients
Subject: Backup note to the PAGE

Stand C6-ch28 TR YC8010 Please continue to run the current sample to 300,000 cycles at the current parameters (50 ft-lbs). I'll provide another baseline sample From: Diana Placha (734-5233393)

From: Wu, Bill (B.)
Sent: Tuesday, September 14, 2004 1:10 PM
To: Text Page recipients
Subject: Backup note to the PAGE

Di, Total runout for the pump drive insert is 0.2 mm. Converter in ATNPC Lobby for pick-up. Please drive carefully. From: Bill Wu (1-734-5233622)

From: Placha, Diana (D.)
Sent: Monday, September 12, 2005 5:01 PM
To: Text Page recipients
Subject: Backup note to the PAGE

Stand C6-ch28 TR YC8010 tomorrow that we can run to the suggested 75 ft-lbs af ter the current sample completes 300,000 cycles.
From: Diana Placha
(734-5233393)

From: Mclaughlin, Robert (R.J.)
Sent: Tuesday, March 08, 2005 1:23 PM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: RE: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N

Follow Up Flag: Follow up
Flag Status: Red

Gary,
I have the form signed to authorize the work at ATNPC, it will also require signatures from the department manger and an executive engineer. I will drop the form off this afternoon at your desk. Let me know when you have the form signed, Ill turn it in and schedule a time when Bill can bring the van in, have the converter swapped and drive the vehicle home that afternoon.

Robert McLaughlin
4F50N Vehicle Systems
Office 734-523-3490
Pager 734-296-5459
rmclaug@ford.com

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

From: Alex, Gary (G.L.)
Sent: Tuesday, March 08, 2005 11:14 AM
To: Mclaughlin, Robert (R.J.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: FW: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N
Importance: High

Subject: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N
Importance: High

Bob
Is there any way we can have a Torque Converter Changed- R&R- out in your Area .Engineering has a number of converters with pump drive inserts failure.
Bill Wu from Engineering(Our Department) up front has a 2004- Mer/Monterey with 19,000 miles on it. We would like to have this converter pulled for Engineering to cut apart and have full inspection perform . I Have a New replacement in my office. The Dealer Hot-Line also is working on this but the return of converters are taking too long. This one has the build dates of what we need. All your Help IN GETTING this completed will speed up the investigation.
Can you please call me on this matter and advise if you can assist.
Thank you.

Trans I.D Build Date
4F2P-7000-AA
MA 4 1012363
A4931 080903
PNB MA 41

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Snapp, Terry (T.G.)
Sent: Monday, March 07, 2005 8:49 AM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: RE: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N

Follow Up Flag: Follow up
Flag Status: Red

Gary,

We only work on 4R75 and 6R60 units. We are swamped as it is.
Sorry.

Regards,

TERRY SNAPP

SECTION SUPERVISOR - Warranty Garage

Phone: 734-45-**80187** Quality Control Department
Fax: 734-523-4193 Livonia Transmission Plant
tsnapp@ford.com Text Pager: 734-797-7463

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

From: Alex, Gary (G.L.)
Sent: Friday, March 04, 2005 1:37 PM
To: Snapp, Terry (T.G.)
Cc: Placha, Diana (D.); Wu, Bill (B.); Plasencia, David (D.B.)
Subject: Converter Replacement(Warranty Issue) Early 2004 Models 4F50N
Importance: High

Terry

Is there any way we can have a Torque Converter Changed- R&R- out in your Area .Engineering has a number of converters with pump drive inserts failure.

Bill Wu from Engineering(Our Department) up front has a 2004- Mer/Monterey with 19,000 miles on it. We would like to have this converter pulled for Engineering to cut apart and have full inspection perform . I Have a New replacement in my office. The Dealer Hot-Line also is working on this but the return of converters are taking to long. This one has the build dates of what we need. All your Help IN GETTING this completed will speed up the investigation.

Can you please call me on this matter and advise if you can assist.

Thank you.

Trans I.D Build Date
4F2P-7000-AA
MA 4 1012363
A4931 080903
PNB MA 41

Gary L Alex

Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, January 11, 2005 12:05 PM
To: Placha, Diana (D.B.)
Cc: FPM - Bob Ferry (E-mail)
Subject: RE: Cover insert test parts

Follow Up Flag: Follow up
Flag Status: Red

Attachments: RE: Cover insert test parts



RE: Cover insert
test parts

Thanks, the testing was for hardness and the depth of the diffusion and compound zones. I will send them to you as soon as I get electronic copies from Bob Ferry.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Placha, Diana (D.)
Sent: Tuesday, January 11, 2005 11:25 AM
To: Korth, Gary
Subject: RE: Cover insert test parts

What type of testing was performed? Please forward your results to me. I'll adjust the quantity on the order we placed.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Tuesday, January 11, 2005 11:08 AM
To: Placha, Diana (D.)
Subject: RE: Cover insert test parts

Diana,

The missing pieces were used by FPM for testing. We blanked several extra in each case for testing after heat treat, but apparently did not add enough.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Andrews, Sandra (S.J.)
Sent: Thursday, January 20, 2005 2:10 PM
To: Placha, Diana (D.B.); 'dafaeth@exedy-us.com'
Cc: Kaknjo, Medina (M.)
Subject: STA support

Follow Up Flag: Follow up
Flag Status: Red

Diana and Dave,

Medina Kaknjo is our STA process expert for heat treating and copper plating. She is really great to work with and has offered to help us review the capabilities at Marsh. Dave - Please contact Marsh and work with them to schedule something with her. Diana, Troy Liput, Carl Andrus and I would also like to attend. We would like to do this sooner than later in case there is an issue. Atlanta has already voiced a concern about how long this is taking.

Medina can be reached by phone at 1-313-390-1056.

Thank you,

Sandra J. Andrews

Buyer GH48
Torque Converters and Torque Converter Components
Ford Powertrain Purchasing
Phone 734-523-3585
Fax 734-523-5911
E-Mail sandre15@ford.com

From: Baert, Kevin (K.E.)
Sent: Wednesday, September 14, 2005 9:00 AM
To: Placha, Diana (D.)
Subject: RE: Stand Status Change

Follow Up Flag: Follow up
Flag Status: Red

It was stopped because it reached the total cycle target of 650,000 cycles that we discussed yesterday, which was 300,000 cycles of cycled load (50 ft-lbs). The new sample (#2B) is now running to 300,000 cycles.

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

From: Placha, Diana (D.)
Sent: Wednesday, September 14, 2005 7:02 AM
To: Baert, Kevin (K.E.)
Subject: FW: Stand Status Change

Kevin...Can you let me know if #2A completed the additional 300,000 cycles. Was it stopped because it reached our angle limit or for some other reason?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: amotley [<mailto:amotley>]
Sent: Wednesday, September 14, 2005 12:16 AM
To: Placha, Diana (D.)
Subject: Stand Status Change

Test Request: **YC8010**

Trans Family: **4F50N**

Test Type: **Durability**

HMS Stand: **C6-ch28**

Status: **Hold for Requesting Engineer**

Comment: WAITING REQUESTER TO ADVISE NEXT LOAD PARAMETERS

Status Set: **09/14/2005 at 00:15**

For more information, please go to: ATDL Stand Status System - [Stand C6-ch28](#)

The following individuals have received this message:

kbaert dplacha DPLASENC DHILDEBR

PLEASE DO NOT REPLY TO THIS MESSAGE!

From: Baert, Kevin (K.E.)
Sent: Wednesday, August 17, 2005 9:55 AM
To: Placha, Diana (D.)
Subject: RE: Status Change in C06-CH28

Follow Up Flag: Follow up
Flag Status: Red

The controller for Ch.28 was down yesterday. Its back up today and setup continues. The test should start some time today.

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

From: Placha, Diana (D.)
Sent: Wednesday, August 17, 2005 7:18 AM
To: Baert, Kevin (K.E.)
Subject: FW: Status Change in C06-CH28

Kevin...Can you please let me know what happened. How long before we can start the test?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Motley, Alan (A.M.)
Sent: Wednesday, August 17, 2005 12:26 AM
To: Placha, Diana (D.)
Cc: Banks, Aubrey (A.L.); Myint, Aung (A.S.)
Subject: Status Change in C06-CH28

Diana Placha,

Your test is On Hold. Please contact the BCTD Test Engineer, Kevin Baert (1-313-8050558) at your earliest convenience.

BCTD Test System C06-CH28 Status **HOLD - Equipment Repair**

TR No: **YC8010**

Description: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

User Comments: HOLD FOR CONTROLLER REPAIR

Status Updated by: [REDACTED] AMOTLEY, 17-aug-2005 00:25:11

Phone:1-734-2668604

A courtesy copy of this email was also forwarded to Supervisor: DPLASENC, Manager: DHILDEBR

From: Soroka, John (J.)
Sent: Thursday, July 29, 2004 10:10 AM
To: Placha, Diana (D.)
Cc: Deming, Don (D.J.); Gerke, David (D.W.)
Subject: Studface CMM inspection Status

Follow Up Flag: Follow up
Flag Status: Red

Diana-

Don Deming and myself were wondering if you ever received any results from your CMM inspection of the 4F50N converters that we were evaluating at the NDE lab? As I recall we had identified a significant "out of tolerance" on the Studface runout, I believe ONE stud was "out of plane" significantly w/respect to the others. Did you ever get any other additional inspection data to support this?>

Just wondering.. Don and I are involved in some management discussions which encompass the direction of the NDE lab analysis, and any data verifying the integrity of our findings could be useful in such a forum.

Thanks

From: Fallu, John (W.)
Sent: Tuesday, September 14, 2004 4:10 PM
To: Nichols, Jim (J.L.); Mclaughlin, Robert (R.J.)
Cc: Placha, Diana (D.B.)
Subject: FW: T/C National Exchange

Follow Up Flag: Follow up
Flag Status: Red

When you take the ring gears to Van Dyke, can you pick up this pump shaft?

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Scott, Rodney (R.R.)
Sent: Tuesday, September 14, 2004 2:23 PM
To: Fallu, John (W.)
Subject: RE: T/C National Exchange

We have the shaft, how do you want to get it?

regards

Rod Scott

Van Dyke Transmission Plant
Supv. - Warranty and Test
phone 586-826-3170 fax 586-826-3171
rscott3@ford.com

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

From: Fallu, John (W.)
Sent: Tuesday, September 14, 2004 8:29 AM
To: Scott, Rodney (R.R.)
Subject: FW: T/C National Exchange

Rod,

Can you put aside the pump shaft from the unit below for us to pick-up?

Thanks.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Placha, Diana (D.)
Sent: Tuesday, September 14, 2004 8:20 AM
To: Fallu, John (W.)
Subject: RE: T/C National Exchange

John...Just wanted to let you know that I began the inspection process. The parts will be reviewed by myself first and then

sent to Exedy and MPI (PDI manufacturer) for analysis and Met inspections. As soon as I get the inspection reports from Exedy & MPI, I will forward them to you.

Exedy requested that we inspect the PDI shaft as well. Does your group have that part? If not, can you help me get it back from Van Dyke?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>>

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

From: Fallu, John (W.)
Sent: Thursday, September 09, 2004 3:26 PM
To: Placha, Diana (D.)
Subject: T/C National Exchange

Did you see this from Van Dyke's Returns?

NATIONAL EXCHANGE:

41006428 4F2P-AB (4.2L) 27,096 miles. Returned for no forward. TD: Found converter drive insert was stripped out. Converter is on display table for engineering.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

From: Fallu, John (W.)
Sent: Tuesday, September 14, 2004 8:25 AM
To: Placha, Diana (D.)
Subject: RE: T/C National Exchange

Follow Up Flag: Follow up
Flag Status: Red

Sounds good Diana. Thanks.

We don't have the pump shaft but I'll send a note to Van Dyke and ask them to put it aside.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Placha, Diana (D.)
Sent: Tuesday, September 14, 2004 8:20 AM
To: Fallu, John (W.)
Subject: RE: T/C National Exchange

John...Just wanted to let you know that I began the inspection process. The parts will be reviewed by myself first and then sent to Exedy and MPI (PDI manufacturer) for analysis and Met inspections. As soon as I get the inspection reports from Exedy & MPI, I will forward them to you.

Exedy requested that we inspect the PDI shaft as well. Does your group have that part? If not, can you help me get it back from Van Dyke?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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NATIONAL EXCHANGE:

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John W. Fallu

4F50N Vehicle Systems Supervisor

ph: 734-52-33862

From: Plasencia, David (D.B.)
Sent: Thursday, November 06, 2003 9:16 AM
To: 'dfaeth@exedy-us.com'; Plasencia, David (D.B.); Placha, Diana (D.B.); Andrews, Sandra (S.J.)
Cc: 'larisumi@exedy-us.com'
Subject: RE: Testing

Follow Up Flag: Follow up
Flag Status: Red

Dave, please review the statement of work. Section 3.1.3 states Daikin will be responsible for component level testing and support for System testing,(It does not say that this responsibility stops after the product goes into production). As a matter of fact In section 4.3.1 it states that Daikin has Lead responsibility to investigate problems, provide resolution and implement corrective actions throughout the life of the product. Testing of components where issues arise is a integral part of this process.

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

From: dfaeth@exedy-us.com [mailto:dfaeth@exedy-us.com]
Sent: Wednesday, November 05, 2003 10:35 AM
To: dplasenc@ford.com; dplacha@ford.com; sandre15@ford.com
Subject: Testing

Recently we had a controversy over testing cost, with regard to the OWC issue. Ford's position was that DDC should not charge Ford for that testing because the Program Statement of Requirements places the responsibility for all component level testing on DDC, regardless of nature of the testing, nature of the situation, and/or quantity of tests.

At that time we retracted those charges, pending review of the SOR. We have reviewed the SOR. Our interpretation of the SOR is that it is not a blanket requirement for us to provide testing services, regardless of the situation and/or quantity.

It was our plan to set up a meeting and discuss this, but I now felt compelled to send this note because I see it about to come up again on the pump drive insert. Exedy has the ability to perform this testing (or a test very similar in conditions) but there is a one-time fixture charge and a recurring testing charge. Jimmy will provide information as to the specific capability of the tester at Exedy. If it meets your needs, we will then quote these charges. If you still maintain that we should not charge Ford for this testing service, based on the SOR, then we need to have the meeting and discussion to iron out a mutual understanding.

From: Dodaro, Marco Antonio (M.)
Sent: Monday, February 28, 2005 2:10 PM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: Torque failure

Follow Up Flag: Follow up
Flag Status: Red

REQUEST ID: 00190-AT00144-05Y-02M-25D

Current Status:
Under Review

Warranty Coverage Type: Basic Warranty (36/60, 48/80)

Automatic Transmissions
Prior Approval Process -
Data Sheet

Customer Information

Customer First Name [REDACTED] Customer Last Name [REDACTED]

Dealership Information

Dealership B3223: JIM PENNEY LIMITED
Technician Name keith moss
Phone 709-256-4826 Fax 709-256-4077
Email r-nolan1@jimpenneyford.dealer email.com

OASIS Contact ID 109211758 OASIS Symptom Code 503000

Have you checked all publications (TSBs, SSMs, etc.) for concern resolution? Yes

Vehicle Information

RO Number	28977	RO Line #	1
RO Date	2/21/2005	Warranty Start Date	12/19/2003
VIN	2FMZA55294B [REDACTED]	Kilometres	50271
Model Year	2004	Vehicle Line	FREESTAR
		Vehicle Body	FREESTAR VAN
Vehicle Body Conversion			None
Vehicle Usage	Commercial		
Is this vehicle equipped with a snowplow?			No
P.T.O.	No		

Transmission

Is this vehicle equipped with a Ford Remanufactured Assembly?			Original Unit
Tag Number	4f2p-aa	Serial Number	ma41002207
Description	AX4N/4F50N	Build Date	7/31/2003
Part Number	4f2p 7000 aa		

What is the estimated cost to repair?

Total Parts	2534
Total Labour	806

Total 3340

What is the cost to
replace with an
exchange Assembly?

Total(parts, labour) 3058.49 Remanufactured

How many repair attempts for this concern 0

How many times has transmission been replaced in this vehicle 0

Has the Technical Hotline been contacted on this issue? No

Additional comments

Suspected broken pump shaft from the beginning. .02 in all gears (line pressure) verified pump shaft spun out in the torque converter.

Automatic Transmissions Prior Approval Process
Exchange Request Sheet

Engagement Concerns

Engagement into Drive	Does not occur
Engagement into Reverse	Does not occur
Transmission fluid level	Normal
Transmission fluid condition	Normal
Condition occurs	Both cold and hot, Always

Check for any aftermarket add-ons or modifications None

List all Diagnostic Trouble Codes

KOEO	nil
CONT	nil
KOER	nil

Line Pressures

Drive (Idle)	02
Drive (WOT)	02
Reverse (Idle)	02
Reverse (WOT)	02
Neutral	02

Damaged components found after teardown inspection

torque converter, pump shaft, Suspect valve body issue.

Has required maintenance been performed?	Yes
--	-----

Do you have maintenance records?	Yes
----------------------------------	-----

Technician comments

due for tranny service now! aLL OTHER MAINTENANCES HAVE BEEN PERFORMED HERE AT DEALER.

Automatic Transmissions Prior Approval Process Concern, Cause, Correction Sheet

Customers Concern

LOST POWER WHILE DRIVING AT HIGHWAY SPEED. PULLED OVER TO FIND NO RESPONSE IN ANY GEAR.

Description of Failure

PUMP SHAFT SPUN OUT IN TORQUE CONVERTER.

Why is assembly replacement required

PARTS AND LABOUR EXCEED COST CAP!

Contact Information

Contact 1	Randy Nolan
Contact 2	KEITH mOSS
Contact Email	r-nolan1@jimpenneyford.dealeremail.com
Phone Number	709-256-4826

Assessor's Comments

reviewed with diana torque converter engineering as to root cause will contact dealer once response is recieved. (marco)

Report Summary

Attachments : 0

Report# : 5BWFA010 NHL Received: 02/23/2005

CCRG/EPRC: Reviewed Status: Date:

Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55294B [REDACTED] Build Date: 09/04/2003

Odometer : 50,271 K Engine: 4.2L EFI Calibration: 4A41NA0A

Transmission: 4F50N Axle: A/C: YES

Dealer: CAN B3223 JIM PENNEY LTD Phone#: (709) 256-4821

City: Gander Province Newfoundland Country : CAN

Originator: KEITH MOSS

Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom: NO MOVEMENT,PUMP SHAFT

Fix: Causal Component :

Condition Code:

Hotliner: JAPPEL2 Phone: 313 317-9349 Regn Cd: 03 03 FCSD REGION-CANADA

Engineering: Phone: TAR:

Dir Contact: KEITH MOSS Phone: 709 256-4826 Title Cde: T

REPAIR 02/23/2005 12:28PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
TECHNICIAN STATES THAT HE FOUND THE SPLINES IN THE TORQUE CONVERTER
FOR THE PUMP SHAFT ARE STRIPPED. TECHNICIAN STATES THAT SPLINES ON
SHAFT ARE OK AND SHAFT TURNS FREELY IN THE PUMP. TECHNICIAN STATES
THAT HE HAS TAKEN THE PUMP APART AND NO TROUBLE FOUND. TECHNICIAN
CAN NOT ROOT CAUSE AND LOOKING FOR DIRECTION.

RECOMM 02/23/2005 12:28PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
ADVISED TECHNICIAN TO PULL THE MAIN CONTROL AND INSPECT FOR DEBRIS
AND CRACK THE FILTER OPEN TO INSPECT FOR DEBRIS FOR ROOT CAUSE.
ADVISED IF UNABLE TO FIND ANYTHING THERE THEN REPLACE THE TORQUE
CONVERTER AND PUMP SHAFT AND WHEN INSTALLING NEW CONVERTER PUT SOME
ASSEMBLY LUBE ON PUMP SHAFT SPLINES AND INSTALL CONVERTER AND REMOVE
AND REMOVE AND NOTE ENGAGEMENT DEPTH OF SPLINES AS COMPARE TO ORIGIANL
ADVISED IF THEY ENGAGE DEEPER THAN ORIGIAL CONVERTER OR SHAFT WAS
MISMACHINED.

REPAIR 02/25/2005 01:26PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
DEALER SM (RANDY) CALLED BACK AND STATES THAT HE IS FILLING OUT V-REF
FORMS FOR ASSEMBLY APPROVAL AND STATES THAT THE PARTS DEPT. IS SAYING
THAT HE HAS TO CALL HOTLINE FOR PRICE ON REPLACEMENT TRANS.

RECOMM 02/25/2005 01:26PM JOSEPH APPEL MSS - FCSD - TECH SVC HOTLINE
ADVISED THAT HE IS TO CALL TO GET PRIOR APPROVAL BUT THE PRICE OF THE
REPLACEMENT UNIT IS NOT NECESSARY IF HE IS OVER COST CAP. ADVISED
THAT PRICE TO REPAIR THE UNIT IS CRITICAL BUT NOT THE REPLACEMENT
PRICE. ADVISED TO CONTINUE TO COMPLETE FORMS AND SUBMIT FOR REVIEW.
!!!!!!! ORIGINALLY TECH STATES THAT ONLY PROBLEM FOUND WAS PUMP

SHAFT SPLINES STRIPPED IN CONVERTER !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

WHAT HAPPENED?

ADD-ON 02/28/2005 08:19AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
RECIEVED VREP REQUEST

REVIEWED WITH DIANA TORQUE CONVERTER ENGINEERING AS TO ROOT CAUSE
WILL CONTACT DEALER ONCE RESPONSE IS RECIEVED.

ADD-ON 02/28/2005 02:08PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
CONTACTED DEALER AGAIN.

REVIEWED WITH GARY, ALEX TORQUE ENGINEERING. DEALER STS THAT TORQUE
IS STILL NOT AVAIL ON 02/28/2005.

ADVISED DEALER TO REPLACE TRANS WITH NEW ASSY

Requester: MDODARO 28-Feb-2005
VIN History Ford Proprietary, Private Retention: None

Marco Antonio Dodaro

Warranty / Powertrain Exchange
Ford Motor Company
(905) 845-2511 x.1073
(905) 845-9447 fax

"Accelerate Growth Through Customer Satisfaction and Loyalty"

From: Alex, Gary (G.L.)
Sent: Tuesday, February 08, 2005 9:55 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: RE: Torque Failure (stripped Splines)

Follow Up Flag: Follow up
Flag Status: Red

Thank you for the update Sir.....

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Davis, Craig (C.B.)
Sent: Tuesday, February 08, 2005 8:52 AM
To: Alex, Gary (G.L.)
Subject: RE: Torque Failure (stripped Splines)

Gary, the requests have been submitted to return the transmissions to ATNPC as requested. Waiting for the dealer to complete the repairs and then return the assembly

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

From: Alex, Gary (G.L.)
Sent: Tuesday, February 08, 2005 7:54 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.); Dodaro, Marco Antonio (M.)
Subject: RE: Torque Failure (stripped Splines)
Importance: High

Craig

CAN we also get the converter back for Engineering Washer failure study on this last report. As a side note has Any of the pass request for Converter and trans been shipped out to us. We have been checking the in-coming dock at ATNPC and haven't seen anything as of this date.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Dodaro, Marco Antonio (M.)
Sent: Monday, February 07, 2005 11:53 AM
To: Alex, Gary (G.L.); Placha, Diana (D.)
Subject: Torque Failure (stripped splines)

Report Summary Attachments : 0

Report# : 5ALHE020 NHL Received: 01/12/2005
 CCRG/EPRC: << OLE Object: Picture Review Date:
 (Metafile) >> << OLE d Status:
 Object: Picture (Metafile)
 >>
 Vehicle: 2004,FREESTAR,SPOR Build Date: 09/02/2003
 T ,WAGON
 ,2FMDA57274B
 Odometer : 44,814 K Engine: 4.2L EFI Calibration 4A41NA0A
 :
 Transmission: 4F50N Axle: A/C: YES
 Dealer: CAN A6050 Phone#: (403)
 WOODRIDGE L/M 253-2200
 SALES LIMITED
 City: Calgary Province Alberta Country : CAN
 Originator: MATTHEW GEORGE
 Symptom: 5 03 1 53 DRVLIN,A/T
 ENGAGEMENT,NO
 ENGAGEMENT,NO
 FWD OR REV
 Status:
 VFG: V48 GOOD AUTO
 TRANSMISSION
 SHIFT
 Additional 0 LINE PRESSURE
 Symptom:
 Fix: Causal Component :
 Condition Code:

Hotliner: RWILS176 Phone: 313 Regn Cd: 06 06
 317-7065 FCSD REGION-
 CANADA

Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

REPAIR 01/12/2005 02:50PM RICK WILSON MSS - FCSD - TECH SVC HOTLINE
 THERE IS NO FOWARD OR REVERSE. THERE IS 0 LINE PRESSURE.
 RECOM 01/12/2005 02:50PM RICK WILSON MSS - FCSD - TECH SVC HOTLINE
 M

TECH TO REMOVE THE SIDE COVER AND INSPECT THE MAIN PRESSURE
 REGULATOR
 VALVE. TECH ALSO TO CHECK THE PUMP.

REPAIR 01/13/2005 06:11PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
 REMOVED MAIN CONTROL AND FOUND SPLINES IN CONVERTOR FOR
 PUMP SHAFT STR
 IPPED OUTMAND SOME BLACK PLASTIC PIECES AROUND THE
 SHAFT,CANT FIND WHE
 RE PLASTIC CAME FROM

RECOM 01/13/2005 06:11PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
M

ADVISED MOST LIKELY BLACK PLASTIC IS FROM INSIDE
CONVERTOR, PHENOLIC
WASHER MATERIAL

ADD- 02/07/2005 11:51AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ON

RECIEVED VREP REQUEST
TECH STS THAT TORQUE CONVERTER SPLINES ARE STRIPPED AND THEY
HAVE HAD
UNIT DOWN FOR A MONTH A
ND STILL HAVE NOT RECIEVED TORQUE. TECH STS THAT TORQUE WI
LL NOT BE AVAIL FOR UNTIL MID MARCH. REQUESTING TRANS REPLAC
EMENT. ADVISED DEALER TO REPLA
CE TRANS WITH NEW ASSY

Here is the information you submitted for an Automatic Transmission Prior Approval Process

ContactID = 111095312
CreatedOn = 2/7/2005 11:10:52 AM
FirstName = matt
Title = T - TECHNICIAN
SymptomCode = 503000
Email =
RepairOrder = 565529
ModelYear = 2004
PartNum = 4f2p-7000-aa
Mileage = 44814
SerialNum = ma41002251
Usage = Commercial
TimesExchanged =
LastName = george
Dealer = Woodridge Ford Lincoln Ltd
PACode = A6050
PhoneAreaCode = 403
PhoneNum = 253-2200
FaxAreaCode = 403
FaxNum = 258-0008
WarrantyStartMonth = 03
WarrantyStartDay = 31
WarrantyStartYear = 2004
LineDesc = FREESTAR
BodyDesc =
TranDesc = 4F50N AUTO TRANSAXLE
EngineDesc = 4.2L EFI
EmailCopy =
TransID =
VIN = 2FMDA57274B [REDACTED]

RODate = 01/10/2004
ROLineNum = 1
TransUnit = Original Unit
TransBuildDate = 31/07/03
TransModelNum = 4f50n
RepairAttempts =
TimesHotlineContacted =
ReportNumber =
UpFitBody =
CustFirstName = double d
CustLastName = agro sales
Process = Auto Trans
GSA = CAN
ContactName = Bob Ast (403) 640 7446
Step = C
FinalDate = 2/7/2005 11:36:32 AM
TranDesc2 =
Warranty = Bumper to Bumper
SPWInsDate =
SPWMiles =
WarningMsg = No

Here is the Diagnostic Information you entered:

Engagement into Reverse (Select best Answer) = Does Not Occur
CONT: =
WOT: = 0, 0
KOEO: =
Total cost to repair the failed assembly: Total Dollar Amount: = 3000.00
Engagement into Drive (Select best Answer) = Does Not Occur
Damaged components found after teardown inspection = zero line pressure remove trans found splines in
converter stripped some damage to pump shaft
Fluid Level and Condition (Check all that apply) = , Normal Level
Neutral = 0
Condition Occures (Select best Answer) = Always
Drive Idle: = 0
KOER: =
Visual Inspection (Leaks, Connector Damage, etc.) = no external leaks or damage
Rev Idle: = 0
Parts: = 2000.00
Labor: = 1000.00
Describe any aftermarket modifications made to the vehicle: =
Additional Comments: = we have been waiting for a torque converter thee part is strill showing no release date
possible datee mid march we have had this van for over a month(came in jan/10) warranty dom(ed barker
recommend replace complete unit to get customer on the road

Here is the concern, cause and correction information you entered:

Concern = no engage into drive or reverse
Correction = there is no torque converter avvilable for this trans we have beenwaitiing for over a month for a
part and there is still no release date for converter warranty dom(ed barker recommended unit replacement) we

are requesting new unit for this van
Cause = splines in converter stripped damage to pump shaft

Marco Antonio Dodaro

Warranty / Powertrain Exchange
Ford Motor Company
(905) 845-2511 x.1073
(905) 845-9447 fax

"Accelerate Growth Through Customer Satisfaction and Loyalty"

From: Alex, Gary (G.L.)
Sent: Monday, February 07, 2005 8:33 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: FW: Torque Spline Failure

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Craig

Can you assist Engineering Again on getting this Converter back(Washer Failure Issue) . Thank you for All your Help

Please ship it to

ATNPC TEST CENTER

35500 Plymouth Rd 48150

Livonia Michigan

Attn: Diana Placha / Gary Alex

Dp-734-523-3393 Ga 734-266-0127

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Dodaro, Marco Antonio (M.)
Sent: Monday, February 07, 2005 8:12 AM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.)
Subject: RE: Torque Spline Failure

Alex, you will have to go through Craig Davis as previously mentioned to have the converter sent back to yourselves.

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

From: Alex, Gary (G.L.)
Sent: Friday, February 04, 2005 6:57 AM
To: Dodaro, Marco Antonio (M.)
Cc: Placha, Diana (D.)
Subject: FW: Torque Spline Failure
Importance: High

Marco

Can we get the Converter returned to Engineering for Inspection, we are working on a very HIGH level investigation on this issue. Thank you for All your HELP I

Gary L Alex
Reman Program Section

Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Placha, Diana (D.)
Sent: Thursday, February 03, 2005 4:56 PM
To: Alex, Gary (G.L.)
Subject: FW: Torque Spline Failure

Can you find out if he can get the converter from this one as well?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>>

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

From: Dodaro, Marco Antonio (M.)
Sent: Thursday, February 03, 2005 9:38 AM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: Torque Spline Failure

Report Summary Attachments : 0

Report# :	5BCHR001 FOCHL	Received:	02/03/2005
CCRG/EPRC:	<< OLE Object: Picture Reviewe (Metafile) >> << OLE d Status: Object: Picture (Metafile) >>	Date:	
Vehicle:	2004,FREESTAR,CAN ADA ,WAGON ,2FMZA56254B [REDACTED]	Build Date:	08/27/2003
Odometer :	39,759 K	Engine:	4.2L EFI
Transmission:	4F50N	Axle:	
Dealer:	CAN B8023 Blue Star Ford Lincoln Sales L	Calibration	4A41NA0A
City:	Simcoe	A/C:	YES
Originator:	PAUL CHURCH	Phone#:	(519) 426-3673
Symptom:	5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHE R-CODE NA,OTHER- CODE NA	Country :	CAN
Status:			
VFG:	V48 GOOD AUTO TRANSMISSION SHIFT		

Additional

Symptom:

Fix: Causal Component :

Condition Code:

Hotliner: MDODARO Phone: 905
845-2511

Regn Cd: 08 08
FCSD REGION-
CANADA

Engineering:

Phone:

TAR:

Dlr Contact:

Phone:

Title Cde: T

REPAIR 02/03/2005 09:34AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS WILL NOT ENGAGE INTO FORWARD OR REVERSE
GEARS,
TECH STS THAT OIL PUMP SHAFT SPINS IN TORQUE, TECH STS THAT
SPLINES IN
TORQUE HAVE WIPED OUT. TECH STS THAT REPAIR WOULD BE POSSIBLE
WITH
TORQUE AND MINOR INTERNAL TRANS REPAIR HOWEVER TORQUE NOT
AVAIL

RECOM 02/03/2005 09:34AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
M

ADVISED DFEALER TO REPLACE TRANS WITH NEW ASSY

Here is the information you submitted for an Automatic Transmission Prior Approval Process

ContactID = 408540341

CreatedOn = 2/3/2005 9:01:54 AM

FirstName = PAUL

Title = T - TECHNICIAN

SymptomCode = 503000

Email =

RepairOrder = 284349

ModelYear = 2004

PartNum = 4F2P 7000 AA

Mileage = 39759

SerialNum = MA41003787

Usage = Personal

TimesExchanged =

LastName = CHURCH

Dealer = Blue Star Ford Lincoln Sales L

PACode = B8023

PhoneAreaCode = 519

PhoneNum = 426-3673

FaxAreaCode = 519
FaxNum = 426-4732
WarrantyStartMonth = 01
WarrantyStartDay = 12
WarrantyStartYear = 2004
LineDesc = FREESTAR
BodyDesc =
TranDesc = 4F50N AUTO TRANSAXLE
EngineDesc = 4.2L EFI
EmailCopy =
TransID =
VIN = 2FMZA56254E [REDACTED]
RODate = 02/02/2005
ROLineNum = 01
TransUnit = Original Unit
TransBuildDate = 050803
TransModelNum = PNB MA41
RepairAttempts =
TimesHotlineContacted =
ReportNumber =
UpFitBody =
CustFirstName = ALLAN
CustLastName = GREENFIELD
Process = Auto Trans
GSA = CAN
ContactName = TIBOR S/M
Step = C
FinalDate = 2/3/2005 9:13:11 AM
TranDesc2 =
Warranty = Bumper to Bumper
SPWInsDate =
SPWMiles =
WarningMsg = No

Here is the Diagnostic Information you entered:

Engagement into Reverse (Select best Answer) = Does Not Occur
CONT: = P1111
WOT: = 0, 0
KOEO: = P1111
Total cost to repair the failed assembly: Total Dollar Amount: = 4005.56
Engagement into Drive (Select best Answer) = Does Not Occur
Damaged components found after teardown inspection = OIL PUMP DRIVESHAFT SPLINES STRIPPED IN CONVERTOR.
Fluid Level and Condition (Check all that apply) = , Normal Level, Normal Condition
Neutral = 0
Condition Occures (Select best Answer) = Always
Drive Idle: = 0
KOER: = P1111
Visual Inspection (Leaks, Connector Damage, etc.) = LOOKS OK.
Rev Idle: = 0

Parts: = 3201.24

Labor: = 804.32

Describe any aftermarket modifications made to the vehicle: =

Additional Comments: = REQUESTING NEW TRANSMISSION DUE TO TORQUE CONVERTOR BEING UNAVAILABLE.

Here is the concern, cause and correction information you entered:

Concern = NO FORWARD OR REVERSE GEARS.

Correction = PARTS NOT AVAILABLE{TORQUE CONVERTOR}

Cause = BROKEN OIL PUMP DRIVESHAFT SPLINE BROKRN IN TORQUE CONVERTOR.

Marco Antonio Dodaro

Warranty / Powertrain Exchange

Ford Motor Company

(905) 845-2511 x.1073

(905) 845-9447 fax

"Accelerate Growth Through Customer Satisfaction and Loyalty"

From: Placha, Diana (D.)
Sent: Tuesday, October 14, 2003 8:37 AM
To: 'jimmyl@ddcc.com'
Subject: Runout Required

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...Can you please let me know what pump drive insert surface total runout and minor diameter runout you measured for converter 030609E 00115? Can you please provide this information to me by 10:00 am this morning (need it for a meeting).

Thanks,
Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

From: Plasencia, David (D.B.)
Sent: Tuesday, August 23, 2005 7:54 AM
To: Placha, Diana (D.)
Subject: RE: RPS 51342 Requires Approval

Follow Up Flag: Follow up
Flag Status: Red

approved and sent to Dan Hildebrand.

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

From: Placha, Diana (D.)
Sent: Friday, August 19, 2005 10:05 AM
To: Plasencia, David (D.B.)
Subject: RPS 51342 Requires Approval

Request for Procurement Services number 51342 requires approval.

RPS Home Page - <http://www.atpo.ford.com/app/rps/>

From: Krencicki, Thomas (T.A.)
Sent: Tuesday, August 23, 2005 8:50 AM
To: Placha, Diana (D.B.)
Subject: RPS 51342 Has Been Approved by Material Control

Follow Up Flag: Follow up
Flag Status: Red

Request for Procurement Services number 51342 has been approved by Material Control.
You will be notified when processing is complete.

* order processed in cmms 200500542 vendor to see release tomorrow 8/24/05

RPS Home Page - <http://www.atpo.ford.com/app/rps/>

From: Brown, Christiana (C.)
Sent: Tuesday, November 09, 2004 8:37 AM
To: Placha, Diana (D.B.)
Subject: RPS 49897 Has Been Approved by Material Control

Follow Up Flag: Follow up
Flag Status: Red

Request for Procurement Services number 49897 has been approved by Material Control.
You will be notified when processing is complete.

* CPARS PO#AATPO04-196683 RQ04 314R06 FAXED TO GARY

RPS Home Page - <http://www.atpo.ford.com/app/rps/>

From: Wu, Bill (B.)
Sent: Thursday, August 25, 2005 10:29 AM
To: Placha, Diana (D.)
Subject: FW: RPS #51342

Follow Up Flag: Follow up
Flag Status: Red

Di, P.O. has been issued. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Fisher, Dave (D.)
Sent: Thursday, August 25, 2005 10:20 AM
To: Krencicki, Thomas (T.A.)
Cc: Wu, Bill (B.)
Subject: RE: RPS #51342

Purchase order has been issued.

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

From: Krencicki, Thomas (T.A.)
Sent: Thursday, August 25, 2005 10:01 AM
To: Wu, Bill (B.); Fisher, Dave (D.)
Subject: RE: RPS #51342

Bill,
I looked at the part this morning and noticed that I did everything I needed to do however there was a hold on the release that was to go to the vendor. I took the hold off the release. The vendor should see the release tomorrow for 60 pcs.
Dave do you need anything from me? 2f2p-7r190-aa

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

From: Wu, Bill (B.)
Sent: Thursday, August 25, 2005 8:24 AM
To: Krencicki, Thomas (T.A.)
Cc: Placha, Diana (D.)
Subject: FW: RPS #51342

Tom, Diana is in a meeting this morning. Can you please provide me with the information that Dave Fisher is requesting? Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Fisher, Dave (D.)
Sent: Thursday, August 25, 2005 8:19 AM
To: Wu, Bill (B.)
Subject: RE: RPS #51342

Nothing in my work queue this morning. You will need to provide me Requisition number and supplier.

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

From: Wu, Bill (B.)
Sent: Thursday, August 25, 2005 7:51 AM
To: Fisher, Dave (D.)
Subject: RPS #51342
Importance: High

Dave, We have a HOT ONE!! Can you please issue a purchase order for RPS #51342 for sixty (60) pieces of the 2F2P-7R190-AA 4F50N Pump Drive Shaft TODAY? We need this hardware to run a test in our ATNPC HMS Lab to resolve a potential issue that we could have in the field. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Placha, Diana (D.)
Sent: Thursday, October 23, 2003 4:28 PM
To: Adamski, Raymond (R.J.)
Subject: RE: Request to replace torque converter 564W741

Follow Up Flag: Follow up
Flag Status: Red

I have a lot of spare converters currently. I you need any in the future, ask me first and if I don't have any then you'll need to order them from Daikin.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 1:19 PM
To: Placha, Diana (D.)
Subject: FW: Request to replace torque converter 564W741

Do you have 2 replacement torque converters
(current V229 4.2L) ?

I ask in case we do get to replace the converter in W741,
and there is still a spare trans at MPG w/o converter.

* For the future: Do you know if I can order production converters from
Van Dyke, or would I have to RPS them from Daikin?
(since you should not have to give up parts all the time)

Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 12:58 PM
To: Dubovsky, Chad (C.R.); Parks, David (D.H.)
Cc: Baum, Joe (J.M.); Fallu, John (W.); Kainz, Laura (L.L.)
Subject: Request to replace torque converter 564W741

Chad,
I would like to request a discussion regarding taking 564W741
off of test in order to replace the torque converter. Reasoning:

We have identified that the transmission currently running in vehicle 564W741 contains a torque converter which shares a build date with the two failed converters from vehicles A4430000 and 318W794 (covered in C11565485).

Vehicle 564W741 is currently at 22K miles (where failures have been at 28K miles on transmission). If we can retrieve the torque converter at this point, or shortly, we may be able to catch the wear mechanism in-progress and help assess root cause.

How do we start this discussion?

Thanks for your help.

Ray Adamski

4F50N Vehicle Systems, ATEO

734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Monday, October 27, 2003 8:57 AM
To: Placha, Diana (D.B.); Plasencia, David (D.B.)
Cc: Fallu, John (W.); Wu, Bill (B.)
Subject: FW: Request to replace torque converter 564W741

Follow Up Flag: Follow up
Flag Status: Red

Looks like we'll have a hard time pulling the vehicle durability that is on test until we can answer these two items. Do we have any timing for Joe?

For #2) the transmission is available. Per Jack Schaible from CMM, he cannot mount a built-up trans in his fixture (too heavy). Also there was my concern that measuring each end of the shaft ends up being non-informative because of the play in the bearing.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Baum, Joe (J.M.)
Sent: Sunday, October 26, 2003 3:10 PM
To: Adamski, Raymond (R.J.); Kainz, Laura (L.L.)
Cc: Fallu, John (W.)
Subject: RE: Request to replace torque converter 564W741

Let's make a decision on pulling when we get the results from:

- 1) We are already looking for a metallurgical defect in a 0-mile part from the same batch.
- 2) We have found a converter with 183 KLT cycles (non-failed) from the same build date (analysis pending)

What is our expected completion date for these 2 items?

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

From: Adamski, Raymond (R.J.)
Sent: Friday, October 24, 2003 9:00 AM
To: Baum, Joe (J.M.); Kainz, Laura (L.L.)
Cc: Fallu, John (W.)
Subject: FW: Request to replace torque converter 564W741
Importance: High

Please preview the following discussion regarding whether we should take a V229 durability vehicle with no major PT/ front-end chassis failure off test in order to investigate the "Trans-Inop" concern C11565485. If we still agree we want to pull the transmission, we should forward this discussion to the Durability Org:

Risks:

Risks of not pulling the trans rest on the assumption that the trans might not fail.

Once this is assumed, we get these risks:

- 1) The trans R&R disturbs a component which might otherwise pass (mounts, chassis components, halfshafts)
- 2) There is permanent uncertainty regarding the pass/fail status of mounts and chassis systems even if they pass

- (bolts are removed and re-torqued, or replaced in the R&R)
- 3) Removing the torque converter ends up producing no information (the chance that we look at the suspect part and find no evidence of a fatigue wear mechanism and are left with the question of whether or not that specific part would have failed).
 - 4) The torque converter does not pass vehicle durability with the rest of the transmission.

Rewards:

The rewards are predicated on the following situation:

The failures that have occurred have been a wearout of splines in a plate in the torque converter (spline plate). This spline does not see especially high torque (should be <10 ft-lbs), but is constantly driven by the engine. The plate is low-carbon steel with a nitrocarburized hardened case and should always be harder than the splines of the mating shaft. Because the harder part wore, the failure is high-cycle contact fatigue through the hardened case of the spline plate.

However:

- Metallurgy of the failed parts shows nothing unusual on the remaining material
- Measurement of an extensive sample of spline plates post-test (including up to 70K vehicle dura miles, KLT cycles, and converter DV testing including severe conditions) shows that the spline plate does not usually wear (measurably) at all.

Given that, the hypothesis for failure mechanism includes:

- Unknown defect on spline plate spline (un-used part currently in for analysis)
- Misalignment of pump shaft causes wear-through of hardened case (no conclusive results on our alignment measurements thus far)
- Axial motion of the pump shaft causes wear-through of hardened case

The assumption is that the spline plate in 564W741 is from the same batch as the failed parts. Also, the pump shaft and transmission assembly should be homogenous with the failed parts (same build date).

Rewards would be (root cause):

- 1) Examination of the parts shows a metallurgical defect in the splines
- 2) Examination of the parts shows the failure mechanism in-progress on the spline teeth

Trade-Off:

- 1) We are already looking for a metallurgical defect in a 0-mile part from the same batch.
- 2) We have found a converter with 183 KLT cycles (non-failed) from the same build date (analysis pending)
- 3) When dura vehicles A4430000 and 318W794 complete we will have converters from the same lot with (approx) 6,000 and 12,600 test miles (both tests due complete by 11/5/03)

Thanks for your consideration.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Dubovsky, Chad (C.R.)
Sent: Thursday, October 23, 2003 7:02 PM
To: Adamski, Raymond (R.J.); Parks, David (D.H.)
Cc: Baum, Joe (J.M.); Fallu, John (W.); Kainz, Laura (L.L.)

Subject: RE: Request to replace torque converter 564W741

Ray, currently this is the only vehicle that has not had the transmission replaced. If we pull the trans out of this vehicle, then this will guarantee that the transmission has not completed full durability for 04. What are the risks of trying to finish with the one we have and the benefits or using a new one. Please advise. Thanks.

Chad R. Dubovsky

Durability Verification Engineer
V229 Program
Ford Motor Company
e-mail: cdubovsk@ford.com
phone: (313) 248-9144
text pager: (313) 795-5230

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 23, 2003 12:58 PM
To: Dubovsky, Chad (C.R.); Parks, David (D.H.)
Cc: Baum, Joe (J.M.); Fallu, John (W.); Kainz, Laura (L.L.)
Subject: Request to replace torque converter 564W741

Chad,

I would like to request a discussion regarding taking 564W741 off of test in order to replace the torque converter. Reasoning:

We have identified that the transmission currently running in vehicle 564W741 contains a torque converter which shares a build date with the two failed converters from vehicles A4430000 and 318W794 (covered in C11565485).

Vehicle 564W741 is currently at 22K miles (where failures have been at 28K miles on transmission). If we can retrieve the torque converter at this point, or shortly, we may be able to catch the wear mechanism in-progress and help assess root cause.

How do we start this discussion?

Thanks for your help.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Borneo, Joseph (J.A.)
Sent: Wednesday, September 28, 2005 7:47 AM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.)
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5I1F5009

Follow Up Flag: Follow up
Flag Status: Red

We are aware of this issue and it has been addressed by Torque Converter Engineering. See Global 8D 34605 if interested.

Joseph Borneo
Supervisor
4F50N Transmission Vehicle Systems/Calibration
D186/V229 Programs
ATEO Bldg, Cube W220E
(734)523-5950
Pager: (734) 797-9539
USERID: JBORNEO

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

From: Campau, Patrick (P.J.)
Sent: Wednesday, September 28, 2005 6:58 AM
To: Borneo, Joseph (J.A.); Lipka, Ken (K.R.)
Subject: FW: Report Summary for the CQIS Report#5I1F5009

FYI

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

From: Applebee, Gerald (G.A.)
Sent: Tuesday, September 27, 2005 5:55 PM
To: Campau, Patrick (P.J.)
Subject: Report Summary for the CQIS Report#5I1F5009

Was told you wanted to see these reports

Attachments : 0

Report# : 5I1F5009 NHL **Received:** 09/27/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55204E **Build Date:** 08/25/2003
Odometer : 41,782 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN B6032 ZAROWNY MOTORS ST.PAUL LTD **Phone#:** (780) 645-4468
City: St Paul **Province:** Alberta **Country :** CAN
Originator: GILLES BOUCHARD
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom: PUMPSHAFT SPLINES STRIPED

Fix: Causal Component :

Condition Code:

Hotliner: GAPPLEBE **Phone:** 313 317-9361 **Regn Cd:** 06 06 FCSD REGION-CANADA

Engineering: Phone: TAR:

Dlr Contact: GILLES BOUCHARD **Phone:** 780 645-4468 **Title Cde:** SF

Comments :

REPAIR 09/27/2005 05:53PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE

TECH STA THAT THE TRANS HAS NO ENGAGEMENT IN FORWARD OR REVERSE AND NO LINE PRESSURE. PULLED THE TRANS AND FOUND THAT THE PUMPSHAFT SPLINES WERE STRIPED OUT OF THE CONVERTER. LOOKING FOR KNOWNS

RECOMM 09/27/2005 05:53PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE

ADV TECH THAT WE HAVE SEEN A FEW OF THESE, NOT SURE OF CAUSE. ADV TECH TO REPLACE THE CONVERTER AND RE-EVALUATE

From: Frank, Chuck (C.R.)
Sent: Wednesday, March 09, 2005 10:36 AM
To: Placha, Diana (D.B.)
Cc: Frank, Charles (C.R.); Lipka, Ken (K.R.)
Subject: Report Summary for the CQIS Report#5CHBV014

Follow Up Flag: Follow up
Flag Status: Red

Diana, 2004 Freestar (26502mi) with no engage, potential conv spline strip

Attachments : 0

Report# :5CHBV014 NHL **Received:** 03/08/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55284B **Build Date:** 09/04/2003
Odometer : 26,502 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN B2546 Magog Ford (2000) Inc. **Phone#:** (819) 843-3397
City: Magog **Province:** Quebec **Country :** CAN
Originator: BERNARD DESAINDE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: NO ENGAGEMENT
Fix: **Causal Component :**
Condition Code:
Hotliner: MGIRARD1 **Phone:** 313 317-7064 **Regn Cd:** 02 02 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** SM

Comments :

REPAIR 03/08/2005 03:25PM MARIO GIRARD MSS - FCSD - TECH SVC HOTLINE
TECH FOUND BROKEN TORQUE AND PUMP SHAFT DAMAGED

RECOMM 03/08/2005 03:25PM MARIO GIRARD MSS - FCSD - TECH SVC HOTLINE
ADVISED TO REPAIR AS NEEDED REPLACE TORQUE CONVERTER AND FRONT PUMP SH
AFT

From: Plasencia, David (D.B.)
Sent: Tuesday, March 08, 2005 12:34 PM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5BKAH063

Follow Up Flag: Follow up
Flag Status: Red

This claim seems awful fishy to me, we know this is a higher milage issue, maybe the mileage is reported wrong. See if we can get it back here for verification.

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

From: Alex, Gary (G.L.)
Sent: Tuesday, March 08, 2005 12:18 PM
To: Plasencia, David (D.B.)
Subject: FW: Report Summary for the CQIS Report#5BKAH063
Importance: High

FYI

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Placha, Diana (D.)
Sent: Monday, March 07, 2005 4:33 PM
To: Alex, Gary (G.L.)
Subject: FW: Report Summary for the CQIS Report#5BKAH063

This one's hard to believe...just 4 miles. This should have been caught on the final test stand. We should have our contact in Canada send this converter back to us so that we can determine if it was in fact a PDI failure. The only thing that's common with the other failures is the build date. Kind of sad that this is a '04 MY vehicle that was built in 2003 and just now has 4 miles.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)

Sent: Monday, March 07, 2005 9:05 AM

To: Placha, Diana (D.)

Subject: Report Summary for the CQIS Report#5BKAH063

diana, 2004 Freestar (4mi) with stripped pump drive spline

Attachments : 0

Report# : 5BKAH063 CREDSR--or-- Q 200590007120 **Received:** 03/04/2005

CCRG/EPRC: Reviewed Status: Date:

Vehicle: 2004,FREESTAR,4X2 ,WAGON ,2FMZA50284E [REDACTED] **Build Date:** 09/10/2003

Odometer : 4 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A

Transmission: 4F50N **Axle:** **A/C:** YES

Dealer: CAN B2516 AUTOMOBILES MAUGER F/M INC **Phone#:** (418) 385-2118

City: Grande Riviere **Province** Quebec **Country :** CAN

Originator: JeanGuy Lambert

Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom:

Fix: Causal Component : TORQUE CONVERTER ASY -- RPL

Condition Code:

Region Code: 02 **Region Name:** 02 FCSD REGION-CANADA

Comments :

CONCER 03/04/2005 01:19PM

No forward or reverse movement.

TECH/C 03/04/2005 01:19PM

Concern confirmed - trans pressure 0. Removed side pan & valve body; pump shaft turns freely caused by stripped gear in torque converter. Torque converter replaced.

From: Frank, Chuck (C.R.)
Sent: Friday, February 11, 2005 12:40 PM
To: Placha, Diana (D.B.)
Cc: Frank, Charles (C.R.); Lipka, Ken (K.R.)
Subject: Report Summary for the CQIS Report#5BIG3006

Follow Up Flag: Follow up
Flag Status: Red

Diana, 2004 Freestar (24641mi) with conv spline stripped

Attachments : 0

Report# :5BIG3006 NHL **Received:** 02/09/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,LIMITED,WAGON ,2FMZA58274B **Build Date:** 08/20/2003
Odometer : 24,641 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 09575 Anderson's Rock River Ford **Phone#:** (815) 229-0510
City: Rockford **State:** Illinois **Country :** USA
Originator: BRIAN HASELHORST
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: @GWONL NO CODES
Fix: Causal Component :
Condition Code:
Hotliner: GAPPLEBE **Phone:** 313 317-9361 **Regn Cd:** 41 Chicago - 41
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 02/09/2005 03:27PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE
CHAT: TRANS HAS NO ENGAGEMENTS IN FORWARD OR REVERSE. TECH STA THAT THE PUMPSHAFT SPLINES ARE STRIPED OUT OF THE PUMP AND IS OVER THE COST CAP. DEALER IS NOT LEVEL 1

RECOMM 02/09/2005 03:27PM GERALD APPLEBEE MSS - FCSD - TECH SVC HOTLINE
THE APPROVAL CODE IS PAATN AND THE HOTLINE REPORT NUMBER IS 5BIG3006. HOTLINE SUGGESTS THE FOLLOWING: 1. ORDER A FORD QUALITY RENEWAL (FQR) ASSEMBLY FROM YOUR PARTS DEPARTMENT. 2. PRIOR TO INSTALLATION, REFERENCE APPLICABLE SERVICE PUBLICATIONS REGARDING PROPER COOLING SYSTEM FLUSHING, FLOW TESTING, AND INSTALLATION OF IN-LINE FILTERS. 3. DOCUMENT THE AMOUNT OF COOLER FLOW ON HARD COPY OF REPAIR ORDER. 4. PAINT THE REPORT NUMBER ON THE BELLHOUSING OF THE CORE.

REPAIR 02/10/2005 05:17PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
CANT GET A REMAN UNIT,ONLY NEW,WANTS TO KNOW IF ITS OK TO INSTALL NEW TRANS

RECOMM 02/10/2005 05:17PM CLINTON HARRISON MSS - FCSD - TECH SVC HOTLINE
ADVISED TO CONTACT FAD,THEY CAN ISSUE CODE TO EITHER EXCEED COST CAP,
OR INSTALL NEW UNIT

From: Davis, Craig (C.B.)
Sent: Thursday, February 03, 2005 9:16 AM
To: Alex, Gary (G.L.)
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5BAH9006

Follow Up Flag: Follow up
Flag Status: Red

Gary, send me a ship to address as well as a contact name and phone number, once I get that I will arrange to get this back to you.

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

From: Alex, Gary (G.L.)
Sent: Thursday, February 03, 2005 8:01 AM
To: Davis, Craig (C.B.)
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5BAH9006

Craig

Anything you can do on returning this Transmission back to us for inspection of the failure.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Placha, Diana (D.)
Sent: Wednesday, February 02, 2005 10:31 AM
To: Alex, Gary (G.L.)
Subject: FW: Report Summary for the CQIS Report#5BAH9006
Importance: High

Gary...Can you contact Canada again and find out if they would send this back to us as well?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Frank, Chuck (C.R.)
Sent: Wednesday, February 02, 2005 10:22 AM
To: Placha, Diana (D.)
Cc: Frank, Chuck (C.R.); Lipka, Ken (K.R.)
Subject: Report Summary for the CQIS Report#5BAH9006

Diana, 2004 Freestar (26912mi) with reported converter fail

Attachments : 0

Report# : 5BAH9006 FOCHL **Received:** 02/01/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,STDLN ,CARGO ,2FTZA54274E [REDACTED] **Build Date:** 04/14/2004
Odometer : 26,912 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN B8123 Discovery Ford Burlington **Phone#:** (905) 632-8696
City: Burlington **Province** Ontario **Country :** CAN
Originator: NICK LEGLEITER
Symptom: 5 01 0 00 DRVLIN,A/T UPSHIFT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 08 08 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dir Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 02/01/2005 10:21AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS WARNING LIGHT FLSAHING, NO DRIVEABILITY
CONCERNS, TECH PILLED P0741 DTC. TECH STS THAT THEY HAVE DISASSEMBLED
TRANS AND FOUND THAT CONVERTER HAS OVERHEATED EXCESSIVLY AND COME
APART, TECH STS THAT REPAIR WILL EXCEED COST CAP, NO SIGNS OF ABUSE OR
MODS THAT COULD HAVE CAUSED FAILURE.

RECOMM 02/01/2005 10:21AM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO REPLACE TRANS WITH NEW ASSY

From: Frank, Chuck (C.R.)
Sent: Tuesday, March 01, 2005 1:35 PM
To: Placha, Diana (D.B.)
Subject: Report Summary for the CQIS Report#5B2EM014

Follow Up Flag: Follow up
Flag Status: Red

Diana, 2004 Monterey (13110mi) with no engage, conv failure

Attachments : 0

Report# : 5B2EM014 NHL **Received:** 02/28/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,MONTEREY,VAN ,WAGON ,2MRZA20224B [REDACTED] **Build Date:** 10/06/2003
Odometer : 13,110 M **Engine:** 4.2L EFI **Calibration:** 4A41PA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 03635 Premier Ford, Inc. **Phone#:** (718) 859-5200
City: Brooklyn **State:** New York **Country :** USA
Originator: BILL WATSON
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: @GWONL, NO ENGAGEMENT
Fix: **Causal Component :**
Condition Code:
Hotliner: BHOCHGRA **Phone:** 313 317-0000 **Regn Cd:** 13 New York -13
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 02/28/2005 03:41PM BRENT HOCHGRABER MSS - FCSD - TECH SVC HOTLINE
CHAT, VEH IN WITH NO ENGAGEMENT, FOUND CONV FAILURE, DAMAGE TO PUMP,
OVER COST CAP TO REPAIR.

RECOMM 02/28/2005 03:41PM BRENT HOCHGRABER MSS - FCSD - TECH SVC HOTLINE

THE APPROVAL CODE IS PAA8R AND THE HOTLINE REPORT NUMBER IS 5B2EM014.
HOTLINE SUGGESTS THE FOLLOWING: 1. ORDER A FORD QUALITY RENEWAL
(FQR) ASSEMBLY FROM YOUR PARTS DEPARTMENT. 2. PRIOR TO INSTALLATION,
REFERENCE APPLICABLE SERVICE PUBLICATIONS REGARDING PROPER COOLING
SYSTEM FLUSHING, FLOW TESTING, AND INSTALLATION OF IN-LINE FILTERS.
3. DOCUMENT THE AMOUNT OF COOLER FLOW ON HARD COPY OF REPAIR ORDER.
4. PAINT THE REPORT NUMBER ON THE BELLHOUSING OF THE CORE.

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:38 PM
To: Frank, Chuck (C.R.)
Cc: Lipka, Ken (K.R.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Chuck... Who can I contact to get his converter back? Do you know if there's a list that I can be added to to get units back from the field with the same issue?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:

Fix: Causal Component :

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 3:02 PM
To: Dodaro, Marco Antonio (M.); Alex, Gary (G.L.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Thanks for the reply.

Yes, we would like Powertrain exchange to forward any of these types of converter failures to us.

We'll send a note to Craig Davis and let him know that we're looking for pump spline failures on the 4F50N applications (Freestar/Monterey and Taurus/Sable) and to have him ship the converters to Ford ATNPC, Livonia MI 48150, Attention Diana Placha (17345233393) or Gary Alex (17342661027).

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Dodaro, Marco Antonio (M.)
Sent: Thursday, January 20, 2005 2:17 PM
To: Placha, Diana (D.); Alex, Gary (G.L.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Diana/Alex, we here at Powertrain exchange have very limited access or input to parts recovery and their procedures. Generally requests for returned parts go through either the FSE's or the plants.

I have been in contact with Craig Davis (cdavis6@ford.com) who handles all powertrain return request's from Vulcan automotive. Proper procedure would be to contact Craig via email, with all the information (CQIS# if possible) and exactly what is being request back and to what address.

Would you still like Powertrain exchange to forward any of these types of converter failures to yourselves in future?

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:37 PM
To: Dodaro, Marco Antonio (M.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Importance: High

Hello Marco Antonio...I'm the engineer responsible for the converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)

Sent: Thursday, January 20, 2005 8:57 AM

To: Placha, Diana (D.)

Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)

Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005

CCRG/EPRC: **Reviewed Status:** **Date:**

Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003

Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A

Transmission: 4F50N **Axle:** **A/C:** YES

Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400

City: Fredericton **Province:** New Brunswick **Country :** CAN

Originator: ANDREW LEMOINE

Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom:

Fix: **Causal Component :**

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dir Contact: Phone: Title Cde: T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Alex, Gary (G.L.)
Sent: Friday, January 21, 2005 8:20 AM
To: Davis, Craig (C.B.); 'Brad Semkew'
Cc: Placha, Diana (D.B.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Thank you very much. this will be a Big help for Converter Engineering having the hold Transmission back.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

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

From: Davis, Craig (C.B.)
Sent: Thursday, January 20, 2005 3:44 PM
To: Alex, Gary (G.L.); 'Brad Semkew'
Cc: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Gary, in this instance the complete transaxle is being replaced. You will get the complete assembly back.

Individual components requests for return will need to be set up with the Warranty Parts Evaluation Center manager Paul Phelan pwhelan@ford.com

Brad, the following transaxle will be returning to Vulcan, please re direct and ship to the address listed below

CQIS Report Number: **5ASBZ015**
VIN: 2FMZA55254B [REDACTED]
RIVERVIEW L/M SALES LTD A3231 Ph#: (506) 453-0400
Service transmission # 4F2Z 7000 AA
The ship to address is

ATNPC
35500 Plymouth Road
Livonia ,Michigan 48150
USA.
Attn: Diana Placha/Gary Alex

Thanks

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

From: Alex, Gary (G.L.)

Sent: Thursday, January 20, 2005 3:15 PM

To: Davis, Craig (C.B.)

Cc: Placha, Diana (D.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Importance: High

Craig

Help, Is there a way we can get this converter back here to Engineering ASAP before it get's lost. And is there a set form for getting this back. Power train

Converter Engineering is looking for away to set up a direct Contact for (all request's.)

Can you help out on this issue in getting this unit back for us. Thank you

Our Address to send it to:

ATNPC

35500 Plymouth Road

Livonia ,Michigan 48150

Attn; Diana Placha/Gary Alex

Gary L Alex

Reman Program Section

Torque Converter Design

ATO Engrg. Operations

734-266-1027 Fax 734-525-3449

Pager 734-797-9084

galex@ford.com

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

From: Dodaro, Marco Antonio (M.)

Sent: Thursday, January 20, 2005 2:17 PM

To: Placha, Diana (D.); Alex, Gary (G.L.)

Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Diana/Alex, we here at Powertrain exchange have very limited access or input to parts recovery and their procedures. Generally requests for returned parts go through either the FSE's or the plants.

I have been in contact with Craig Davis (cdavis6@ford.com) who handles all powertrain return request's from Vulcan automotive. Proper procedure would be to contact Craig via email, with all the information (CQIS# if possible) and exactly what is being request back and to what address.

Would you still like Powertrain exchange to forward any of these types of converter failures to yourselves in future?

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 1:37 PM
To: Dodaro, Marco Antonio (M.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015
Importance: High

Hello Marco Antonio...I'm the engineer responsible for the converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dir Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Buckner, Jennifer (J.)
Sent: Friday, January 21, 2005 9:26 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Diana,

After reviewing the CQIS report, I noticed that this part is located at a Canadian dealer. We cannot issue 700 tags for dealers in Canada. Please contact the Canadian WPAC for assistance. He may be able to retrieve this part. Also, you may want to enter a parts return request through him as well in order to obtain these converters that are replaced in Canada. Our parts request will only tag parts replaced in the US. Below is the contact for Canada:

John Silva 905-845-2511, X1411
WPEC Supervisor Mr. Paul Phelan at 905-845-2511, X2303

Please contact me if you have any questions.

Jennifer Buckner

Systems Analyst

Warranty Parts Analysis Center/6-Sigma

(313) 322-3931 fax (313) 248-8408

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 2:55 PM
To: Buckner, Jennifer (J.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Hello Jennifer...I'm the engineer responsible for the 4F50N converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 2:15 PM
To: Baert, Kevin (K.E.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...As you can see, units are starting to come in. Can you please give me an update on TR YC8010? We need to start that testing ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**

Dir Contact: Phone: Title Cde: T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Buckner, Jennifer (J.)
Sent: Friday, January 21, 2005 11:22 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

Sorry about that. Here it is:

<http://qft020.comparkn.ford.com/prs/>

You may have to type it in manually.

Jennifer Buckner

Systems Analyst

Warranty Parts Analysis Center/6-Sigma

(313) 322-3931 fax (313) 248-8408

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

From: Placha, Diana (D.)
Sent: Friday, January 21, 2005 10:35 AM
To: Buckner, Jennifer (J.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

I would like to complete a Warranty Parts Request but I can't find the attached site. Can you please re-send it to me?

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Buckner, Jennifer (J.)
Sent: Friday, January 21, 2005 9:20 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Please complete a Warranty Parts Request at the attached site and submit for processing. This will provide you with a "blanket" request so you can begin receiving these parts back for analysis. In the meantime I will see what I can do with this specific part in the CQIS report below. If the claim has NOT been paid yet, I can enter a specific request for that particular part so the dealer can ship it to you. If the claim has already paid, you will have to provide the dealer with a shipping account number (the dealer cannot appeal for shipping reimbursement) and if there is a core value on this part, the dealer can appeal for their core credit and include in the comments who they shipped the part to at Ford and the shipping tracking number.

I will let you know what I find. Please contact me if you have any questions or concerns. Thank you.

Jennifer Buckner

Systems Analyst

Warranty Parts Analysis Center/6-Sigma

(313) 322-3931 fax (313) 248-8408

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

From: Placha, Diana (D.)

Sent: Thursday, January 20, 2005 2:55 PM

To: Buckner, Jennifer (J.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Hello Jennifer...I'm the engineer responsible for the 4F50N converter. I've been trying to get units back where the pump drive insert in the converter has stripped splines but have been unsuccessful to this date. Can you help me get this converter back? Is there a list I can be placed on to get any future units back?

Any help you can offer would be greatly appreciated.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)

Sent: Thursday, January 20, 2005 2:15 PM

To: Baert, Kevin (K.E.)

Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...As you can see, units are starting to come in. Can you please give me an update on TR YC8010? We need to start that testing ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)

Sent: Thursday, January 20, 2005 8:57 AM

To: Placha, Diana (D.)

Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)

Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005

CCRG/EPRC: **Reviewed Status:** **Date:**

Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003

Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A

Transmission: 4F50N **Axle:** **A/C:** YES

Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400

City: Fredericton **Province** New Brunswick **Country :** CAN

Originator: ANDREW LEMOINE

Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA

Status:

VFG: V48 GOOD AUTO TRANSMISSION SHIFT

Additional Symptom:

Fix: **Causal Component :**

Condition Code:

Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA

Engineering: **Phone:** **TAR:**

Dlr Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
AVE DISASSEMBLED TRANS AND FOUND THAT INPUT SHAFT HAS STRIPPED TORQUE
CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A

SSY

From: Baert, Kevin (K.E.)
Sent: Thursday, January 27, 2005 9:56 AM
To: Placha, Diana (D.)
Subject: RE: Report Summary for the CQIS Report#5ASBZ015

Follow Up Flag: Follow up
Flag Status: Red

John Osentoski (Fixtue Design) told me they haven't started it yet, but you're next in the queue. He said they'd probably start on it next week.

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

From: Placha, Diana (D.)
Sent: Tuesday, January 25, 2005 1:56 PM
To: Baert, Kevin (K.E.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...Can you please give me an update on TR YC8010? Let me know if I need to request priority.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Thursday, January 20, 2005 2:15 PM
To: Baert, Kevin (K.E.)
Subject: FW: Report Summary for the CQIS Report#5ASBZ015

Kevin...As you can see, units are starting to come in. Can you please give me an update on TR YC8010? We need to start that testing ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Frank, Chuck (C.R.)
Sent: Thursday, January 20, 2005 8:57 AM
To: Placha, Diana (D.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.)
Subject: Report Summary for the CQIS Report#5ASBZ015

Diana, 2004 Freestar (29680mi) with stripped converter spline

Attachments : 0

Report# : 5ASBZ015 FOCHL **Received:** 01/19/2005
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA55254B [REDACTED] **Build Date:** 10/03/2003
Odometer : 29,680 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: CAN A3231 RIVERVIEW L/M SALES LTD **Phone#:** (506) 453-0400
City: Fredericton **Province** New Brunswick **Country :** CAN
Originator: ANDREW LEMOINE
Symptom: 5 03 0 00 DRVLIN,A/T ENGAGEMENT,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom:
Fix: **Causal Component :**
Condition Code:
Hotliner: MDODARO **Phone:** 905 845-2511 **Regn Cd:** 03 03 FCSD REGION-CANADA
Engineering: **Phone:** **TAR:**
Dir Contact: **Phone:** **Title Cde:** T

Comments :

TECH/C 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
TECH STS THAT TRANS HAS NO FWD OR REV ENGAGEMENT, TECH STS THAT THEY H
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CONVERTER GEAR. TECH STS THAT REAPIR WOULD BE POSSIBLE UNDER COST CAP
HOWEVER TORQUE IS NOT AVAIL. STS THAT THERE ARE NO REMAN TRANS AVAIL.

RECOMM 01/19/2005 03:30PM MARCO DODARO MSS - FOC - CAN FIELD OPERAT
ADVISED DEALER TO DOCUMENT PART NOT AVAIL AND REPLACE TRANS WITH NEW A
SSY

From: Placha, Diana (D.)
Sent: Wednesday, September 15, 2004 8:41 AM
To: 'larisumi@exedy-us.com'; 'jimmyl@ddcc.com'
Cc: Plasencia, David (D.B.)
Subject: RE: Report Summary for the CQIS Report#4IJCX020

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...I sent the 1st customer failed PDI converter to you yesterday. You'll get it before 3pm today.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Placha, Diana (D.)
Sent: Wednesday, September 15, 2004 7:46 AM
To: Plasencia, David (D.B.); 'larisumi@exedy-us.com'; 'jimmyl@ddcc.com'
Subject: RE: Report Summary for the CQIS Report#4IJCX020

Dave, Lloyd, & Jimmy...I was able to confirm that the failed pump drive insert torque converters were built during the same period.

VEHICLE	MILEAGE	TC BUILD DATE	VIN #
LVC Durability	28,690	030609E00218	-
LVC Durability	28,593	030609E00116	-
Customer Return	27,096	030617D00072	2FMZA55274B [REDACTED]
Customer Return	33,644	030630D	2FMZA58204B [REDACTED]

Jimmy...Can you please find out if these converters were built with the same batch of pump drive inserts?

The dealer still has the converter listed below. He's been waiting four days for replacement parts already.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Plasencia, David (D.B.)
Sent: Tuesday, September 14, 2004 2:17 PM
To: 'larisumi@exedy-us.com'; 'jimmyl@ddcc.com'
Cc: Placha, Diana (D.)
Subject: FW: Report Summary for the CQIS Report#4IJCX020

Another stripped pump drive. Diana we need to get MPI and Exedy in here as soon as possible.

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

From: Frank, Chuck (C.R.)
Sent: Tuesday, September 14, 2004 12:48 PM
To: Plasencia, David (D.B.)
Cc: Lipka, Ken (K.R.); Frank, Chuck (C.R.); Schmitt, Ray (R.)
Subject: Report Summary for the CQIS Report#4IJCX020

Dave, 2004 Freestar (33644mi) with stripped pump shaft drive converter spline

Attachments : 0

Report# : 4IJCX020 NHL **Received:** 09/10/2004
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,LIMITED,WAGON ,2FMZA58204B [REDACTED] **Build Date:** 10/22/2003
Odometer : 33,644 M **Engine:** 4.2L EFI **Calibration:** 4A41NA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 06916 Vinton Baker Ford, Inc. **Phone#:** (580) 227-4405
City: Fairview **State:** Oklahoma **Country :** USA
Originator: CHAD MOORE
Symptom: 5 03 1 53 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FWD OR REV
Status:
VFG: V48 GOOD AUTO TRANSMISSION SHIFT
Additional Symptom: STRIPPED TC FOR PUMP SHAFT
Fix: **Causal Component :**
Condition Code:
Hotliner: CHALL48 **Phone:** 313 317-9384 **Regn Cd:** 52 Southwest - 52
Engineering: **Phone:** **TAR:**
Dlr Contact: **Phone:** **Title Cde:** T

Comments :

REPAIR 09/10/2004 03:01PM CHRIS HALL MSS - FCSD - TECH SVC HOTLINE
VEHICLE CAME IN WITH NO ENGAGEMENT AND THE TECH HAS FOUND THE TC STRIP
PED.THE TECH SEES NO OTHER DAMAGE AND IS SEEKING KNOWNS.DS1 DEALER.

THE PUMP SHAFT SHOWS NO SIGNS OF DAMAGE.

RECOMM 09/10/2004 03:01PM CHRIS HALL MSS - FCSD - TECH SVC HOTLINE

NO KNOWNS, INSPECT TURBINE SHAFT,PUMP AND INSPECT THE REST OF TRANS FOR DAMAGE AND PRICE FOR REPAIR.

From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Monday, November 03, 2003 6:09 PM
To: Korth, Gary
Cc: Mike Berry; Jeff Cline; Placha, Diana (D.B.)
Subject: Report from FPM - PDI inspections

Follow Up Flag: Follow up
Flag Status: Red

Gary:
Can you send the pictures and any report from the "white layer" investigation via email. The fax sent today is too dark to see anything. Also, copy to Diana Placha on the report (dplacha@ford.com).
Thanks,
Jimmy Lee

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 8:53 AM
To: Placha, Diana (D.B.)
Subject: FW: Pump shaft from 009035

Follow Up Flag: Follow up
Flag Status: Red

Diana,

Sorry about this.

I am heading over there right now to make sure they are looking at the hardness as spec'd out on that drive spline.

Its not your part. You should not have to (primarily) worry about it.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Mclaughlin Jr., Robert (R.J.)
Sent: Thursday, October 02, 2003 8:51 AM
To: Placha, Diana (D.)
Cc: Adamski, Raymond (R.J.)
Subject: Pump shaft from 009035

Diana, I dropped off the pump shaft in the metallurgy area, they need to know what you would like to have looked on it.

From: Placha, Diana (D.)
Sent: Tuesday, May 18, 2004 9:29 AM
To: 'Mike Berry'
Cc: 'David Faeth'; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

This is like pulling teeth!

I haven't seen their new Work Instruction. Where were these measurements taken? Do they have data from both the spline area and the flat surface of the pump drive insert?

I want to see all of the data and their work instruction by the end of the day.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mike Berry [mailto:mberry@ddcc.com]
Sent: Tuesday, May 18, 2004 6:56 AM
To: Placha, Diana (D.)
Cc: David Faeth; Plasencia, David (D.B.)
Subject: CZ Data MPI

Diana

Attached is the Compound Zone data from MPI per their Work Instruction

Michael Berry

Quality Engineer

EXEDY America Corporation

2121 Holston Bend Drive

Mascot, Tn 37806-1524

Phone - (865)932-5252

Fax - (865)932-2230

MPI

	W1818			
	May 04 CPK			
	0.0005		Mean	0.000672
	0.0006		Sigma	0.000141
	0.0005		USL	0.0016
	0.0005		LSL	0.0004
	0.0005		Cpku	2.190392
	0.0005		Cpki	0.643275
	0.0005		Min	0.0005
	0.0005		Max	0.001
	0.0007			
	0.0006			
	0.0007			
	0.0008			
	0.0007			
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MPI

	W1818				
	Apr 04 CPK				
	0.0007	0.0007		Mean	0.000673
	0.0005	0.0006		Sigma	0.000136
	0.0006	0.0006		USL	0.0016
	0.0006	0.0005		LSL	0.0004
	0.0008	0.0006		Cpku	2.279413
	0.0006	0.0006		Cpki	0.672345
	0.0006	0.0005		Mln	0.0005
	0.0005	0.0006		Max	0.001
	0.0006	0.0008			
	0.0006	0.0005			
	0.0006	0.0006			
	0.0009	0.0008			
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	0.0008				
				PE09-033.1	000893

MPI

	W1B18			
	Mar 04 CPK			
	0.0005	0.0008	Mean	0.000694
	0.0005	0.001	Sigma	0.000233
	0.0005	0.0012	USL	0.0016
	0.0005	0.0013	LSL	0.0004
	0.0007	0.0005	Cpku	1.299083
	0.0006	0.0005	Cpki	0.42083
	0.0005	0.0005	Min	0.0005
	0.0005	0.0007	Max	0.0013
	0.0005	0.0005		
	0.0012	0.0005		
	0.0006	0.0006		
	0.0005	0.001		
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	0.0009			
	0.001			
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	0.0006			
	0.0006			
	0.0008			

MPI

	W1818				
	Feb 04 CPK				
	0.0007	0.0009		Mean	0.000739
	0.0005	0.0008		Sigma	0.000221
	0.0006	0.0011		USL	0.0016
	0.0005	0.001		LSL	0.0004
	0.0006	0.0011		Cpku	1.300286
	0.0005	0.001		Cpki	0.511726
	0.0007			Min	0.0005
	0.0005			Max	0.0012
	0.0005				
	0.0009				
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	0.001				
	0.0012				
	0.0012				
	0.0008				
	0.0008				
	0.001				
	0.0008				

MPI

	W1818				
	Jan 04 CPK				
	0.0007	0.0008		Mean	0.000722
	0.0006	0.0007		Sigma	0.000127
	0.0005	0.0008		USL	0.0016
	0.0006	0.0006		LSL	0.0004
	0.0009	0.0008		Cpku	2.308572
	0.0006	0.0006		Cpki	0.84745
	0.0008			Min	0.0005
	0.0009			Max	0.001
	0.0006				
	0.0007				
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From: Adamski, Raymond (R.J.)
Sent: Tuesday, November 18, 2003 4:04 PM
To: Placha, Diana (D.B.); Fallu, John (W.)
Subject: FW: Durability Verification - Part Changes During Test (Susan please forward to the V229 team)

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Dura update form - Reactor.xls; update form.xls

In case we are liable for the updating of the Vehicle Durability **spares** with the torque converters, I've started filling out the update form.

The form still requires:

- Release info for the upgraded part.
- Durability proveout plan or at least some statement qualifying the part.

I do not know if the attached note applies to the spares.

I assume that, should the spares be required, the vehicle center would desire the latest and greatest parts, so the updates are the correct thing to do.

Given that, I still think we should keep this form prepared.



Dura update form -
Reactor.xls...

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Varga, Susan (S.)
Sent: Tuesday, November 18, 2003 3:18 PM
Subject: FW: Durability Verification - Part Changes During Test (Susan please forward to the V229 team)

I'd like to remind everyone of a key process discipline required during vehicle durability verification.

Once any durability vehicle has been signed off as ready for test, any part change request must be accompanied by the attached form completely filled out including signatures. The signatures required are functional manager (or above), program Vehicle Engineering manager (or above), and Durability Manager (or above). If pressed for time or limited by location, email concurrence from all 3 people are acceptable. The exception to this rule lies **ONLY** in the circumstance where a part has failed during the durability test and replacement of the failed part is necessary to continue test.

Please do not ask MPG personnel to bend these rules "just this one time". The people that try to be helpful by bending the rules to be nice will end up getting negative performance feedback.

This is not a new rule, it has been in place for over a year. Some have chosen to disregard this rule and it has compromised vehicle durability tests. The reasons behind this rule are related to discipline, teamwork, and integrity. All key stakeholders in the durability verification process must be aligned and informed of any changes. This test is simply too expensive and lengthy to be replacing parts without consensus and documentation. Should anyone have issue with this, please contact me directly. Thank you.



update form.xls (19
KB)

Kathi Dobies

Manager, Car and Fleet Durability

North America Engineering

Phone: 313-31-77723 Fax: 313-32-27897 Pager: 313-795-3829

Ensure that this is the latest edition -- see below for edition number.

Vehicle Durability Component Update Authorization

Requested by: _____ Phone: _____

Component name: _____

Ford part number: _____

Vehicle number(s) to update: _____

Reason for update: (Include changes from previous level and the need to proveout on a Durability vehicle)

Concern number(s) which released the updated component(s):

List any other components that will need to be removed or will be affected by this update:

Are installation & retrofit instructions attached? Yes No

Is engineering required to be present during update? Yes No

State plan to achieve full Durability proveout:

Approvals:

Design Manager Date

Vehicle Engineering Manager Date

VEV Durability Manager Date
Kathi Dobies (KDOBIES)

Ensure that this is the latest edition -- see below for edition number.

Vehicle Durability Component Update Authorization

Requested by: 4F50N Systems Engineering Phone: 734-523-3288 (Ray Adamski)

Component name: Retainer - Transmission Converter Reactor Bearing

Ford part number: 5F2P-7A869-AA

Vehicle number(s) to update: Veh: A4530002 Spare Trans 5F2P-AA-XAD33141
Veh: A4530000 Spare Trans 5F2P-BA-XAD33010

Reason for update: (Include changes from previous level and the need to proveout on a Durability vehicle)
This revised part is made of upgraded material. The change was necessary because the original part failed in Transmission dynamometer Key Life Test.

Concern number(s) which released the updated component(s):
XXXX

List any other components that will need to be removed or will be affected by this update:
None

Are installation & retrofit instructions attached? Yes **No**

Is engineering required to be present during update? Yes **No**

State plan to achieve full Durability proveout:

Approvals:

Design Manager Date

Vehicle Engineering Manager Date

VEV Durability Manager Date
Kathi Dobies (KDOBIES)

From: Placha, Diana (D.)
Sent: Thursday, September 30, 2004 9:40 AM
To: 'jimmyl@ddcc.com'; 'dfaeth@exedy-us.com'
Cc: Plasencia, David (D.B.)
Subject: RE: 2FMZA55274E [REDACTED] Warranty Return

Follow Up Flag: Follow up
Flag Status: Red

Dave... There are nitride needles in the part. MPI/FPM analyzed warranty parts from Livonia converters that failed in the spline area and also reported (without photographs) that there were nitride needles in the parts. Did they report to you what was the root cause? What follow-up have you done with them? These samples prove that this is an ongoing issue at FPM. They need to tell us what in their process is forcing the formation of nitride needles. They also need to ensure that every part coming out of their plant currently does not have the same issue. I need 10 parts that haven't been heat treated from MPI to continue our investigation. Please have them send the parts and the report ASAP.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Placha, Diana (D.)
Sent: Thursday, September 30, 2004 8:11 AM
To: 'jimmyl@ddcc.com'; 'dfaeth@exedy-us.com'
Cc: Plasencia, David (D.B.)
Subject: 2FMZA55274E [REDACTED] Warranty Return

Joel completed his analysis on the worn pump drive insert spline that came from a customer vehicle 2FMZA55274BA13873. Here's a summary of his findings: Any evidence of failure origin was destroyed due to secondary damage (the pump shaft continued to spin after initial failure). The root of the spline of the insert consists of a nitride "white" layer of 0.030 mm thick. Just below the white layer is the transition zone that has nitride needles. Nitride needles are an undesirable precipitate. It is caused from slow cooling in nitriding process or by a subsequent tempering process.

Jimmy... You need to contact MPI/FPM and request that they explain how these parts could have developed nitride needles. They need to examine their process and ensure that it is not occurring currently. I would like to see a report from them with samples taken at different locations on their tray. Also, please request that MPI send 10 pre-heat treat pump drive inserts to me at the following address: ATTENTION Diana Placha 35500 Plymouth Rd Livonia MI 48150.

Let me know if you have any questions.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Alex, Gary (G.L.)
Sent: Tuesday, January 25, 2005 9:06 AM
To: Placha, Diana (D.B.)
Cc: Andrews, Sandra (S.J.); 'bradboucher@almaproducts.com'
Subject: 4F50N / AX4N/S Torque Converters Covers

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Di

Do you have a time frame that you are looking at on replacement of the drive washer on the 4F50N and AX4N/S covers for service. Alma Products has requested one of the Plasma Welders from the Livonia Plant/ that's at a stand still with that at this time. Alma will have to Scrap all the covers and replace with new ones at this time. This will add a Large Cost to the program. Please advise on your work plan.

Thanks.

Gary L Alex
Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Brad Boucher [bradboucher@almaproducts.com]
Sent: Tuesday, August 16, 2005 7:26 PM
To: Placha, Diana (D.B.)
Cc: Alex, Gary (G.L.)
Subject: RE: 4F50N Cover Spline Washer

Follow Up Flag: Follow up
Flag Status: Red

Diana - Thanks for the quick response. This will allow me to proceed with the 4F50N reman launch. We are getting requirements for 4F50N service converters at about 100 units/month. Please let me know how the tests you are running end up, and if it results in a change to the suspect window.

Thanks again,
Brad

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, August 16, 2005 4:49 PM
To: bradboucher@almaproducts.com
Cc: Alex, Gary (G.L.)
Subject: RE: 4F50N Cover Spline Washer

I just want to confirm with you the build dates of the 4F50N converter models with suspect cover spline washers. The dates I have are June 03 - Dec 03? Please confirm.

Correct, the suspect build range extends from June 03 to December 03.

Converters manufactured before and after this date change will contain cover spline washers that are acceptable to be reused in 4F50N remanufacturing program provided they meet inspection criteria?

Converters manufactured prior to June 2003 would have been built in Livonia.
I don't know if those converters were affected at this time. Converters built in January 2004 and beyond should be ok and therefore may be re-used.

Initially, it was my understanding that cover spline washer would be mandatory replacement in all remanufactured 4F50N converter models, and thus Alma would need either the plasma welder from Livonia to replace washer or to purchase a new replacement cover from Exedy. However, now my belief is that the spline washers only need to be replaced from the June 03 to Dec 03 builds? Cores outside of this date range will not require spline washer replacement? If this is the case, then there may be more than enough cores available to start remanufacturing 4F50N models without needing plasma welder or new covers from Exedy. It will require some additional sorting at Alma's end, but I believe it might be the fastest way to launch reman.

I don't know what your re-man requirements are at this time but if you have requests to supply 4F50N converters then you should start sorting and remanufacturing 4F50N converters. At this time, we know for a fact that covers within the suspect build should be replaced. We also know that you see failed pump drive inserts in Livonia converters at higher mileages. I'm running a DOE to determine if we need to replace inserts outside of our suspect window. The DOE was started today and hopefully in the next couple of weeks we'll have our answer.

Also, would you happen to know the production dates of the following 4F50N designs at Exedy? This would allow us to streamline our sorting process.

Possibly there are some converter part numbers that would not need to be sorted by build date because they would have went out of production prior to Jun 03 or went into production after Dec 03?

Since the parts were incorporated into production as a running change you'll have to sort by build date.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>>

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

From: Brad Boucher [mailto:bradboucher@almaproducts.com]

Sent: Tuesday, August 16, 2005 1:47 PM

To: Placha, Diana (D.)

Cc: Alex, Gary (G.L.)

Subject: 4F50N Cover Spline Washer

Hi Diana,

I just want to confirm with you the build dates of the 4F50N converter models with suspect cover spline washers. The dates I have are June 03 - Dec 03? Please confirm. Converters manufactured before and after this date change will contain cover spline washers that are acceptable to be reused in 4F50N remanufacturing program provided they meet inspection criteria?

Initially, it was my understanding that cover spline washer would be mandatory replacement in all remanufactured 4F50N converter models, and thus Alma would need either the plasma welder from Livonia to replace washer or to purchase a new replacement cover from Exedy. However, now my belief is that the spline washers only need to be replaced from the June 03 to Dec 03 builds? Cores outside of this date range will not require spline washer replacement? If this is the case, then there may be more than enough cores available to start remanufacturing 4F50N models without needing plasma welder or new covers from Exedy. It will require some additional sorting at Alma's end, but I believe it might be the fastest way to launch reman.

Also, would you happen to know the production dates of the following 4F50N designs at Exedy? This would allow us to streamline our sorting process.

Possibly there are some converter part numbers that would not need to be sorted by build date because they would have went out of production prior to Jun 03 or went into production after Dec 03?

200K C180 Clutch
3F1P-7902-AE
3F1P-7902-AF
3F1P-7902-AG

180K C180 Clutch
3F2P-7902-BE

3F2P-7902-BF
3F2P-7902-BG

180K H230 Clutch
3F2P-7902-AF
3F2P-7902-AG
3F2P-7902-AH

Thanks for your help,
Brad

From: Placha, Diana (D.)
Sent: Wednesday, October 06, 2004 6:41 AM
To: 'Korth, Gary'
Cc: 'Mike Berry'; 'Jeff Cline'; 'dfaeth@exedy-us.com'; 'Susan Dotson'; 'Jimmy Lee'; Plasencia, David (D.B.)
Subject: RE: 2FMZA55274E [REDACTED] Warranty Return
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

Gary...I need to get parts from you by this Friday 08-October-2004 (pre-heat treated). This should be your top priority - we were just notified of two additional failures (customer warranty returns at approx. 20,000/30,000 miles). I'm working on getting those converters back and will share the inspection data once it's available. We need to get to the bottom of what's going on. Please reply.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Jimmy Lee [<mailto:jlee@ddcc.com>]
Sent: Thursday, September 30, 2004 7:20 PM
To: Korth, Gary
Cc: Mike Berry; Jeff Cline; dfaeth@exedy-us.com; Placha, Diana (D.); Susan Dotson
Subject: FW: 2FMZA55274E [REDACTED] Warranty Return

Gary:

Please see the email below regarding Ford's metallurgical evaluation of a recent warranty return with a stripped pump drive insert.

I need your help to work with FPM and do a deep analysis into this nitride needle issue. If we (EAC) can be of any help let me know. If you need a Ford heat treatment expert, I am sure this can be arranged through our STA. Do you or FPM already have a relationship with a Ford expert from the Ford WHTX heat treat survey that can help?

I received your response from FPM on the nitride needles but it really did not offer any concrete root cause. It stated that there is a relationship between the thicker coating layer and the tendency to develop nitride needles. However, the response did not indicate any possible causes or data to evaluate these causes.

I need you and FPM to dig deeper into possible causes, such as parts run on the wrong program, with an incorrect setting, with a sensor malfunction, a delayed quench, etc.... I don't know the possible cause list but we need this brainstorming done to develop possible causes, possible causes organized (into a fishbone diagram?), and analysis / data covering each possibility.

Ford Engineering has requested samples taken at different locations in the tray / furnace load. From our previous discussions/countermeasures, this data should already be available. Per the FPM work instruction updated and sent to us in November 2003 (Nitrotec 38-01, revised 11/20/03). Please forward results from this inspection instruction ASAP. We need both the results and actual data for thickness and nitride needle inspections from the last 5 heat treat lots. Send the pictures of the coating and underlying structure please.

PE09-033.1 000907

7/22/2010

Again, please pull into this issue whatever resources are available, inside or outside, so we can close it once and for all.

Regards,

Jimmy Lee
Quality Manager
Exedy America Corporation
(865) 932-5272 phone
(865) 932-2230 fax
(865) 599-4389 cell

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Thursday, September 30, 2004 8:11 AM
To: Jimmy Lee; dfaeth@exedy-us.com
Cc: Plasencia, David (D.B.)
Subject: 2FMZA55274B [REDACTED] Warranty Return

Joel completed his analysis on the worn pump drive insert spline that came from a customer vehicle 2FMZA55274BA13873. Here's a summary of his findings: Any evidence of failure origin was destroyed due to secondary damage (the pump shaft continued to spin after initial failure). The root of the spline of the insert consists of a nitride "white" layer of 0.030 mm thick. Just below the white layer is the transition zone that has nitride needles. Nitride needles are an undesirable precipitate. It is caused from slow cooling in nitriding process or by a subsequent tempering process.

Jimmy... You need to contact MPI/FPM and request that they explain how these parts could have developed nitride needles. They need to examine their process and ensure that it is not occurring currently. I would like to see a report from them with samples taken at different locations on their tray. Also, please request that MPI send 10 pre-heat treat pump drive inserts to me at the following address: ATTENTION Diana Placha 35500 Plymouth Rd Livonia MI 48150.

Let me know if you have any questions.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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From: eTracker Admin [etracker@ford.com]
Sent: Wednesday, December 10, 2003 11:24 AM
To: Placha, Diana (D.B.)
Subject: eTracker Alert: Issue Id 773347 Created in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker New Issue Alert

Issue Id **773347** has been created by Raymond Adamski (RADAMSK2) in Project: ATEO Issues Tracker - PDQ

- **Description:**
Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. Global 8D#34605.
Updates on:
-Verification of subsequent production
-Bench testing
(RADAMSK2)
- **Department** N630 - 4F50N/4F46S SYS DES DEPT
- **Problem Type** Quality/Manufacturing
- **Priority Level** Medium to High
- **Status :** Pending
- **Status Date :** Jan-06-2004
- **Delegate and Team Members ID** DPLACHA
- **Assigned Date :** Dec-10-2003
- **CPMT #/TPMT** CPMT 8
- **Transmission** None

- Engine None

From: Tracker, E (E.)
Sent: Tuesday, September 06, 2005 8:51 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Sep-06-2005 *to* Sep-20-2005
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)
7/26/2005 - No update. (JCLARK1)
8/9/2005 - No update. (JCLARK1)
8/23/2005 - No update. (JCLARK1)
9/6/2005 - No update. (JCLARK1)

From: Placha, Diana (D.)
Sent: Tuesday, August 09, 2005 4:33 PM
To: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

Janelle... The modified fixtures are complete but the two stands we can use are currently running other tests. I have to wait until they're done since I can't get priority. According to Amy Cooney, they have a few more samples to run and should be done in the next week or so. I'll let the team know when the test starts.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, August 09, 2005 8:22 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed from **Aug-09-2005** to **Aug-23-2005**
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)

7/26/2005 - No update. (JCLARK1)

8/9/2005 - No update. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, August 09, 2005 8:22 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Aug-09-2005](#) *to* [Aug-23-2005](#)
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)
7/26/2005 - No update. (JCLARK1)
[8/9/2005 - No update. \(JCLARK1\)](#)

From: Tracker, E (E.)
Sent: Tuesday, July 26, 2005 12:47 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Jul-26-2005 *to* Aug-09-2005
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)
7/26/2005 - No update. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, July 12, 2005 11:31 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Jul-12-2005 *to* Jul-26-2005
- **Current Status** has changed (new text in red)
7/12/2005 - Fixtures being remade due to mistake with original fixtures. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 29, 2005 2:21 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

As it turns out, your test (YC8010) was being setup yesterday on C06-28. To answer your misalignment question, it has nothing to do with the stand. It takes too long to realign the two ends of a stand so the misalignment was designed into the fixturing. However, the machine shop built the fixture by piloting everything off of the misaligned center, so the completed fixture wouldn't even bolt up to the stand.

A new work order was written to the machine shop to rebuild the fixture. The work order # is 0708416.

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

From: Placha, Diana (D.)
Sent: Wednesday, June 29, 2005 9:43 AM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Do you know what the other two test are? Perhaps I can contact the RE's and find out how long their test will run.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 29, 2005 9:42 AM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Yes Dave is correct. Your test can be run on 2&8 or 28, which would both be better than 1&3 since you're only going to use 25 ft-lbs. Gary Nelson has you next up for either stand, but both are running other tests right now.

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

From: Placha, Diana (D.)

Sent: Wednesday, June 29, 2005 7:39 AM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Can we use another stand?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Placha, Diana (D.)

Sent: Thursday, June 23, 2005 4:38 PM

To: Baert, Kevin (K.E.)

Subject: FW: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Please see Dave's note below. Let me know if we can run on any of the other two test stands.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

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

From: Burton, David (D.J.)

Sent: Thursday, June 23, 2005 10:28 AM

To: Placha, Diana (D.)

Cc: Spadafora, Anthony (A.N.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

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From: Placha, Diana (D.)
Sent: Wednesday, June 22, 2005 4:21 PM
To: Burton, David (D.J.)
Cc: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Hello Dave...I need to run a spline wear test. According to Kevin, you have a test running on Ch 1&3. I was wondering what test this is, who the RE is, and when you expect the test to be complete.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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From: Baert, Kevin (K.E.)
Sent: Wednesday, June 22, 2005 3:46 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

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To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Thanks Kevin.

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To: Placha, Diana (D.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

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From: Placha, Diana (D.)

Sent: Tuesday, June 21, 2005 12:46 PM

To: Baert, Kevin (K.E.)

Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

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From: Tracker, E (E.)

Sent: Tuesday, June 21, 2005 8:58 AM

To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from Jun-21-2005 to Jul-12-2005*
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)

3/15/2005 - No update. (JCLARK1)

4/26/2005 - No update. (JCLARK1)

5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)

6/21/2005 - Testing status TBD. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 29, 2005 9:55 AM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

I will verify the misalignment capability, and find out the other TR's and RE's for you, hopefully before lunch.

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

From: Placha, Diana (D.)
Sent: Wednesday, June 29, 2005 9:43 AM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Do you know what the other two test are? Perhaps I can contact the RE's and find out how long their test will run.

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Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

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From: Placha, Diana (D.)
Sent: Wednesday, June 29, 2005 9:43 AM
To: Baert, Kevin (K.E.)
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Follow Up Flag: Follow up
Flag Status: Red

One more question...do the stands have misalignment capability?

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Hello Dave...I need to run a spline wear test. According to Kevin, you have a test running on Ch 1&3. I was wondering what test this is, who the RE is, and when you expect the test to be complete.

Thanks,
Diana B. Placha

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Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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From: Baert, Kevin (K.E.)

Sent: Wednesday, June 22, 2005 3:46 PM

To: Placha, Diana (D.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

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Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

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Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

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6/21/2005 - Testing status TBD. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 29, 2005 9:42 AM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

Yes Dave is correct. Your test can be run on 2&8 or 28, which would both be better than 1&3 since you're only going to use 25 ft-lbs. Gary Nelson has you next up for either stand, but both are running other tests right now.

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

From: Placha, Diana (D.)
Sent: Wednesday, June 29, 2005 7:39 AM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Can we use another stand?

Diana B. Placha

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Please see Dave's note below. Let me know if we can run on any of the other two test stands.

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Sent: Thursday, June 23, 2005 10:28 AM

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Cc: Spadafora, Anthony (A.N.)

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To: Baert, Kevin (K.E.)

Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Kevin...Can you please give me an update on TR YC8010? The parts and fixtures have been available for several weeks. When can we start the test? Have we been assigned to a test stand? What priority do we have?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)

Sent: Tuesday, June 21, 2005 8:58 AM

To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI

plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from Jun-21-2005 to Jul-12-2005*
- **Current Status** has changed (new text in *red*)
 - 3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
 - 3/15/2005 - No update. (JCLARK1)
 - 4/26/2005 - No update. (JCLARK1)
 - 5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
 - 6/21/2005 - Testing status TBD. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Wednesday, June 22, 2005 3:46 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

There is a test currently running on Ch 1&3, you are scheduled to run there next. Dave Burton is the current TE on that stand.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 3:17 PM
To: Baert, Kevin (K.E.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Thanks Kevin.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Baert, Kevin (K.E.)
Sent: Tuesday, June 21, 2005 3:15 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

I have released this TR to the lab, but I do not know where it stands in the queue. I will get with Gary Nelson as soon as I can to get an answer for you. It may be tomorrow morning. I'll get back to you.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 12:46 PM
To: Baert, Kevin (K.E.)
Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Kevin...Can you please give me an update on TR YC8010? The parts and fixtures have been available for several weeks. When can we start the test? Have we been assigned to a test stand? What priority do we have?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)

Sent: Tuesday, June 21, 2005 8:58 AM

To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)

Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed from Jun-21-2005 to Jul-12-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
3/15/2005 - No update. (JCLARK1)
4/26/2005 - No update. (JCLARK1)
5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
6/21/2005 - Testing status TBD. (JCLARK1)

From: Baert, Kevin (K.E.)
Sent: Tuesday, June 21, 2005 3:15 PM
To: Placha, Diana (D.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

I have released this TR to the lab, but I do not know where it stands in the queue. I will get with Gary Nelson as soon as I can to get an answer for you. It may be tomorrow morning. I'll get back to you.

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

From: Placha, Diana (D.)
Sent: Tuesday, June 21, 2005 12:46 PM
To: Baert, Kevin (K.E.)
Cc: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Kevin...Can you please give me an update on TR YC8010? The parts and fixtures have been available for several weeks. When can we start the test? Have we been assigned to a test stand? What priority do we have?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, June 21, 2005 8:58 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from Jun-21-2005 to Jul-12-2005*
- **Current Status** has changed (new text in *red*)
 - 3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
 - 3/15/2005 - No update. (JCLARK1)
 - 4/26/2005 - No update. (JCLARK1)
 - 5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
 - 6/21/2005 - Testing status TBD. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, June 21, 2005 8:58 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Jun-21-2005 *to* Jul-12-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
3/15/2005 - No update. (JCLARK1)
4/26/2005 - No update. (JCLARK1)
5/24/2005 - Test should start next week, to be completed in mid-June. (JCLARK1)
6/21/2005 - Testing status TBD. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, April 26, 2005 12:36 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Apr-26-2005](#) *to* [May-10-2005](#)
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)
3/15/2005 - No update. (JCLARK1)
[4/26/2005 - No update. \(JCLARK1\)](#)

From: Tracker, E (E.)
Sent: Tuesday, March 15, 2005 2:11 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Mar-29-2005](#) *to* [May-10-2005](#)

From: Clark, Janelle (J.A.)
Sent: Tuesday, March 15, 2005 2:07 PM
To: Placha, Diana (D.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

Diana, how about May 10 as your next report-out date?

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

From: Placha, Diana (D.)
Sent: Tuesday, March 15, 2005 1:06 PM
To: Clark, Janelle (J.A.); Adamski, Raymond (R.J.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: RE: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Since the fixtures for my DOE will not be available until April 15th, I will not be able to provide an update on this issue until the end of April.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, March 15, 2005 10:35 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from* Mar-15-2005 *to* Mar-29-2005
- **Current Status** has changed (new text in *red*)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)

3/15/2005 - No update. (JCLARK1)

-

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

From: Placha, Diana (D.)

Sent: Wednesday, March 02, 2005 3:05 PM

To: Borneo, Joseph (J.A.); Plasencia, David (D.B.)

Subject: FW: YC8010: Fixture update

Just an update...Looks like the fixtures for our pump drive insert spline wear test won't be done until April 15th.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Georgic, Jeffrey (J.A.)

Sent: Wednesday, March 02, 2005 2:46 PM

To: Placha, Diana (D.)

Subject: RE: YC8010: Fixture update

The job is in our que and scheduled to be completed by 4-15.

Given our current workload and overtime requirements that is the best I can do

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

From: Placha, Diana (D.)

Sent: Wednesday, March 02, 2005 2:42 PM

To: Georgic, Jeffrey (J.A.)

Subject: FW: YC8010: Fixture update

Hi Jeff...I noticed that the promise date on this WORQ order is April 15th. Can you please let me know what can be done to improve timing?

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Baert, Kevin (K.E.)

Sent: Wednesday, March 02, 2005 10:33 AM

To: Placha, Diana (D.)

Subject: YC8010: Fixture update

John Osborn has submitted a work request to the machine shop to have your parts altered. The Work Order # is 0678430.

From: Placha, Diana (D.)
Sent: Tuesday, March 01, 2005 12:58 PM
To: Baert, Kevin (K.E.)
Subject: FW: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

Kevin...Can you please give me an update on the pump drive insert spline wear testing (TR YC8010). Has a WORQ request been submitted to the Machine Shop? (I need to add three samples (baseline) to that work order.)

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Tracker, E (E.)
Sent: Tuesday, March 01, 2005 12:53 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed from **Mar-01-2005** to **Mar-15-2005**
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad . (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, March 01, 2005 12:53 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Mar-01-2005 *to* Mar-15-2005
- **Current Status** has changed (new text in red)
3/1/2005 - Fixtures being made and parts received, both good and bad. Test to be done in a month. (JCLARK1)

From: Tracker, E (E.)
Sent: Thursday, February 17, 2005 10:02 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* [Feb-22-2005](#) *to* [Mar-01-2005](#)

From: Tracker, E (E.)
Sent: Tuesday, February 15, 2005 9:14 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Lipka, Ken (K.R.); Borneo, Joseph (J.A.); Paramasivam, Sarav (S.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Delegate and Team Members ID** has changed *from* [DPLACHA,SPARAMAS,JBORNEO](#) *to* [DPLACHA,KLIPKA,JBORNEO](#)

From: Tracker, E (E.)
Sent: Tuesday, February 08, 2005 1:22 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Borneo, Joseph (J.A.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from* [Feb-08-2005](#) *to* [Feb-22-2005](#)

- **Current Status** has changed (new text in red)

11/30/2004 - Supplier hopes to have the parts heat treated this week. (JCLARK1)

12/14/2004 - No parts yet. Next report-out mid-February 2005. (JCLARK1)

[2/8/2005](#) - DOE pump drive insert samples arrived, and have been delivered to the test engineer. Test fixtures are currently being designed. the fixture designer (R. Kutchin, x33176) needs Diana P to confirm the rotor (-7A146-) part number and the body bearing and seal assembly pump bushing (probably the -7A104-). Once the fixtures are complete, the DOE can be run, and a determination can be made to recommend a heat treat and material change as a robustness improvement. (JCLARK1)

From: Tracker, E (E.)
Sent: Tuesday, December 14, 2004 10:08 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Borneo, Joseph (J.A.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Delegate and Team Members ID** has changed *from* [DPLACHA,SPARAMAS,JFALLU1](#) *to* [DPLACHA,SPARAMAS,JBORNEO](#)
- **Next Review Date** has changed *from* [Dec-14-2004](#) *to* [Feb-08-2005](#)
- **Current Status** has changed (new text in red)
11/30/2004 - Supplier hopes to have the parts heat treated this week. (JCLARK1)
[12/14/2004 - No parts yet. Next report-out mid-February 2005. \(JCLARK1\)](#)

From: Tracker, E (E.)
Sent: Tuesday, November 30, 2004 9:51 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Nov-30-2004 *to* Dec-14-2004
- **Current Status** has changed (new text in red)
11/30/2004 - Supplier hopes to have the parts heat treated this week. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, October 26, 2004 9:06 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Next Review Date** has changed *from* Oct-26-2004 *to* Nov-16-2004
- **Current Status** has changed (new text in red)
10/26/2004 - Material and heat treat change recommended; confusion on material - will be a meeting about a final decision on material recommendation. No recent field issues on pump drive insert spline. Further investigation of returned 'failed' torque converters (Met Lab) scheduled. (JCLARK1)
- **Root Cause** has changed (new text in red)
Nitride needles due to poor heat treat.

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, October 12, 2004 10:14 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id [773347](#) has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)
- **Current Status** has changed (new text in red)

10/12/2004 - All of the failures have nitride needles and thus far date to June 2004. MPI implemented a nitride needle check Sept. 17, 2004. Diana has not seen any recent build failures, but it takes approximately 30,000 miles before the splines get worn. Diana checked 12 warranty converters at ALMA last week. All 12 converters were D186, and did not have worn pump drive splines. Diana took some samples and will have our Met Lab confirm her visual inspection. Diana has not been able to attain the last 2 reported pump drive spline failures. The converters were shipped to the FCSD Harvent program before she could get build dates off them. According to FCSD, the only thing we can do is wait until the Harvest inventory is shipped to ALMA. We are looking at alternate materials, heat treat processes, and suppliers in order to make the part more robust. Requests for quotes will be distributed this week. Once material, process, and supplier is selected, Diana will order samples and run fatigue testing with mis-alignment in our HMS lab. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, August 24, 2004 8:30 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Next Review Date** has changed *from* Aug-24-2004 *to* Sep-28-2004

- **Current Status** has changed (new text in red)

8/24/2004 - Japan completed testing and forwarded their final report to Torque Converter group; results were inconsistent. Diana requested that Japan re-run testing with mis-alignment, and they indicated that their equipment is unable to do that. Diana will write a TR to the HMS lab and run the fatigue testing here with mis-alignment; testing should start within the next couple of weeks unless the stand is unavailable. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Tuesday, December 16, 2003 1:47 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. (JCLARK1)

- **Current Status** has changed (new text in red)

Global 8D#34605.

Updates on:

-Verification of subsequent production

-Bench testing

Will be discussed in Problem Mtg. Dec. 16. (JCLARK1)

12/16/2003 - Full production variability DOE in preparation; will be run in Japan during Christmas break. (JCLARK1)

From: eTracker Admin [etracker@ford.com]
Sent: Wednesday, December 10, 2003 12:13 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. Global 8D#34605.
Updates on:
-Verification of susequent production
-Bench testing
(RADAMSK2) (JCLARK1)
- **Problem Type** has changed from **Quality/Manufacturing** to **Product Related**

From: eTracker Admin [etracker@ford.com]
Sent: Wednesday, December 10, 2003 12:09 PM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Paramasivam, Sarav (S.); Fallu, John (W.)
Subject: eTracker Alert: Issue Id 773347 Updated in Project ATEO Issues Tracker - PDQ

Follow Up Flag: Follow up
Flag Status: Red

eTracker Issue Id Update Alert

Issue Id **773347** has been updated by Janelle Clark (JCLARK1) in Project: ATEO Issues Tracker - PDQ

- **Description:**(new text in red)
N630-95 - Torque Converter Pump Drive Insert Spline Stripped Out on Vehicle Durability - PDI plate heat treatment. Global 8D#34605.
Updates on:
-Verification of susequent production
-Bench testing
(RADAMSK2) (JCLARK1)
- **Status** : has changed from Pending to Accepted
- **Status Date** : has changed from Jan-06-2004 to Dec-10-2003
- **Delegate and Team Members ID** has changed from DPLACHA to DPLACHA,SPARAMAS,JFALLU1
- **Next Review Date** has changed from (Empty) to Dec-16-2003
- **Action Plan** has changed (new text in red)
See Current Status.
- **Current Status** has changed (new text in red)
Will be discussed in Problem Mtg. Dec. 16. (JCLARK1)
- **Root Cause** has changed (new text in red)

Investigating.

- **Global 8D# X-Ref** has changed *from* (Empty) *to* 34605
- **Model Year** has changed *from* (Empty) *to* 2004

From: Mclaughlin, Robert (R.J.)
Sent: Tuesday, March 08, 2005 2:43 PM
To: Placha, Diana (D.)
Subject: Field return units

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Both of the units returned to you for the no forward/no reverse have been torn down. I can not see any visible failures that would result in the condition described. Both units looked pretty good, they are displayed on B row in build up. Let me know what you would like to do with both of these units, table space is at a premium in build up, thanks.

From: Mclaughlin, Robert (R.J.)
Sent: Monday, April 11, 2005 10:47 AM
To: Placha, Diana (D.)
Subject: Fleet transmission XAFL4339

Follow Up Flag: Follow up
Flag Status: Red

Diana,

Have you had the opportunity to investigate the converter from the Vegas Taxi fleet with the no engagement condition? I am waiting for your conclusions in regards to the converter before finishing the tear down report. When you have a moment, I'm not in a hurry, just trying to tie up some loose ends, thanks.

From: Placha, Diana (D.)
Sent: Friday, October 03, 2003 11:05 AM
To: Wiethe, Philip (P.J.)
Subject: FW: Fresh 030609E 00115 Converter at MPG

Follow Up Flag: Follow up
Flag Status: Red

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Friday, October 03, 2003 10:23 AM
To: Placha, Diana (D.); Wu, Bill (B.)
Subject: Fresh 030609E 00115 Converter at MPG

There is an unused converter at MPG from transmission 4F2P-AA-41000104 with converter serial "**030609E 00115**".

The converter will be at MPG tagged with the transmission serial number and tagged for pickup by Ford/ATEO/Daikin/Exedy.

Whoever picks it up:

Drive to the main MPG gate (Fisher Road just North of 34 mile) and tell security they need to pick up a torque converter from the shipping and receiving barn.

Specifically, the shipping contact would be:

Art Senakiewich (586)75-28726

Receiving Hours:

6:00 AM to 7:30 P.M. Mon. - Fri.

7:00 AM to 3:00 P.M. Sat

Michigan Proving Ground
74240 Fisher Road
Romeo, MI 48065

They are expecting a pickup. An alternate MPG contact name would be

Rob Bussone 586-752-8920

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Paul, Normand (W.)
Sent: Thursday, January 20, 2005 3:21 PM
To: Placha, Diana (D.)
Subject: Freestar torque vin: 2FMZA56224E [REDACTED]

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Picture (Metafile)

stripped splines at torque

Cqis report # 5ATJB003



Normand Paul

Ford Motor Company of Canada
Powertrain Exchange Program
2nd Floor 226C



(905) 845-2511 Ext 1060
Dial-Net 853-1060
Fax (905) 845-9447



<mailto:npaul@ford.com>

Ford du Canada Limitée
Programme D'échange
Groupe Motopropulseur
2ième plancher 226C

From: Baert, Kevin (K.E.)
Sent: Wednesday, September 07, 2005 3:00 PM
To: Spadafora, Anthony (A.N.); Kutrukis, Jeff (J.A.); Placha, Diana (D.); Alex, Gary (G.L.); Ojala, Garry (G.J.); Nelson, Gary (G.W.)
Cc: Baert, Kevin (K.E.)
Subject: Vacation Coverage

Follow Up Flag: Follow up
Flag Status: Red

I will be on vacation Thursday and Friday (9/8 & 9/9). Jeff Kutrukis (jkutruki 313-805-0602) will be covering YC8010, currently installed on HMS Stand C06-Ch28.

Currently the test is on hold for the Requesting Engineer (Diana Placha). Sample #1A was stopped just short of 1,000,000 cycles so she could examine the wear on the test sample, and determine whether to proceed with Sample #1A at a higher load (increase static load from 25 to 50 ft-lbs.) or install the next test sample.

Jeff,

Please remember to update the status of this test on the HMS Web Status page when you receive instruction from Diana on how to proceed.

From: Wu, Bill (B.)
Sent: Thursday, February 03, 2005 5:21 AM
To: Placha, Diana (D.)
Subject: VIN For Monterey

Follow Up Flag: Follow up
Flag Status: Red

Di, The other day you had asked me for the VIN for my Monterey.

It is 2MRDA20214B [REDACTED]

Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Baczkowski, Victor (V.)
Sent: Thursday, October 16, 2003 3:40 PM
To: Plasencia, David (D.B.)
Cc: Placha, Diana (D.B.)
Subject: RE: W.O 0483883

Follow Up Flag: Follow up
Flag Status: Red

Dave,

Bob will prioritize Diana's work request. There will be someone in the lab next week while Bob is off (Joe Kakaley might return on Monday 10/20). If Joe does not return by the time Bob leaves, I will fill in. If I fill in, I will send out an email asking to be paged with "hot" requests (I may not be able to stay in the lab all day).

Regards,

Victor Baczkowski
Unit Supervisor - Converter Lab & FMS
Prototype Manufacturing - ATNPC Box - 240
Phone 734-523-3302 Pager 734-296-0358 Fax 734-266-1162

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

From: Plasencia, David (D.B.)
Sent: Thursday, October 16, 2003 1:33 PM
To: Baczkowski, Victor (V.)
Cc: Placha, Diana (D.)
Subject: W.O 0483883

Vic, this is the work order from Diana that we discussed yesterday? Inspecting the cover pump drive spline wear. Please give it priority.

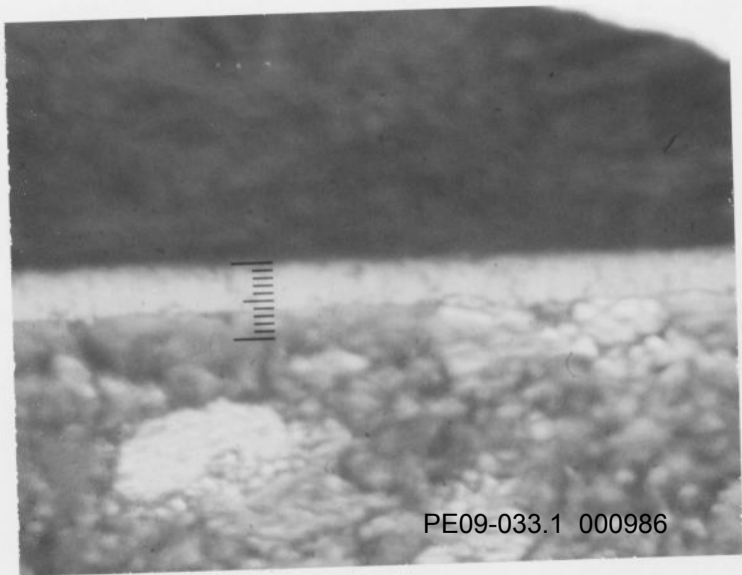
Also, will there be someone in lab next week while Bob is off?

*David Plasencia
Section Supervisor
6R/FN/AXHybrid/CD240L/Advanced
Torque Converter Engineering
734-266-9681
734-525-3449 FAX
734-797-9102 Page*

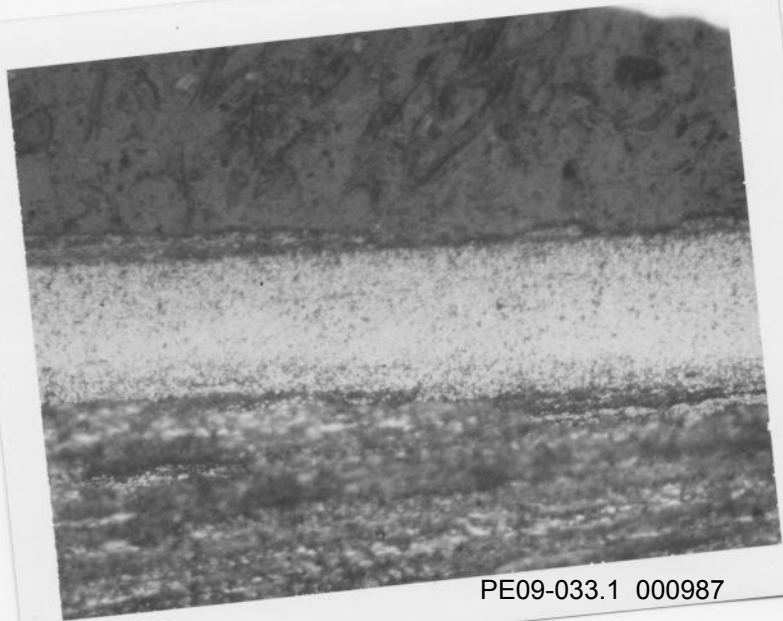
9C Profile Flat updated part Lot 218 400X



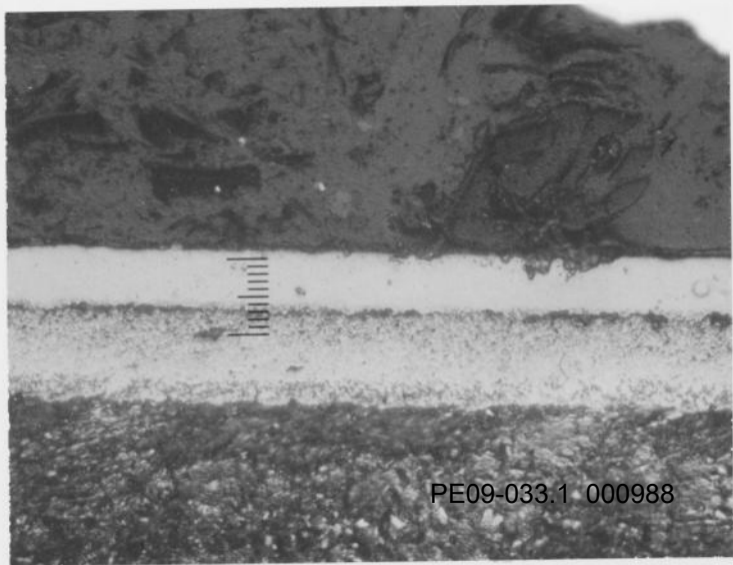
PE09-033.1 000985



PE09-033.1 000986



PE09-033.1 000987



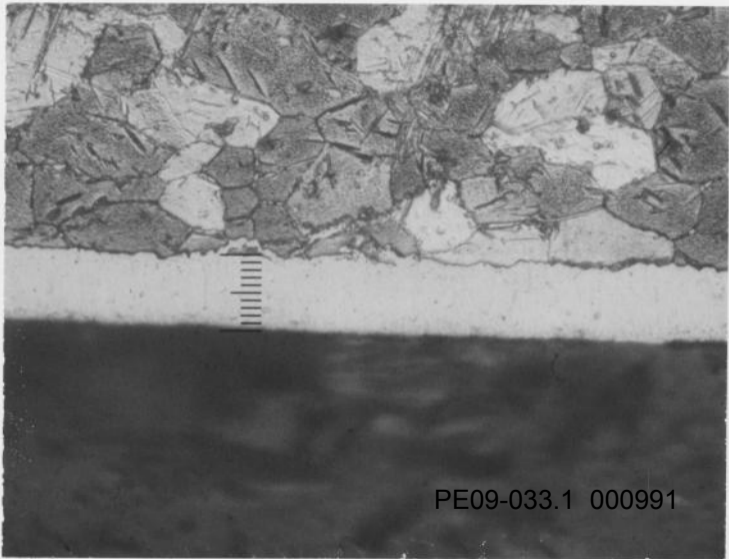
PE09-033.1 000988



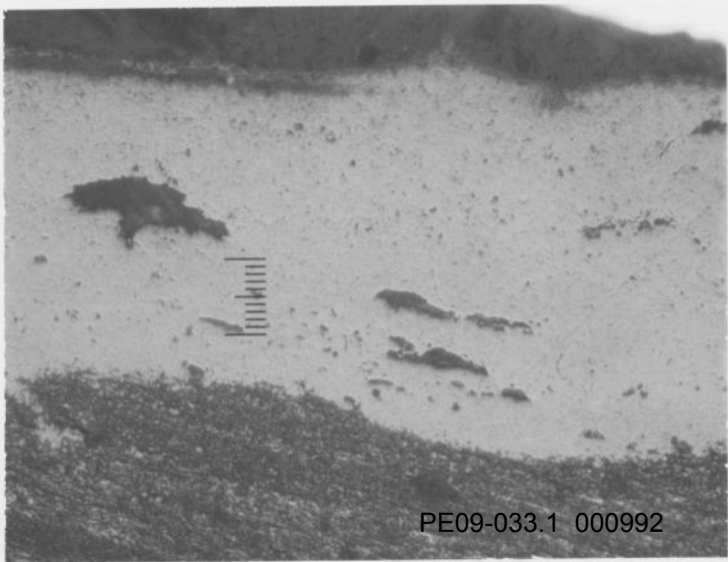
PE09-033.1 000989



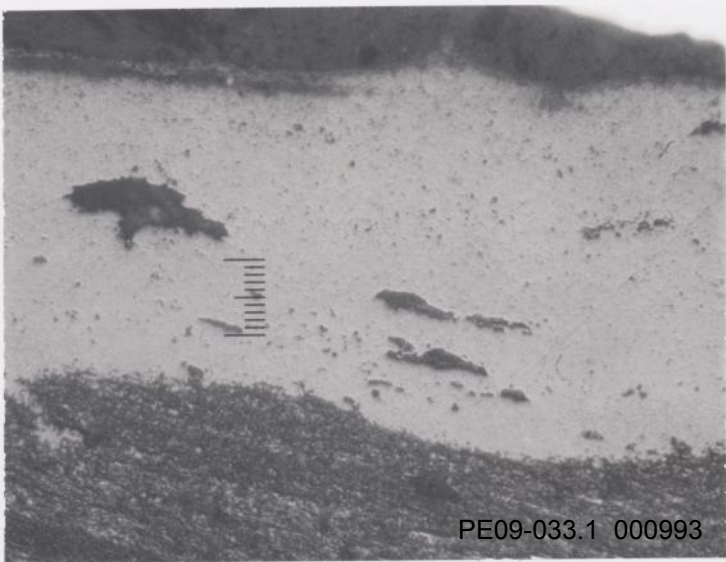
PE09-033.1 000990



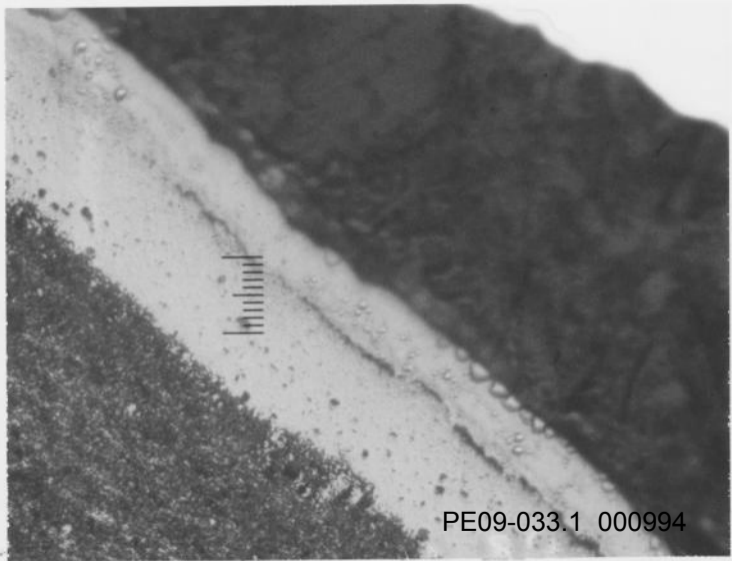
PE09-033.1 000991



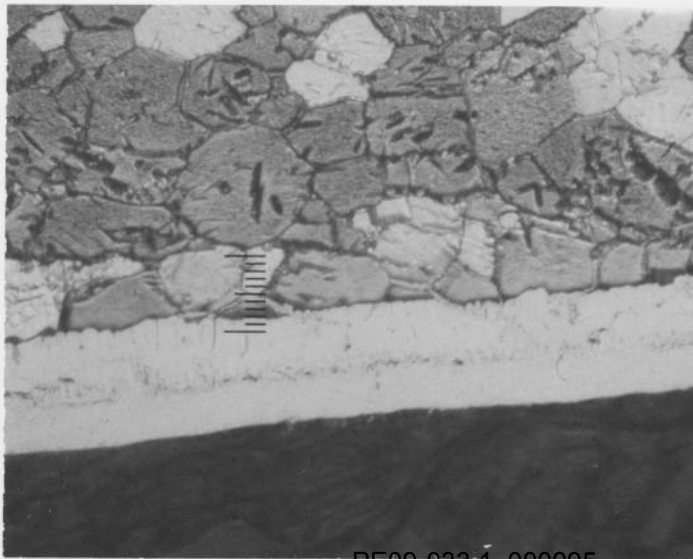
PE09-033.1 000992



PE09-033.1 000993



PE09-033.1 000994



PE09-033.1 000995

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 8:12 AM
To: 'jimmyl@ddcc.com'; 'larisumi@exedy-us.com'; 'Gary Korth'; Plasencia, David (D.B.)
Subject: PDI Needle Photos

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 1_500X.jpg; sample 4_500X.jpg

Here are the photos that depict nitrite needles vs. no needles. Sample 1 is the failed part and Sample 4 is a un-used vintage part. According to Joel, a new un-used part from the same build date as the failed part has case structure and hardness similar to Sample 1. As soon as I receive the photo from Joel I'll forward it to everyone.

Please forward these photos to the remaining team members.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>



sample 1_500X.jpg (1 MB)



sample 4_500X.jpg (1 MB)

0.02 mm



0.02 mm



From: Mike Berry [mberry@ddcc.com]
Sent: Wednesday, April 28, 2004 8:29 AM
To: Placha, Diana (D.B.)
Cc: Jimmy Lee; Mark Dunlap
Subject: FW: PDI part 1811 E6SP-7F466-AA
Follow Up Flag: Follow up
Flag Status: Red
Attachments: PDI part 1811 E6SP-7F466-AA; W1818 tears.doc

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Monday, April 26, 2004 11:58 AM
To: Mike Berry
Cc: Egli, Felix; Lannoy, Tom; Hayden, Richard; Schneider, Hubi
Subject: RE: PDI part 1811 E6SP-7F466-AA

Mike,

The condition on the spline of the parts in the attached photos is referred to as tearing. It is a normal occurrence on a small percentage of parts when fineblanking. As a punch moves through the material the flow of the extrusion will sometimes be interrupted resulting in the condition shown in the photos. The extent of tearing can be and is limited on this part. We do not feel that the print tolerance (70%) is exceeded on the part in the photo.

From: Mike Berry [mberry@ddcc.com]
Sent: Monday, April 26, 2004 10:11 AM
To: Korth, Gary; rhsyden@mpi-int.com
Cc: Jimmy Lee; Jeff Cline; Mark Dunlap
Subject: PDI part 1811 E6SP-7F466-AA

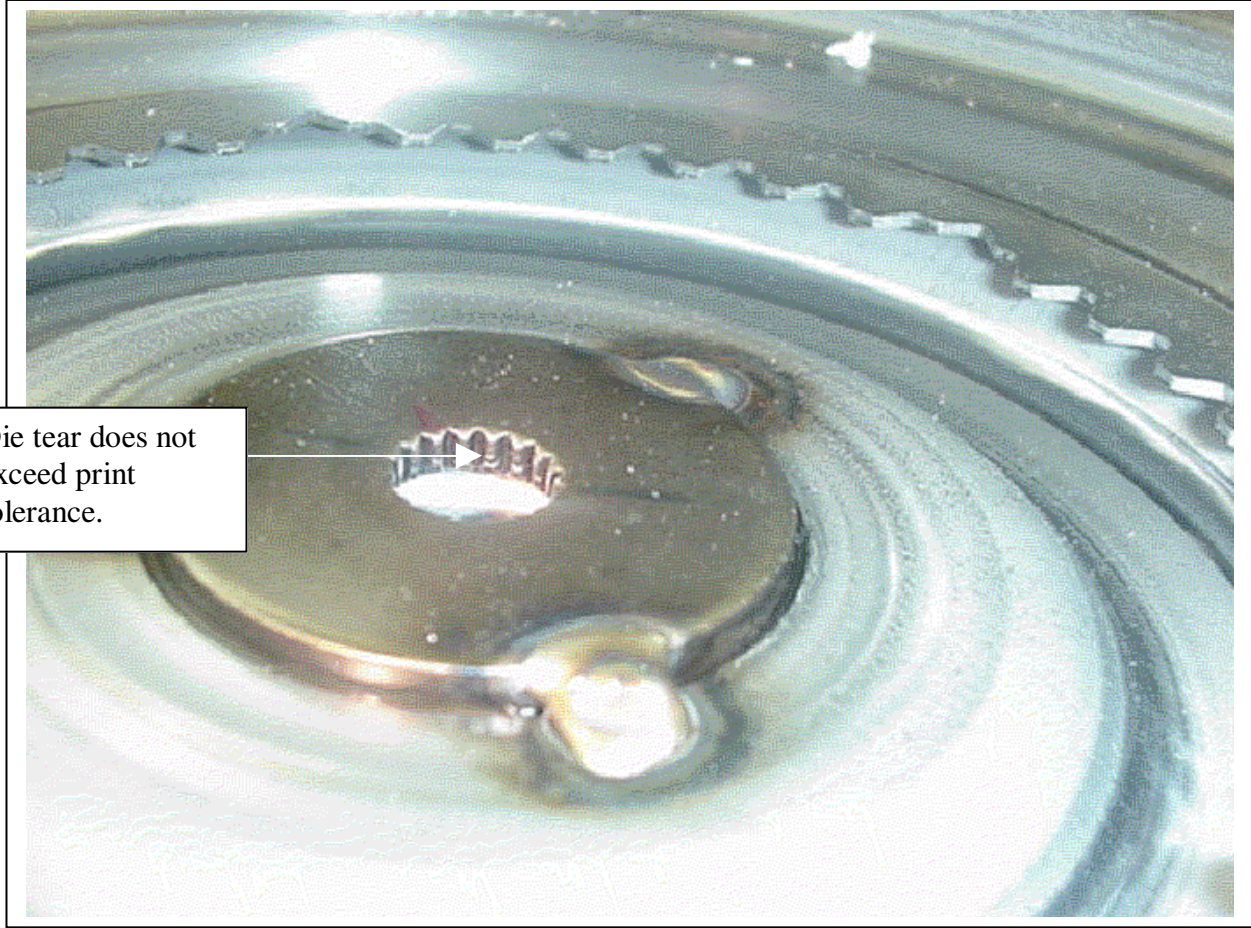
Gary

Per our conversation of last week about the circumferential line in the ID of the PDI.

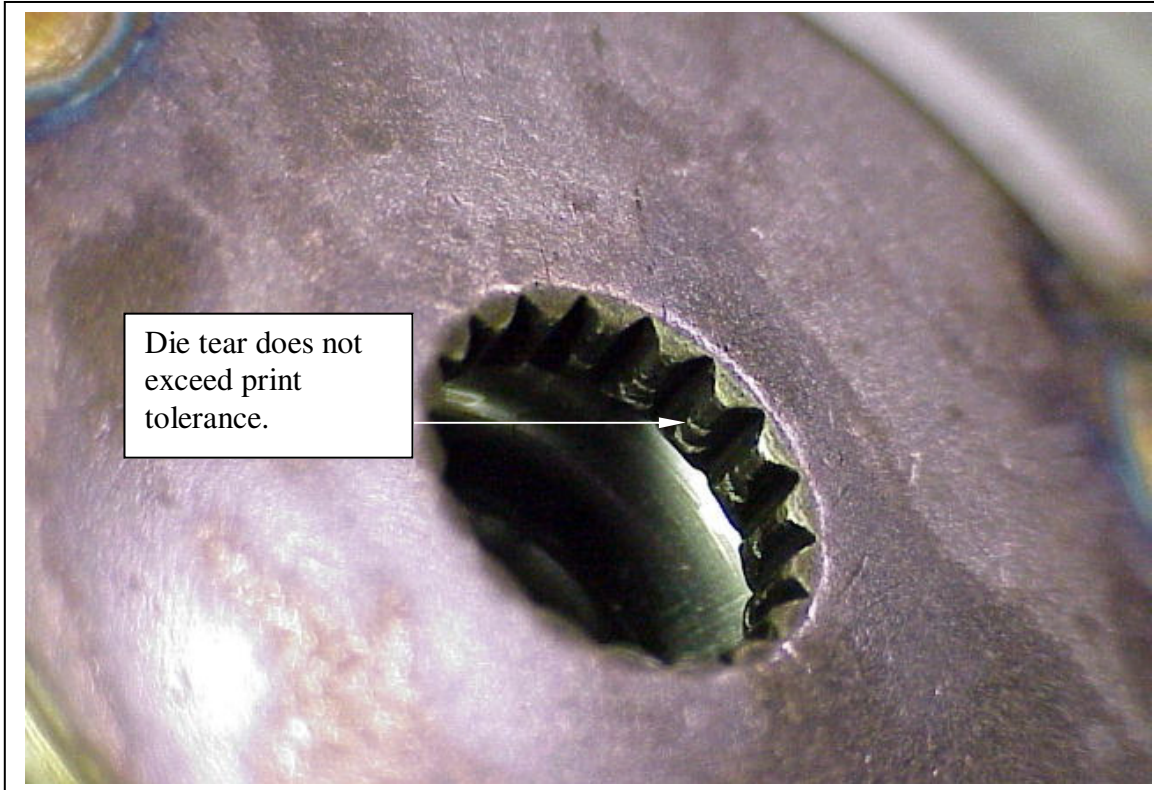
Please generate a report as to MPI's finding and a description of why this line has occurred. Ford has expressed a concern about this line in the ID of the part. Not knowing why it occurs or if it is a normal occurrence. What is / will MPI be doing to inspect for this condition, and is it correctable, and what countermeasure may be taken. I will be reporting to Ford today at our 1:00 p.m. EST in our weekly CPMT meeting about this condition.

Respectfully,

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230



Die tear does not exceed print tolerance.



Die tear does not exceed print tolerance.

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 12:56 PM
To: 'gkorth@mpi-int.com'; 'jimmyl@ddcc.com'
Subject: PDI Photo

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 3_500X.jpg

Here's the third photo. Please pass it along to the rest of the team members.

Thanks,
Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Simmermon, Joel (J.)
Sent: Tuesday, November 11, 2003 10:22 AM
To: Placha, Diana (D.)
Subject: RE: Photos Required

Diana,

Sorry for getting this photo to you so close to the meeting time but I got my wires crossed, I thought the meeting was this afternoon. The photo shows nitride needles in the case of sample three (the sample that did not go into a trans). I also placed the photo in the w drive for your convenience.

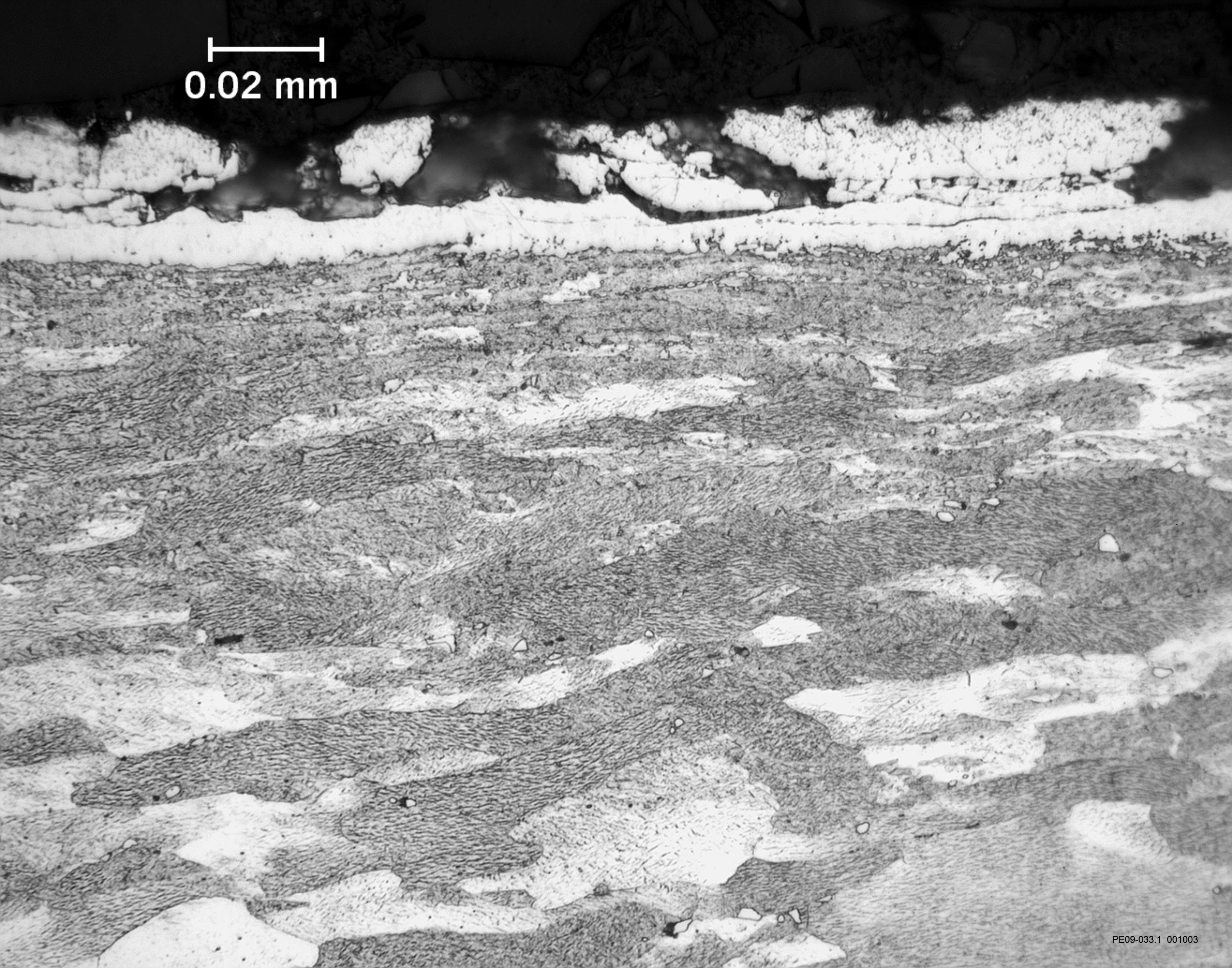


sample 3_500X.jpg
(1 MB)

Joel Simmermon

jsimmerm@ford.com
734.266.8553

0.02 mm



From: Placha, Diana (D.)
Sent: Monday, November 21, 2005 4:42 PM
To: Placha, Diana (D.B.)
Subject: PDI Photos - Alma

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Document.pdf



Document.pdf (983
KB)

Please open the attached document. This document was digitally sent to you using an HP Digital Sending device.

For more information on HP MFP Digital Sending please visit:

http://www.hp.com/go/HP_Digital_Sender_Module.com

TRANSMISSION: 41000101

4F50N

V229 2004 4.2L

TEST: LVC DURABILITY - FAIL #2

DURATION: 28,593 MILES

TEARDOWN REASON: NO FWD OR REV GEARS

CONVERTER SERIAL #: 030609E00116

TRANSMISSION: XABP4954

4F50N

V229 2004 4.2L

TEST: LVC DURABILITY - PASS

DURATION: 69,544 MILES

TEARDOWN REASON: COMPLETED TEST

CONVERTER SERIAL #: 02Y06D000004

From: dfaeth@exedy-us.com
Sent: Wednesday, February 11, 2004 5:34 PM
To: jimmyl@ddcc.com
Cc: Placha, Diana (D.B.)
Subject: PDI Spline

Follow Up Flag: Follow up
Flag Status: Red

Attachments: JPEG File Interchange; JPEG File Interchange



MVC-422F.JPG (61 KB)



MVC-423F.JPG (53 KB)

Jimmy - photos per our discussion in CPMT. Note the axial scoring on the splines in MVC-423. Please send to MPI per Diana's note below.

----- Forwarded by Dave Faeth/EXEDY_US on 02/11/2004 05:33 PM

"Placha, Diana (D.)" <dplacha@ford.com> on 02/11/2004 05:15:11 PM

To: Dave Faeth/EXEDY_US@EXEDY_US
cc: "Plasencia, David (D.B.)" <dplasenc@ford.com>

Subject: PDI Spline

Dave...Please forward these photos to Jimmy and have him send these to MPI for their input. This part completed 25 hours of 0.1 speed ratio testing. Other parts that completed the same test did not look the same. Could this perhaps be result of the 'calibration' that MPI does to the inserts?

<<MVC-422F.JPG>> <<MVC-423F.JPG>>

Picture 423 was taken 180 degrees from picture 422.

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<<mailto:DPLACHA@FORD.COM>>>
Text Page: <<<mailto:7342964342@airtouchpaging.com>>>





From: Placha, Diana (D.)
Sent: Wednesday, November 12, 2003 12:59 PM
To: 'Jimmy Lee'; Placha, Diana (D.B.)
Cc: 'Mark Dunlap'; 'dfaeth@exedy-us.com'; 'Lloyd Arisumi'; Plasencia, David (D.B.)
Subject: RE: PDI 8D

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...I'm trying to add you to our Global 8D. The number is 34605. To date we had two failures (both pump drives have already been removed) and one that was removed approximately 2,000 miles short of the first two (that pump drive was also removed). I will send you the inspection data I have prior to cutting open the converters. I will also send you a copy of the 1st Metallurgical report that contains photos of the 1st failure and hardness analysis of the pump drive shaft. I'll contact our Systems engineer and try to get the shaft from the second failure.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Jimmy Lee [<mailto:JimmyL@DDCC.COM>]
Sent: Wednesday, November 12, 2003 11:42 AM
To: Placha, Diana (D.)
Cc: Mark Dunlap; dfaeth@exedy-us.com; Lloyd Arisumi
Subject: PDI 8D

Diana:

If available, can I get a sample of a failed torque conveter with mating pump shaft still intact, or the front cover with a shaft? If no parts available, were there pictures taken of the worn / stripped spline on the PDI and of the shaft? Is the shaft still available for review? I want to try to better understand the overall picture. Normally as champion for an 8D I want to start by examining the actual failed parts first, then proceeding to component causes. I guess you are past this point, but I need to improve my overall understanding of this evaluation, so anything available will help me. A few examples of factors I want to eliminate are; spline tooth evaluation, spline heat treat evaluation, spline wear uniformity, TC bushing runout, runout of shaft, shaft metallurgy, shaft dimensions, assembly misalignment witness marks (like in the 8D MPI sent us from a previous issue) etc.. After I look at the 8D, it may help my understanding.

Regards,
Jimmy

From: Placha, Diana (D.)
Sent: Monday, November 17, 2003 4:24 PM
To: 'jimmyl@ddcc.com'
Cc: Andrews, Sandra (S.J.)
Subject: PDI Global 8D

Follow Up Flag: Follow up
Flag Status: Red

Jimmy...I went ahead and added you to Gloabl 8D 34605 (Pump Drive Insert Spline Failure). You show up as a member now. Your user ID is j-lee91. Let me know if you have any problems.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

From: dfaeth@exedy-us.com
Sent: Wednesday, September 22, 2004 9:41 AM
To: Placha, Diana (D.B.)
Cc: Plasencia, David (D.B.); larisumi@exedy-us.com; nyanagida@ddcc.com; jsnodgrass@ddcc.com; jlee@ddcc.com
Subject: PDI Ideas

Follow Up Flag: Follow up
Flag Status: Red

Diana - with regard to your inquiry about ideas for an alternative material/heat treatment for the PDI, we have done some investigation and found an application which has a splined element which is similarly MIG welded to the front cover and which drives a pump shaft. This element uses a material which is the rough equivalent of SAE 1043 (0.43% C; 0.8% Mn). This is fully solution heat treated, quenched, and tempered to a through hardness of Rc 20/30. Hardness/mech. properties of the mating pump shaft are unknown.

This is not an "apples to apples" comparison, because this other application involves a significantly longer spline engagement length and other geometry differences, however.

Also, we are not proposing a manufacturing process for this proposed PDI. We have not investigated whether it would still be a fineblanked part, or a stamped/broached/heat treated etc.

Disclaimer: This should be recognized by all parties as merely an "idea" or "suggestion" and does not imply design responsibility on the part of Exedy or design/product liability on the part of Exedy, even if ultimately implemented into production.

From: Placha, Diana (D.)
Sent: Monday, September 27, 2004 12:01 PM
To: Simmermon, Joel (J.)
Subject: PDI Investigation

Follow Up Flag: Follow up
Flag Status: Red

Joel...I was wondering if you had any type of update on the pump drive insert you're looking at for me? Did the part have any nitride needles? Any other things found that could have caused the failure? I have a CPMT at 1:00 pm today and wanted to know what the status is thus far for report out.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Tuesday, November 04, 2003 6:33 PM
To: Placha, Diana (D.B.)
Cc: Lehman, Jerald (R.); Simmermon, Joel (J.); Plasencia, David (D.B.)
Subject: RE: PDI's

Follow Up Flag: Follow up
Flag Status: Red

Diana:

Yes, the supplier will copper flash, then apply an electroless nickel coating 1 mil thick (I don't think 1 mm). However, thicker coating is available if needed.

Jimmy

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, November 04, 2003 3:59 PM
To: Jimmy Lee
Cc: Lehman, Jerald (J.R.); Simmermon, Joel (J.); Plasencia, David (D.B.)
Subject: PDI's

Jimmy...Great job locating a company that can nickel coat these inserts for us. We should coat a failed part, the 70K durability part, and a new part from the same build date. I will send these parts to you. You should also give them a recent part as well.

For Jerry's and Joel benefit...you mentioned that the supplier can copper flash the insert and apply a 1 mm electroless nickel coating correct?

I'll have them cut out the new sample tomorrow. You should get the parts Thursday.

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

From: Adamski, Raymond (R.J.)
Sent: Wednesday, October 08, 2003 10:41 AM
To: Wu, Bill (B.)
Cc: Fallu, John (W.); Placha, Diana (D.B.)
Subject: Previous 40K 4.2L vehicle dura success

Follow Up Flag: Follow up
Flag Status: Red

Bill,
Transmission XAAP8760 (torn down 7/02) ran 40K miles in a 4.2L vehicle over test procedures R358, R359, R312ST & R312PT without any issues.

Would you have the torque converter in storage? It would be an even better comparator than the 70K mile unit I gave you (ran mostly R314 GCC).

*This would probably not have been a hybrid converter; the vehicle was an AP3, and the transmission was most likely a 2002 production unit modified with the FN74 chain.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: r.mohr@zf.com
Sent: Tuesday, July 26, 2005 12:00 PM
To: Reifschneider, Eva (E.); Placha, Diana (D.B.)
Cc: Lange-Stalinski, Antje (Dr A.); Lonschien, Bernd (B.); Laborde, Jean-Marc (J.M.); klaus.memmel@zf.com; kaj.denkinger@zf.com
Subject: AW: PSW parts required: ZF Sachs 6M3P-7902-AC torque converter MY2006,5 for J97

Follow Up Flag: Follow up
Flag Status: Red

Hello Mrs. Reifschneider,

thanks for the confirmation of the 500 PPAP-parts.
Please note that ZF SACHS is not able to deliver these PPAP-parts before 26th of October.

Mit freundlichen Grüßen / Best Regards

Rainer Mohr (APV-1)
Project Management Torque Converter

ZF SACHS AG
Ernst Sachs Str.62
97424 Schweinfurt
Tel./ Phone: +49/9721/98-5803
Fax no.: +49/9721/98-4798
mailto:r.mohr@zf.com

-----Ursprüngliche Nachricht-----

Von: Reifschneider, Eva (E.) [mailto:ereifsch@ford.com]
Gesendet: Dienstag, 26. Juli 2005 13:46
An: Mohr Rainer SCW APV-1; Placha, Diana (D.)
Cc: Lange-Stalinski, Antje (Dr A.); Lonschien, Bernd (B.); Laborde, Jean-Marc (J.M.)
Betreff: PSW parts required: ZF Sachs 6M3P-7902-AC torque converter MY2006,5 for J97

Mr. Mohr,

As discussed, this is the authorization for ZF Sachs to ship 500 PSW parts to Bordeaux plant for part 6M3P-7902-AC torque converter MY2006,5 for J97. The required IPD date in Bordeaux is 3rd October 2005 latest. After the return of the colleagues to Bordeaux plant on 22nd August 2005 I will request the MP&L colleagues to show the requirement in CMMS accordingly.

Diana,

What is the technical change from -AB to -AC, please? I see from older e-mails that you indicated there would be a new release to -AC level. So far the release has not been finalized as I cannot find this level neither in WIPS nor WERS.

Supplier Sachs now tells me they intend to ship -AC level but due to the missing release purchasing

cannot settle the order accordingly. So please let us know what PSW level is required and when the release to -AC will be finalized.

Thank you and best regards,

Eva Reifschneider

Program Buyer 5R55

Automatic Transmission Bordeaux

Ford Motor Company

Internally: Phone 870 149 66, Fax 870 130 12

 (0)221/90 149 66  (0)221/90 13012

 D-NG/E-2046  eReifsch@Ford.com>

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From: Placha, Diana (D.)
Sent: Tuesday, October 21, 2003 11:15 AM
To: Schroeder, Robert (R.C.); Wu, Bill (B.)
Subject: RE: Pump drive insert

Follow Up Flag: Follow up
Flag Status: Red

Bob...I'll issue the WORQ request. I'm include two more pump drive insert removals as well in that same WORQ request. I'll have it for you this afternoon. Sorry about the delay.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Schroeder, Robert (R.C.)
Sent: Tuesday, October 21, 2003 10:21 AM
To: Wu, Bill (B.)
Cc: Placha, Diana (D.)
Subject: Pump drive insert

Bill,

I have removed the pump drive insert from cover#E6SP-7F466-AA. The insert is no in the Met Lab. Can you please issue a worq request for that cover? Thank you.

Regards,

Robert Schroeder
Torque Converter Lab
Phone: (734)523-6092

From: Frania, Martin (M.A.)
Sent: Thursday, October 14, 2004 5:10 PM
To: Lehman, Jerald (J.R.); Placha, Diana (D.)
Subject: RE: Pump Drive Insert Heat Treat

Follow Up Flag: Follow up
Flag Status: Red

You want to induction harden what amounts to a washer???

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

From: Lehman, Jerald (J.R.)
Sent: Wednesday, October 13, 2004 9:07 AM
To: Placha, Diana (D.); Frania, Martin (M.A.)
Subject: RE: Pump Drive Insert Heat Treat

All of these questions would have been easier to answer if we had been invited to the meeting yesterday. The only difference between austenitic nitrocarburizing (carbonitriding) and carburizing is nitrogen. This process is much better for strength than ferritic nitrocarburizing (gas nitriding) because the bulk material is affected with the higher temperature rather than just developing a brittle case. I forgot that this part is welded, but the weldability would be affected with either method. If welding and distortion are going to be an issue, induction hardening is the only way to go. Use a 1035 carbon steel, induction harden and temper the spline to 45-50 HRC.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Placha, Diana (D.)
Sent: Wednesday, October 13, 2004 8:45 AM
To: Lehman, Jerald (J.R.); Frania, Martin (M.A.)
Subject: Pump Drive Insert Heat Treat

Jerry & Martin...FPM, our pump drive insert heat treat company, recommended that we go to austenitic nitro carburizing rather than ferritic as a process improvement. Do you agree that this would be a better process? Should we have them quote carburizing and induction heat treat instead? When we mentioned carburizing to them they indicated that we would have distortion and weld ability issues. If austenitic nitro carburizing is acceptable then what should the depth be? Should we then remain with 1008/1010 steel or go to 1020 or 8620?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Placha, Diana (D.)
Sent: Wednesday, October 13, 2004 8:56 AM
To: Lehman, Jerald (J.R.); Frania, Martin (M.A.)
Subject: RE: Pump Drive Insert Heat Treat

Follow Up Flag: Follow up
Flag Status: Red

CORRECTION: Our current heat treat process is Ferritic Nitrocarburizing and they are recommending Austenitic Carbonitriding.

Sorry.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Placha, Diana (D.)
Sent: Wednesday, October 13, 2004 8:45 AM
To: Lehman, Jerald (J.R.); Frania, Martin (M.A.)
Subject: Pump Drive Insert Heat Treat

Jerry & Martin...FPM, our pump drive insert heat treat company, recommended that we go to austenitic nitro carburizing rather than ferritic as a process improvement. Do you agree that this would be a better process? Should we have them quote carburizing and induction heat treat instead? When we mentioned carburizing to them they indicated that we would have distortion and weld ability issues. If austenitic nitro carburizing is acceptable then what should the depth be? Should we then remain with 1008/1010 steel or go to 1020 or 8620?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Simmermon, Joel (J.)
Sent: Tuesday, November 11, 2003 7:57 AM
To: Placha, Diana (D.B.)
Subject: RE: Photos Required

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 1_500X.jpg; sample 4_500X.jpg



sample 1_500X.jpg (1 MB) sample 4_500X.jpg (1 MB)

Diana,
These photos were on the w drive already. Sample 1 is the failed sample. Sample 4 is the Vintage. Please give me a call if you would like to discuss them further. Would you like me to post a sample 3 photo (I probably should before the meeting). It will take a little while to do that, I'm tied up with another project.

Speaking of the meeting...is there meeting notices being sent out for today and could you forward it to me???

Thanks,

Joel Simmermon

jsimmerm@ford.com
734.266.8553

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

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 7:24 AM
To: Simmermon, Joel (J.)
Subject: Photos Required

Hi Joel...I've looked all over and can't seem to find the nitrite needles vs no needles photos. Would you be able to place those photographs on the W drive for me? Sorry for the trouble.

Thanks,

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

0.02 mm

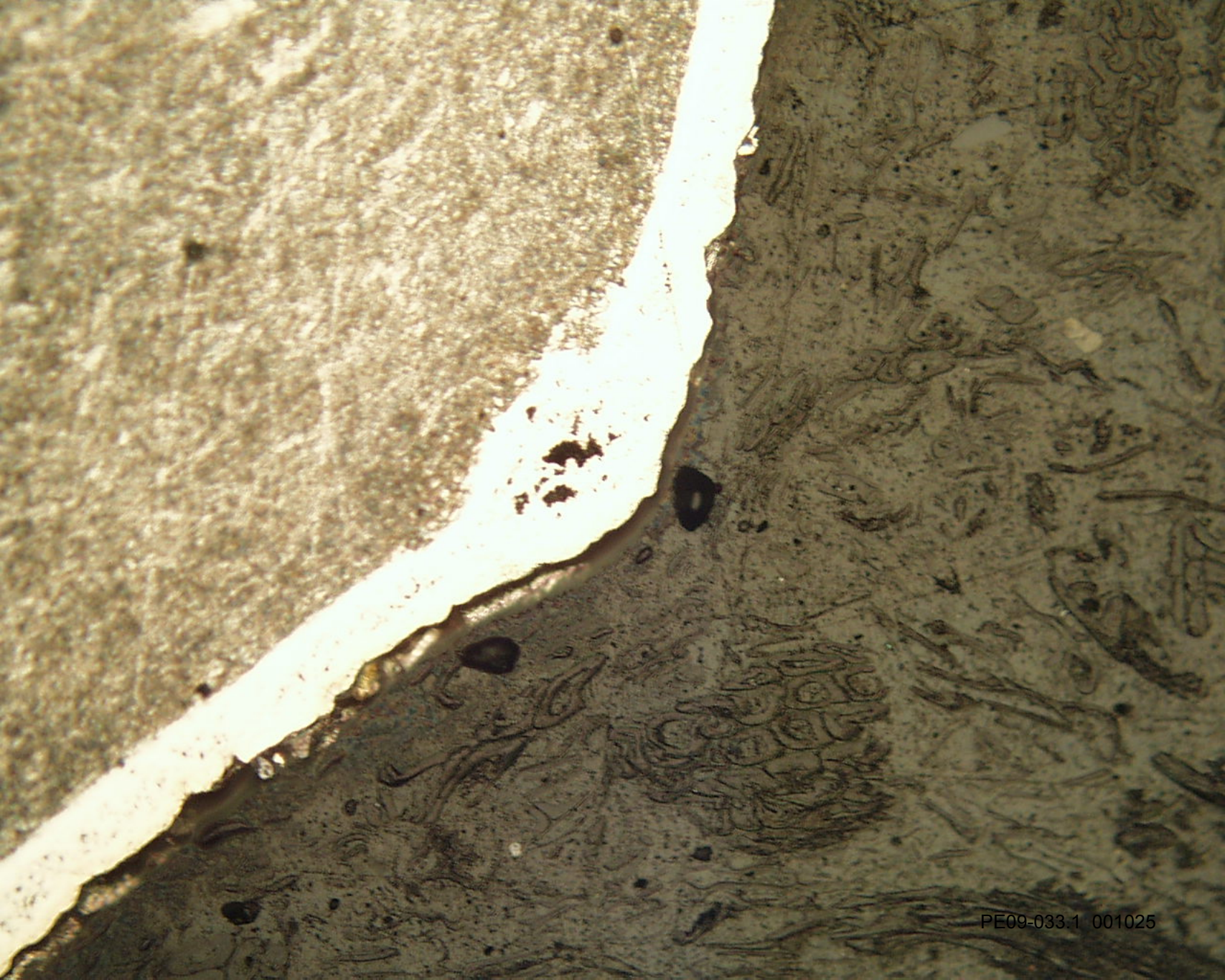


0.02 mm



From: Gary Korth [gkorth@dotnet.com]
Sent: Friday, November 07, 2003 6:28 PM
To: Gary L Korth; Rick Hayden; Mike Berry; Placha, Diana (D.B.); Dave Klagues
Subject: Pictures
Follow Up Flag: Follow up
Flag Status: Red
Attachments: image029.jpg; image028.jpg; image027.jpg; image026.jpg; image025.jpg; image024.jpg; image031.jpg; image030.jpg

The attachments are pictures of mounts made of nickel plated inserts. I will check my e-mail Monday morning, but will be out of the office all day Monday. Rick and I will be at FPM for the 1:00 Eastern time conference call.



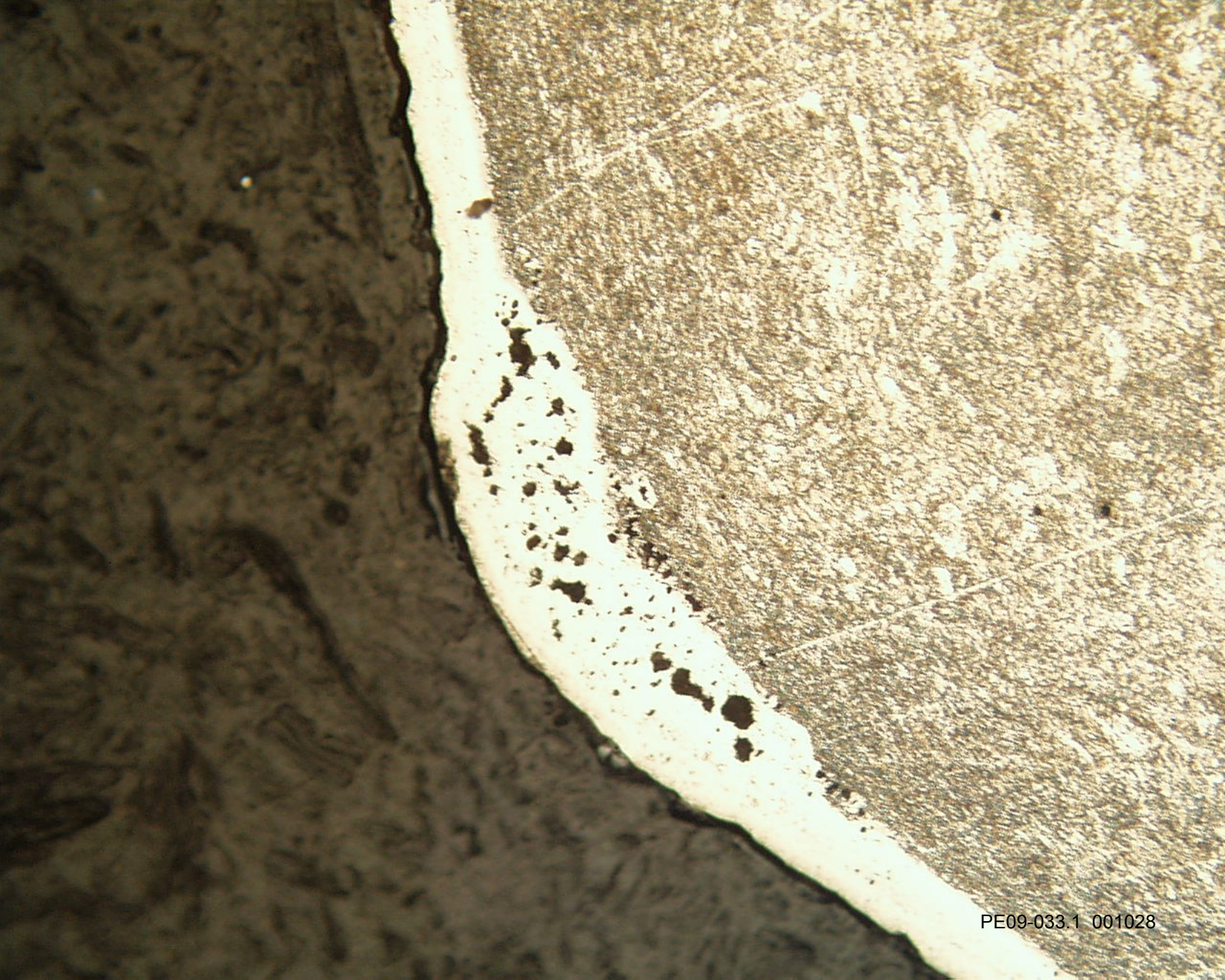
PE09-033.1 001025



PE09-033.1 001026



PE09-033.1 001027



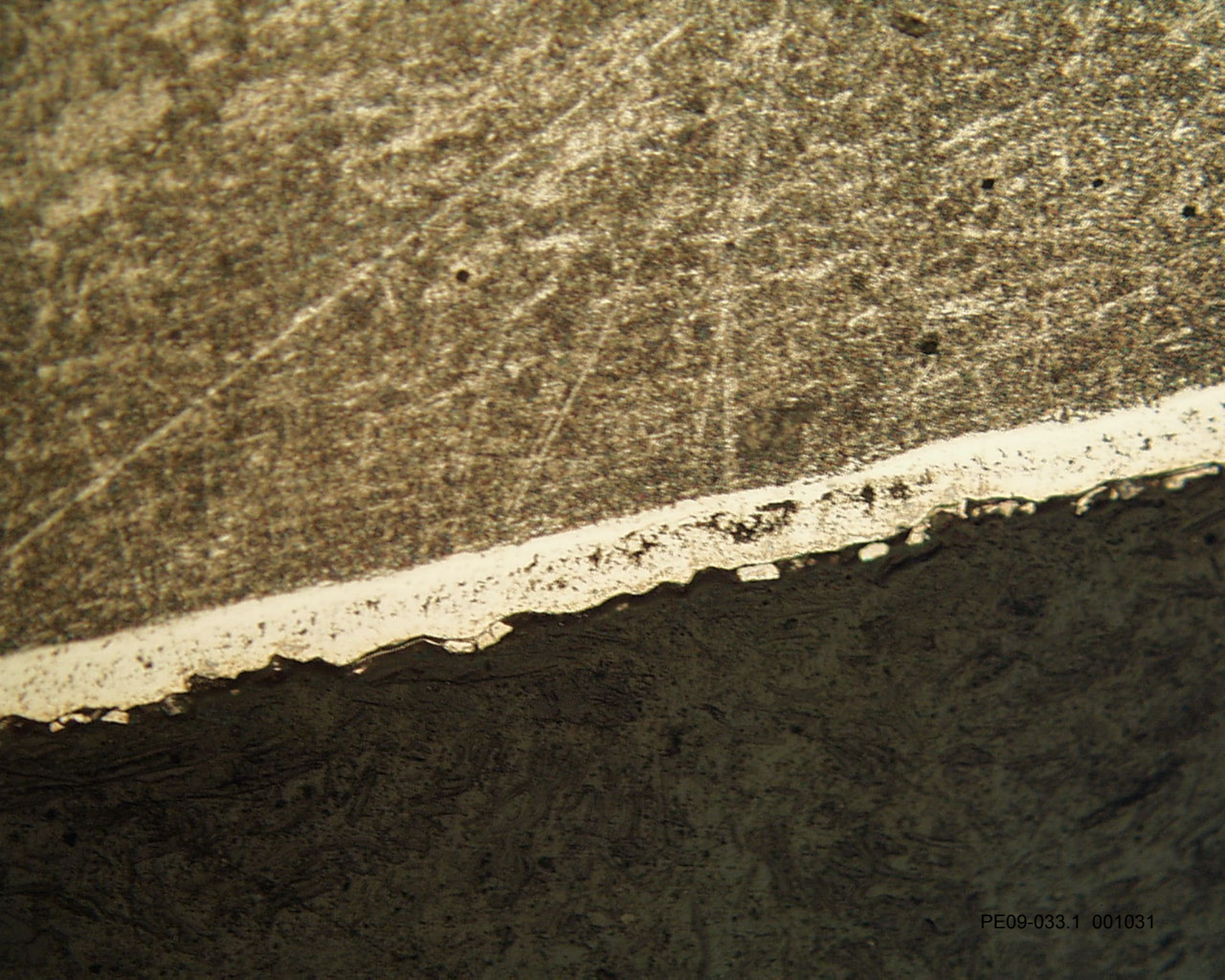
PE09-033.1 001028



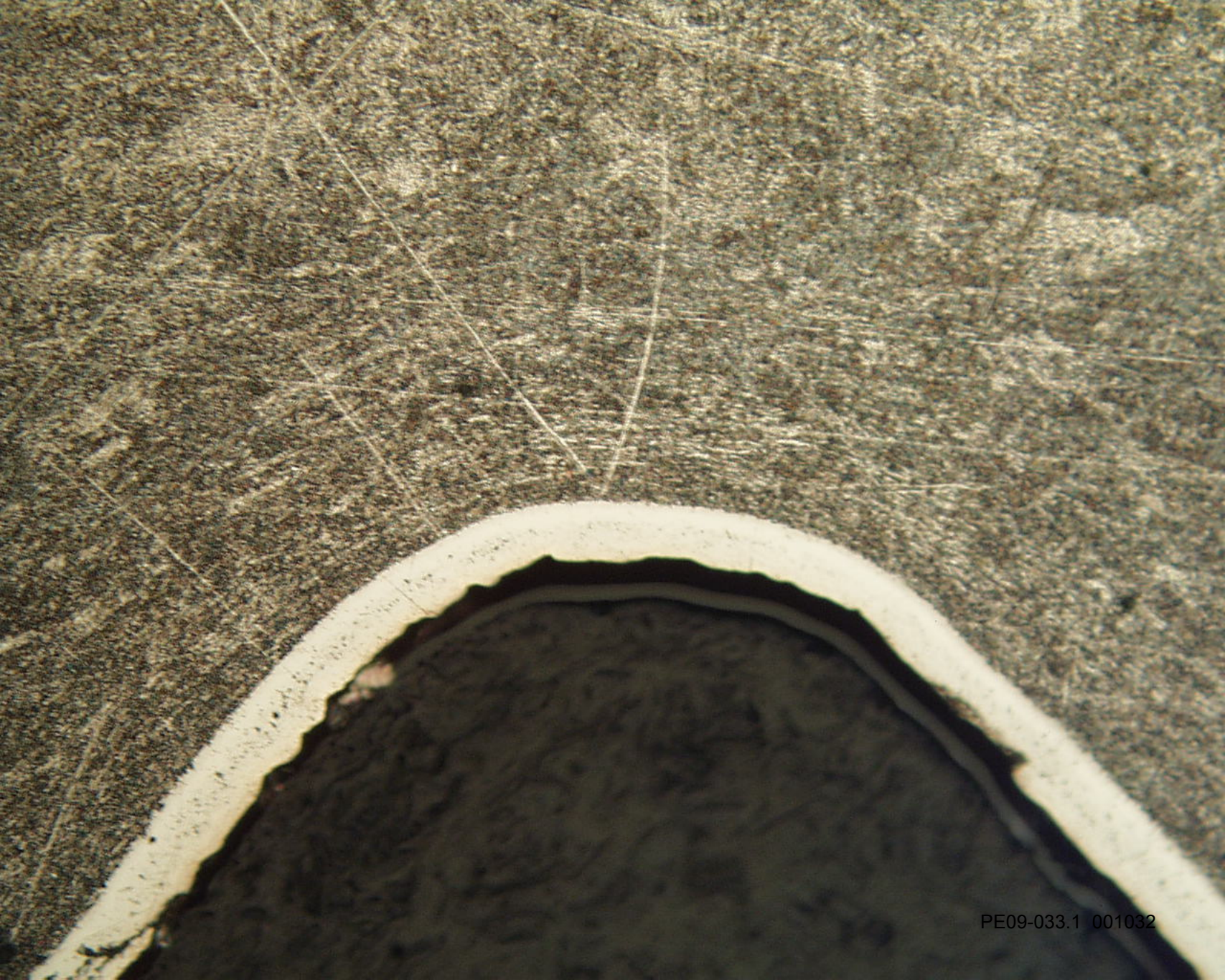
PE09-033.1 001029



PE09-033.1 001030



PE09-033.1 001031



PE09-033.1 001032

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Wednesday, December 15, 2004 8:10 AM
To: Jimmy Lee
Cc: FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard; Exedy - Dave Faeth (E-mail); Placha, Diana (D.B.); Jeff Cline; Jim Snodgrass; dfaeth@exedy-us.com
Subject: RE: Pump insert update

Follow Up Flag: Follow up
Flag Status: Red

Attachments: RE: Pump insert update



RE: Pump insert
update

Jimmy,

There are no unusual problems being encountered. I was only referencing process development, which uses experience and science to estimate the time, temp and amount of atmosphere in a furnace to achieve the desired result. The heat treater then "runs" some parts and tests them. If the result is what was targeted, then the process is established, but would be constantly monitored and adjusted if results indicate a drift in one of the monitored attributes. If the first result is not what was desired adjustments are made and further testing is performed until the desired results are achieved.

I hope to send parts to Diana late this week or early next week.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Jimmy Lee [jlee@ddcc.com]
Sent: Tuesday, December 07, 2004 4:16 PM
To: Korth, Gary
Cc: FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard; Exedy - Dave Faeth (E-mail); Placha, Diana (D.B.); Jeff Cline; Jim Snodgrass; dfaeth@exedy-us.com
Subject: RE: Pump insert update

Follow Up Flag: Follow up
Flag Status: Completed

Gary:

Please provide more detail regarding the status of this process development. What is being tried, what problems are being encountered, and countermeasures taken. One reason for this is so EAC and Ford understand risks that may be associated with one option versus another.

Please give me the update by 12/15/04.

Thanks,

Jimmy Lee

Quality Manager

Exedy America Corporation

(865) 932-5272 phone

(865) 932-2230 fax

(865) 599-4389 cell

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Friday, December 03, 2004 2:03 PM

To: Ford - Diana Placha (E-mail)

Cc: FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard; Jimmy Lee; Exedy - Dave Faeth (E-mail)

Subject: RE: Pump insert update

Diana,

Bob Ferry at FPM has been testing different cycles to establish one which will provide the best results. He is not satisfied with the results yet and is continuing to work on it. At this time, I do not know when I will be able to send the test samples to you. We are not ignoring this, it just is not working out the way we expected.

Thanks,

Gary Korth

PHN 608-764-5416

FAX 608-764-8590

gkorth@mpi-int.com

<<Pump insert update>>

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 23, 2004 3:17 PM
To: Placha, Diana (D.B.)
Cc: FPM - Bob Ferry (E-mail)
Subject: Pump insert update

Diana,

We should have the parts back from heat treat sometime next week. The Thanksgiving Holiday has slowed things a little.

Also, could you provide us with a little background on the failures? What vehicle/transmission are the field failures from? Are they from the same transmission and engine combination in all cases? What transmission/engine/vehicle combinations use this pump insert? I seem to recall that the original problem came from testing in a new application. Which application was that, and is it in production?

Thanks for the help.

Sincerely Yours,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Jimmy Lee [jlee@ddcc.com]
Sent: Tuesday, May 18, 2004 5:43 PM
To: Mike Berry
Cc: Plasencia, David (D.B.); Placha, Diana (D.B.); dfaeth@exedy-us.com
Subject: RE: CZ Data MPI

Follow Up Flag: Follow up
Flag Status: Red

Mike:

Please forward the MPI measurement instruction to Diana (today 5/18/04).

Also, have MPI identify the measurement location for the data sent for each month. As per their instruction, they are checking at the tooth and the flat. We need all data taken with the inspection location identified. In addition we need the results of their inspection for nitride needles for each lot, as called out on their per their measurement instruction.

Jimmy

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, May 18, 2004 10:20 AM
To: dfaeth@exedy-us.com
Cc: Mike Berry; Jimmy Lee; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI

Dave...Get the information 1st and let us take a look at it.

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: dfaeth@exedy-us.com [mailto:dfaeth@exedy-us.com]
Sent: Tuesday, May 18, 2004 9:41 AM
To: Placha, Diana (D.)
Cc: mberry@ddcc.com; jimmyl@ddcc.com; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI

Diana - who is their STA? Should we get that person involved to help make sure the information is appropriate and thorough?

----- Forwarded by Dave Faeth/EXEDY_US on 05/18/2004

09:35 AM

"Placha, Diana \D.\"" <dplacha@ford.com> on 05/18/2004 09:29:25 AM

To: "Mike Berry" <mberry@ddcc.com>
cc: Dave Faeth/EXEDY_US@EXEDY_US, "Plasencia, David \D.B.\"" <dplasenc@ford.com>

Subject: RE: CZ Data MPI

This is like pulling teeth!

I haven't seen their new Work Instruction. Where were these measurements taken?
Do they have data from both the spline area and the flat surface of the pump drive insert?

I want to see all of the data and their work instruction by the end of the day.

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>> Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mike Berry [mailto:mberry@ddcc.com]

Sent: Tuesday, May 18, 2004 6:56 AM

To: Placha, Diana (D.)

Cc: David Faeth; Plasencia, David (D.B.)

Subject: CZ Data MPI

Diana

Attached is the Compound Zone data from MPI per their Work Instruction

Michael Berry

Quality Engineer

EXEDY America Corporation

2121 Holston Bend Drive

Mascot, Tn 37806-1524

Phone - (865)932-5252

Fax - (865)932-2230

From: Placha, Diana (D.)
Sent: Wednesday, April 28, 2004 9:16 AM
To: 'Mike Berry'
Cc: 'Jimmy Lee'; 'Mark Dunlap'
Subject: RE: PDI part 1811 E6SP-7F466-AA
Importance: High
Follow Up Flag: Follow up
Flag Status: Red
Attachments: MVC-422F.JPG; MVC-423F.JPG

Mike...There were two concerns I had with the pump drive insert spline I sent you and I photographed both. One issue was the "tear" that they refer to below (please see photo 422) and the second issue was the "patching" I saw on the splines approximately 180 degrees away from the "tear" (please see photo 423).

Please set up a teleconference with MPI this week to review their response, photos, and process. I don't want MPI to destroy the part. I want MPI to send the part back to Ford ASAP and we will have our Met Lab inspect it. Please have them ship it back to my attention at the following address: 35500 Plymouth Road, Livonia MI 48150.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Mike Berry [<mailto:mberry@ddcc.com>]
Sent: Wednesday, April 28, 2004 8:29 AM
To: Placha, Diana (D.)
Cc: Jimmy Lee; Mark Dunlap
Subject: FW: PDI part 1811 E6SP-7F466-AA

Michael Berry

Quality Engineer

EXEDY America Corporation

2121 Holston Bend Drive

Mascot, Tn 37806-1524

Phone - (865)932-5252

Fax - (865)932-2230

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

From: Korth, Gary [<mailto:GKorth@mpi-int.com>]
Sent: Monday, April 26, 2004 11:58 AM
To: Mike Berry
Cc: Egli, Felix; Lannoy, Tom; Hayden, Richard; Schneider, Hubi
Subject: RE: PDI part 1811 E6SP-7F466-AA

Mike,

The condition on the spline of the parts in the attached photos is referred to as tearing. It is a normal occurrence on a small percentage of parts when fineblanking. As a punch moves through the material the flow of the extrusion will sometimes be interrupted resulting in the condition shown in the photos. The extent

PE09-033.1 001038

7/27/2010

of tearing can be and is limited on this part. We do not feel that the print tolerance (70%) is exceeded on the part in the photo.





From: Simmermon, Joel (J.)
Sent: Tuesday, November 11, 2003 10:22 AM
To: Placha, Diana (D.B.)
Subject: RE: Photos Required

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 3_500X.jpg

Diana,

Sorry for getting this photo to you so close to the meeting time but I got my wires crossed, I thought the meeting was this afternoon. The photo shows nitride needles in the case of sample three (the sample that did not go into a trans). I also placed the photo in the w drive for your convenience.



sample 3_500X.jpg
(1 MB)

Joel Simmermon

jsimmerm@ford.com
734.266.8553

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

From: Placha, Diana (D.)
Sent: Tuesday, November 11, 2003 7:24 AM
To: Simmermon, Joel (J.)
Subject: Photos Required

Hi Joel...I've looked all over and can't seem to find the nitrite needles vs no needles photos. Would you be able to place those photographs on the W drive for me? Sorry for the trouble.

Thanks,
Diana B. Placha

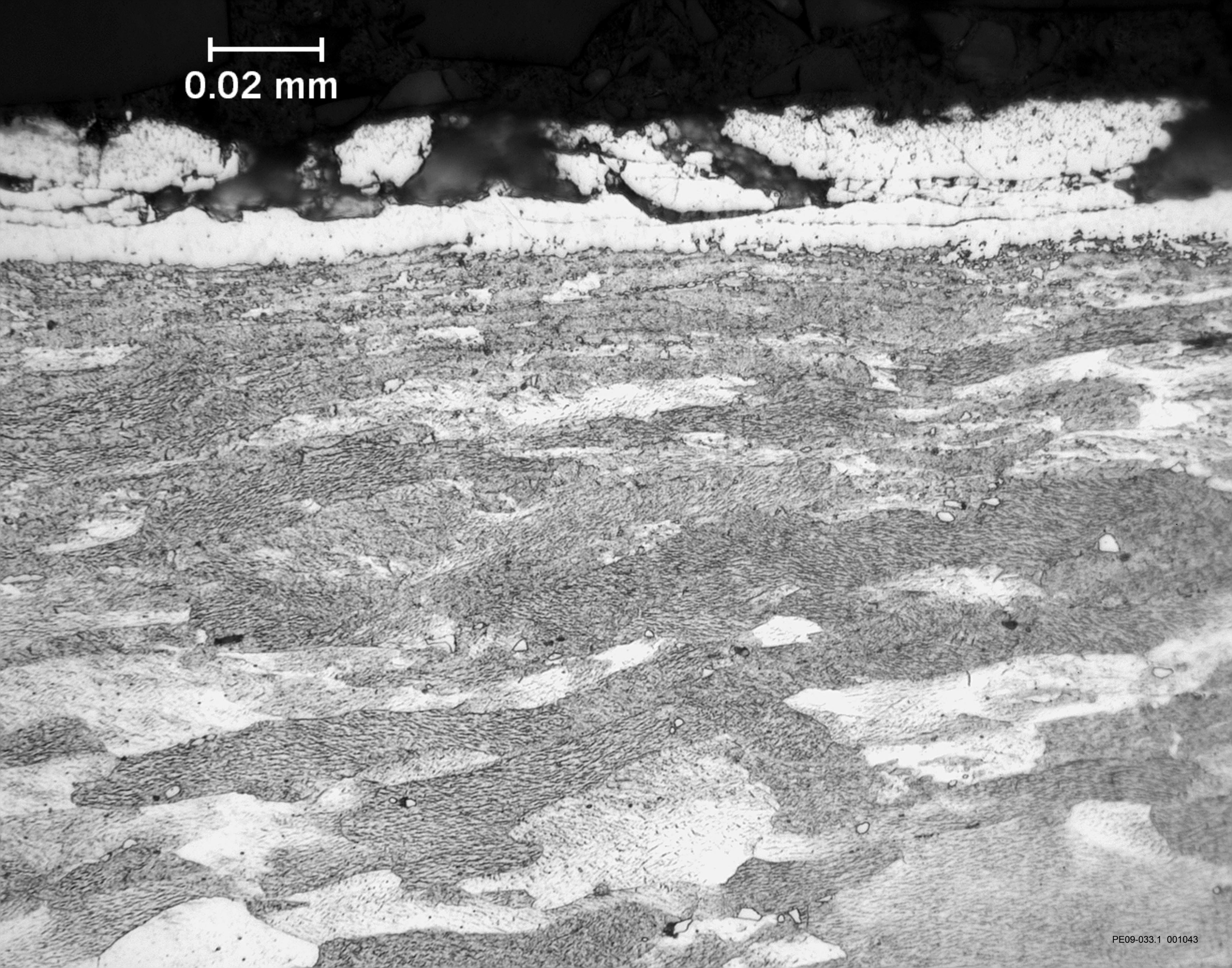
Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

0.02 mm



From: Placha, Diana (D.)
Sent: Wednesday, November 05, 2003 2:37 PM
To: 'Korth, Gary'
Subject: RE: W1818 - 8

Follow Up Flag: Follow up
Flag Status: Red

Attachments: sample 1_500X.jpg; sample 4_500X.jpg



sample 1_500X.jpg (1 MB)



sample 4_500X.jpg (1 MB)

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>> Text Page: <<mailto:7342964342@airtouchpaging.com>>

0.02 mm



0.02 mm



From: Rutter, James (J.A.)
Sent: Thursday, October 02, 2003 4:23 PM
To: Wu, Bill (B.); Placha, Diana (D.B.)
Cc: Rutter, James (J.A.)
Subject: Spline data sheets

Follow Up Flag: Follow up
Flag Status: Red

Attachments: CONV99.OUT

Attached is the spline data sheet for conv. spline. You should be able to open with notepad. I ran at 100 lb-ft torque and you can ratio the stresses to the torque you need.



CONV99.OUT (10
KB)

Jim Rutter

Gear Design
jrutter1@ford.com
(734) 523-6028

PE09(1Q&18D&18e72F&a12L&a120M&s0C

10/ 2/ 3/

14:55:39

ALL DIMENSIONS ARE METRIC UNLESS OTHERWISE NOTED.

v 04/27/95

SPLINE NO.: 1 FILE NAME: CONV99.SDN TRANSMISSION: conv ENGINEER:
Rutter

INVOLUTE SPLINE DATA
SIDE FIT

NUMBER OF TEETH 18.
MODULE740
PRESSURE ANGLE 45.0000
PITCH DIA. - REF. 13.3200
BASE DIA. - REF. 9.4187

Internal spline data: PART NO. E6SP-7F466-AA

Insert

MAJOR DIA. - MAX. 14.330
FORM DIA. 14.104
FILLET RADIUS - MAX.250
WARNING! The MAX. fillet rad. exceeds the MIN. full fillet rad.
TIP RADIUS - MAX.300
MINOR DIA. 12.750/ 12.900

CIRCULAR SPACE WIDTH:

MAX. ACTUAL 1.237
MIN. EFFECTIVE 1.162

MAX. MEASUREMENT BETWEEN 2 PINS - REF ... 10.388
PIN/BALL DIA. 1.7000

External spline data: PART NO. 2L2P-7R190-AA

Shaft

MAJOR DIA. 13.760/ 13.910
TIP RADIUS - MAX.000
FILLET RADIUS - MAX.000
FORM DIA. 12.556
MINOR DIA. - MIN. 12.210

CIRCULAR TOOTH THICKNESS:

MAX. EFFECTIVE 1.162
MIN. ACTUAL 1.043

MIN. MEASUREMENT OVER 2 PINS - REF 16.795
PIN/BALL DIA. 2.0000

BACKLASH (TRANSVERSE)..... .000/ .194
BACKLASH - DEGREES000/ 1.657

EFFECTIVE ENGAGED LENGTH - MIN. 2.800

TORQUE - NM [LB-FT] 135.6[100.0]

INTERNAL

EXTERNAL

MATERIAL ESE-M1A140-A SAE 4140
HARDNESS # 58 file hard HV 660

14:55:39

SPLINE NO.: 1 FILE NAME: CONV99.SDN TRANSMISSION: conv ENGINEER:
Rutter

INTERNAL

EXTERNAL

LOAD DIAMETER	13.418		
LOAD PRESSURE ANGLE - TRANSVERSE.....	45.4188		
TANGENTIAL FORCE - N [LB]	20208.3	[4543.0]	
NORMAL FORCE - N [LB]	28790.0	[6472.3]	
RADIAL FORCE - N [LB]	20505.9	[4609.9]	
TOOTH HEIGHT - ACTIVE .....	.342		
AREA -- COMPRESSIVE:			
PER TOOTH .....	.956		
TOTAL	17.215		
AREA -- SHEAR:			
PER TOOTH	4.439	.....	3.529
TOTAL	79.906	.....	63.526
DIAMETRAL CLEARANCE (SORTED):			
SIDE FIT .....	.000		
SIDE FIT .....	.194		
MAJOR DIAMETER FIT.....	.420		
MINOR DIAMETER FIT.....	.540		
MAJOR DIAMETER FIT.....	.570		
MINOR DIAMETER FIT.....	.690		
CIRCULAR TOOTH THICKNESS AND SPACE WIDTH:			
TOOTH THICKNESS - MAX. MAJOR DIA.	2.294/	2.375 ..	.460/
.584			
SPACE WIDTH - MAX. MAJOR DIA. ....	.126/	.207 ..	1.817/
1.941			
TOOTH THICKNESS - MIN. MINOR DIA. ....	.508/	.580 ..	1.926/
2.035			
SPACE WIDTH - MIN. MINOR DIA.	1.645/	1.717 ..	.096/
.205			
JUNCTION OF GIVEN TIP RAD. AND PROFILE...	12.750/	13.077 ..	13.760/
13.910			
FULL TIP RADIUS .....	.645/	.991 ..	.536/
.803			
JUNCTION OF TIP AND PROFILE - DIA.	13.112/	13.406 ..	13.589/
13.228			
JUNCTION OF GIVEN FILLET AND PROFILE -DIA	14.200/	14.330 ..	12.210/
12.210			
FILLET RADIUS TO AVOID TIP - MAX. ....	.163	.....	.104
TO AVOID PROFILE - MAX. ...	.163	.....	.104
FULL FILLET RADIUS .....	.163/	.264 ..	.104/
.229			
JUNCTION OF FILLET AND PROFILE - DIA. .	14.247/	14.192 ..	12.284/
12.366			

BALL CONTACT DIAMETER	13.220	13.314
FOR PIN/BALL CONTACT AT THE PD:		
MEASUREMENT BETWEEN/OVER PINS/BALLS.....	10.633	16.824
PIN/BALL DIAMETER	1.6050	2.0126
BALL CONTACT DIAMETER	13.320	13.320
STRAIGHT SIDED "V" SPLINE OPTION:		
MAX. MEASUREMENT BETWEEN 2 PINS - REF ...	9.895	
PIN/BALL DIA.	1.7000	
SPACE ANGLE	78.7222	

COMMENTS:

From: Jimmy Lee [JimmyL@DDCC.COM]
Sent: Wednesday, December 10, 2003 12:04 PM
To: Korth, Gary
Cc: Plasencia, David (D.B.); Placha, Diana (D.B.)
Subject: RE: Pump insert test samples

Follow Up Flag: Follow up
Flag Status: Red

Gary:
One more thing, are you planning to nickel plate samples to avoid damage from mounting? I think it would be a good idea.
Jimmy

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

From: Jimmy Lee
Sent: Wednesday, December 10, 2003 12:01 PM
To: 'Korth, Gary'
Cc: Plasencia, David (D.B.); 'Placha, Diana (D.)'
Subject: RE: Pump insert test samples

Gary:
Please add some samples with and without calibration to your sample plan. Jimmy

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Wednesday, December 10, 2003 10:34 AM
To: Jimmy Lee
Cc: Plasencia, David (D.B.)
Subject: FW: Pump insert test samples

Jimmy...It doesn't look like Gary's going to send any parts that haven't been through 'calibration'. Didn't we request that from him previously? We should ask him to send a couple of the non 'calibrated' (#2a & #2b) to both you and I for Met comparison purposes.

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Friday, December 05, 2003 4:00 PM
To: Daikin - Jimmy Lee (E-mail)
Cc: Daikin - Mike Berry (E-mail); Ford - Diana Placha (E-mail); FPM -

Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Ford - Jerry Lehman (E-mail); Hayden, Richard; Egli, Felix
Subject: Pump insert test samples

Jimmy,

The plan is to have samples prepared and shipped to you and Diana based on the breakdown listed below. If things go as planned I will ship parts on 12/10/03 or 12/11/03. My understanding is that for the parts at .0006 compound zone (CZ) thickness the thickness will be determined by the measurement on the flat. The reasoning for that, is the process and measuring method would then be the same as prior to March of 2003. For the .002 CZ thickness the determination will be made by thickness on the spline. For the parts with .00025 CZ thickness the determination will be on the flat. However, in all cases measurements will be made and recorded from both areas. It was agreed that FPM, MPI, Daikin and Ford would all measure parts and record the results this way to verify if a thickness correlation exists between the two areas and also to be able to compare results from the different labs.

If a different distribution or sampling is desired, please notify me prior to Tuesday morning. After that it may be difficult to change.

To break it down further I would plan:

1. 50 parts at 0.0006 layer thickness.
 - a. 35 parts not tempered to create needles.
 - 5 to be checked for layer thickness on flat and spline at FPM.
 - 3 to be gauged and checked for layer thickness on flat and spline at MPI.
 - 5 to be gauged and sent to Daikin.
 - 7 to be gauged and sent to Ford.
 - 15 not to be gauged, held at MPI.
 - b. 15 parts tempered at 600 degrees F to create nitrite needles.
 - 2 to be checked for layer thickness on flat and spline at FPM.
 - 2 to be gauged and checked for layer thickness on flat and spline at MPI.
 - 3 to be gauged and sent to Daikin.
 - 3 to be gauged and sent to Ford.
 - 5 not to be gauged, held at MPI.
2. 50 parts at 0.0020 layer thickness.
 - a. 35 parts not tempered to create needles.
 - 5 to be checked for layer thickness on flat and spline at FPM.
 - 5 to be gauged and checked for layer thickness on flat and spline at MPI.
 - 5 to be gauged and sent to Daikin.
 - 5 to be gauged and sent to Ford.
 - 15 not to be gauged, held at MPI.
 - b. 15 parts tempered at 600 degrees F to create nitrite needles.

2 to be checked for layer thickness on flat and spline
at FPM.
2 to be gauged and checked for layer thickness on flat
and spline at MPI.
3 to be gauged and sent to Daikin.
3 to be gauged and sent to Ford.
5 not to be gauged, held at MPI.

3. 25 parts at 0.00025 layer thickness. These parts to be evaluated for
possible specification change.

3 to be checked for layer thickness on flat and spline
at FPM.
2 to be gauged and checked for layer thickness on flat
and spline at MPI.
5 to be gauged and sent to Daikin.
5 to be gauged and sent to Ford.
10 not to be gauged, held at MPI.

Sincerely yours,
Gary Korth
SQA Engr.

From: Placha, Diana (D.)
Sent: Wednesday, January 05, 2005 12:50 PM
To: 'GKorth@mpi-int.com'
Subject: RE: Pump insert prototypes

Follow Up Flag: Follow up
Flag Status: Red

Gary...I'm not aware of any new requirements. These parts are not for the prototype build program and therefore do not require a full layout. You should be able to ship them in with a shipping slip (including PO #) without any problems.

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Sqe, Prototype (PSQE.) On Behalf Of Olson, Jim (J.A.)
Sent: Wednesday, January 05, 2005 8:44 AM
To: Placha, Diana (D.)
Cc: Macmaster, Barry (B.D.)
Subject: RE: Pump insert prototypes

Diana,

The only requirements that I can think of, are the ewarrant prototype requirements which are NOT new. They are the same as the past 6 years. We only change the forms periodically.

Ford Motor Company
Automatic Transmission Prototype Operations Supplier Quality Engineering
(734)523-3007
Email: psqe@ford.com <mailto:psqe@ford.com> Web Site: <http://web.tpmsqe.ford.com>

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

From: Macmaster, Barry (B.D.)
Sent: Tuesday, January 04, 2005 6:36 AM
To: Olson, Jim (J.A.)
Subject: FW: Pump insert prototypes

Jim could you explain requirements to Diana thanks.

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

From: Placha, Diana (D.)
Sent: Monday, January 03, 2005 7:44 AM
To: Macmaster, Barry (B.D.)
Cc: 'gkorth@mpi-int.com'
Subject: FW: Pump insert prototypes

Happy New Year Barry!

I ordered some prototype parts from one of my suppliers. According to his note below, there are new requirements prior to shipping. Can you please let me know what those requirements are?

Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Thursday, December 23, 2004 8:26 AM
To: Placha, Diana (D.)
Subject: Pump insert prototypes

Diana,

Please call me when you get a chance (608-764-5416). I just found out that Ford has some requirements on shipping and submitting prototypes that I was not aware of. Just want to know if you require them or if some things can be waived. The largest time consuming issue is the requirement for a "QW" form which includes a full layout of each part number.

I will be in the office until noon (central time) today (12/23/04) and next week Wednesday (12/29/04) all day unless something changes my priorities. After that it will be on Monday next year.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Wu, Bill (B.)
Sent: Friday, August 27, 2004 12:24 PM
To: Schroeder, Robert (R.C.)
Cc: Placha, Diana (D.); Plasencia, David (D.B.)
Subject: RE: Pump drive spline insert

Follow Up Flag: Follow up
Flag Status: Red

Bob, We are aware of this issue with the internal spline being worn away on the pump drive insert in Hybrid and AX4S/N Converters. Diana is still investigating for the root cause. Please set this cover aside, so that we can inspect it on Monday. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Schroeder, Robert (R.C.)
Sent: Friday, August 27, 2004 11:57 AM
To: Placha, Diana (D.)
Cc: Wu, Bill (B.)
Subject: Pump drive spline insert
Importance: High

Diana,

I'm working with Gary Alex, Alma and Autocraft today on some converter reman failures. One of the converters that failed was an AX4N/S. Upon cutting open we found that the spline on the pump drive insert had been worn away. Have you seen this issue in the past or do you know of any failures with this type of issue? Thank you.

Regards,

Robert Schroeder
Torque Converter Lab
Phone: (734)523-6092

From: Adamski, Raymond (R.J.)
Sent: Tuesday, October 28, 2003 9:38 AM
To: Placha, Diana (D.); Plasencia, David (D.B.); Fallu, John (W.); Baum, Joe (J.M.); Wu, Bill (B.)
Subject: Spline plate meeting at 10:00

Follow Up Flag: Follow up
Flag Status: Red

I have be at MPG this morning to assess a possible vehicle durability failure.
I understood yesterday there may be some metallurgy results.
Please meet and discuss in my absence.

John and I will need to work out the final 6-panel chart later today.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Placha, Diana (D.)
Sent: Wednesday, January 04, 2006 7:21 AM
To: Baert, Kevin (K.E.)
Subject: TR YC8010

Follow Up Flag: Follow up
Flag Status: Red

I have measured the parts that completed testing and determined that we no longer need to test the remaining samples and can therefore close out the TR. Please let me know if you have any questions.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY
Torque Converter Engineering
* (734) 523-3393
Email: DPLACHA@ford.com
Text Page: 7342964342@myairmail.com

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

From: TESTnet project [mailto: testnet@eccas595.dearborn.ford.com]
Sent: Wednesday, January 04, 2006 5:30 AM
Subject:

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: N/A
OBJECT: N/A
DATE: 04-Jan-2006 00:13
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 10
OBJECT: PDI 8
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20

DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40

OBJECT: PDI 38
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 04-Jan-2006 00:12

FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 8

OBJECT: PDI 6

DATE: 04-Jan-2006 00:12

FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.

REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 9

OBJECT: PDI 7

DATE: 04-Jan-2006 00:12

FROM: AMOTLEY

From: Adamski, Raymond (R.J.)
Sent: Wednesday, November 12, 2003 12:45 PM
To: Placha, Diana (D.B.)
Subject: FW: Transmission V229 Open Concerns

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Below is what I've updated the vehicle team so far.
I haven't received any "feedback" on how satisfied they are.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Tuesday, November 11, 2003 4:26 PM
To: Dubovsky, Chad (C.R.); Hatsios, Beth (B.A.)
Cc: Fallu, John (W.); Middione, Jerry (J.J.); Bock Sr., David (T.)
Subject: Transmission V229 Open Concerns

Chad, Beth,

Regarding:

C11578386

We have entered Global 8D #35881 in the system to track the failed differential carrier issue. There are more details in there than I could contain to our phone conversation.

C11565485

Global 8D #34605 has not been updated. The actions since last update have focused on verification of the metallurgical root cause. The supplier is disputing whether what we observed is actually a metallurgical defect or a side-effect of the analysis process. We have confidence in our actions and are in-progress on resolving this dispute.

Please contact me if you need anything. I may not be able to cover the durability PAT tomorrow, and John also will not be present.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Placha, Diana (D.)
Sent: Monday, March 14, 2005 11:45 AM
To: Grytzelius, Bryant (D.); Plasencia, David (D.B.)
Cc: Mclaughlin, Robert (R.J.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Follow Up Flag: Follow up
Flag Status: Red

I got this trans back from Canada and gave it to Bob for inspection. I actually got two trans assemblies back at the same time and there was a mix up with paperwork. The transmission below did not fail for no forward or reverse gears. Bob's going to send an update to his teardown notice. This trans is out of our window for suspected PDI failures. The other trans did go down for no forward or reverse gears. Bob hasn't sent that teardown notice yet. That transmission does fall in our suspect window.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Grytzelius, Bryant (D.)
Sent: Monday, March 14, 2005 10:31 AM
To: Plasencia, David (D.B.); Placha, Diana (D.)
Cc: Mclaughlin, Robert (R.J.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Have you seen this? Does this fall in the suspect time frame?

Bryant Grytzelius (Bgrytz@Ford.com)
Torque Converter Engineering Manager
734-52-35584 (fax 734-52-53449)

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

From: Mclaughlin, Robert (R.J.)
Sent: Monday, March 14, 2005 10:11 AM
To: Grytzelius, Bryant (D.)
Subject: UPDATED 4F50N TEARDOWN NOTICE!

User: rmclaug8 - has performed some updates on the following teardown report.

4F2P-AB-43215276

4F50N

V229 2004

F/R

26912

Customer Return

680512

B-5

No engagement

No FWD-REV

Updated Details:

None

Transmission:

Species:

Program:

Vehicle/Cell:

Duration:

Usage:

Work Order:

Table:

Major Concern:

Reason For Teardown:

[View Full Teardown Report](#) NOTE: If link not functional for you? Copy below URL and paste into your web browsers address/location field.

http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1593&trans_id=2063&report=5100N630

[SUBSCRIBE OR UNSUBSCRIBE](#) to this email.

http://www.ateotestdata.ford.com/ateo_app/teardown/subscriptions.cfm?report=5100N630

NOTE: If you are having problems viewing teardown report via link listed above, please contact Tom Hanson 523-5260.

From: Mclaughlin, Robert (R.J.)
Sent: Monday, March 14, 2005 11:11 AM
To: Placha, Diana (D.B.)
Subject: UPDATED 4F50N TEARDOWN NOTICE!

Follow Up Flag: Follow up
Flag Status: Red

User: rmclaug8 - has performed some updates on the following teardown report.

4F2P-AB-43215276	Transmission:
4F50N	Species:
V229 2004	Program:
F/R	Vehicle/Cell:
26912	Duration:
Customer Return	Usage:
680512	Work Order:
B-5	Table:
No engagement	Major Concern:
No FWD-REV	Reason For Teardown:
Updated Details:	
None	

[View Full Teardown Report](#) NOTE: If link not functional for you? Copy below URL and paste into your web browsers address/location field.

http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1593&trans_id=2063&report=5100N630

[SUBSCRIBE OR UNSUBSCRIBE](#) to this email.

http://www.ateotestdata.ford.com/ateo_app/teardown/subscriptions.cfm?report=5100N630

NOTE: If you are having problems viewing teardown report via link listed above, please contact Tom Hanson 523-5260.

From: Lemon, Bob (R.M.)
Sent: Monday, January 26, 2004 2:32 PM
To: Placha, Diana (D.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Follow Up Flag: Follow up
Flag Status: Red

DIANA, I LABELED THE CONVERTER AND DELIVERED IT TO THE LAB.

BOB LEMON
TORQUE CONVERTER
PHONE: (734) 45-80120 TEXT PAGER: BLEMON1
GOOD GUYS WEAR BLACK

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

From: Placha, Diana (D.)
Sent: Friday, January 23, 2004 3:36 PM
To: Lemon, Bob (R.M.)
Subject: FW: UPDATED 4F50N TEARDOWN NOTICE!

Bob...Can you please pick this converter up for me and take it down to the lab?

Thanks,

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Adamski, Raymond (R.J.)
Sent: Friday, January 23, 2004 3:31 PM
To: Placha, Diana (D.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Yes, and there will be another trans TD notice tomorrow.
I believe that these both have the 7/8/03 build dates w/ the suspect PDI's
but I'll have to double check (or I guess you'll know from the converter dates!)

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Placha, Diana (D.)
Sent: Friday, January 23, 2004 1:17 PM
To: Adamski, Raymond (R.J.)
Subject: RE: UPDATED 4F50N TEARDOWN NOTICE!

Can I have the converter for inspection and teardown?

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: radamsk2@ford.com [<mailto:radamsk2@ford.com>]
Sent: Friday, January 23, 2004 10:30 AM
To: DPLACHA@ford.com
Subject: UPDATED 4F50N TEARDOWN NOTICE!

User: radamsk2 - has performed some updates on the following teardown report.

4F2P-AA-41000107

4F50N

V229 2004

318W794

17985

LVC Durability

0522317

B-7

Pad wear at the final drive pinions on the reverse/coast side.

Test Complete

Updated Details:

Trans is displayed on B-7.

Transmission:

Species:

Program:

Vehicle/Cell:

Duration:

Usage:

Work Order:

Table:

Major Concern:

Reason For Teardown:

[View Full Teardown Report](#) NOTE: If link not functional for you? Copy below URL and paste into your web

browsers address/location field.

[http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1483
&trans_id=1677&report=5100N630](http://www.ateotestdata.ford.com/ateo_app/teardown/teardown_report.cfm?species=4F50N&id=1483&trans_id=1677&report=5100N630)

[SUBSCRIBE OR UNSUBSCRIBE](#) to this email.

http://www.ateotestdata.ford.com/ateo_app/teardown/subscriptions.cfm?report=5100N630

NOTE: If you are having problems viewing teardown report via link listed above, please contact Tom Hanson 523-5260.

From: Placha, Diana (D.)
Sent: Monday, September 27, 2004 5:57 PM
To: Fallu, John (W.)
Cc: Clark, Janelle (J.A.); Plasencia, David (D.B.)
Subject: RE: Updated: 4F50N/4F46S Problem Meeting

Follow Up Flag: Follow up
Flag Status: Red

Pump Drive Insert Spline Wear Investigation Update: I spoke with Joel in the Met Lab. He's completed his analysis and will have the data/report available for review this Wednesday 29-Sep-2004. He did give me a quick update and indicated that the part appears to be within spec concerning the white layer. He noticed that the part did have evidence of nitride needles in the remaining spline area but was going to have Jerry Lehman take a look at it for a second opinion. I will forward the report to you once I receive it.

I am also looking at warranty in order to help us determine the root cause behind the failure as well as establish a good test that will duplicate what we see in the field (in regards to misalignment, loading). I noticed that we had a couple of broken pump shafts at low mileage and was wondering if there is any type of misalignment/non-typical loading that could be causing the failures. I've contacted a couple of dealers for additional repair information as well as Autocraft and Alma for recent warranty returns.

Alternate designs and heat treat processes are being investigated to eliminate our issue. I will be requesting quotes from suppliers in the next couple of weeks.

I am also traveling to Alma Oct 7th to review AX converter warranty returns. I'll provide an update on my findings afterwards.

Please let me know if you have any questions. I'll have my pager with me tomorrow.

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>>

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

From: Fallu, John (W.)
Sent: Thursday, September 23, 2004 2:20 PM
To: Placha, Diana (D.)
Cc: Clark, Janelle (J.A.); Miseta, Csaba (C.B.); Borneo, Joseph (J.A.)
Subject: RE: Updated: 4F50N/4F46S Problem Meeting

Janelle,

Please cancel the problem meeting for this week.

Diana, please just send an email update.

Csaba/Joe, Could one of you provide a closing statement for the shudder issue so Janelle can add it to the tracker and close the issue?

Thanks.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

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

From: Placha, Diana (D.)
Sent: Thursday, September 23, 2004 2:13 PM
To: Clark, Janelle (J.A.)
Cc: Fallu, John (W.)
Subject: Declined: Updated: 4F50N/4F46S Problem Meeting
When: Tuesday, September 28, 2004 8:00 AM-9:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: W221F, ATO

Janelle...I was going to be on vacation the 28th since my Grandfather is having surgery that day. Can you please re-schedule my issue to another week or I can provide a written update Monday (I have the latest sample in the Met Lab and Joel is doing the analysis).

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<<mailto:DPLACHA@FORD.COM>>>>>

Text Page: <<<<mailto:7342964342@airtouchpaging.com>>>>>

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From: TESTnet project [testnet@eccas595.dearborn.ford.com]
Sent: Friday, August 12, 2005 5:30 AM

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 10
OBJECT: PDI 8
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40
OBJECT: PDI 38
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 8
OBJECT: PDI 6
DATE: 12-Aug-2005 00:18
FROM: AMOTLEY

MESSAGE: Active test setup.

REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA

SAMPLE: 9

OBJECT: PDI 7

DATE: 12-Aug-2005 00:18

FROM: AMOTLEY

From: TESTnet project [testnet@eccas595.dearborn.ford.com]
Sent: Wednesday, August 17, 2005 5:30 AM

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 10
OBJECT: PDI 8
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40
OBJECT: PDI 38
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010

TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 8
OBJECT: PDI 6
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

MESSAGE: Request on hold at cell Awaiting Customer (Requester).
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 9
OBJECT: PDI 7
DATE: 17-Aug-2005 00:25
FROM: AMOTLEY

From: TESTnet project [testnet@eccas595.dearborn.ford.com]
Sent: Wednesday, January 04, 2006 5:30 AM
Subject:

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: N/A
OBJECT: N/A
DATE: 04-Jan-2006 00:13
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 1
OBJECT: CS 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 10
OBJECT: PDI 8
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 11
OBJECT: PDI 9
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 12
OBJECT: PDI 10
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 13
OBJECT: PDI 11
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 14
OBJECT: PDI 12
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 15
OBJECT: PDI 13
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 16
OBJECT: PDI 14
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 17
OBJECT: PDI 15
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 18
OBJECT: PDI 16
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 19
OBJECT: PDI 17
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 2
OBJECT: CS 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 20
OBJECT: PDI 18
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 21
OBJECT: PDI 19
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 22
OBJECT: PDI 20
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 23
OBJECT: PDI 21
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 24
OBJECT: PDI 22
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 25
OBJECT: PDI 23
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 26
OBJECT: PDI 24
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 27
OBJECT: PDI 25
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 28
OBJECT: PDI 26
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 29
OBJECT: PDI 27
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 3
OBJECT: PDI 1
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 30
OBJECT: PDI 28
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 31
OBJECT: PDI 29
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 32
OBJECT: PDI 30
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 33
OBJECT: PDI 31
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 34
OBJECT: PDI 32
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 35
OBJECT: PDI 33
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 36
OBJECT: PDI 34
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 37
OBJECT: PDI 35
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 38
OBJECT: PDI 36
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 39
OBJECT: PDI 37
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 4
OBJECT: PDI 2
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 40
OBJECT: PDI 38
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 41
OBJECT: PDI 39
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 42
OBJECT: PDI 40
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 43
OBJECT: PDI 41
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 44
OBJECT: PDI 42
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 45
OBJECT: PDI 43
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 46
OBJECT: PDI 44
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 47
OBJECT: PDI 45
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 48
OBJECT: PDI 46
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 49
OBJECT: PDI 47
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 5
OBJECT: PDI 3
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 50
OBJECT: PDI 48
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 6
OBJECT: PDI 4
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 7
OBJECT: PDI 5
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 8
OBJECT: PDI 6
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

MESSAGE: Test data awaiting analysis.
REQUEST: YC8010
TITLE: 4F50N PUMP DRIVE INSERT SPLINE FATIGUE DURA
SAMPLE: 9
OBJECT: PDI 7
DATE: 04-Jan-2006 00:12
FROM: AMOTLEY

From: Simmermon, Joel (J.)
Sent: Thursday, November 13, 2003 10:49 AM
To: Placha, Diana (D.B.)

Diana,

Could you please put me on the cc list for meeting notices, I do not think I have been. Also, has there been a list generated yet on who has what assignment. I know it was mentioned and I think Jimmy was going to generate the list.

I received samples from G. Korth yesterday...could you refresh my memory on what they were. There was only a numeric code on the side. Do you want me to call Gary???

Talk to you later.

Thank-you,

Joel Simmermon

jsimmerm@ford.com
734.266.8553

From: Simmermon, Joel (J.)
Sent: Wednesday, February 23, 2005 7:51 AM
To: Placha, Diana (D.)

Attachments: 0673924_500x.jpg



0673924_500x.jpg

From: Plasencia, David (D.B.)
Sent: Thursday, November 13, 2003 11:35 AM
To: Placha, Diana (D.)
Subject: PDI

Follow Up Flag: Follow up
Flag Status: Red

Diana, can you get with Jimmy Lee and arrange for Daikin, MPI and FPM to meet with Bryant and Gary Lehman at Ford Tuesday or Wed of next week.

*David Plasencia
Section Supervisor
6R/FN/AXHybrid/CD240L/Advanced
Torque Converter Engineering
734-266-9681
734-525-3449 FAX
734-797-9102 Page*

From: Wu, Bill (B.)
Sent: Monday, September 20, 2004 5:27 AM
To: Placha, Diana (D.)
Cc: Lemon, Bob (R.M.)
Subject: RE: PDI

Follow Up Flag: Follow up
Flag Status: Red

Diana, The Hybrid torque converter cover was picked up on Friday afternoon. The Converter Lab cut out the pump drive insert. The insert is in the Metalurgical Lab for inspection. Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3622; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

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

From: Placha, Diana (D.)
Sent: Friday, September 17, 2004 9:26 AM
To: Lemon, Bob (R.M.)
Subject: FW: PDI

Bob...When you're next door, can you please check shipping & receiving for a package?

Thanks,

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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

From: Jimmy Lee [<mailto:jlee@ddcc.com>]
Sent: Friday, September 17, 2004 9:25 AM
To: Placha, Diana (D.)
Subject: RE: PDI

Shipped to ATNPC Livonia, ATTN of you, UPS RED (overnight delivery)
Jimmy

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Friday, September 17, 2004 8:29 AM
To: Jimmy Lee
Subject: PDI

Jimmy...Did you get a chance to ship out the pump drive insert?

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<< <mailto:DPLACHA@FORD.COM>>>>

Text Page: <<< <mailto:7342964342@airtouchpaging.com>>>>

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From: Brad Boucher [bradboucher@almaproducts.com]
Sent: Wednesday, November 19, 2003 1:48 PM
To: Placha, Diana (D.B.)
Cc: 'Alex, Gary (G.L.)'
Subject: RE: P.D.I. Spline Failures @ ALMA

Follow Up Flag: Follow up
Flag Status: Red

Typically we would run this volume weekly, however given our current production schedules for AX4N/S and with next week shortened due to the holiday, we are probably looking at a 2 week time frame to run this many covers.

Brad

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

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Wednesday, November 19, 2003 12:50 PM
To: 'bradboucher@almaproducts.com'
Cc: Alex, Gary (G.L.)
Subject: RE: P.D.I. Spline Failures @ ALMA

Brad...ALMA will see 500 covers within what type of time frame?

Diana B. Placha

Torque Converter Engineering
* (734) 523-3393
Email: <<mailto:DPLACHA@FORD.COM>>>
Text Page: <<mailto:7342964342@airtouchpaging.com>>>

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

From: Brad Boucher [mailto:bradboucher@almaproducts.com]
Sent: Wednesday, November 19, 2003 9:51 AM
To: 'Placha, Diana (D.)'
Cc: Gary Alex (G.L.) (E-mail)
Subject: RE: P.D.I. Spline Failures @ ALMA

Diana,

According to our operators that check the AX4N/S cover splines they typically find 3-4 stripped P.D.I. splines out of about 500 total covers inspected. I have asked them to start saving these for your review. As I get them I will send them to you.

Brad Boucher
Alma Products Company
989-463-1151 x322

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

From: Brad Boucher [mailto:bradboucher@almaproducts.com]
Sent: Tuesday, November 18, 2003 10:13 AM
To: 'Placha, Diana (D.)'
Cc: Gary Alex (G.L.) (E-mail)
Subject: RE: P.D.I. Spline Failures @ ALMA

Diana,

Yes, Alma has seen stripped oil pump splines in our remanufactured AX4N/S returns. We initially noticed this in 2/02, and the earliest converter build that we found it in was 8/7/01. We've had (32) total come back over the last two years, so it hasn't been a real high failure rate. We instituted a spline check in 4/02 and then upped it to a torque check in 5/03. We now torque check every cover spline at 74 ft-lbs, this is the torque spec we were using for the CD4E splines, so we just carried it over to the AX4N/S.

I do not have any samples to send you right now. I will notify our inspection department to hold all future covers with stripped splines for you.

Brad Boucher
Alma Products Company
989-463-1151 x322

> -----Original Appointment-----
> From: Placha, Diana (D.)
> Sent: Thursday, November 13, 2003 3:24 PM
> To: Placha, Diana (D.); Plasencia, David (D.B.); Alex, Gary (G.L.)
> Subject: P.D.I. Spline Failures @ ALMA
> When: Tuesday, November 18, 2003 1:00 PM-2:00 PM (GMT-05:00) Eastern Time
> (US & Canada).
> Where: Dave's Office
>
> Meeting Agenda: Determine if ALMA has seen any spline failures on the
> AX pump drive inserts. How many failures have been identified and
> when did ALMA initially notice the issue. What is ALMA doing to
> prevent distributing failed inserts back to customers (i.e. torque
> test (loading?))? Does ALMA have any covers with failed inserts that
> can be shipped to Ford? Does ALMA have any samples that are from a
> period prior to the initial noticed failures?
>
> Gary...Please forward this note to all applicable @ ALMA.
>
> Please let me know of any scheduling conflicts.
>
> Diana B. Placha
>

> Torque Converter Engineering
> * (734) 523-3393
> Email: <<mailto:DPLACHA@FORD.COM>>> Text Page: <<
> <mailto:7342964342@airtouchpaging.com>>>
>

From: Adamski, Raymond (R.J.)
Sent: Tuesday, September 30, 2003 2:21 PM
To: Placha, Diana (D.B.)
Subject: FW: Notification of 4F50N Vehicle Dura Failure

Follow Up Flag: Follow up
Flag Status: Red

Diana,
Here is the info on the vehicle.
Update is:

- Fluid condition did not appear severe.
- Converter was difficult to remove first time.
- Only issue noted on teardown that could cause symptom was suspect splines of pump drive shaft into converter.
- Pump and main controls functioned acceptably. In particular pressure at low speed appeared OK.

- Trans was reassembled and run on final test --failed for low line pressure
- Trans was run across final test with new torque converter and same pump shaft --passed.

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, September 25, 2003 9:05 AM
To: Grewal, Harpreet (H.); Buccellato, Robert (R.J.); Bird, Norm (N.J.); Edwards, Wallace (K.)
Cc: Fallu, John (W.)
Subject: Notification of 4F50N Vehicle Dura Failure

Gentlemen,
We currently have (4) 4.2L V229 durability vehicles running at MPG.
One of those vehicles, 318W794, has **failed for no fwd/no reverse**.
Fluid level is OK but appears black/burned.

Reportedly, the failure occurred suddenly on the high speed track during R312-PT (powertrain trailer tow). I am forwarding this to you because, given the description it sounds like a mechanical failure (sudden, no codes, black oil). We will be getting details on when the trans swap will take place. We are hoping the trans will be pulled and we can have it back at ATNPC for teardown Friday morning.

318W794 is a 4.2L V229 with the Job#2 trailer tow package. I will gather information regarding the test weights and how this compares to past V229 non-trailer tow package tests.

318W794 has approximately 28,690 miles of durability and has accomplished:

- R357 North Atlantic Structure Durability Test for Passenger Cars
415 cycles (5,866 miles)
- R312ST Trailer Tow Durability Test for Passenger Cars
52 cycles (1,058 miles)
- R358 North Atlantic Systems Durability Test for Passenger Cars

162 cycles (16,874 miles)
SRRC1 (R315) Severe Rough Road Countries Durability Test for Passenger Cars
125 cycles (1,859 miles)
R312PT Trailer Tow Durability Test for Passenger Cars
"18%" complete (27/150 cycles, 2087/11,595 miles)
Approximate Mileage at failure: 28,690

318W794 is still scheduled to run:

R359 North Atlantic High Speed Powertrain Test for Passenger Cars
50 cycles (mileage varies)
R314 High Speed High Ambient Temperature Durability Test
177 cycles*
*May not be scheduled this time, but would normally be expected

Note: 318W794 has accomplished the most test mileage and most test procedures without transmission incident of any V229 4.2L vehicle durability thus far. However, the vehicle has experienced related items:

- Turbine speed sensor wires smashed, causing MIL codes for loss of signal and engine rev limiter reached.
- Leaking #3 powertrain mount (hydromount--mounts to transmission aft on pass side)

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamskz@ford.com

From: wprc@ford.com
Sent: Tuesday, February 15, 2005 12:25 PM
To: Placha, Diana (D.B.)
Subject: New Request, Reference # 694

Follow Up Flag: Follow up
Flag Status: Red

Your request is submitted to WPAC-PRS system. Your temporary web Reference number: 694

From: Clark, Janelle (J.A.)
Sent: Wednesday, December 10, 2003 12:11 PM
To: Adamski, Raymond (R.J.); Fallu, John (W.)
Cc: Placha, Diana (D.); Paramasivam, Sarav (S.)
Subject: RE: New E-tracker Issue

Follow Up Flag: Follow up
Flag Status: Red

I also assigned the Torque Converter Pump Drive issue a number: N630-95. It will be discussed next Tuesday.

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

From: Adamski, Raymond (R.J.)
Sent: Wednesday, December 10, 2003 11:27 AM
To: Fallu, John (W.)
Cc: Clark, Janelle (J.A.)
Subject: RE: New E-tracker Issue

I added an E-tracker issue for the torque converter pump drive insert spline wear. The issue number is 773347. I put the next update date as 1/6/04 (John--want to change to 12/15/03?).

Janelle,
I know you usually handle the E-tracker-- could you check out 773347 to check if I made any mistakes or important omissions? Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Fallu, John (W.)
Sent: Wednesday, December 10, 2003 9:19 AM
To: Adamski, Raymond (R.J.)
Subject: New E-tracker Issue

Ray,
Could you put in an e-tracker issue for the T/C pump drive spline wear. I don't see it on our problem meeting agenda list. Thanks.

John W. Fallu
4F50N Vehicle Systems Supervisor
ph: 734-52-33862

From: Placha, Diana (D.)
Sent: Thursday, February 17, 2005 4:17 PM
To: Alex, Gary (G.L.); Sykes, Floyd (F.M.); 'bradboucher@almaproducts.com'
Cc: 'mikesimon@almaproducts.com,'; Armbruster, Phil (P.J.)
Subject: RE: New Cover Replacements 4F50N converters

Follow Up Flag: Follow up
Flag Status: Red

Just a minor correction...the pump drive inserts are not soft. In our investigation we found that during the heat treat process, nitride needles formed in the core material. It is our belief that these needles weaken the core material structure. This along with a thick and poor white layer in the area of the splines may be causing our failures. The supplier adjusted their heat treat process and implemented a spline white layer check and nitride needle check in November of 2003. The first converters that were built with this certified stock were in January of 2004. This requested cover assembly quarantine applies to converters built by Exedy prior to January 2004 for the 2004 MY.

Report of failed units indicate that they are from this time period. I have yet to receive units from the field to verify the material and heat treat structure but I have requested that several be sent back to me.

I investigated different heat treat and material options that can be used in production and service. I have received samples and will start the DOE testing within the next couple of weeks.

Please let me know if you have any questions.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Alex, Gary (G.L.)
Sent: Thursday, February 17, 2005 3:20 PM
To: Sykes, Floyd (F.M.); 'bradboucher@almaproducts.com'
Cc: Placha, Diana (D.); 'mikesimon@almaproducts.com,'; Armbruster, Phil (P.J.)
Subject: New Cover Replacements 4F50N converters

Floyd

All 4F50N Torque Converters built before 01/08/04 have soft **pump drive inserts** causing failure on 2004 & 2003 Vehicles. Engineering has requested Alma Products.

To **Quarantine all converter covers /built before the 1-8-04 date**. And replace with New This will add cost to the Reman Process (**New Cover Replacement**).

Alma needs to purchase a Plasma welder to replace the pump drive insert to save on cost but that will be months out. I understand that Livonia plant has one on the floor for and tagged by them? This request will only be Mandatory until a welder is in place for the (up and running cover replacement pump drive inserts parts).

Gary L Alex

Reman Program Section
Torque Converter Design
ATO Engrg. Operations
734-266-1027 Fax 734-525-3449
Pager 734-797-9084
galex@ford.com

From: Fallu, John (W.)
Sent: Thursday, November 20, 2003 9:00 AM
To: Adamski, Raymond (R.J.); Placha, Diana (D.B.); Middione, Jerry (J.J.)
Subject: Monday w/ Will Boddie

Follow Up Flag: Follow up
Flag Status: Red

FYI: This is the update I just sent to Kim Pittel...

I called David Parks to get the 2nd issue (Differential carrier failure) off of the agenda and was not able to do so. Apparently V229 is going through CC in early December and we need approval from Will to proceed with this as an open issue.

We will have a 6-panel type update for Monday that shows the fatigue crack and subsequent damage. We have an interim containment action which offers marginal improvement. We are putting together a rough plan to determine a permanent corrective action. This could be a difficult issue to correct given the package space constraints in the area.

The first one is a heat treat issue at the supplier. We will have an 8-D update with metallurgy results for this issue. We have tests planned to verify bad parts will fail and good parts don't. Permanent corrective actions was to change the way the supplier is performing process verification so that he is sectioning through the spline teeth to ensure good heat treat in this critical area.

John W. Fallu

4F50N Vehicle Systems Supervisor
ph: 734-52-33862

From: Placha, Diana (D.)
Sent: Friday, October 03, 2003 8:04 AM
To: Adamski, Raymond (R.J.)
Subject: RE: Info Regarding Pump Drive Failures

Follow Up Flag: Follow up
Flag Status: Red

Ray...Can you have someone take a look at the converter and let us know if it was built on the same date. The build date is located not only on the impeller shell but also on the cover.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 4:00 PM
To: Placha, Diana (D.); Fallu, John (W.); Wu, Bill (B.)
Subject: Info Regarding Pump Drive Failures

After the events of the day, the following is info I think the "team" will find relevant:

Fresh Part:

Since the discovery that both failures have the same converter BD, it is apparent that there is an unused transmission at MPG whose converter probably shares this 6/9/03 BD (both transmission failures were 7/8/03 special builds--there is a spare at MPG built 7/8/03). Diana and Bill, would either Gary Alex or Bob Lemon enjoy a trip to MPG to get this unit? I can make sure they meet all the right people--retrieval of the converter should be straightforward. If not, please page me so we can arrange something.

Past testing

Both recent failures in vehicle 318W794 and A443000 occurred between 28-29K miles of various durability procedures. Answering the question of how far single 4.2L V229 converters have run in vehicle durability:

Vehicle A4390038

Transmission XABP4954 achieved **69,544 miles** which included 5% of trailer tow and 134% of R314 (GCC) (standalone) requirements. In short, most miles were at high temp-high (vehicle) speed.

We have just received this transmission. We could have the converter tomorrow.

Vehicle A4330018

Transmission 3F2P-AB-000146 (PV build) achieved **57,520 miles** which included 84% of R315 (rough road)

100% of R312ST (trailer tow structural), and 33% of R314 (GCC).

*Note: It is very likely that these were both AE level.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:05 PM
To: Daikin - Mike Berry (E-mail); Placha, Diana (D.B.)
Subject: FW: W1818 - 1

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818



W1818

Sorry about how long this has taken. There have been a few technical problems. There will be 7 or 8 messages to get all 23 pictures to you. Please call with questions.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

<<W1818>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:50 PM
To: Korth, Gary
Subject: W1818

Attachments: IMAGE001.JPG; IMAGE002.JPG; IMAGE003.JPG



IMAGE001.JPG
(204 KB)

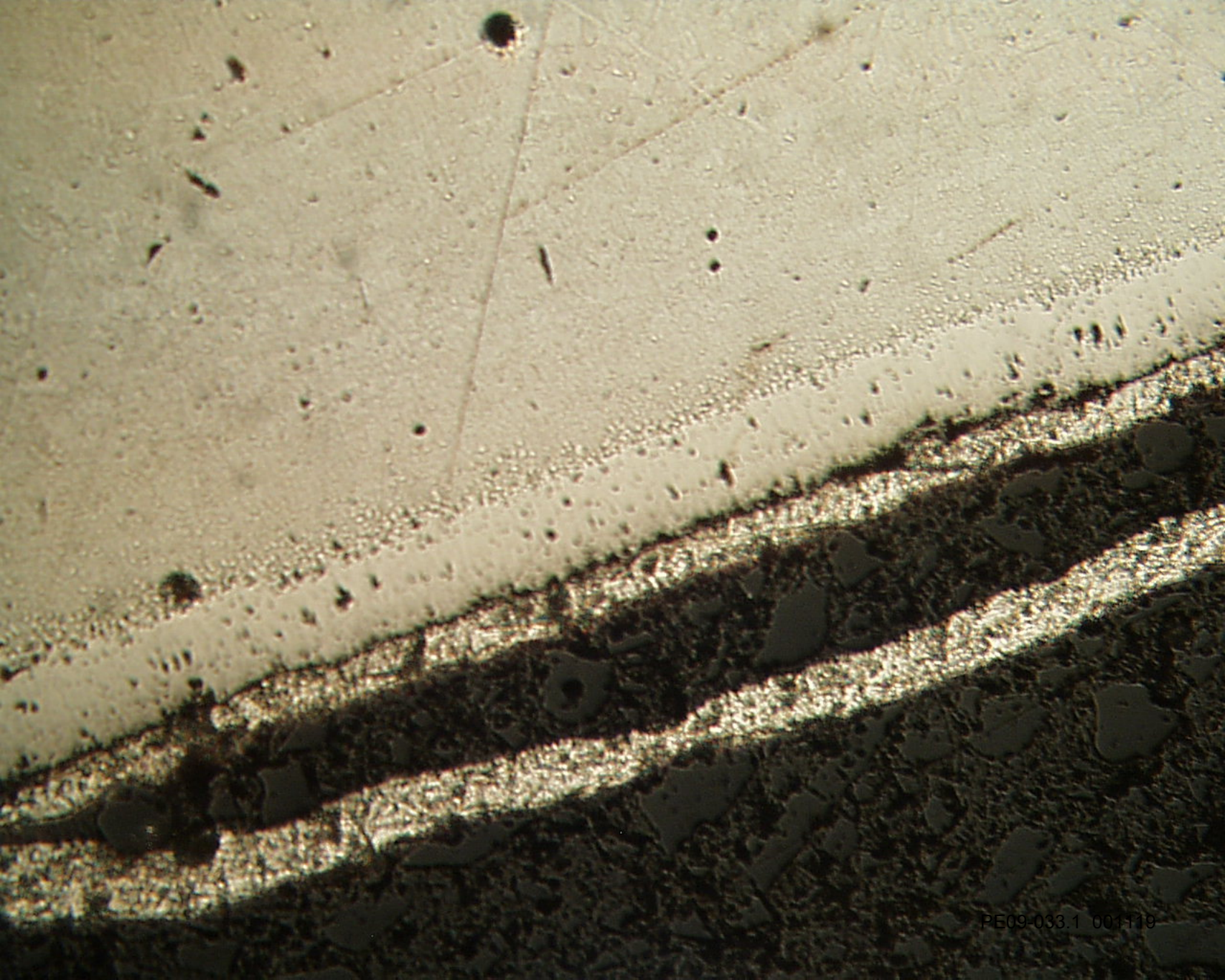


IMAGE002.JPG
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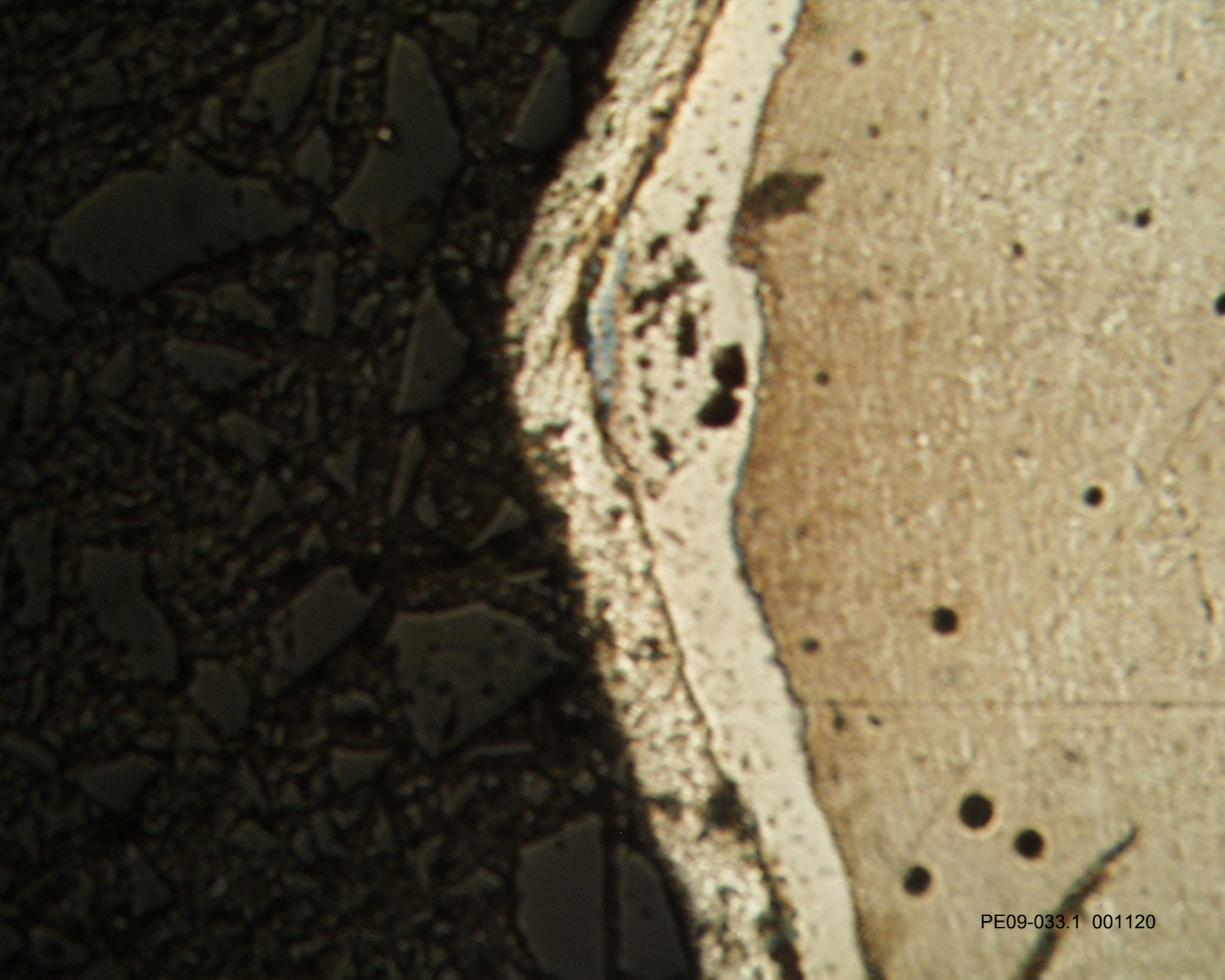


IMAGE003.JPG
(278 KB)

<<IMAGE001.JPG>> <<IMAGE002.JPG>> <<IMAGE003.JPG>>



PE09-033.1 001119



PE09-033.1 001120



From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:10 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 2

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 2



W1818 - 2

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 2>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:53 PM
To: Korth, Gary
Subject: W1818 - 2

Attachments: IMAGE004.JPG; IMAGE005.JPG; IMAGE006.JPG



IMAGE004.JPG
(292 KB)

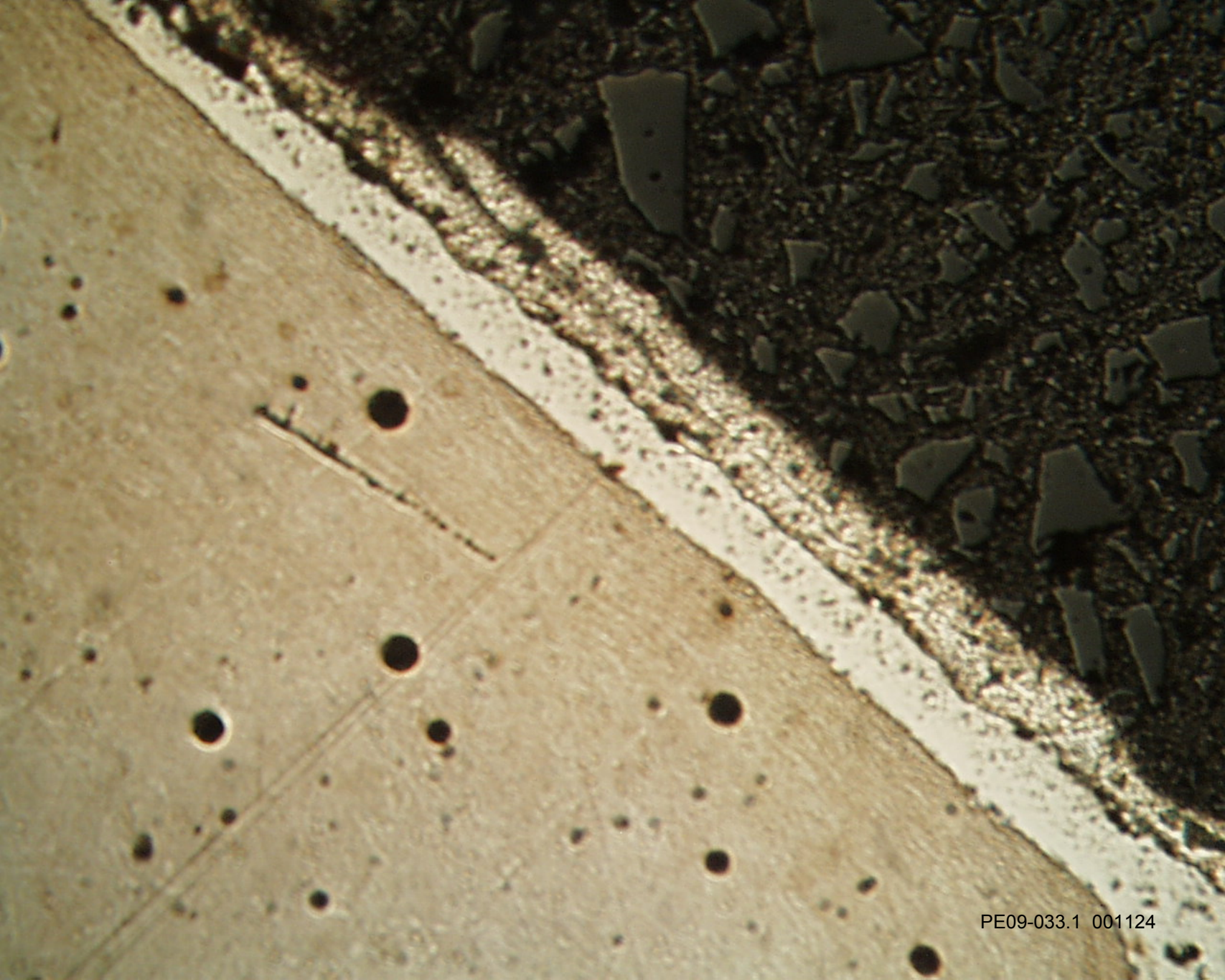


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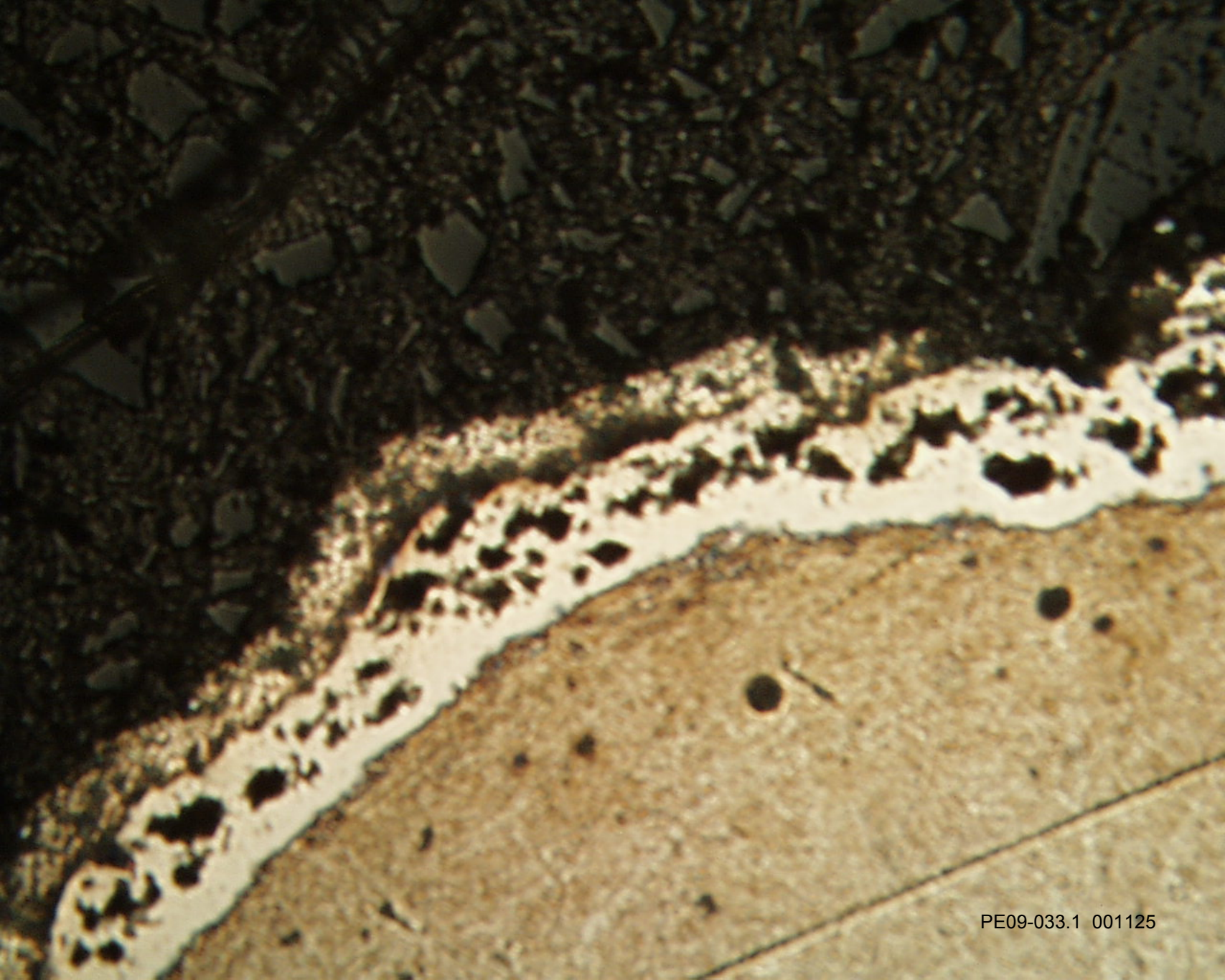


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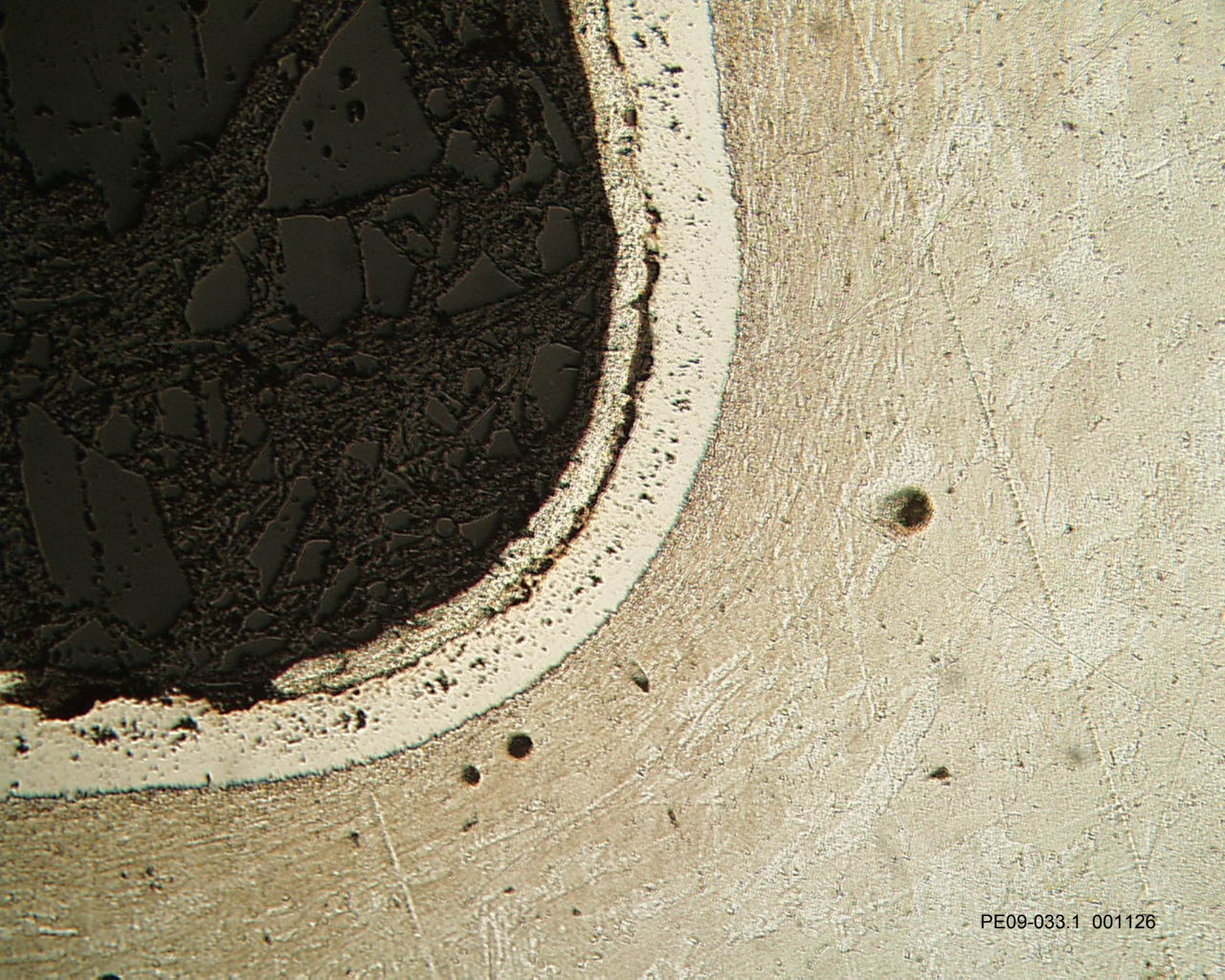
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PE09-033.1 001124



PE09-033.1 001125



PE09-033.1 001126

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:11 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 3

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 3



W1818 - 3

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 3>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:55 PM
To: Korth, Gary
Subject: W1818 - 3

Attachments: IMAGE007.JPG; IMAGE008.JPG; IMAGE009.JPG



IMAGE007.JPG
(212 KB)



IMAGE008.JPG
(264 KB)

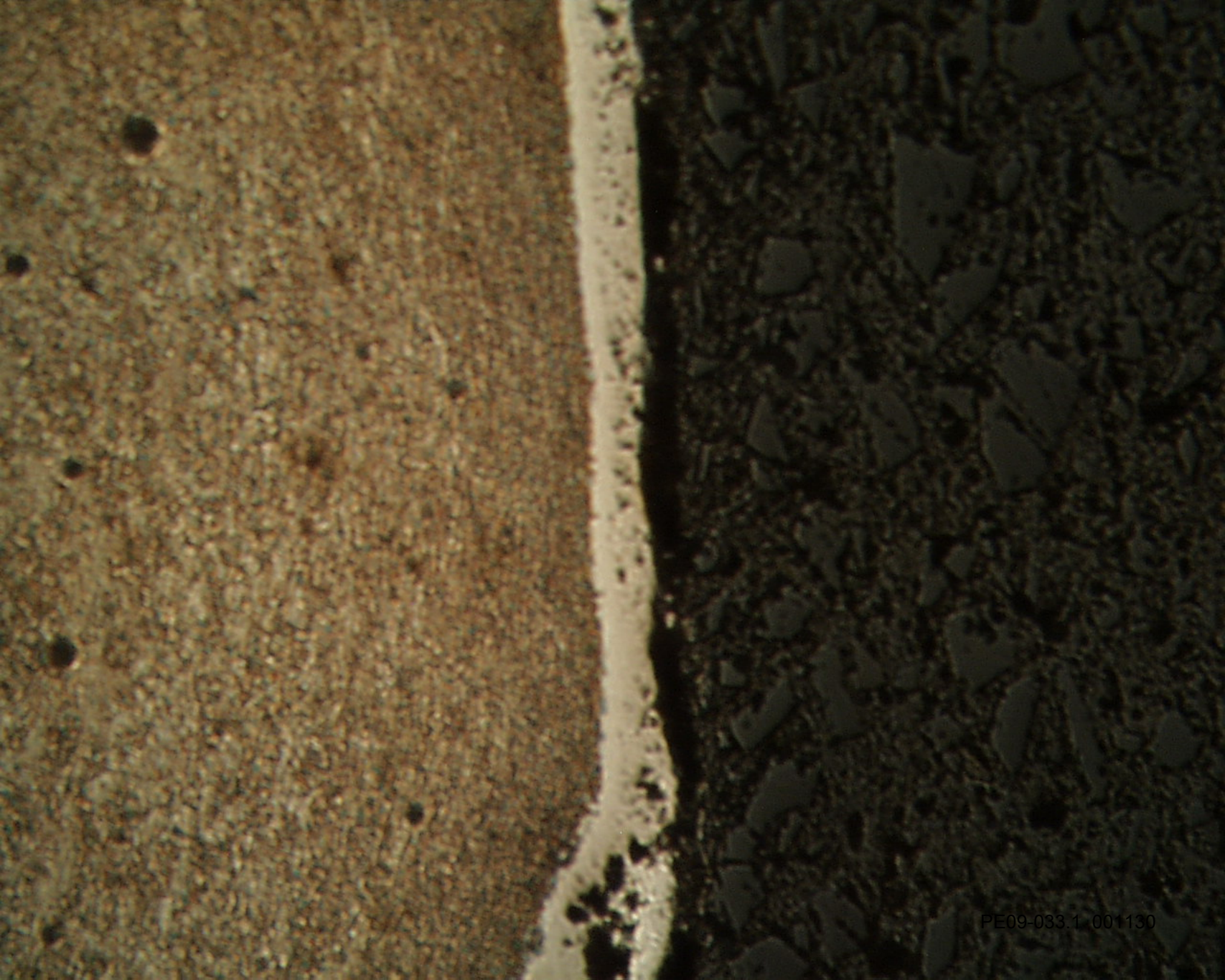


IMAGE009.JPG
(280 KB)

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PE09-033.1 001129



PE09-033.1_001130



PE09:033.1 001131

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:11 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 4

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 4



W1818 - 4

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 4>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:57 PM
To: Korth, Gary
Subject: W1818 - 4

Attachments: IMAGE010.JPG; IMAGE011.JPG; IMAGE012.JPG



IMAGE010.JPG
(180 KB)



IMAGE011.JPG
(268 KB)



IMAGE012.JPG
(272 KB)

<<IMAGE010.JPG>> <<IMAGE011.JPG>> <<IMAGE012.JPG>>



PE09-033.1 001134



PE09-033.1 001135



PE09-033.1 001136

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:12 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 5

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 5



W1818 - 5

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 5>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 5:59 PM
To: Korth, Gary
Subject: W1818 - 5

Attachments: IMAGE013.JPG; IMAGE014.JPG; IMAGE015.JPG



IMAGE013.JPG
(305 KB)



IMAGE014.JPG
(203 KB)

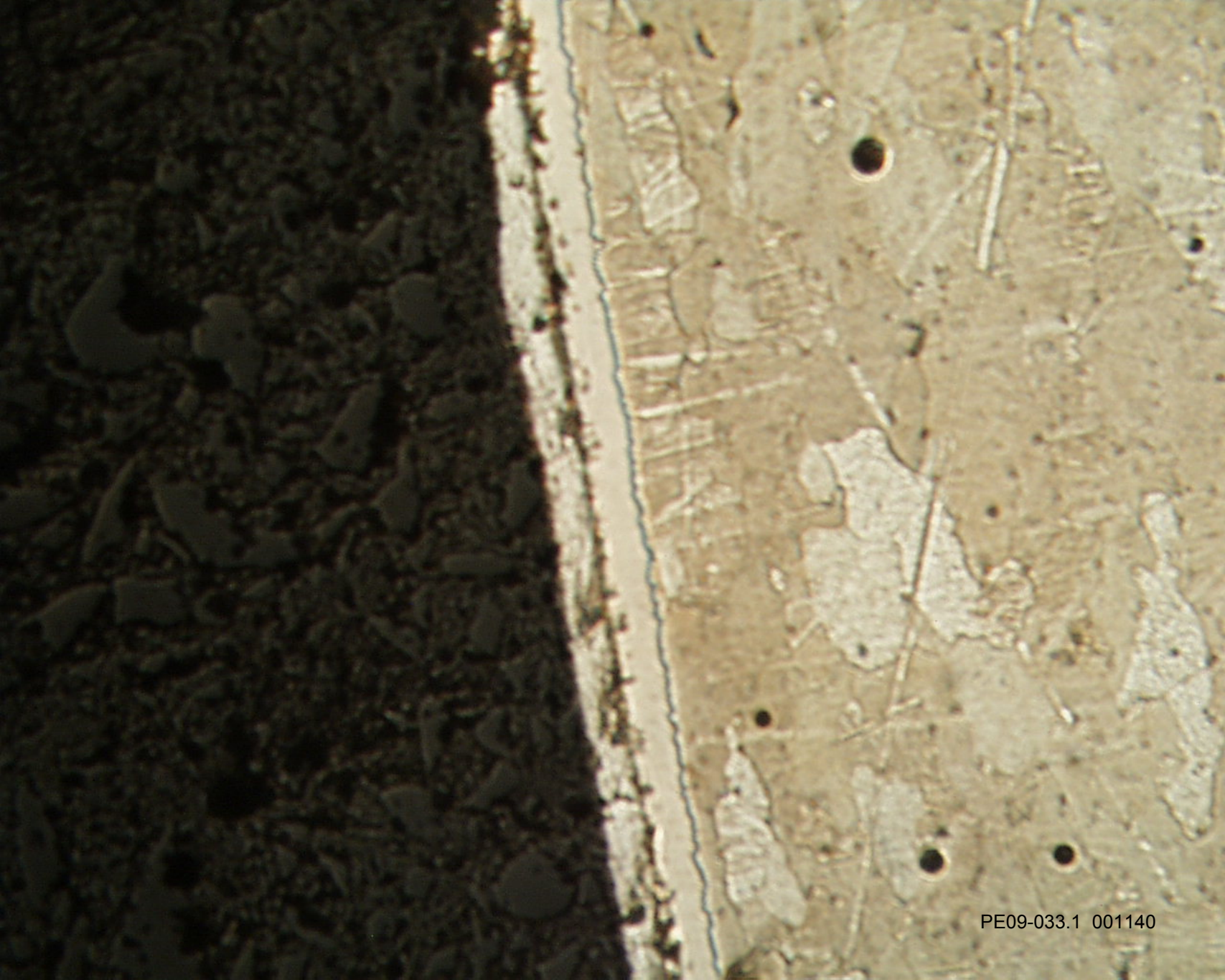


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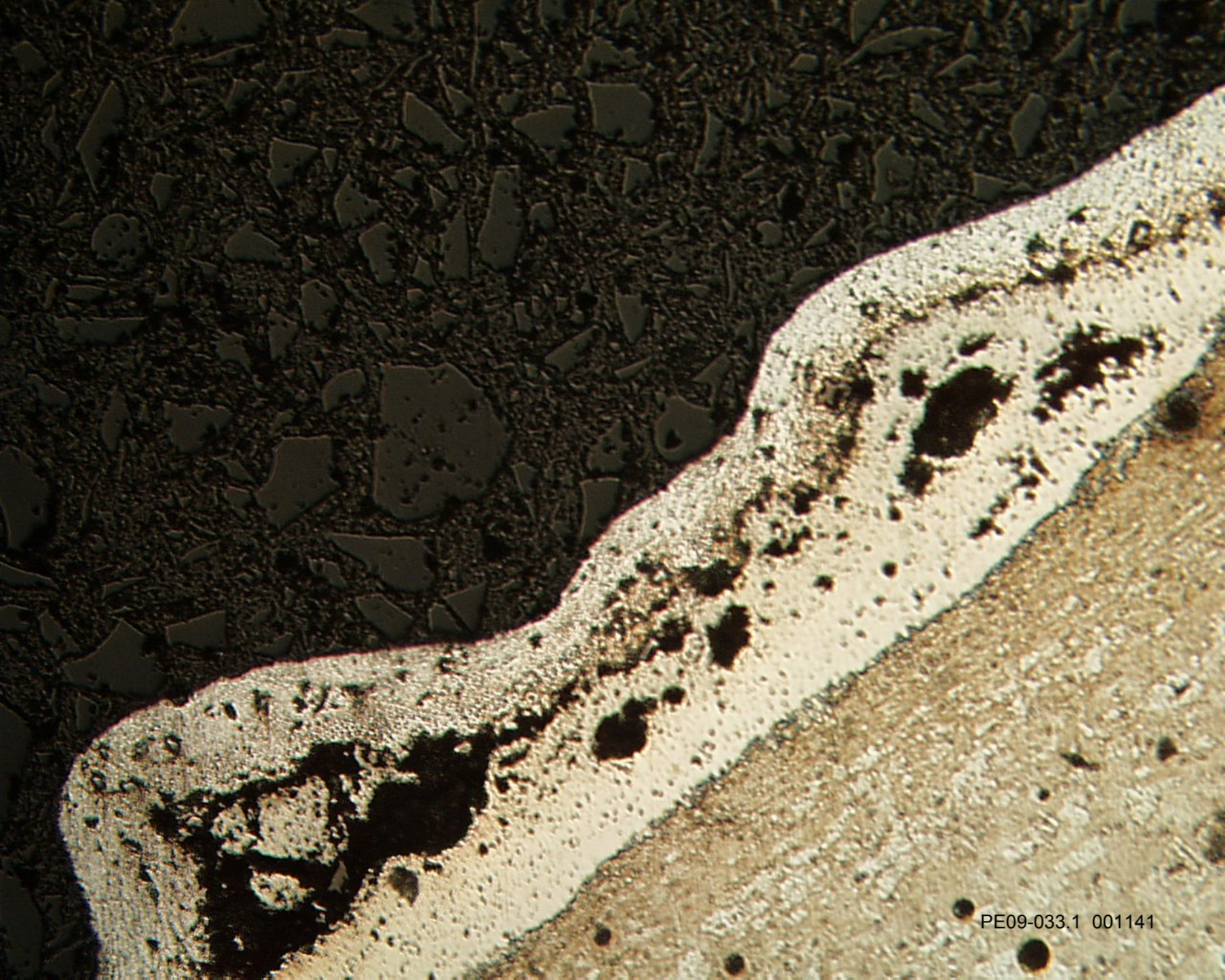
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PE09-033.1 001139



PE09-033.1 001140



PE09-033.1 001141

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:12 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 6

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 6



W1818 - 6

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 6>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:02 PM
To: Korth, Gary
Subject: W1818 - 6

Attachments: IMAGE016.JPG; IMAGE017.JPG; IMAGE018.JPG



IMAGE016.JPG
(210 KB)

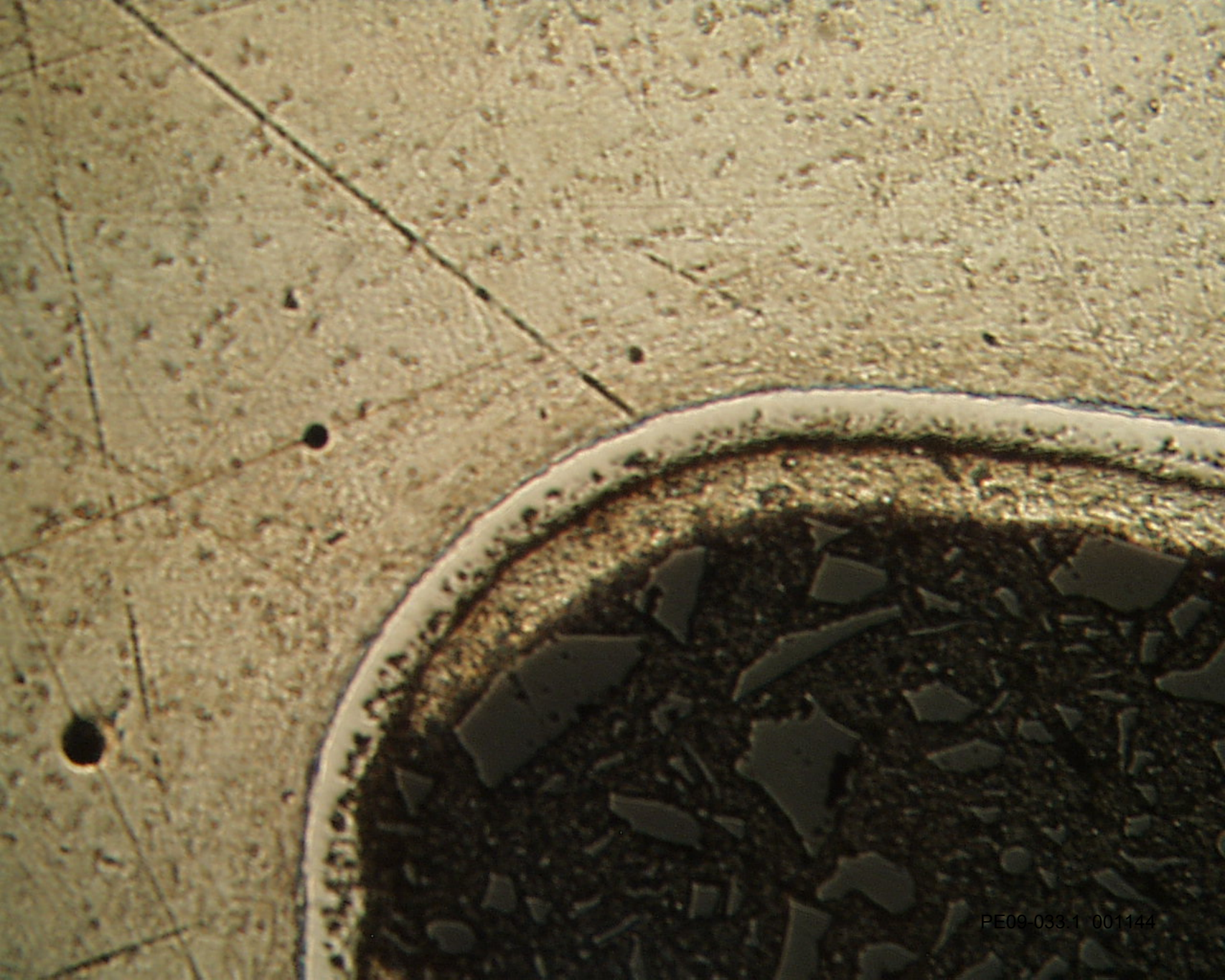


IMAGE017.JPG
(210 KB)



IMAGE018.JPG
(267 KB)

<<IMAGE016.JPG>> <<IMAGE017.JPG>> <<IMAGE018.JPG>>





PE09-033.1 001145



PE09-033.1 001146

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:13 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 7

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 7



W1818 - 7

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 7>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:04 PM
To: Korth, Gary
Subject: W1818 - 7

Attachments: IMAGE019.JPG; IMAGE020.JPG; IMAGE021.JPG



IMAGE019.JPG
(302 KB)



IMAGE020.JPG
(267 KB)



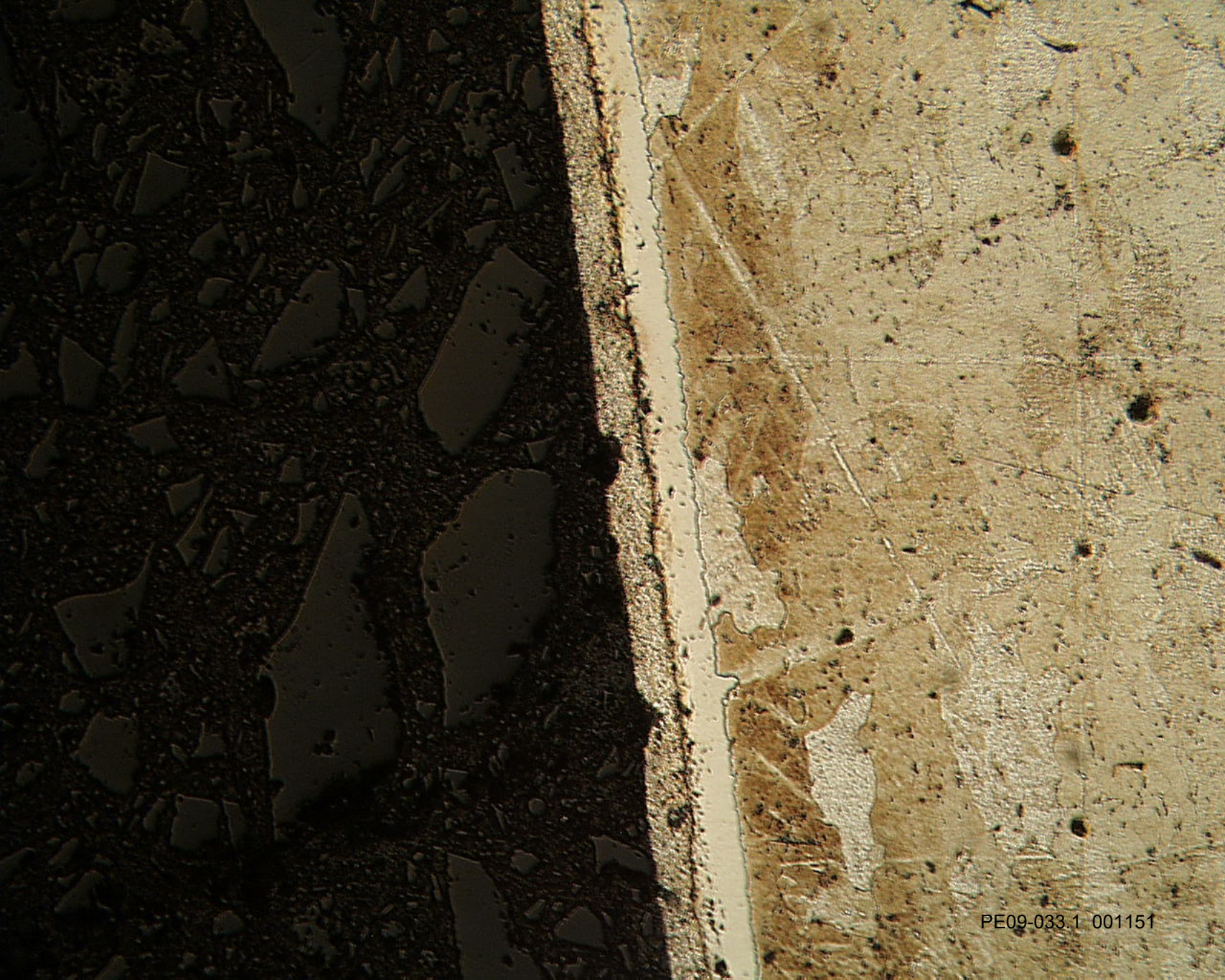
IMAGE021.JPG
(208 KB)

<<IMAGE019.JPG>> <<IMAGE020.JPG>> <<IMAGE021.JPG>>





PE09-033.1 001150



PE09-033.1 001151

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:13 PM
To: Placha, Diana (D.B.); Daikin - Mike Berry (E-mail)
Subject: FW: W1818 - 8

Follow Up Flag: Follow up
Flag Status: Red

Attachments: W1818 - 8



W1818 - 8

Sincerely yours,
Gary Korth
SQA Engr.

<<W1818 - 8>>

From: Braund, Dan [DBraund@mpi-int.com]
Sent: Tuesday, November 04, 2003 6:06 PM
To: Korth, Gary
Subject: W1818 - 8

Attachments: IMAGE022.JPG; IMAGE023.JPG



IMAGE022.JPG
(183 KB)

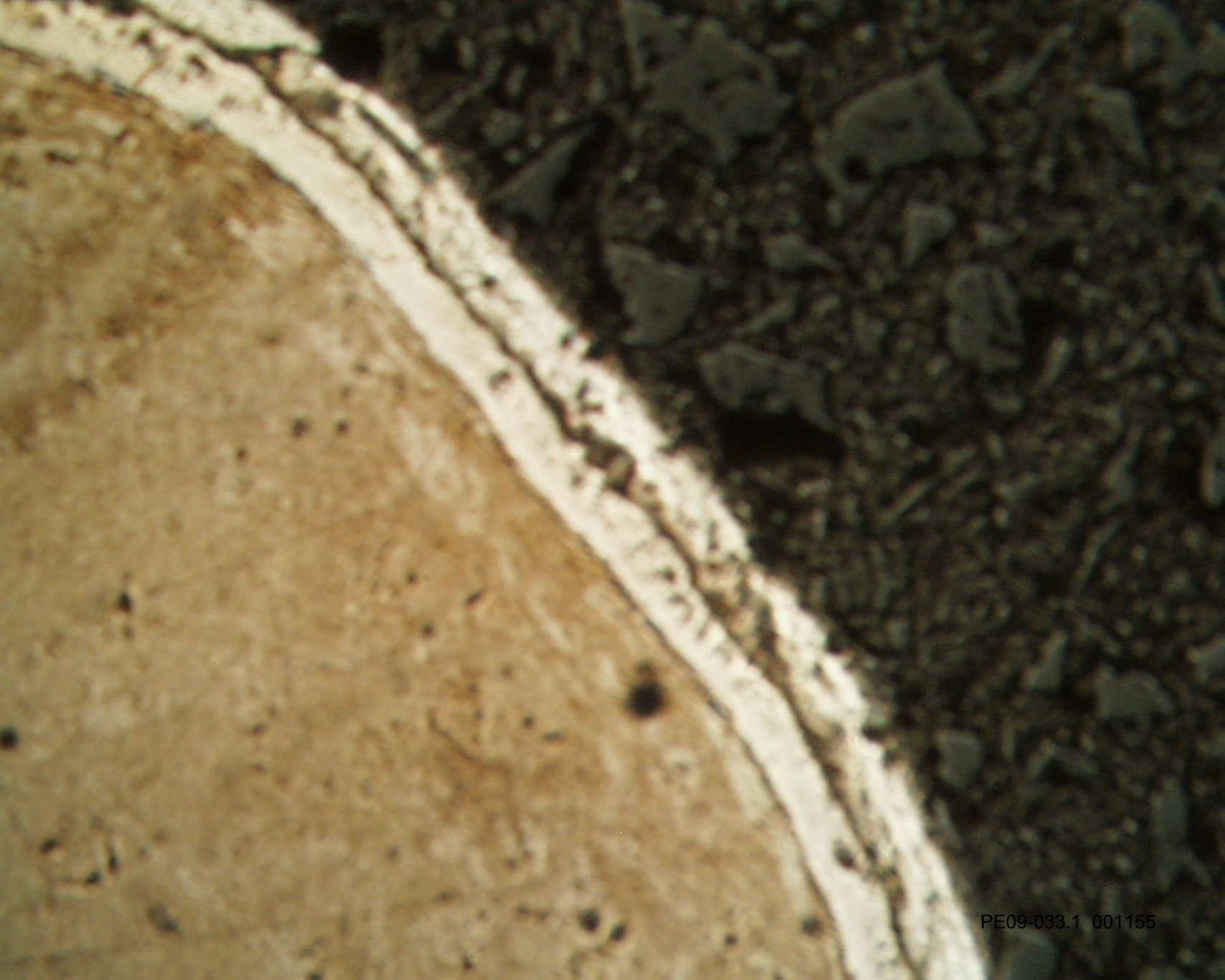


IMAGE023.JPG
(206 KB)

<<IMAGE022.JPG>> <<IMAGE023.JPG>>



PE09-033.1 001154



From: Korth, Gary [GKorth@mpi-int.com]
Sent: Tuesday, November 25, 2003 11:54 AM
To: Placha, Diana (D.B.); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)
Cc: Hayden, Richard; Plasencia, David (D.B.); FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail)
Subject: RE: W1818 Calibration Machine 11-24-03.doc

Follow Up Flag: Follow up
Flag Status: Red

Attachments: RE: W1818 Calibration Machine 11-24-03.doc



RE: W1818
Calibration Machine . Diana,

The first three pictures of the attachment are the ones I sent on 11/24/03. The fourth and fifth pictures should answer the questions you had.

Please let me know if this covers those questions and if there is anything else you require.

We have blanked some more parts and FPM should be able to start running the test samples next week.

Sincerely yours,
Gary Korth
SQA Engr.

From: Placha, Diana (D.)
Sent: Monday, November 24, 2003 1:02 PM
To: Korth, Gary; Placha, Diana (D.B.); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)
Cc: Hayden, Richard; Plasencia, David (D.B.)
Subject: RE: W1818 Calibration Machine 11-24-03.doc

Importance: High

What centers and holds the pump drive insert in the fixture? Does the gauge have a lead in chamfer or flat end to engage the spline in the insert? What is the hydraulic force to actuate the gage?

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>> Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Monday, November 24, 2003 12:48 PM

To: Ford - Diana Placha (E-mail); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)

Cc: Hayden, Richard

Subject: W1818 Calibration Machine 11-24-03.doc

Diana,

Here are the pictures of the automated plug gauging machine. Sorry it took so long, but I was out sick last week.

<<W1818 Calibration Machine 11-24-03.doc>>

From: Placha, Diana (D.)
Sent: Monday, November 24, 2003 1:02 PM
To: 'Korth, Gary'; Placha, Diana (D.B.); 'Daikin - Jimmy Lee (E-mail)'; 'Daikin - Mike Berry (E-mail)'
Cc: 'Hayden, Richard'; Plasencia, David (D.B.)
Subject: RE: W1818 Calibration Machine 11-24-03.doc

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

What centers and holds the pump drive insert in the fixture? Does the gauge have a lead in chamfer or flat end to engage the spline in the insert? What is the hydraulic force to actuate the gage?

Diana B. Placha

Torque Converter Engineering

* (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>> Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Monday, November 24, 2003 12:48 PM

To: Ford - Diana Placha (E-mail); Daikin - Jimmy Lee (E-mail); Daikin - Mike Berry (E-mail)

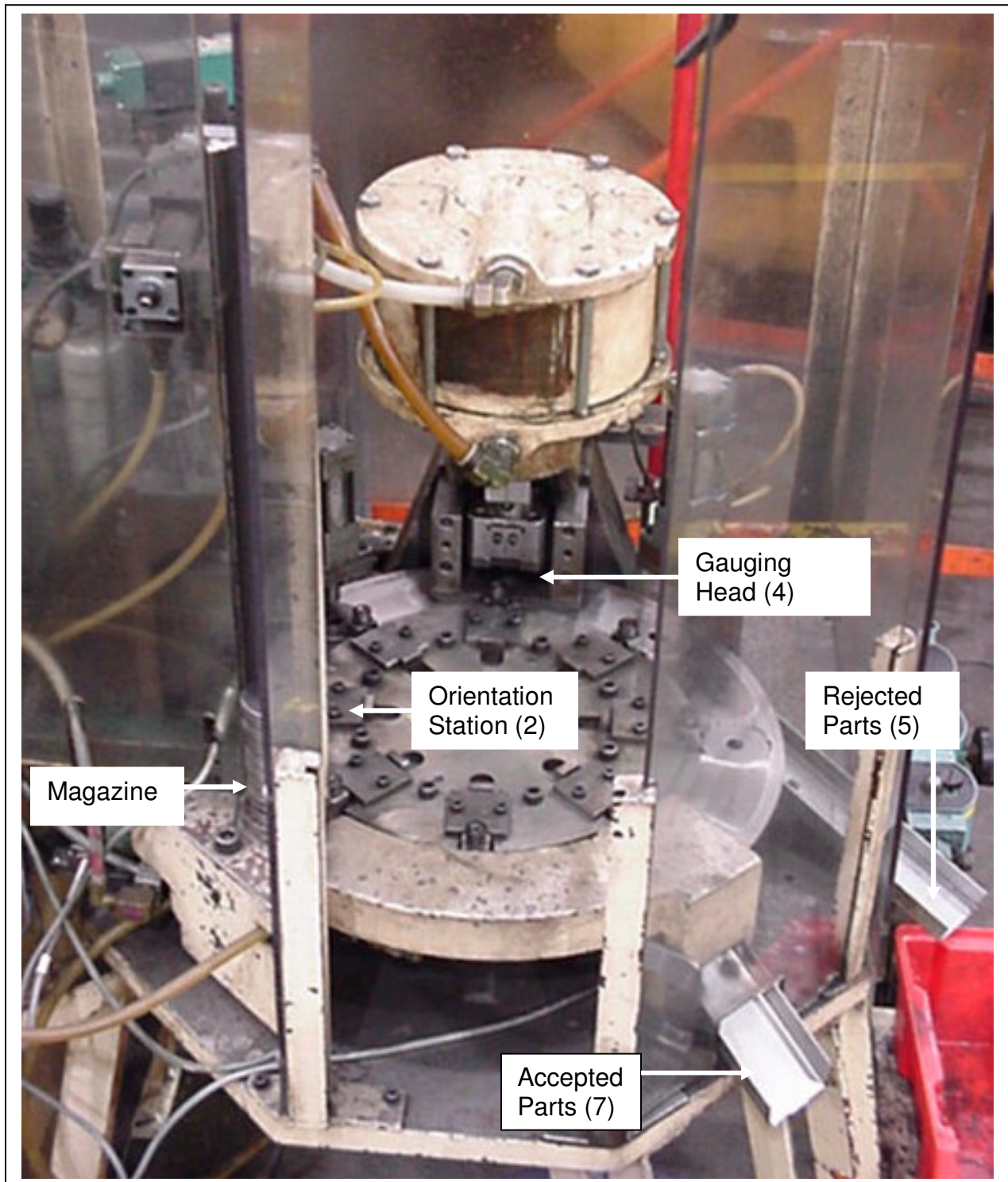
Cc: Hayden, Richard

Subject: W1818 Calibration Machine 11-24-03.doc

Diana,

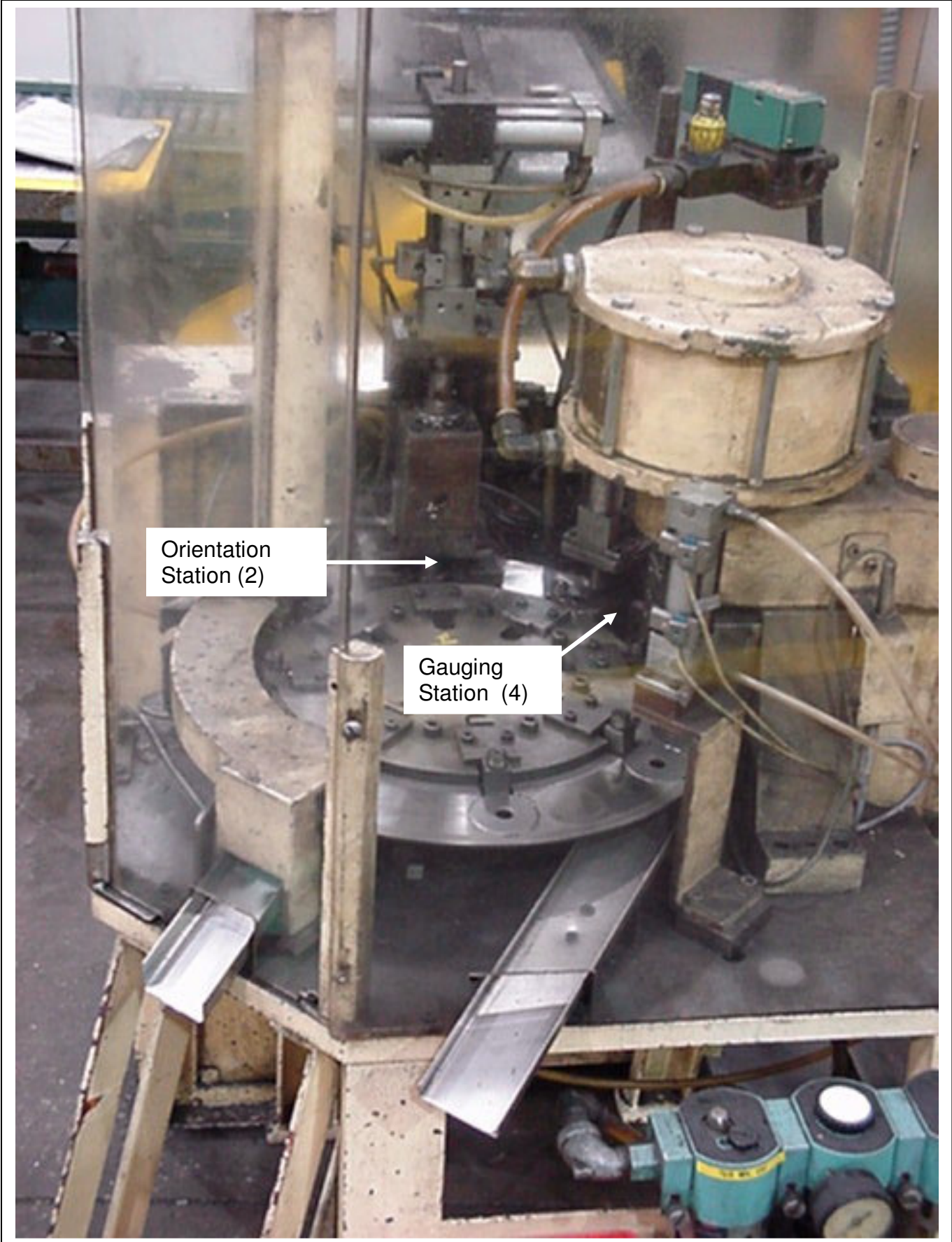
Here are the pictures of the automated plug gauging machine. Sorry it took so long, but I was out sick last week.

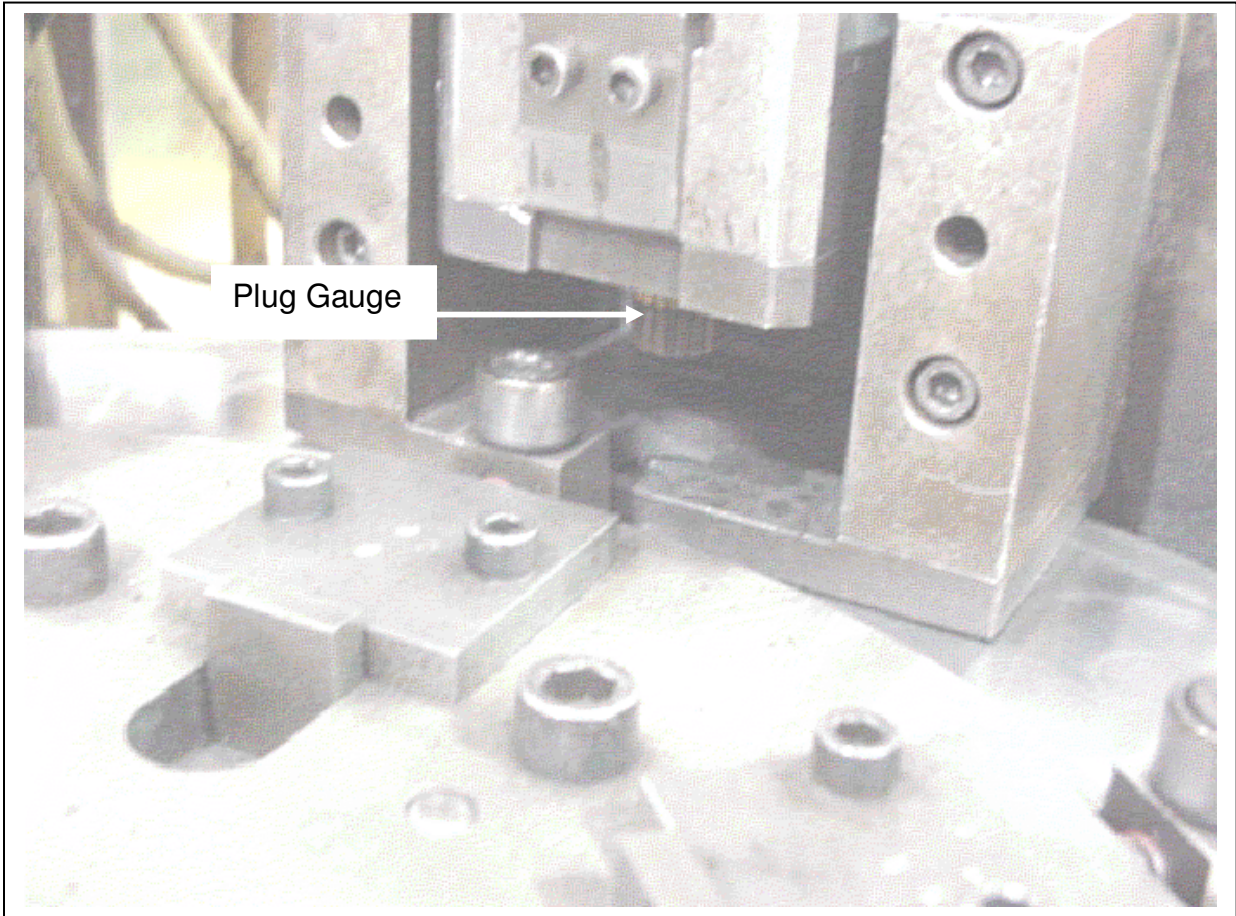
<<W1818 Calibration Machine 11-24-03.doc>>



Gauging Machine

1. In Station 1 parts are loaded on the machine.
2. In Station 2 the parts are positioned for gauging.
3. In Station 4 the parts are gauged. If the plug gauge does not extend fully the part fails and the machine cycles forward.
4. In Station 5 any parts, which failed in Station 3, drop into a red bin and are scrapped.
5. In Station 7 parts, which passed Station 3, are put into a shipping container.





Gauging Station

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Monday, November 24, 2003 3:21 PM
To: Placha, Diana (D.B.); Lehman, Jerald (R.); FPM - Bob Ferry (E-mail); Daikin - Jimmy Lee (E-mail)
Cc: Hayden, Richard
Subject: W1818 Ford samples from FPM 11-20-03.doc

Follow Up Flag: Follow up
Flag Status: Red

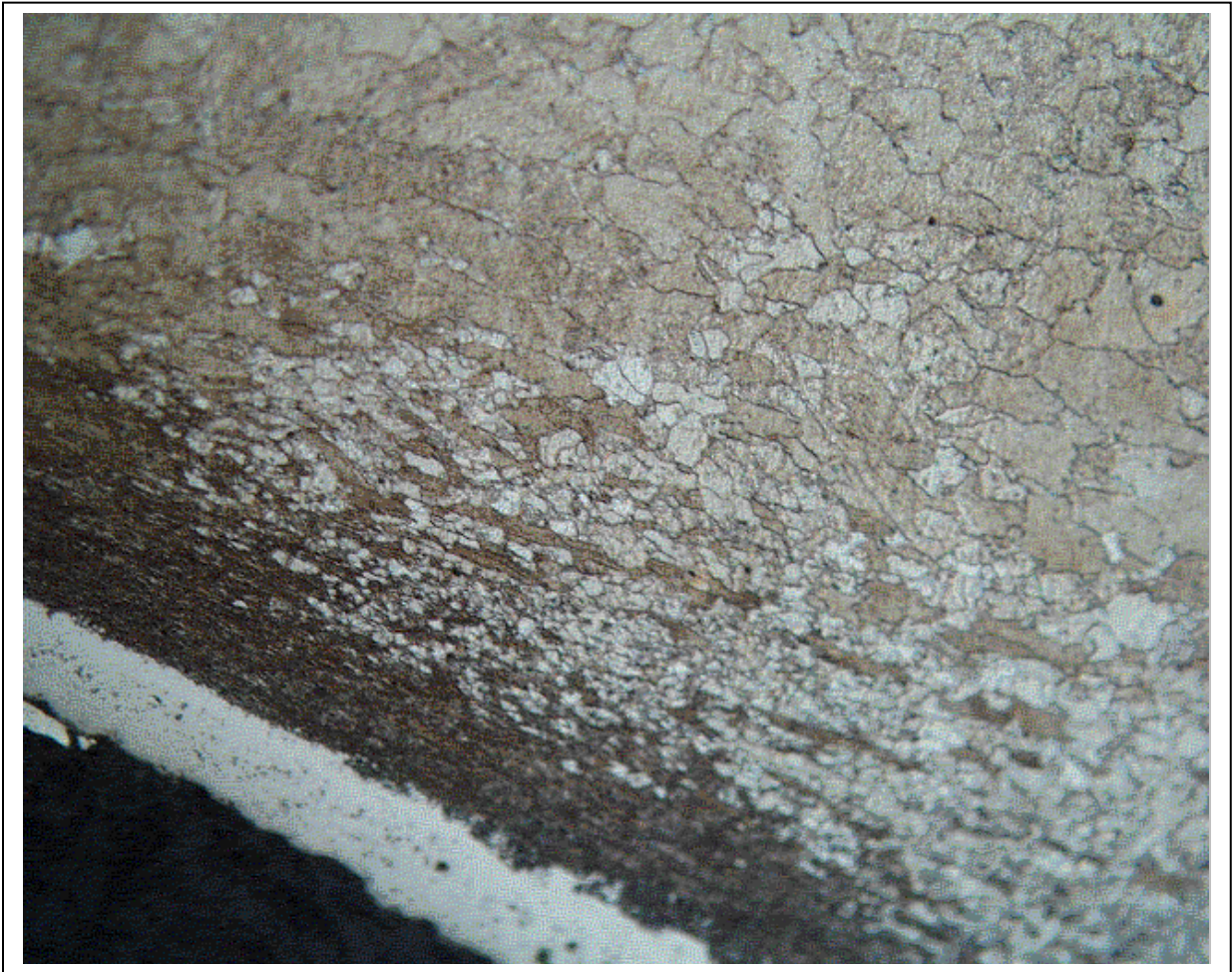
Attachments: W1818 Ford samples from FPM 11-20-03.doc



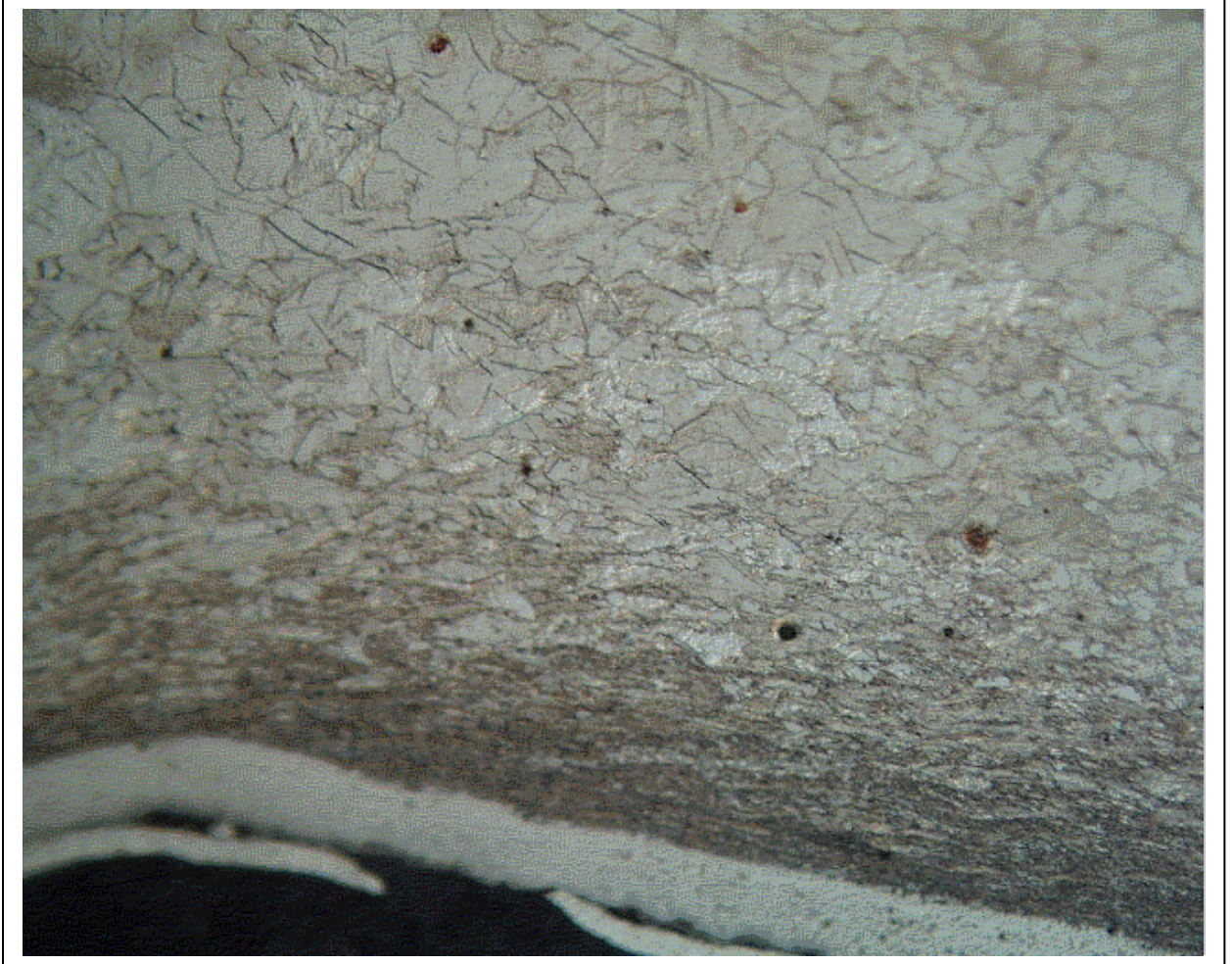
W1818 Ford
amples from FPM 11.
Jerry,

Please share with Joel.

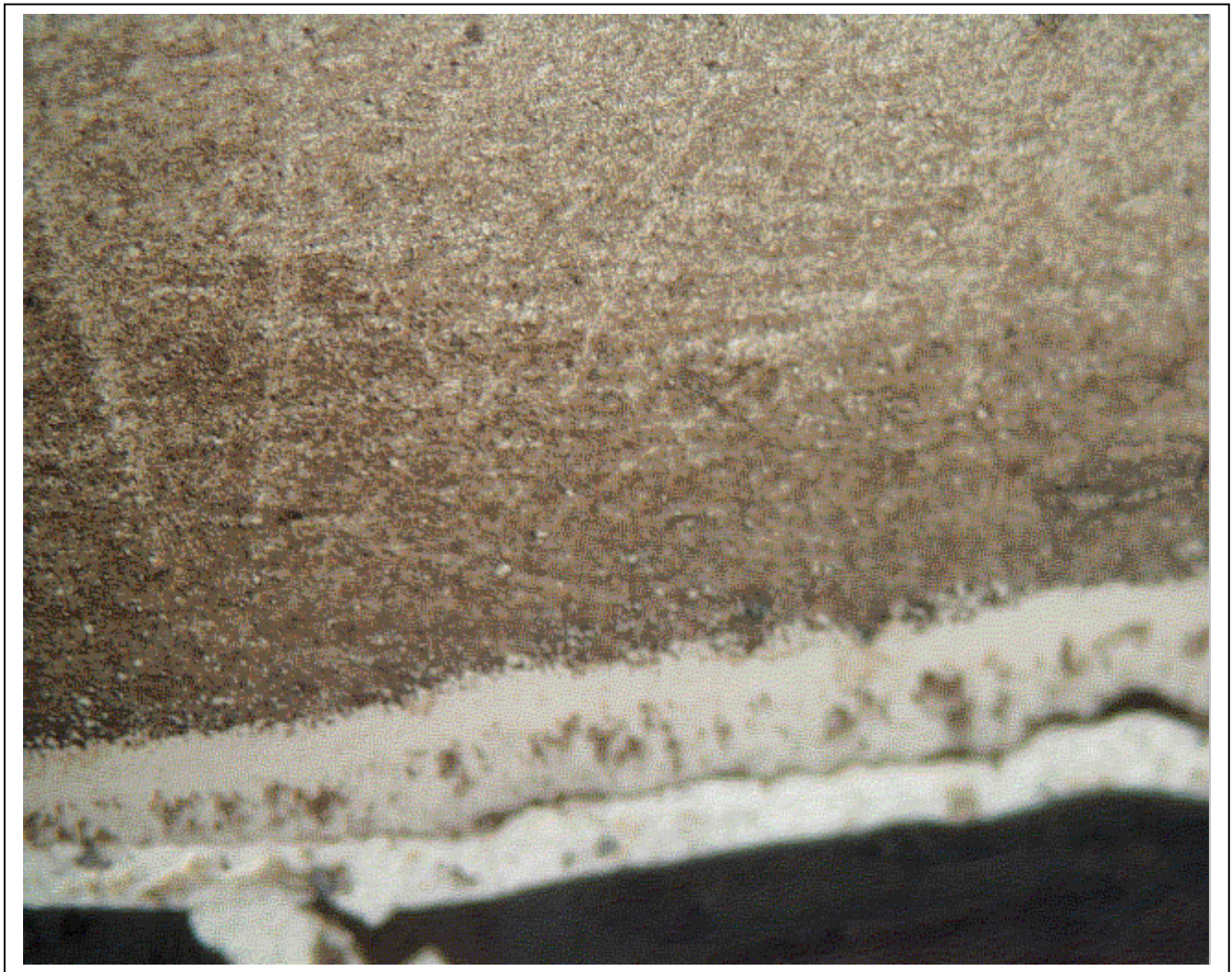
<<W1818 Ford samples from FPM 11-20-03.doc>>



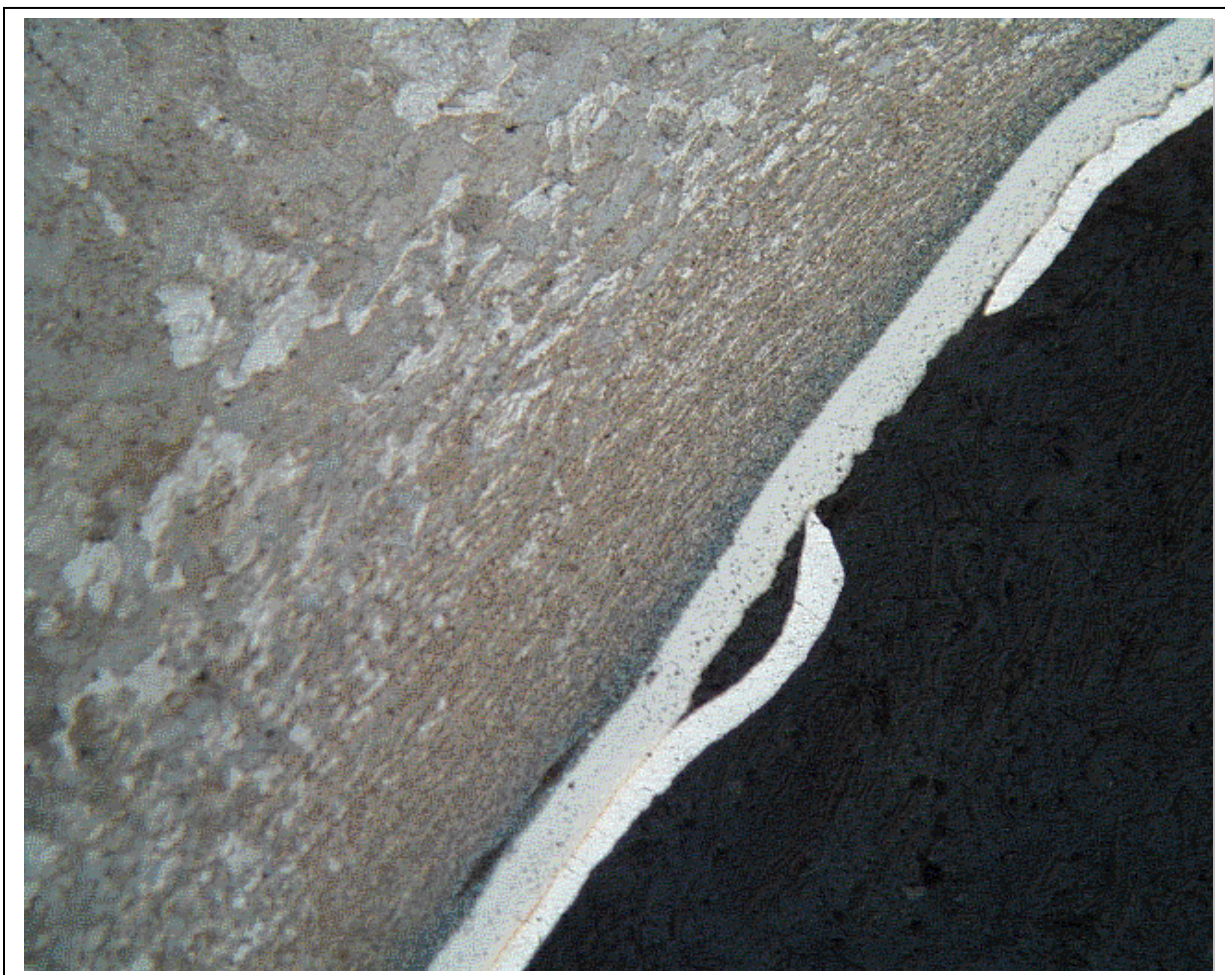
11-5AG 200X Quenched



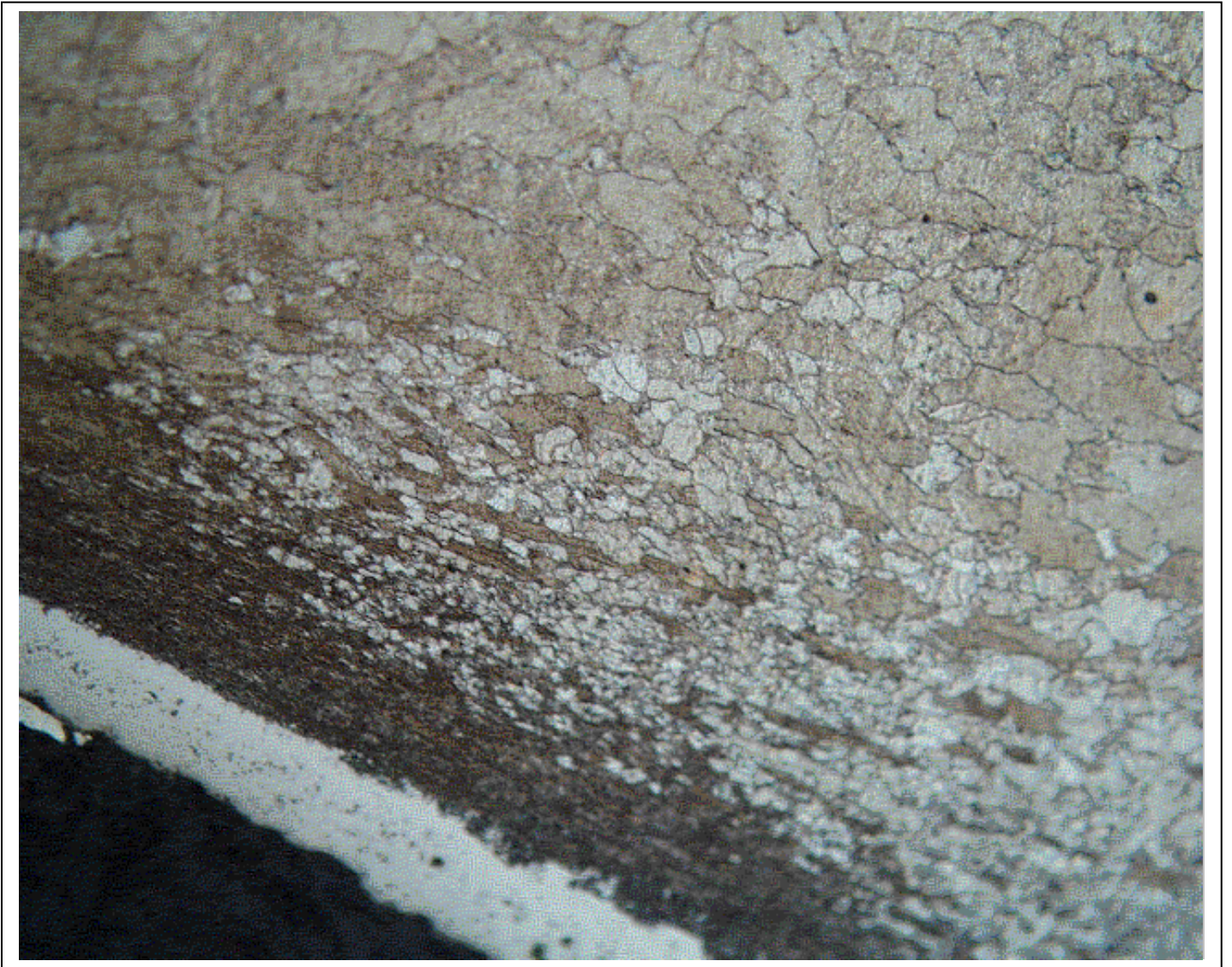
11-5FC 200X Atmosphere cooled



MPI 119 Tooth 200X 26,486 miles



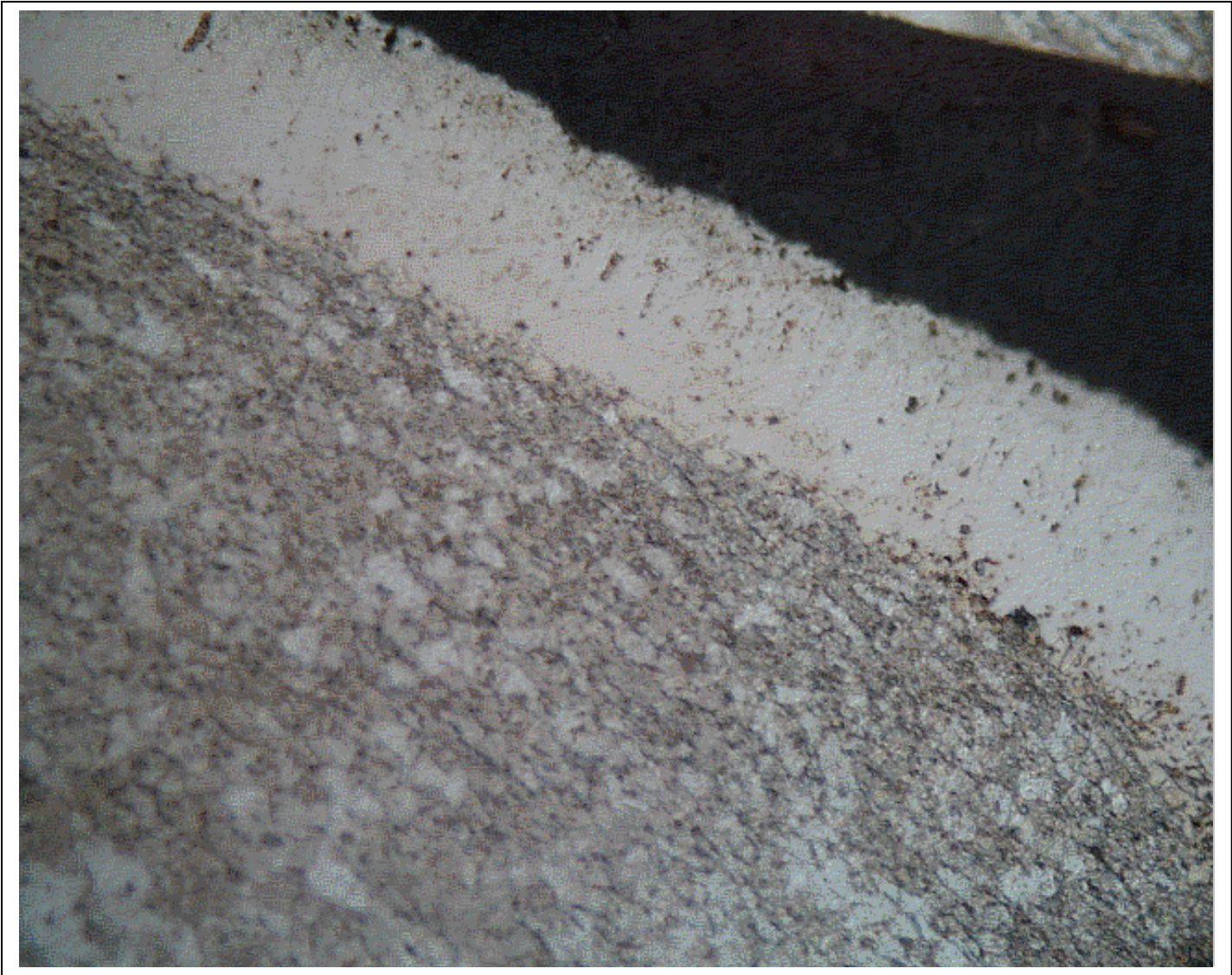
MPI pic #1 passed 69544 miles 200X



MPI Pic #10 200X Quenched



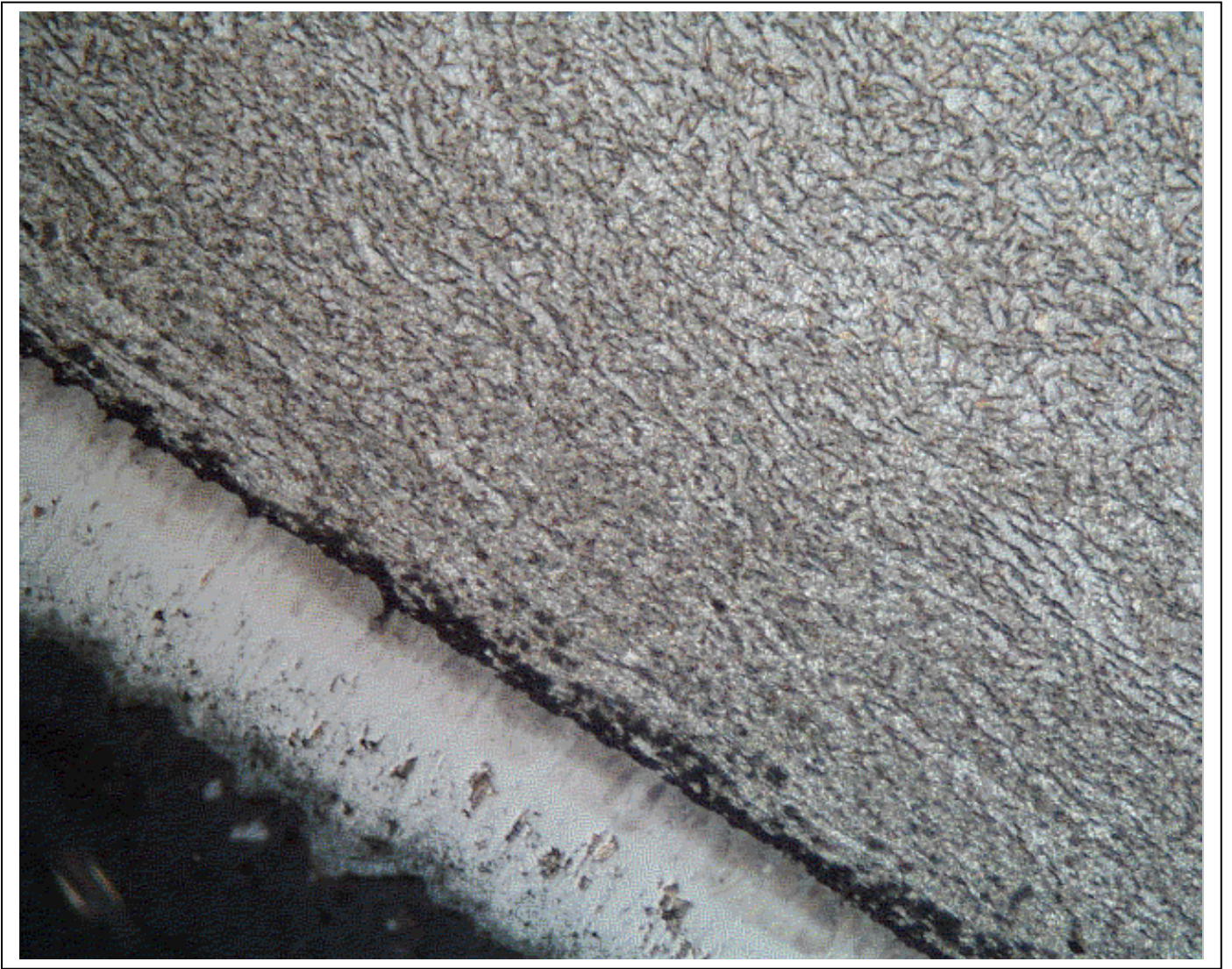
MPI Pic #2 passed 69,544 miles 500X



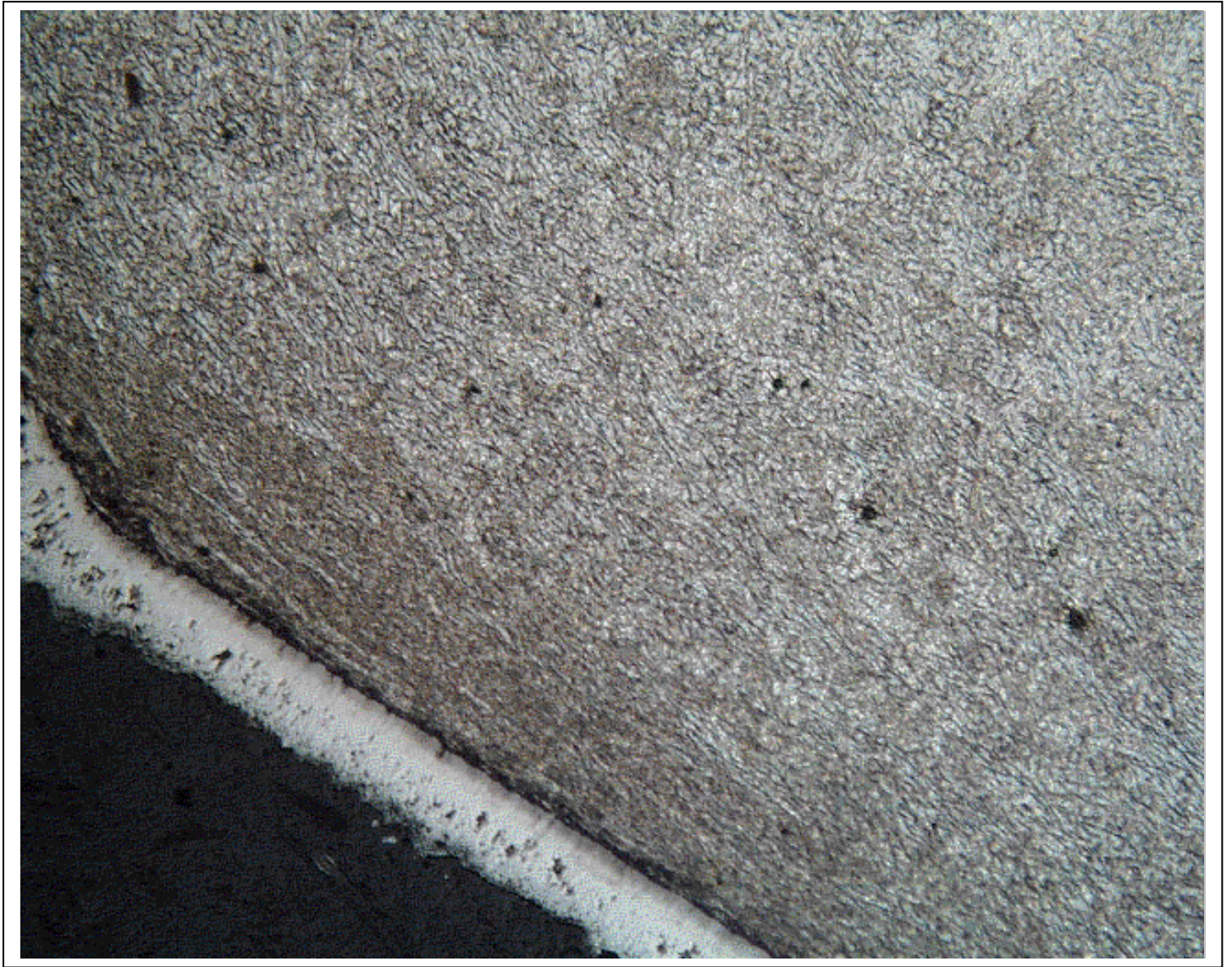
MPI Pic #3 current production 10-03 500X 300F



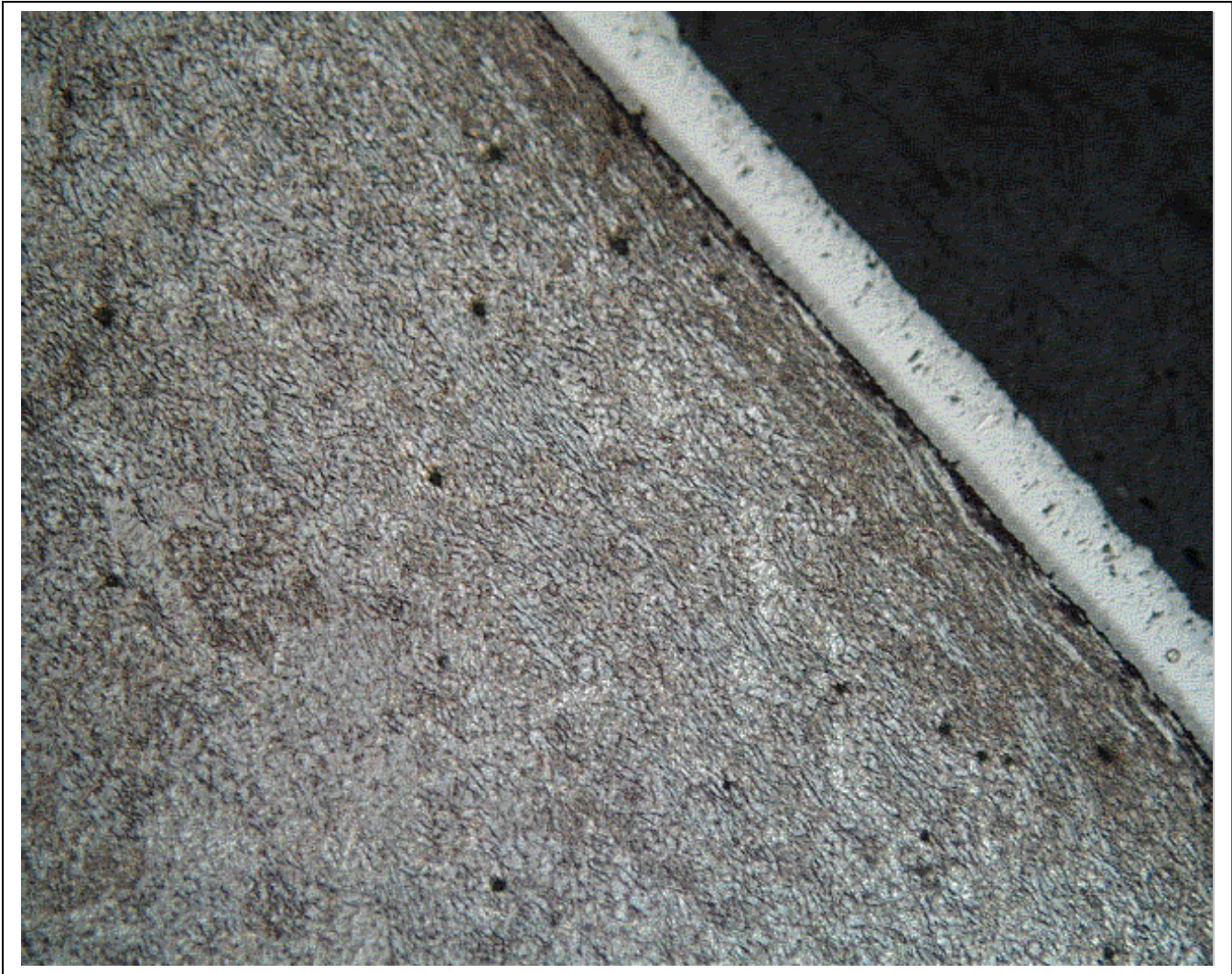
MPI Pic #4 current production 10-03 500X 400F



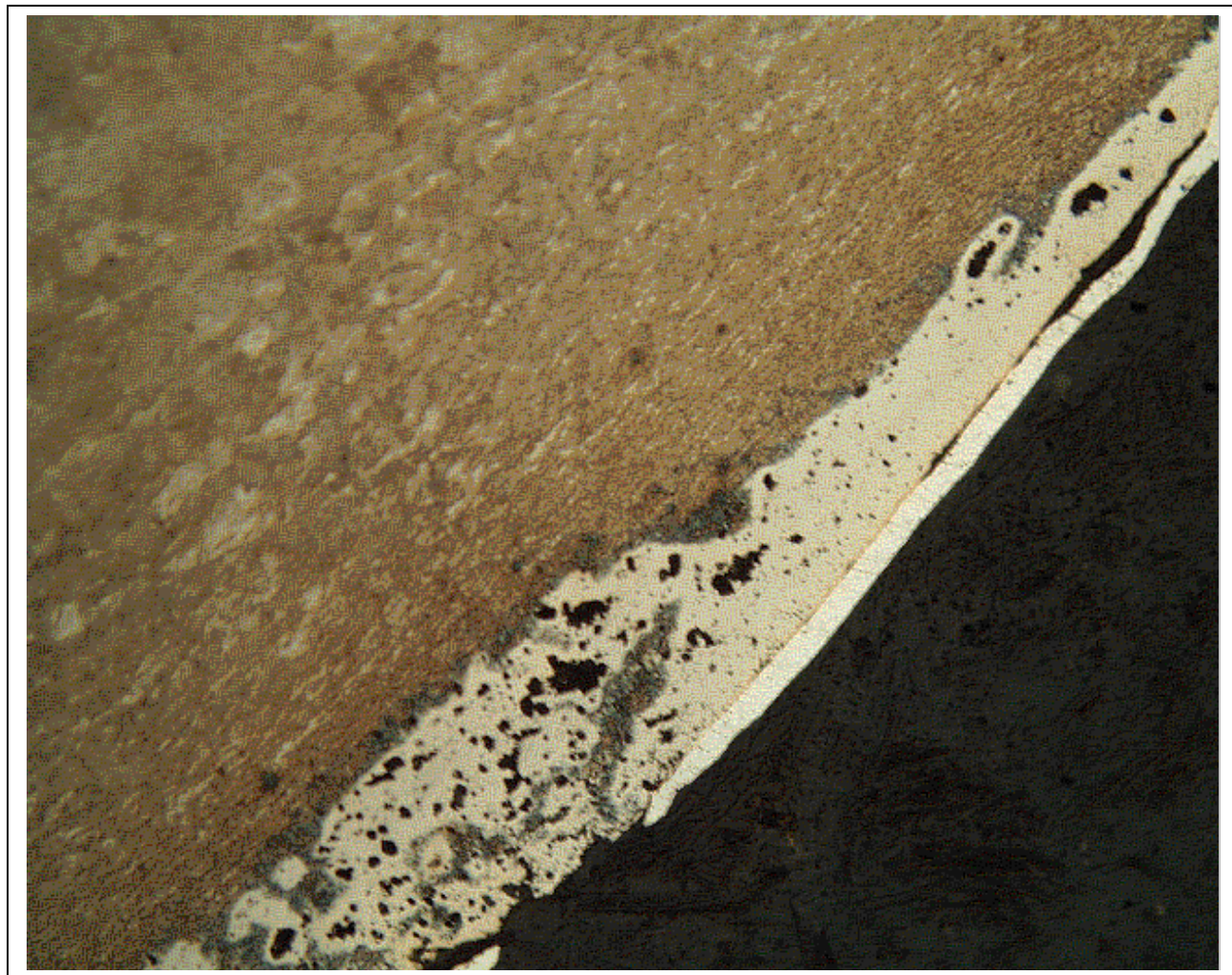
MPI Pic #5 current production 10-03 500X 600F



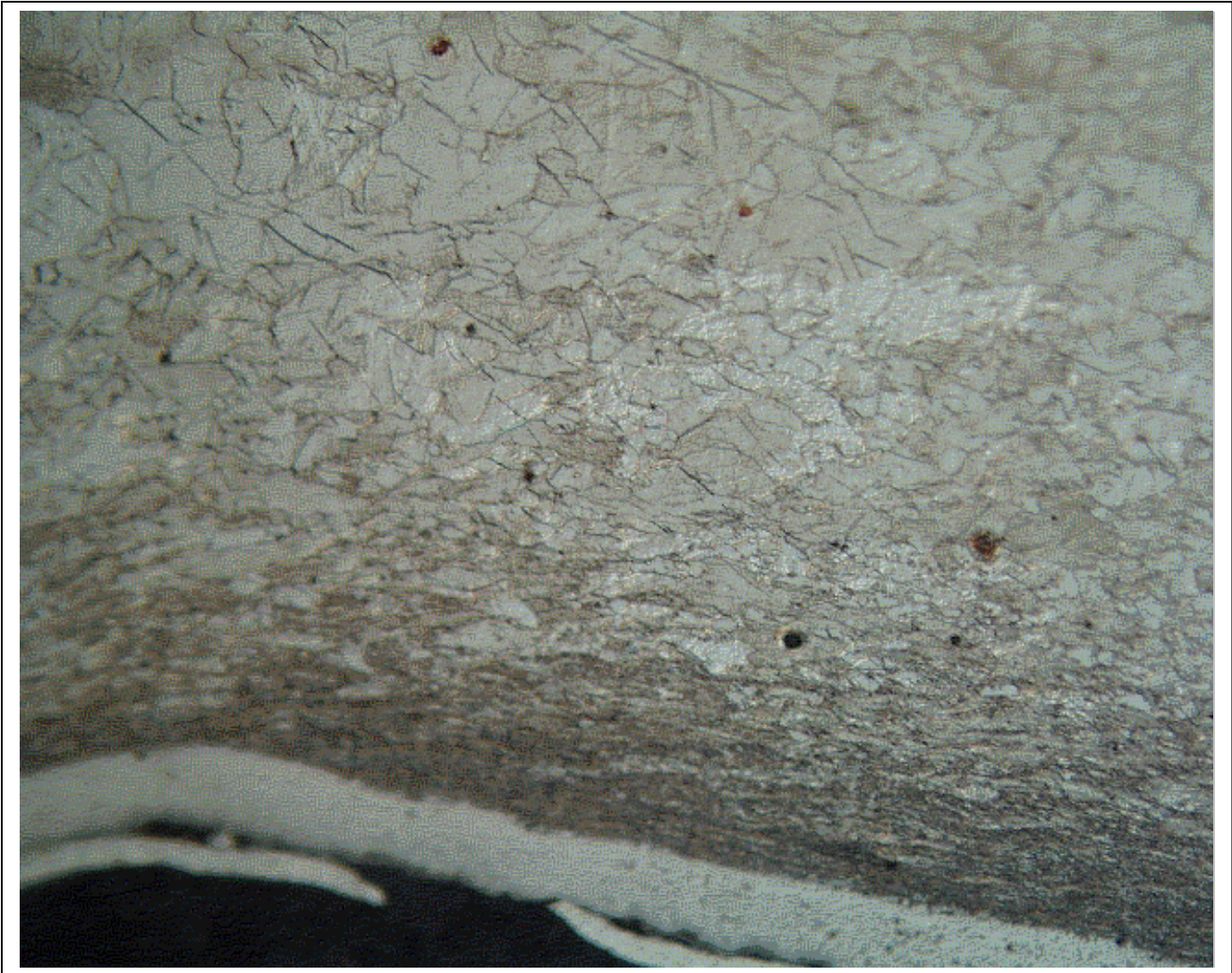
MPI Pic #6 current production 10/03 200X 500F



MPI Pic #7 current production 10/03 200X 600F



MPI Pic #8 Failed at 28,593 miles 200X



MPI Pic #9 200X Atmosphere cooled

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Friday, October 08, 2004 8:13 AM
To: Jimmy Lee
Cc: Placha, Diana (D.B.); Mike Berry; Jeff Cline; dfaeth@exedy-us.com; FPM - Bob Ferry (E-mail); FPM - Dave Klagues (E-mail); Hayden, Richard
Subject: RE: W1818
Follow Up Flag: Follow up
Flag Status: Red
Attachments: RE: W1818

Jimmy,

The nitride needle issue will be addressed during a proposed meeting at Ford next week.

Thanks,
Gary Korth
PHN 608-764-5416
FAX 608-764-8590
gkorth@mpi-int.com

From: Jimmy Lee [jlee@ddcc.com]
Sent: Thursday, October 07, 2004 7:14 PM
To: Korth, Gary
Cc: Placha, Diana (D.B.); Mike Berry; Jeff Cline; dfaeth@exedy-us.com
Subject: RE: W1818

Gary:

From the recent data you have provided and procedures implemented, it shows the heat treatment process has thickness within spec and no nitride needles. Thanks for your report on the data. However, I also requested a more thorough analysis of the potential root causes that led to the problems last June. What is the plan to address this issue?
Let me know please.

Jimmy

From: Korth, Gary [mailto:GKorth@mpi-int.com]
Sent: Thursday, October 07, 2004 3:46 PM
To: Ford - Diana Placha (E-mail); Jimmy Lee
Subject: FW: W1818

Diana/Jimmy,

Please review the attached e-mail from Bob Ferry at FPM. Does this information cover your request, or is there something else that you would like to see?

Thanks,

Gary Korth

PHN 608-764-5416

FAX 608-764-8590

gkorth@mpi-int.com

From: Plasencia, David (D.B.)
Sent: Wednesday, October 15, 2003 10:04 AM
To: Placha, Diana (D.)
Subject: FW: Worq 04676045 spline plate & pump shaft

Follow Up Flag: Follow up
Flag Status: Red

We should have them look at the 70K part and the other worn part.

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

From: Placha, Diana (D.)
Sent: Wednesday, October 15, 2003 9:25 AM
To: Plasencia, David (D.B.)
Subject: FW: Worq 04676045 spline plate & pump shaft

INFO!

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Siemen, John (J.F.)
Sent: Wednesday, October 15, 2003 9:09 AM
To: Placha, Diana (D.)
Subject: RE: Worq 04676045 spline plate & pump shaft

We can not tell if it was axial or radial on the splines, because the shaft spun and there is nothing to look at on the splines.

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

From: Placha, Diana (D.)
Sent: Wednesday, October 15, 2003 8:37 AM
To: Siemen, John (J.F.)
Subject: RE: Worq 04676045 spline plate & pump shaft

John...If I bring the sample back to you, would you be able to tell if the failure was axial or radial?

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Lehman, Jerald (J.R.)
Sent: Friday, October 03, 2003 7:15 AM
To: Adamski, Raymond (R.J.)
Cc: Placha, Diana (D.); Fallu, John (W.); Baum, Joe (J.M.); Siemen, John (J.F.)
Subject: RE: Worq 04676045 spline plate & pump shaft

John is working on this issue.

Jerry Lehman, Failure Analysis Technical Specialist
ATNPC Metallurgical Lab, MD-213
phone: 734-458-0614 fax: 734-523-3960
text pager: 734-797-9475
e-mail: jlehman1@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 10:51 AM
To: Lehman, Jerald (J.R.)
Cc: Placha, Diana (D.); Fallu, John (W.); Baum, Joe (J.M.)
Subject: Worq 04676045 spline plate & pump shaft

Jerry,
Per Joe Baum, please put all available priority on Worq 04676045
(spline plate and pump shaft).

These parts have caused a "no-motion" complaint on a durability vehicle.
Unfortunately we have reason to believe we will have a second set of parts
with a second vehicle durability "no-motion" within a day.

Please let us know if there are obstacles to priority.
Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 11:06 AM
To: Placha, Diana (D.B.)
Subject: FW: Worq 04676045 spline plate & pump shaft

Follow Up Flag: Follow up
Flag Status: Red

Doh. I meant C-2

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 11:02 AM
To: Placha, Diana (D.)
Subject: FW: Worq 04676045 spline plate & pump shaft

This trans is on D-2 at the moment.
It probably will not be prepped and sent to final test until after lunch,
so it should be available for a bit, to check out converter and get serial.*

*In the future, I'll try and make sure I find and read the serial

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 10:56 AM
To: Placha, Diana (D.)
Subject: FW: Worq 04676045 spline plate & pump shaft

Bad news:

We have a second return from vehicle Durability with a "no-motion"
complaint. Bob removed the torque converter and a new pump shaft has
a lot of play when inserted into the spline plate.

We are going to run the unit across final test and verify the complaint.

LVC V229 durability vehicle A4430000, has failed for no fwd/no reverse. Transmission fluid level is OK but appears black/burned.

Driver comment: "trans started slipping during city loop event and eventually lost complete power. veh closed out."

The transmission has survived the following testing in A443000:

R312ST Trailer Tow Durability Test for Passenger Cars
26/52 cycles (523/1,058 miles) (trans was installed at vehicle = 50% complete)
R312PT Trailer Tow Durability Test for Passenger Cars

150 cycles (11,595 miles)
SRRC1 (R315) Severe Rough Road Countries Durability Test for Passenger Cars
125 cycles (1,859 miles)
R358 North Atlantic Systems Durability Test for Passenger Cars
126/162 cycles (13,161/16,874 miles)

Transmission Mileage at failure: 28,593

A4430000 is still scheduled to run:

R359 North Atlantic High Speed Powertrain Test for Passenger Cars
50 cycles (mileage varies)

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

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

From: Adamski, Raymond (R.J.)
Sent: Thursday, October 02, 2003 10:51 AM
To: Lehman, Jerald (J.R.)
Cc: Placha, Diana (D.); Fallu, John (W.); Baum, Joe (J.M.)
Subject: Worq 04676045 spline plate & pump shaft

Jerry,
Per Joe Baum, please put all available priority on Worq 04676045
(spline plate and pump shaft).

These parts have caused a "no-motion" complaint on a durability vehicle.
Unfortunately we have reason to believe we will have a second set of parts
with a second vehicle durability "no-motion" within a day.

Please let us know if there are obstacles to priority.
Thanks.

Ray Adamski
4F50N Vehicle Systems, ATEO
734-523-3288 radamsk2@ford.com

From: Placha, Diana (D.)
Sent: Tuesday, June 07, 2005 7:21 AM
To: Baert, Kevin (K.E.)
Subject: FW: WORQ Order 0695582

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

The last adapter for our PDI test (TR YC8010) was completed on May 20th. Can you please let me know when we can start the test? We should have all the parts and fixtures now.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Georgic, Jeffrey (J.A.)
Sent: Thursday, May 12, 2005 2:46 PM
To: Placha, Diana (D.)
Subject: RE: WORQ Order 0695582

Diane.I would like to say yes but we are at max capacity.I looked to see if there was any other work we could move back that was already in the system for that program and there is nothing.We should have the part ready on or just before the 27th.

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

From: Placha, Diana (D.)
Sent: Thursday, May 12, 2005 2:34 PM
To: Georgic, Jeffrey (J.A.)
Subject: WORQ Order 0695582

Hi Jeff...Is there any possibility that they could finish WORQ order 0695582 sooner than May 27th?

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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From: Wu, Bill (B.)
Sent: Tuesday, October 14, 2003 6:29 AM
To: Schroeder, Robert (R.C.); Burton, Keith (K.D.)
Cc: Placha, Diana (D.); Plasencia, David (D.B.); Gryzelius, Bryant (D.); Baczkowski, Victor (V.); Fallu, John (W.); Adamski, Raymond (R.J.)
Subject: Work Order 0482958 For Inspection Of AX Pump Drive Inserts (E6SP-7F466-AA)

Importance: High

Follow Up Flag: Follow up
Flag Status: Red

***** HOT JOB *****

Bob/Keith, Can either one of you please conduct this runout inspection for the AX Hybrid Torque Converter Pump Drive Inserts (E6SP-7F466-AA), the first thing this morning? The three (3) samples are on the Inspection Table adjacent to the Runout Inspection Fixtures. The Work Order Number is 0482958.

We need this inspection data for a 10:00 A.M. meeting with the AX Transmission Department today.
Thanks.

Bill Wu
Ford ATEO Torque Converter Engineering Department
Phone: 734-523-3779; Fax: 734-525-3449; E-Mail: wwu@ford.com
Mail Box 30, Livonia Transmission

From: Roddy, Gary (G.D.)
Sent: Friday, September 23, 2005 5:35 PM
To: Baert, Kevin (K.E.); Placha, Diana (D.)
Cc: Nelson, Gary (G.W.); Motley, Alan (A.M.); Ojala, Anton (A.O.); Ojala, Garry (G.J.); Lewis, John (J.M.)
Subject: YC8010

Follow Up Flag: Follow up
Flag Status: Red

Kevin, Diana

Sample 12 completed, hitting the angle limit at 143184 cycles. Post inspection indicated 1/2 tooth wear. Currently running sample 15 per instructions at same parameters.

From: Baert, Kevin (K.E.)
Sent: Thursday, September 29, 2005 2:54 PM
To: Placha, Diana (D.)
Subject: FW: YC8010 part 23

Follow Up Flag: Follow up
Flag Status: Red

FYI.

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

From: Ojala, Garry (G.J.)
Sent: Thursday, September 29, 2005 1:57 PM
To: Baert, Kevin (K.E.)
Subject: YC8010 part 23

Data on Part 23 is bad.

The splash guard that we had installed was not correctly position/re-installed. It then had a excessive leak and that part 23 ran out of oil and most likely ran dry. Part #23 25849 cycles before it was removed. Part # 24 is now running. Part #15 did completed 500,000 cycles.

Garry Ojala
HMS Lab
313 805-0621

From: Placha, Diana (D.)
Sent: Wednesday, March 02, 2005 3:05 PM
To: Borneo, Joseph (J.A.); Plasencia, David (D.B.)
Subject: FW: YC8010: Fixture update

Follow Up Flag: Follow up
Flag Status: Red

Just an update...Looks like the fixtures for our pump drive insert spline wear test won't be done until April 15th.

Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Georgic, Jeffrey (J.A.)
Sent: Wednesday, March 02, 2005 2:46 PM
To: Placha, Diana (D.)
Subject: RE: YC8010: Fixture update

The job is in our queue and scheduled to be completed by 4-15.
Given our current workload and overtime requirements that is the best I can do

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

From: Placha, Diana (D.)
Sent: Wednesday, March 02, 2005 2:42 PM
To: Georgic, Jeffrey (J.A.)
Subject: FW: YC8010: Fixture update

Hi Jeff...I noticed that the promise date on this WORQ order is April 15th. Can you please let me know what can be done to improve timing?

Thanks,
Diana B. Placha

FORD MOTOR COMPANY

Torque Converter Engineering

☎ (734) 523-3393

Email: <<<mailto:DPLACHA@FORD.COM>>>

Text Page: <<<mailto:7342964342@airtouchpaging.com>>>

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

From: Baert, Kevin (K.E.)
Sent: Wednesday, March 02, 2005 10:33 AM
To: Placha, Diana (D.)
Subject: YC8010: Fixture update

John Osborn has submitted a work request to the machine shop to have your parts altered. The Work

Order # is 0678430.

From: McConnell, Dale (D.)
Sent: Wednesday, October 22, 2003 10:27 PM
To: Placha, Diana (D.B.); Monk, Larry (L.H.); Stephens, Bill (B.G.)
Cc: Agrusa, Frank (F.R.)
Subject: converter

Follow Up Flag: Follow up
Flag Status: Red

There is no wear, period. The high spots on the tool marks look like they got polished a little. On the major the spec lists a max, shouldn't this be a min on a id spline? I figured out a way on the CMM to get a position of the minor of the spline using the hub(pilot dia?) as datum. It worked out very well. Part 4 had a little exaggeration of the position due to wear on the hub. There doesn't appear to be anything wrong with this part that could cause damage. I left the worq order open in case more inspection is wanted.

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Wednesday, January 12, 2005 2:33 PM
To: Placha, Diana (D.B.)
Cc: FPM - Bob Ferry (E-mail)
Subject: Pump insert heat treat test samples

Follow Up Flag: Follow up
Flag Status: Red

Attachments: WFB Trial Nitrotec.doc; WFB Trial 1018 material.doc; WFB Trial 1010 material.doc; W1818 aust tests.doc



WFB Trial Nitrotec.doc (1,020 ..



WFB Trial 1018 material.doc (5...



WFB Trial 1010 material.doc (6...



W1818 aust tests.doc (34 KB)

Diana,

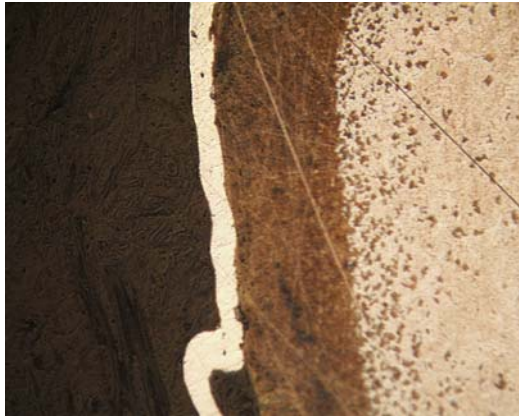
Here are test results for the pump inserts made with 1010 and 1018 material heat treated with the Nitrotec and Austenitic Nitro Carburizing processes. I also included a table so it is a bit easier to compare them.

<<WFB Trial Nitrotec.doc>> <<WFB Trial 1018 material.doc>> <<WFB Trial 1010 material.doc>> <<W1818 aust tests.doc>>
Thanks, Gary Korth PHN 608-764-5416 FAX 608-764-8590 gkorth@mpi-int.com



FPM IPSEN 648 US Rte 20 Cherry Valley, IL 61016 {815} 332-4961

WFB
Tempered Samples
Report #12
 1018 material
 Austenitic Nitrocarburizing



Tooth Piece



Flat Piece

Magnification X200

Pictures from Piece #1
 Results are from Mount #12369
 {using 100 gram load}

	Tooth Pieces		Flat Pieces	
	#1	#2	#1	#2
.001" =	352=35.2 RC	355=35.0 RC	683=57.7 RC	498=47.2 RC
.002" =	705=58.8 RC	573=51.8 RC	783=62.3 RC	703=58.7 RC
.003" =	752=60.9 RC	734=60.1 RC	729=59.9 RC	748=60.7 RC
.004" =	721=59.5 RC	767=61.6 RC	712=59.1 RC	781=62.2 RC
.005 =	696=58.3 RC	729=59.9 RC	334=33.1 RC	735=60.2 RC
.006" =	323=31.7 RC	482=46.2 RC	264=22.6 RB	365=36.5 RB
.007 =	276 =24.8 RC	295=27.7 RC	270=23.6 RC	268=23.5 RC
.008 =	252=20.3 RC	255=20.9 RC	262=22.4 RC	273=24.3 RC
CORE=	242=98.2 RB	235=96.8 RB	216=93.0 RB	214=92.6 RB
D/Z =	.0052"	.0056"	.0046"	.0054"
C/Z =	NONE	NONE	NONE	NONE
POROSITY	.0016"	.0014"	.001"	.0014"

Report: C:\my documents\David's Certs\Reports\WFB Report12
 Picture: C:\olympus\download\WFB00016.jpg & WFB00017.jpg
 Prepared by David Chadwick

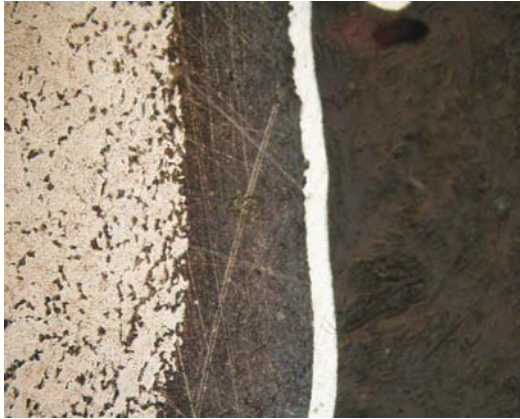


FPM IPSEN 648 US Rte 20 Cherry Valley, IL 61016 {815} 332-4961

WFB

Tempered Samples

Austenitic Nitrocarburizing
1010 Material



Tooth Piece



Flat Piece

Magnification X200

Pictures from Piece #1
Results are from Mount #12370
{using 100 gram load}

	Tooth Pieces		Flat Pieces	
	#1	#2	#1	#2
.001" =	520=48.6 RC	431=42.5 RC	733=60.1 RC	609=55.2 RC
.002" =	715=59.2 RC	607=53.9 RC	717=59.3 RC	810=53.9 RC
.003" =	730=59.9 RC	701=58.5 RC	653=56.2 RC	712=52.9 RC
.004" =	710=59.0 RC	727=59.8 RC	660=54.9 RC	722=53.7 RC
.005 =	513=48.1 RC	671=57.1 RC	628=54.9 RC	738=60.3 RC
.006" =	233=96.2 RB	418=41.3 RC	216=93.0 RB	261=96.8 RB
.007 =	=	219=93.6 RB	=	236=97.0 RB
CORE=	159=78.3 RB	171=82.3 RB	132=66.5 RB	148=74.3 RB
D/Z =	.0059"	.0058"	.0053"	.0056"
C/Z =	NONE	NONE	NONE	NONE
POROSITY	.0019"	.002"	.0012"	.0017"

Report: C:\my documents\David's Certs\Reports\WFB Report10
Picture: C:\olympus\download\WFB00012.jpg & WFB00013.jpg
Prepared by David Chadwick

PUMP INSERT HARDNESS COMPARISON
NITROTEC – AUSTENITIC NITROCARBURIZING

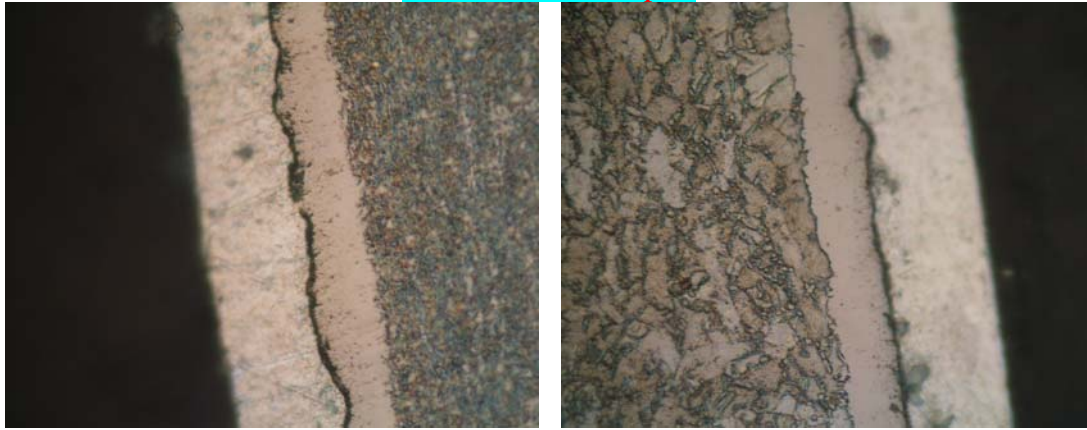
	1018 NITROTEC				1018 AUSTENITIC NITROCARBURIZING				1010 AUSTENITIC NITROCARBURIZING			
	Tooth		Flat		Tooth		Flat		Tooth		Flat	
	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2
.001	40	37	29	31	35	35	58	47	47	43	60	55
.002	40	39	29	32	59	52	62	59	59	54	59	54
.003	37	39	31	30	61	60	60	61	60	59	56	53
.004	33	34	32	31	60	62	59	62	59	60	55	54
.005	27	32	32	32	58	60	33	60	48	57	55	60
.006	27	27	30	30	32	46	23	37	96.2 RB	41	93.0 RB	96.8 RB
.007	27	27	27	29	25	28	24	24	N/A	93.6 RB	N/A	97.0RB
.008	N/A	N/A	N/A	N/A	20	21	22	24	N/A	N/A	N/A	N/A
Core	96.8 RB	90.0 RB	92.0 RB	88.0 RB	98.2 RB	96.8 RB	93.0 RB	92.6 RB	78.3 RB	82.3 RB	66.5 RB	74.3 RB

NOTE: Hardness is Hrc converted from Knoop and rounded to nearest whole number, except where listed as RB.



FPM IPSEN 648 US Rte 20 Cherry Valley, IL 61016 {815} 332-4961

WFB
1018 Nitrotec Samples



Tooth Piece

Mount 12970 Pictures #2
Magnification X1000

Flat Piece



Tooth Piece

Mount #406 Pictures #1
Magnification X1000

Flat Piece

Results are from Mount #406 & 12970
{using 100 gram load}

Tooth Pieces		Flat Pieces	
#1	#2	#1	#2
.001" = 405 = 40.2 RC	367 = 36.8 RC	303 = 28.9 RC	314 = 30.5 RC
.002" = 402 = 40.0 RC	385 = 38.5 RC	305 = 29.1 RC	323 = 31.7 RC
.003" = 367 = 36.7 RC	383 = 38.5 RC	318 = 31.0 RC	307 = 29.5 RC
.004" = 330 = 32.5 RC	343 = 34.2 RC	328 = 32.2 RC	318 = 31.1 RC
.005 = 293 = 27.4 RC	322 = 31.5 RC	328 = 32.2 RC	325 = 31.9 RC
.006" = 291 = 27.2 RC	291 = 27.2 RC	310 = 29.9 RC	307 = 29.5 RC
.007 = 291 = 27.2 RC	291 = 27.2 RC	291 = 27.2 RC	302 = 28.7 RC
CORE= 235 = 96.8 RB	201 = 90.0 RB	200 = 92.0 RB	192 = 88.0 RB
C/Z= 0.0005 – 0.0006"	0.0008"	0.0005 – 0.0006"	0.0005"

Report: C:\my documents\David's Certs\Reports\WFB Report16

Picture: C:\olympus\download\ WFB00018.jpg & WFB00020.jpg ;WFB00028.jpg & WFB00029.jpg

Prepared by David Chadwick

From: Mike Berry [mberry@ddcc.com]
Sent: Monday, May 24, 2004 6:36 AM
To: Placha, Diana (D.B.); David Faeth; Plasencia, David (D.B.)
Cc: Mark Dunlap; Jeff Cline; Jimmy Lee
Subject: MPI PDI Data
Follow Up Flag: Follow up
Flag Status: Red
Attachments: MPI Date Page 3.jpg; MPI Date.jpg; MPI Date Page 2.jpg

location of data and Lot #

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

Date	Lot#	Tooth CZ	Flat CZ	Nitride Needles	Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles
3/10/2004	228	0.0007	0.0005	NO	4/9/2004	231	0.0006	0.0007	NO
		0.0001	0.0005	NO			0.0005	0.0006	NO
		0.0006	0.0005	NO			0.0007	0.0006	NO
			0.0005	NO				0.0005	NO
			0.0005	NO				0.0006	NO
			0.0005	NO				0.0005	NO
			0.0006	NO				0.0006	NO
			0.0005	NO				0.0008	NO
			0.0006	NO				0.0006	NO
			0.0005	NO				0.0008	NO
			0.0006	NO				0.0006	NO
			0.0005	NO				0.0008	NO
			0.0006	NO				0.0007	NO
4/5/2004	230	0.0007	0.0007	NO	4/30/2004	232	0.0006	0.0006	NO
		0.0009	0.0006	NO			0.0012	0.0005	NO
		0.0008	0.0006	NO			0.0009	0.0007	NO
			0.0006	NO				0.0006	NO
			0.0008	NO				0.0007	NO
			0.0006	NO				0.0006	NO
			0.0008	NO				0.0007	NO
			0.0007	NO				0.0008	NO
			0.001	NO				0.0008	NO
			0.0009	NO				0.0009	NO
			0.0009	NO				0.0007	NO
			0.0007	NO				0.0007	NO
4/26/2004	231	0.0007	0.0006	NO					
		0.0009	0.0006	NO					
		0.0006	0.0005	NO					
			0.0005	NO					
			0.0005	NO					
			0.0005	NO					
			0.0006	NO					
			0.0005	NO					
			0.0009	NO					
			0.0009	NO					
			0.0006	NO					
			0.0007	NO					

Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles
5/4/04	232	0.0007	0.0008	NO
		0.0009	0.0006	NO
		0.0007	0.0006	NO
			0.0007	NO
			0.0007	NO
			0.0007	NO
			0.0008	NO
			0.0006	NO
			0.0008	NO
			0.0009	NO
			0.0008	NO
			0.0008	NO
5/7/2004	232	0.0005	0.0005	NO
		0.0006	0.0006	NO
		0.001	0.0005	NO
			0.0005	NO
			0.0005	NO
			0.0005	NO
			0.0007	NO
			0.0007	NO
			0.0008	NO
			0.0007	NO
			0.0006	NO
			0.0006	NO

Wisconsin Fineblanking Test Results at FPM Ipsen
 Part Number W1818
 Compound Zone Layer

Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles	Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles
1/27/2004	223	0.0008	0.0005	NO	2/2/2004	224	0.0012	0.0006	NO
		0.001	0.0006	NO			0.001	0.0005	NO
		0.0008	0.0005	NO			0.0012	0.0005	NO
			0.0006	NO				0.0006	NO
			0.0005	NO				0.0006	NO
			0.0005	NO				0.0006	NO
			0.0005	NO				0.0005	NO
			0.0005	NO				0.0005	NO
			0.0005	NO				0.0005	NO
			0.0006	NO				0.0005	NO
			0.0006	NO				0.0005	NO
			0.0006	NO				0.0008	NO
			0.0006	NO				0.0006	NO
1/28/2004	225	0.0013	0.0005	NO	2/25/2004	227	0.0005	0.0005	NO
		0.0012	0.0006	NO			0.0011	0.0005	NO
		0.0012	0.0005	NO			0.0008	0.0005	NO
			0.0006	NO				0.0005	NO
			0.0005	NO				0.0006	NO
			0.0005	NO				0.0005	NO
			0.0005	NO				0.0006	NO
			0.0005	NO				0.0005	NO
			0.0005	NO				0.0006	NO
			0.0006	NO				0.0007	NO
			0.0006	NO				0.0007	NO
			0.0006	NO				0.0008	NO
3/10/2004	227	0.0009	0.0006	NO	4/5/2024	229	0.0008	0.0007	NO
		0.0012	0.0008	NO			0.0006	0.0005	NO
		0.0013	0.0006	NO			0.001	0.0006	NO
			0.0007	NO				0.0006	NO
			0.001	NO				0.0006	NO
			0.0008	NO				0.0006	NO
			0.0006	NO				0.0006	NO
			0.0008	NO				0.0005	NO
			0.0008	NO				0.0005	NO
			0.001	NO				0.0005	NO
			0.0012	NO				0.0006	NO
			0.0006	NO				0.0009	NO
								0.0005	NO

From: Jimmy Lee [jlee@ddcc.com]
Sent: Monday, September 13, 2004 12:54 PM
To: Placha, Diana (D.B.)
Cc: Susan Dotson; Mike Berry; larisumi@exedy-us.com; Jim Snodgrass; dfaeth@exedy-us.com
Subject: FW: MPI Wis Fine - PDI Layer Test1.xls

Follow Up Flag: Follow up
Flag Status: Red

Attachments: MPI Wis Fine - PDI Layer Test1.xls



MPI Wis Fine - PDI
Layer Test1...

Diana:

This is the report from MPI. It shows the Livonia parts have the thicker nitride layer at the tooth area and the nitride needles (like the LPV failure). Current production parts have the thinner layer and no needles.

Regards,

Jimmy Lee

Quality Manager

Exedy America Corporation

(865) 932-5272 phone

(865) 932-2230 fax

(865) 599-4389 cell

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

From: Korth, Gary [mailto:GKorth@mpi-int.com]

Sent: Friday, September 10, 2004 3:05 PM

To: Jimmy Lee

Cc: Mike Berry; Susan Dotson; FPM - Dave Klagues (E-mail); FPM - Bob Ferry (E-mail); Hayden, Richard

Subject: MPI Wis Fine - PDI Layer Test1.xls

Jimmy,

This should be the information as we discussed it earlier today. Please contact me if it is not. I will be available after 8 am Eastern Time on Monday.

<<MPI Wis Fine - PDI Layer Test1.xls>>

PDI Comparison

	Livonia Parts		Current Production		Durability Test Failure after 28593 mi.	
	1	2	3	4	1	2
White Layer Thickness						
Mount #						
Tooth	.0016"	0.0008	0.0006	0.0006	.0016-.0018"	N/A
Flat	.0006"	0.0005	0.0005	0.0006	.0007"	N/A
Hardness below white layer. 100GM load @ .001-.0015"						
Tooth	30.5 RC	29.5 RC	33 RC	31.5 RC	N/A	N/A
Flat	86.5 RB		89.8 RB		N/A	N/A
Core	85.5-78 RB	78-78.3 RB	87-78 RB	73.5-92 RB	N/A	N/A
Nitride Needles						
Tooth	Yes	Yes	No	No	N/A	N/A
Flat	Yes	Yes	No	No	N/A	N/A

From: Korth, Gary [GKorth@mpi-int.com]
Sent: Monday, December 15, 2003 5:21 PM
To: Daikin - Jimmy Lee (E-mail); Placha, Diana (D.B.); FPM - Bob Ferry (E-mail)
Cc: Egli, Felix; Hayden, Richard; Collier, Steve; Braund, Dan; Janowski, Larry
Subject: aMPI W1818 Samples (2).xls

Follow Up Flag: Follow up
Flag Status: Red

Attachments: aMPI W1818 Samples (2).xls



aMPI W1818
Samples (2).xls (14..

Attached to this e-mail is a spreadsheet showing the results of compound layer measurements at FPM and MPI. The results of porosity evaluation and examination for nitrite needles is included.

<<aMPI W1818 Samples (2).xls>>

Analysis of Pump Insert E6SP-7F466-AA (W1818) 12/12/2003

		Quantity		CZ Flat	CZ Teeth	Nitride Needles		Porosity	
		Gauged	Not g'gd			Flat	Teeth	Flat	Teeth
(1A) As Quenched 0.0006	FPM		5	.0002-.0003"	.0004 - .0006"	AFS to .002"	None	None	Up to 10% of CZ, Light
	MPI	3		.0003 - .0004"	.0004 - .0006"	None	None	None	None to Slight
	DAIKIN		2						
	DAIKIN	3							
	FORD		3						
	FORD	4							
(1B) As Tempered 0.0006 (600F)	FPM		2	.0002 - .0004"	.0004 - .0006"	Heavy to .008"	Heavy to .008"	None	Up to 10% of CZ, Light
	MPI	2		.0002 - .0003"	.0004 - .0005"	Medium to Heavy to .028"	Medium to .015"	None	None
	DAIKIN		2						
	DAIKIN	1							
	FORD		2						
	FORD	1							
(2A) As Quenched 0.002	FPM		5	.0010-.0012"	.0016-.0018"	AFS to .005"	None	20-40% of CZ	70% of CZ, some large voids
	MPI	3		.0010 - .0013"	.0014 - .0019"	None	None	None to Slight	None to Medium
	DAIKIN		3						
	DAIKIN	2							
	FORD		3						
	FORD	2							
(2B) As Tempered 0.002 (600F)	FPM		2	.0010 - .0012"	.0016 - .0018"	Heavy to .028"	Heavy to .030"	20-40% of CZ	70% of CZ some large voids
	MPI	2		.0011 - .0013"	.0014 - .0018"	Medium to Heavy to .028"	Medium to .031"	None	Medium to Heavy
	DAIKIN		2						
	DAIKIN	1							
	FORD		2						
	FORD	1							
(3A) As Quenched	FPM		3	0.0002"	0.0004"	None	None	None	Light up to 5% of CZ
	MPI	2		.0001 - .0003"	.0002 - .0004"	None	None	None	None

Analysis of Pump Insert E6SP-7F466-AA (W1818)								12/12/2003	
		Quantity		CZ Flat	CZ Teeth	Nitride Needles		Porosity	
		Gauged	Not g'gd			Flat	Teeth	Flat	Teeth
0.00025	DAIKIN		3						
	DAIKIN	2							
	FORD		3						
	FORD	2							

AFS = A Few Scattered
 CZ = Compound Zone

From: Mike Berry [mberry@ddcc.com]
Sent: Monday, May 24, 2004 10:47 AM
To: David Faeth; Plasencia, David (D.B.); Placha, Diana (D.B.); Jimmy Lee
Cc: Mark Dunlap; Jeff Cline
Subject: Current MPI Data for CZ
Follow Up Flag: Follow up
Flag Status: Red
Attachments: FPM cz data 04.xls

This is the Correct data for the initial sent from MPI

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

Wisconsin Fineblanking Test Results
Part Number W1818
Compound Zone Layer

Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles	Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles
1/27/2004	223	0.0008	0.0007	NO	2/2/2004	224	0.0012	0.0007	NO
		0.001	0.0006	NO			0.001	0.0006	NO
		0.0008	0.0005	NO			0.0012	0.0005	NO
			0.0006	NO				0.0006	NO
			0.0006	NO				0.0005	NO
			0.0009	NO				0.0007	NO
			0.0006	NO				0.0005	NO
			0.0009	NO				0.0005	NO
			0.0009	NO				0.0009	NO
			0.0007	NO				0.0008	NO
			0.0006	NO				0.0008	NO
			0.0006	NO				0.0005	NO
1/28/2004	225	0.0009	0.0007	NO	2/25/2004	227	0.0005	0.0006	NO
		0.0008	0.0009	NO			0.0011	0.0007	NO
		0.0008	0.0005	NO			0.0008	0.0006	NO
			0.0006	NO				0.0005	NO
			0.0006	NO				0.0006	NO
			0.0007	NO				0.0006	NO
			0.0006	NO				0.0006	NO
			0.0008	NO				0.0005	NO
			0.0007	NO				0.0005	NO
			0.0008	NO				0.0006	NO
			0.0008	NO				0.001	NO
			0.0007	NO				0.0008	NO
			0.0008	NO				0.0008	NO
			0.0006	NO				0.0008	NO
			0.0008	NO				0.0009	NO
			0.0006	NO				0.001	NO
								0.0011	NO
								0.001	NO

Date	Lot#	Tooth CZ	Flat CZ	Nitride Needles	Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles
3/10/2004	227	0.0009	0.0005	NO	4/9/2004	231	0.0006	0.0006	NO
		0.0012	0.0005	NO			0.0005	0.0006	NO
		0.0013	0.0005	NO			0.0007	0.0008	NO
			0.0005	NO				0.0006	NO
			0.0005	NO				0.0008	NO
			0.0005	NO				0.0007	NO
			0.0005	NO				0.0009	NO
			0.0006	NO				0.0009	NO
			0.0005	NO				0.0007	NO
			0.0005	NO				0.0008	NO
			0.0005	NO				0.0007	NO
			0.0012	NO				0.0006	NO
3/10/2004	228	0.0007	0.0008	NO	4/30/2004	232	0.0006	0.0005	NO
		0.001	0.0006	NO			0.001	0.0006	NO
		0.0006	0.0006	NO			0.0009	0.0006	NO
			0.0007	NO				0.0005	NO
			0.0012	NO				0.0006	NO
			0.0006	NO				0.0008	NO
			0.0008	NO				0.0005	NO
			0.0006	NO				0.0006	NO
			0.0007	NO				0.0008	NO
			0.0008	NO				0.0006	NO
			0.0006	NO				0.0007	NO
			0.0006	NO				0.0007	NO
4/5/2004	230	0.0007	0.0005	NO					
		0.0009	0.0006	NO					
		0.0008	0.0006	NO					
			0.0006	NO					
			0.0006	NO					
			0.0005	NO					
			0.0006	NO					
			0.0006	NO					
			0.0006	NO					
			0.0006	NO					
			0.001	NO					
			0.0006	NO					

Date	Lot #	Tooth CZ	Flat CZ	Nitride Needles
5/4//04	232	0.0007	0.0005	NO
		0.0009	0.0006	NO
		0.0007	0.0005	NO
			0.0005	NO
			0.0005	NO
			0.0005	NO
			0.0005	NO
			0.0006	NO
			0.0008	NO
			0.0007	NO
			0.0006	NO
			0.0008	NO
5/7/2004	232	0.0005	0.0006	NO
		0.0006	0.0007	NO
		0.001	0.0007	NO
			0.0008	NO
			0.0006	NO
			0.0008	NO
			0.0006	NO
			0.0009	NO
			0.0008	NO
			0.0008	NO
			0.0008	NO
			0.0007	NO

From: Mike Berry [mberry@ddcc.com]
Sent: Tuesday, May 18, 2004 5:59 PM
To: Placha, Diana (D.B.)
Cc: Jimmy Lee; David Faeth; Plasencia, David (D.B.)
Subject: MPI Work Instruction
Follow Up Flag: Follow up
Flag Status: Red
Attachments: MPI Nitro 38-01.doc

Diana

My apology for not following up with this document after sending the data.

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

From: Placha, Diana (D.) [mailto:dplacha@ford.com]
Sent: Tuesday, May 18, 2004 9:29 AM
To: Mike Berry
Cc: David Faeth; Plasencia, David (D.B.)
Subject: RE: CZ Data MPI
Importance: High

This is like pulling teeth!

I haven't seen their new Work Instruction. Where were these measurements taken? Do they have data from both the spline area and the flat surface of the pump drive insert?

I want to see all of the data and their work instruction by the end of the day.

Diana B. Placha

Torque Converter Engineering

☎ (734) 523-3393

Email: <<mailto:DPLACHA@FORD.COM>>

Text Page: <<mailto:7342964342@airtouchpaging.com>>

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

From: Mike Berry [mailto:mberry@ddcc.com]
Sent: Tuesday, May 18, 2004 6:56 AM

PE09-033.1 001207

7/27/2010

To: Placha, Diana (D.)
Cc: David Faeth; Plasencia, David (D.B.)
Subject: CZ Data MPI

Diana
Attached is the Compound Zone data from MPI per their Work Instruction

Michael Berry
Quality Engineer
EXEDY America Corporation
2121 Holston Bend Drive
Mascot, Tn 37806-1524
Phone - (865)932-5252
Fax - (865)932-2230

Work Instruction

FPM/Ipsen Heat Treating
Nitrotec Department

Revision: -A-

Revision Date: 11/20/03

Page 1 of 4



Nitrotec 38-01 MPI W1818 Inspection

Reviewed & Approved by:

_____ Department Manager

_____ Quality Manager

Revision History

Rev	Date	Description of change
A	11/20/03	Original Issue

1.0 Purpose:

To clarify inspection procedures of all loads of MPI – Wisconsin Fineblanking P/N W1818 processed through the Nitrotec furnaces.

2.0 Scope:

This work instruction applies to all inspection/lab personnel within the Nitrotec/Pusher Department who inspect P/N W1818.

3.0 Definitions:

CZ – Compound Zone or white layer that is developed on the surface of Nitrotec processed parts.

DZ – Diffusion Zone or depth of nitride penetration into the surface of Nitrotec processed parts below the compound zone.

Nitride Needles – These are nitride precipitates that look like short, straight lines (needle like in appearance) which are randomly oriented in the diffusion zone of the case.

4.0 Associated Material:

W1818 Load Diagram, Appendix A (Current Revision)

MPI Status Card, Appendix B (Current Revision)

5.0 Work Instruction:

Inspection Procedure

1. After Nitrotec processing, 15 Samples are to be pulled from each load, five (5) from the top, middle and bottom baskets of a load. Samples are to be pulled from the corners and middle area of the baskets. The inspector is to keep the parts identified as to basket location. See Appendix A for sample identification and location.
2. The inspector is to mount three (3) parts to view approximately 1/3 of the spline area and portion of flat area on each part. These parts are to be pulled from the top basket corner, middle basket middle, and bottom basket opposite corner.
3. The remaining twelve (12) pieces will be mounted to view the CZ on the flat side surface. We must keep them identified as to which basket the samples were pulled from. A sample of each mount (spline/flat) will be given to the customer with parts.
4. CZ (compound zone) depth measurements are to be made at 400-500X magnification, recorded on the Shop Order for each part and identified per basket. Flat side measurements are to be made in an area where good edge retention is exhibited. Spline tooth measurements are to be made on the pitch diameter (middle of tooth). The specification is .0004-.0012" CZ depth but up to .0016" CZ is acceptable. CZ depth measurements up to .0016" includes austenite layer. The spline is the critical location for CZ depth, although both areas need to be within specification.
5. DZ (diffusion Zone) case evaluations are to be made at 200X magnification on each part looking for abnormalities and "nitride needles". Record on the Shop Order whether Nitride Needles were observed or not. If Nitride Needles are observed, place the job on QC Hold and contact your supervisor for disposition.
6. Inspector is to fill out the MPI Item Status Card on each order and chart the CZ on the Nitrotec Form 10-01. The following information must be shown on the status card; Date, shop order number in set-up column, initials and quantity processed. (See appendix B)

6.0 Reference Documents:

Nitrotec Form 10-01, Wisconsin Fineblanking P/N # W1818

Nitrotec Case Description Fig. 5.



Fig. 1, **Acceptable** – 70,000 Miles Durability Test

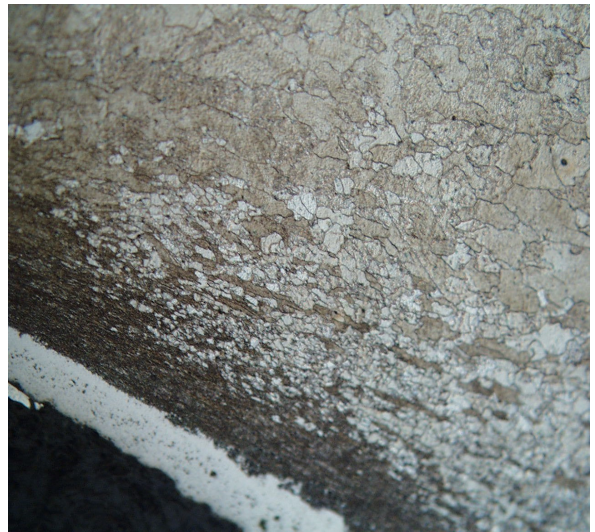


Fig. 2, **Acceptable** Nitrotec Case.

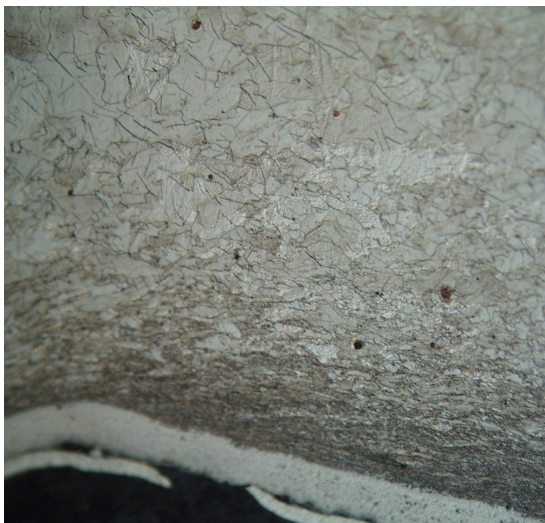


Fig. 3, **Unacceptable** – Nitride Needles (Atmosphere Cooled)

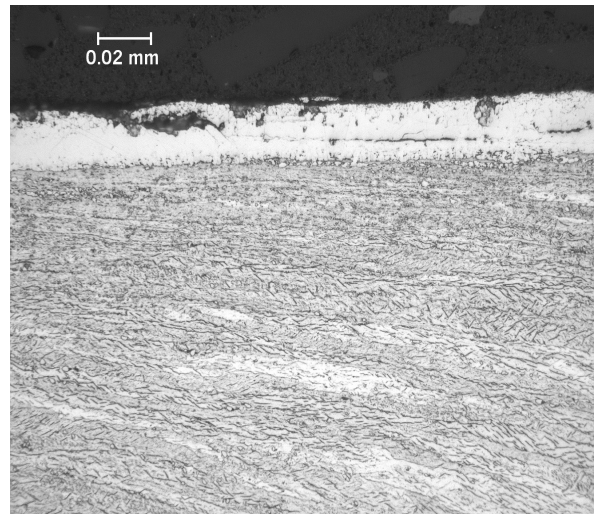


Fig. 4, **Unacceptable** – Nitride Needles

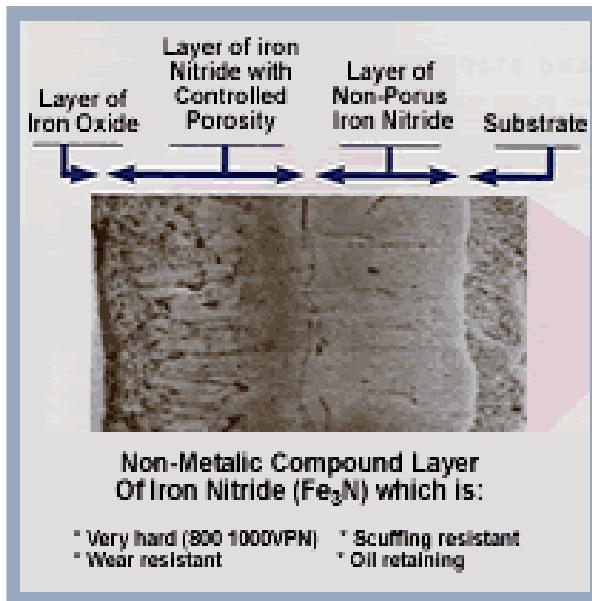


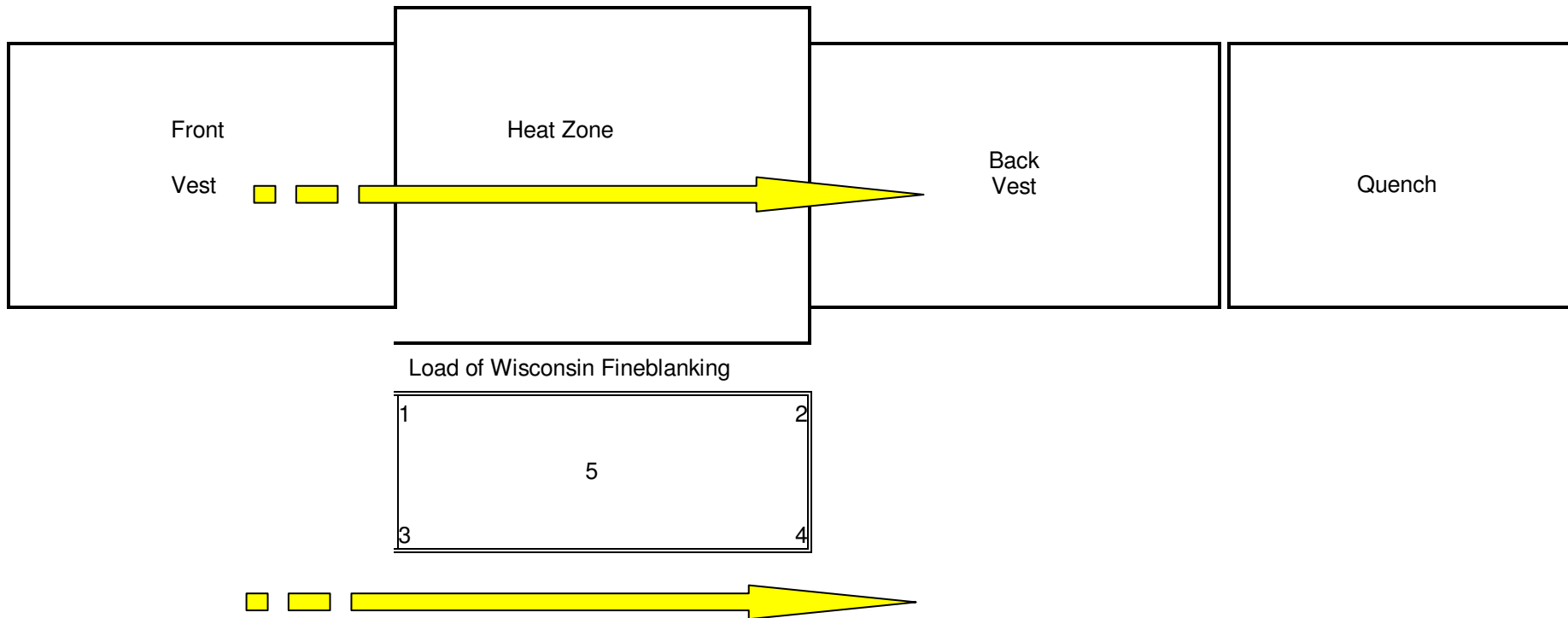
Fig. 5, Description of Nitrotec Case.

Nitrotec 38-01

Revision: -A-

Revision Date: 11/20/03

Page 5 of 5



The operator will need to label the top , middle , bottom with these numbers in this placement each and every time. The operator will need to label the top with T-1,T-2,T-3,T-4,T-5 the middle with M-1,M-2,M-3,M-4,M-5 the bottom with B-1,B-2,B-3,B-4,B-5. Please use wire tags.

If you have any questions please see the shift superintendent or lab personnel

Nitro Appendix A

Rev -A-

12/4/2003

From: Jeff Cline [JeffC@DDCC.COM]
Sent: Monday, October 27, 2003 12:29 PM
To: Placha, Diana (D.B.)
Cc: Jimmy Lee
Subject: PDI Spline Investigation
Follow Up Flag: Follow up
Flag Status: Red
Attachments: Document 14.jpg; Document 9.jpg; Document 10.jpg; Document 11.jpg; Document 12.jpg; Document 13.jpg

Diana,

The MPI certifications are attached.

Regards,

Jeff Cline
QA Engineer
DDCC
865-932-5270

FPM HEAT TREATING 1501 S. Lively Blvd. • Elk Grove Village, IL 60007 • (847) 228-2525
FPM IPSEN 648 US Rte 20 • Cherry Valley, IL 61016 • (815) 332-4961
FPM MILWAUKEE 11200 W. Heather Avenue • Milwaukee, WI 53224 • (414) 355-7900



WISCONSIN FINEBLANKING
 101 GRAND AVENUE
 DEERFIELD, WI 53531

CERTIFICATION

THE FOLLOWING IS REQUESTED:
 COMPOUND ZONE: .0006-.0012"
 HARDNESS: FILE HARD 58 RC MIN.
 SPECIFICATION: REV LEVEL M3

Shop No. 607972
 Order No. W100304
 Quantity 8,817
 Description W1818
 Material 1008-1010

The following is certified:

Process ***NITROTEC***

COMPOUND ZONE MEASURES: .0006 -.0009"

HARDNESS TESTS: FILE HARD TO A 58 RC FILE

WFB LOT NUMBER: 202

NUMBER OF PARTS TESTED: 15

FPM HEAT TREATING

Authorized Signature:

Burl Wilson
BURL WILSON

LAB SUPERVISOR

Date:

5-19-03

FPM HEAT TREATING 1501 S. Lively Blvd. • Elk Grove Village, IL 60007 • (847) 228-2525
FPM IPSEN 648 US Rte 20 • Cherry Valley, IL 61016 • (815) 332-4961
FPM INTEGRATED SERVICES 1310 Samuelson Road • Rockford, IL 61109 • (815) 397-7800
FPM INTEGRATED SERVICES 4080 Easy Street • Rockford, IL 61109 • (815) 484-9291
FPM MILWAUKEE 11200 W. Heather Avenue • Milwaukee, WI 53223 • (414) 355-7900



WISCONSIN FINEBLANKING
 101 GRAND AVENUE
 DEERFIELD, WI 53531

CERTIFICATION

THE FOLLOWING IS REQUESTED:
 COMPOUND ZONE: .0004-.0012"
 HARDNESS: FILE HARD 58 RC MIN.
 SPECIFICATION: REV LEVEL M3

Shop No. 603598

Order No. W100304

Quantity 16,673

Description W1818

Material 1008-1010

The following is certified:

Process *NITROTEC*

COMPOUND ZONE MEASURES: .0005-.001"

HARDNESS TESTS: FILE HARD TO A 58 RC FILE

WFB LOT NUMBER: 196

NUMBER OF PARTS TESTED: 15

FPM

Authorized Signature

David Chadwick
 DAVID CHADWICK

LAB TECHNICIAN

Date: 4-1-03

UNV-F3061

FPM HEAT TREATING 1501 S. Lively Blvd. • Elk Grove Village, IL 60007 • (847) 228-2525
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WISCONSIN FINEBLANKING
 101 GRAND AVENUE
 DEERFIELD, WI 53531

CERTIFICATION

THE FOLLOWING IS REQUESTED:
 COMPOUND ZONE: .0004-.0012"
 HARDNESS: FILE HARD 58 RC MIN.
 SPECIFICATION: REV LEVEL M3

Shop No. 604250
 Order No. W100304
 Quantity 10,693
 Description W1818
 Material 1008-1010

The following is certified:

Process ***NITROTEC***
 COMPOUND ZONE MEASURES: .0007-.001"
 HARDNESS TESTS: FILE HARD TO A 58 RC FILE
 WFB LOT NUMBER: 196
 NUMBER OF PARTS TESTED: 15

FPM

Authorized Signature:

David Chadwick
 DAVID CHADWICK

LAB TECHNICIAN

Date: 4-9-03

UNV-F9051

FPM HEAT TREATING 1501 S. Lively Blvd. • Elk Grove Village, IL 60007 • (847) 228-2525
FPM IPSEN 648 US Rte 20 • Cherry Valley, IL 61016 • (815) 332-4961
FPM MILWAUKEE 11200 W. Heather Avenue • Milwaukee, WI 53224 • (414) 355-7900



WISCONSIN FINEBLANKING
 101 GRAND AVENUE
 DEERFIELD, WI 53531

CERTIFICATION

THE FOLLOWING IS REQUESTED:
 COMPOUND ZONE: .0004-.0012"
 HARDNESS: FILE HARD 58 RC MIN.
 SPECIFICATION: REV LEVEL M3

Shop No. 608226
 Order No. W100304
 Quantity 10,805
 Description W1818
 Material 1008-1010

The following is certified:
NITROTEC

Process COMPOUND ZONE MEASURES: .0006-.001"

HARDNESS TESTS: FILE HARD TO A 58 RC FILE

WFB LOT NUMBER: 202

NUMBER OF PARTS TESTED: 30

FPM HEAT TREATING

Authorized Signature:

[Signature]
 DAVID CHADWICK

LAB TECHNICIAN

Date:

5-19-03

WISCONSIN FINEBLANKING
FPM HEAT TREATING 1501 S. Lively Blvd. • Elk Grove Village, IL 60007 • (847) 228-2525
FPM IPSEN 648 US Rte 20 • Cherry Valley, IL 61016 • (815) 332-4961
FPM INTEGRATED SERVICES 1310 Samuelson Road • Rockford, IL 61109 • (815) 397-7800
FPM INTEGRATED SERVICES 4080 Easy Street • Rockford, IL 61109 • (815) 484-9291
FPM MILWAUKEE 11200 W. Heather Avenue • Milwaukee, WI 53223 • (414) 355-7900



WISCONSIN FINEBLANKING
101 GRAND AVENUE
DEERFIELD, WI 53531

CERTIFICATION

THE FOLLOWING IS REQUESTED:
COMPOUND ZONE: .0006-.0012"
HARDNESS: FILE HARD 58 RC MIN.
SPECIFICATION: REV LEVEL M3

Shop No. 603465

Order No. W100304

Quantity 8,894

Description W1818

Material 1008-1010

The following is certified:

Process *NITROTEC*

COMPOUND ZONE MEASURES: .0005 -.001"

HARDNESS TESTS: FILE HARD TO A 58 RC FILE

WFB LOT NUMBER: 196

NUMBER OF PARTS TESTED: 30

FPM

Authorized Signature:

Burl Wilson
BURL WILSON

LAB SUPERVISOR

Date:

3-28-03

UNV-F3051

FPM HEAT TREATING 1501 S. Lively Blvd. • Elk Grove Village, IL 60007 • (847) 228-2525
FPM IPSEN 648 US Rte 20 • Cherry Valley, IL 61016 • (815) 332-4961
FPM MILWAUKEE 11200 W. Heather Avenue • Milwaukee, WI 53224 • (414) 355-7900



WISCONSIN FINEBLANKING
 101 GRAND AVENUE
 DEERFIELD, WI 53531

CERTIFICATION

THE FOLLOWING IS REQUESTED:
 COMPOUND ZONE: .0004-.0012"
 HARDNESS: FILE HARD 58 RC MIN.
 SPECIFICATION: REV LEVEL M3

Shop No. 607595
 Order No. W100304
 Quantity 8,069
 Description W1818
 Material 1008-1010

The following is certified:
 NITROTEC

Process COMPOUND ZONE MEASURES: .0007-.0012"

HARDNESS TESTS: FILE HARD TO A 58 RC FILE

WFB LOT NUMBER: 202

NUMBER OF PARTS TESTED: 30

FPM HEAT TREATING

Authorized Signature

David Chadwick
DAVID CHADWICK

LAB TECHNICIAN

Date: 5-15-03

From: Jeff Cline [JeffC@DDCC.COM]
Sent: Monday, October 27, 2003 12:28 PM
To: Placha, Diana (D.B.)
Cc: Jimmy Lee
Subject: PDI Spline Investigation
Follow Up Flag: Follow up
Flag Status: Red
Attachments: 3F2PAF PDI Investigation.xls; Document 8.jpg; Document 1.jpg; Document 2.jpg; Document 3.jpg; Document 4.jpg; Document 5.jpg; Document 6.jpg; Document 7.jpg

Diana,

We completed an investigation of the torque converter you sent to DDC for evaluation of the pump drive insert concern and have attached the report.

Also, I am attaching the MPI information you requested. With this email I am attaching the MPI dimensional layouts for the past two (2) years and the SPC charts. I will send the certifications in another email as I do not think all the attachments will be able to be sent in one email.

Please advise if additional information is needed.

Regards,

Jeff Cline
QA Engineer
DDCC
865-932-5270

CHARACTERISTIC: SPLINE DIAM

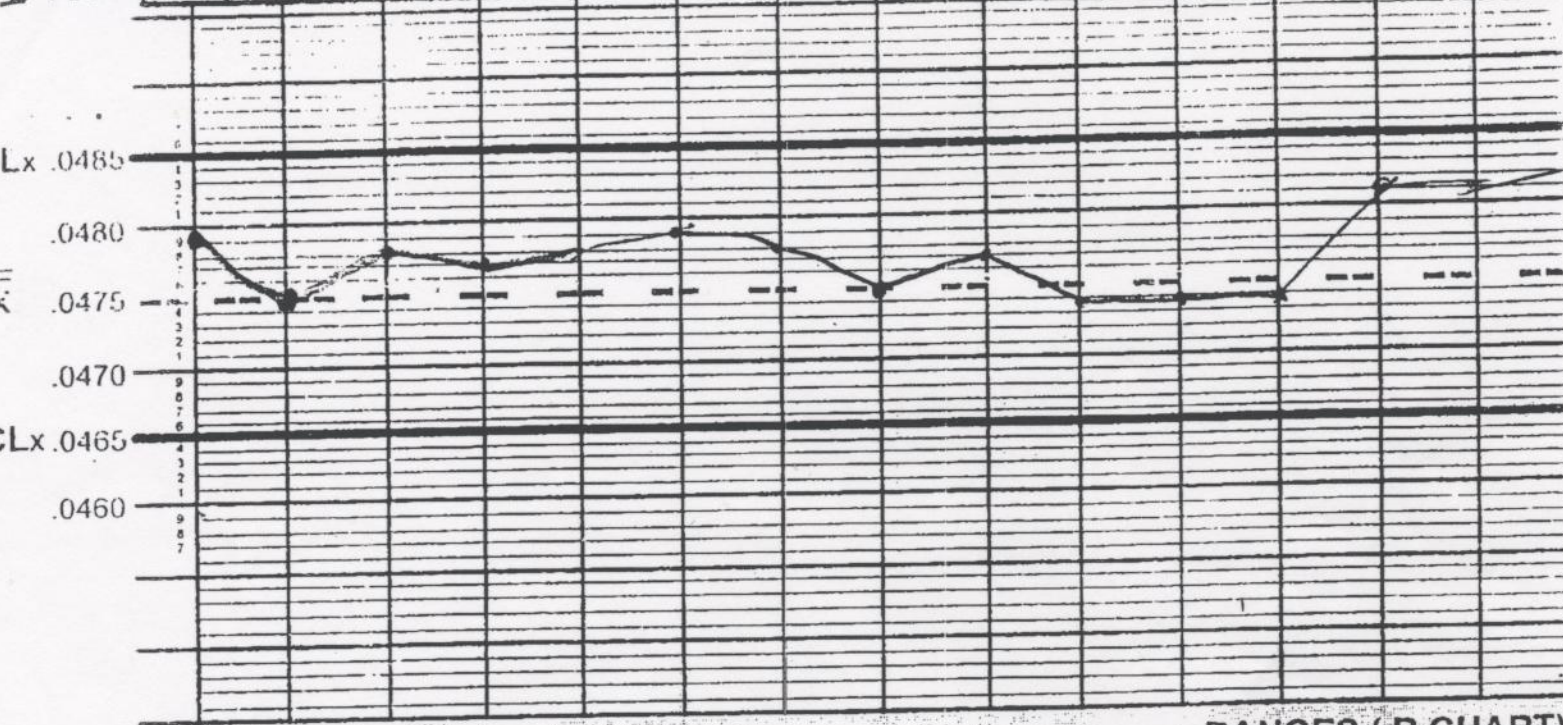
GAGE: SPLINE GAGE

W1818

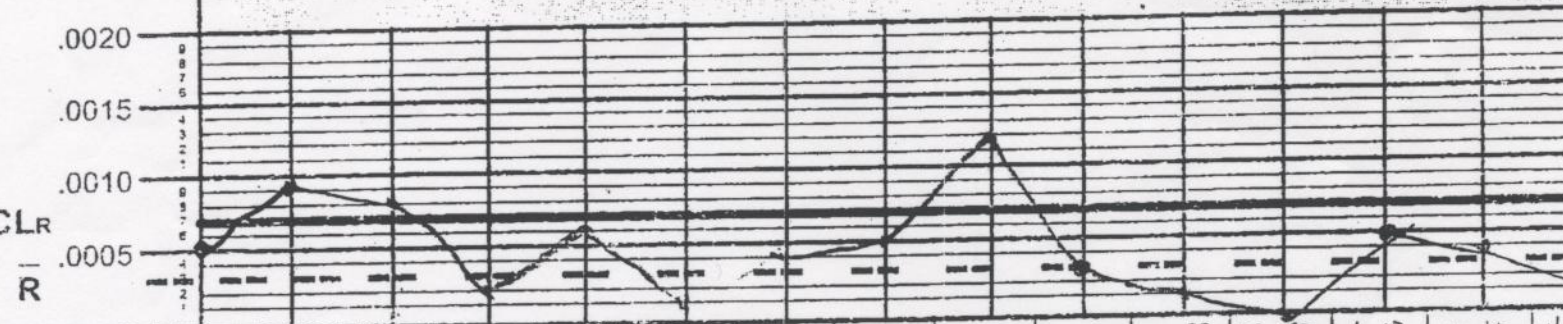
OPERATION: CALIBRATE

SPECIFICATION: .0457 - .0487 In.

Lot 196 196 196 196 196 196 196 196 196 196 196 196 196 196 196



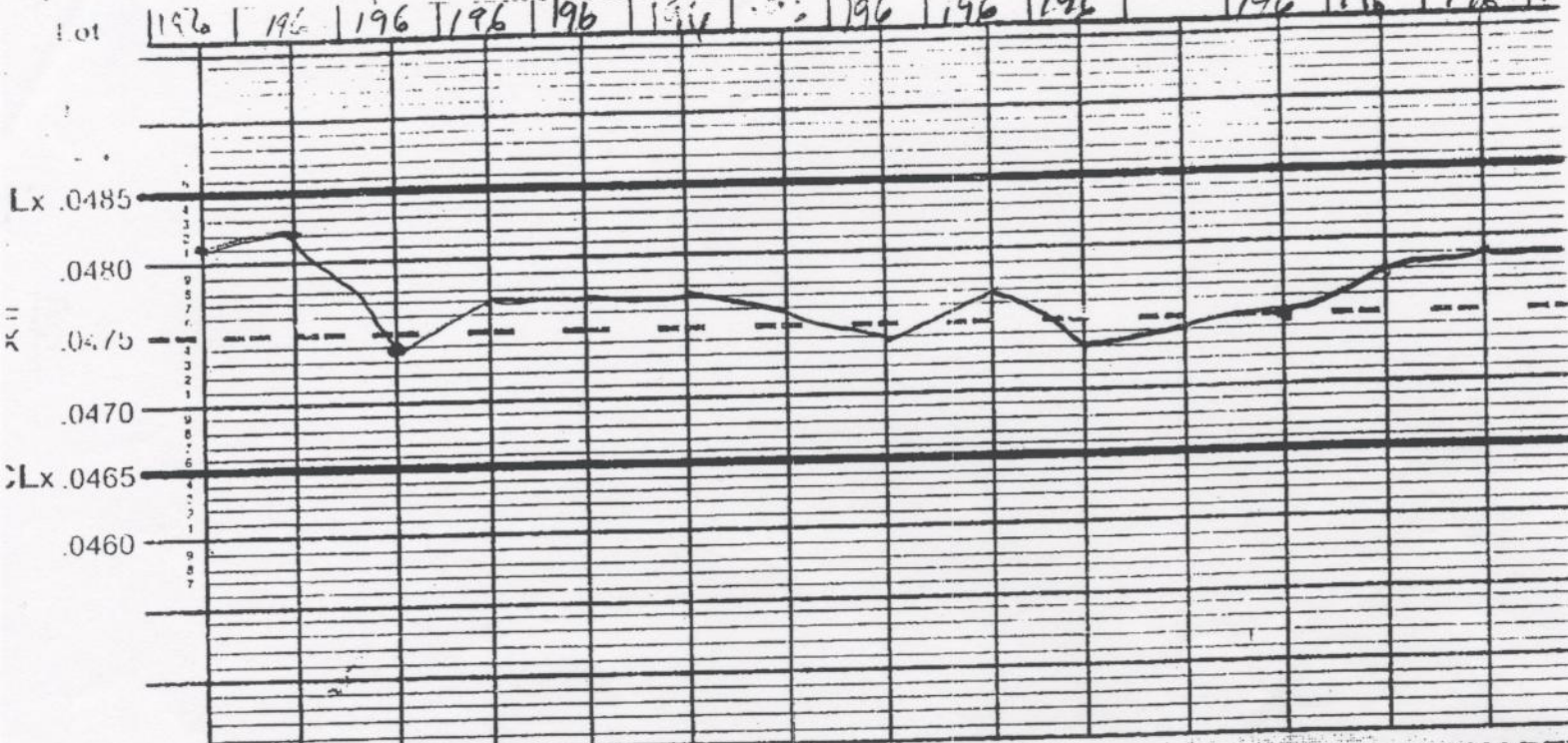
RANGES (R CHART)



DATE:	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3	4-3
TIME:	12 AM	1 AM	2:30 AM	3:30 AM	4:30 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM
1	.0478	.0476	.0479	.0478	.0480	.0477	.0479	.0477	.0482	.0478	.0478	.0477	.0481	.0481	.0484
2	.0477	.0479	.0482	.0477	.0481	.0477	.0477	.0472	.0477	.0477	.0477	.0477	.0484	.0480	.0477
3	.0482	.0470	.0474	.0476	.0475	.0477	.0477	.0475	.0470	.0472	.0470	.0474	.0479	.0477	.0477

SUM	.1437	.1425	.1436	.1431	.1436	.1439	.1424	.1424	.1432	.1421	.1423	.1422	.1444	.1444	.1444
NO. OF READINGS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Highest - Lowest	.0005	.0009	.0008	.0002	.0006	.0001	.0004	.0005	.0002	.0003	.0001	.0005	.0005	.0004	.0004
sample #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
INITIAL:	RS	RS	RS	RS	RS	TS	TS	MS	MS	MS	MS	MS	MS	MS	MS

P/NO: W1818 OPERATION: CALIBRATE CHARACTERISTIC: SPLINE DIAI
 SPECIFICATION: .0457 - .0487 In. GAGE: SPLINE GAGE



RANGES (R CHART)



DATE:	4-22	4-22	4-22	4-23	4-23	4-23	4-23	4-23	4-23	4-23	4-23	4-23	4-24	4-24	4-24
TIME:	7:30 PM	8:30 PM	10 PM	1:15 PM	2:30 PM	3:45 PM	4:30 PM	5:30 PM	7 PM	8 PM	9 PM	11 PM	6 AM	7 AM	11 AM
R	.0482	.0480	.0480	.0479	.0475	.0477	.0476	.0474	.0480	.0471	.0473	.0475	.0479	.0480	.0481
e	.0480	.0484	.0473	.0477	.0480	.0477	.0477	.0475	.0474	.0473	.0475	.0475	.0477	.0477	.0477
d	.0480	.0482	.0469	.0477	.0476	.0477	.0476	.0474	.0477	.0475	.0475	.0475	.0478	.0479	.0479
i															
n															
s															
SUM	.1442	.1446	.1422	.1433	.1431	.1431	.1429	.1423	.1433	.1419	.1423	.1425	.1434	.1436	.1436
SUM	.0471	.0472	.0474	.0477	.0477	.0477	.0476	.0474	.0477	.0473	.0474	.0475	.0478	.0479	.0479
OF READINGS															
= Highest-Lowest	.0002	.0004	.0011	.0002	.0005	0	.0001	.0001	.0004	.0001	.0007	0	.0002	.0002	.0001
Sample #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
INITIAL	AR	AR	RB	TJS	BD	BD	BD	BD	BD	BD	BD	T	km	km	K

R CHART

CONTROL ITEM (V) YES ___ NO X

Chart ID #: 51

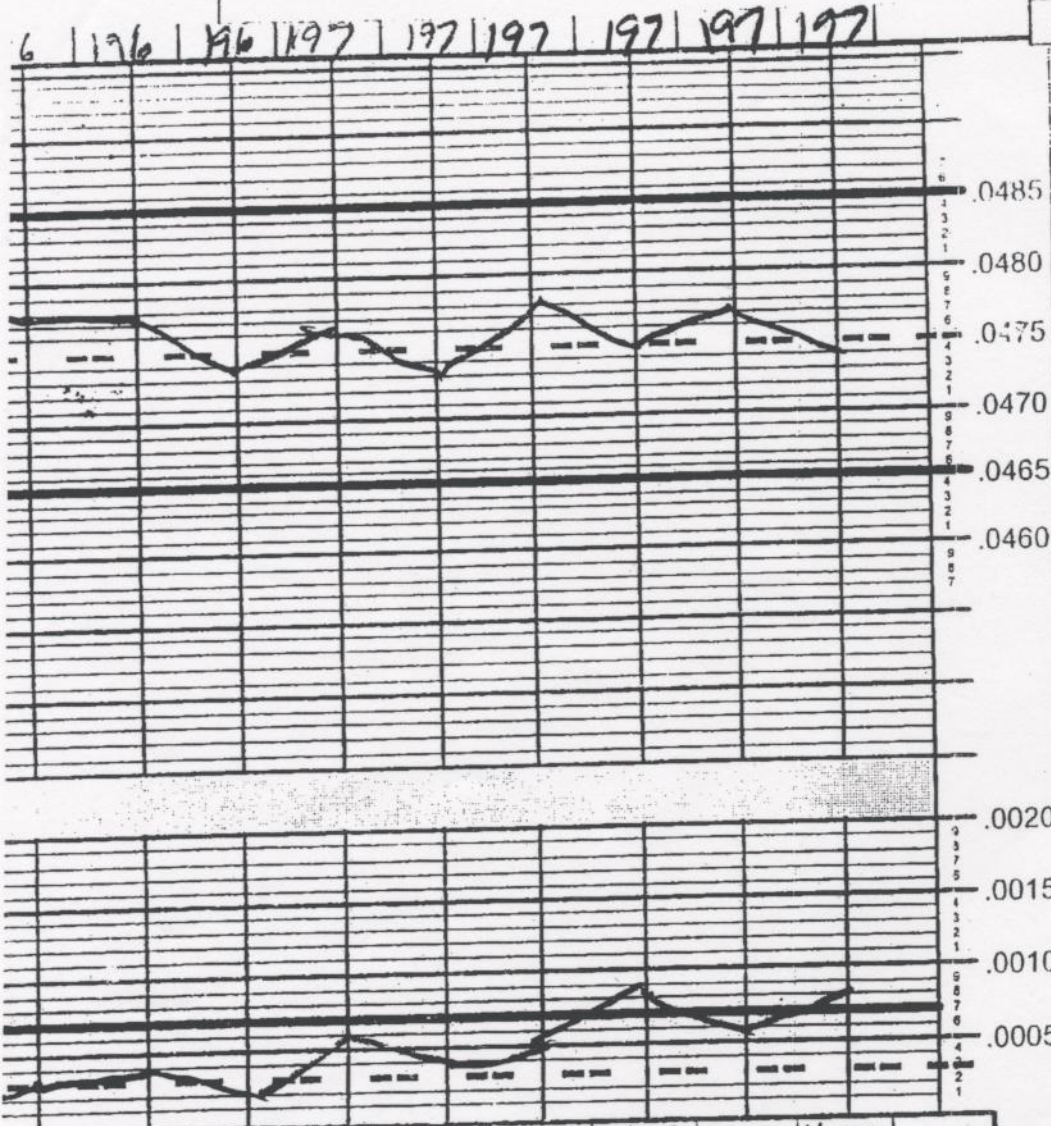
AVERAGES (X BAR CHART)

OUT OF CONTROL CONDITIONS

- *ANY POINT OUTSIDE OF THE CONTROL LIMITS
- *ANY READINGS THAT ARE OUT OF THE SPECIFICATION LIMITS
- *A SHIFT OF 7 POINTS THAT ARE ABOVE OR BELOW THE X OR S N
- *A TREND OF 7 POINTS THAT GO UPWARD OR DOWNWARD.

INSTRUCTIONS FOR OUT OF CONTROL CONDITIONS

1. Verify the gage calibration.
2. Remeasure part, if measurement is in control continue to run.
3. If measurement is out of control, look for assignable cause and make proper notations on the back of the chart.
4. Notify team lead as appropriate.



4-24	4-24	4-24	4-29	4-29	4-29	4-29	4-29	4-29	4-29
12:30 pm	1:38 pm	2:30 pm	3 pm	4 pm	5 pm	7 pm	8 pm	7 pm	
.0476	.0460	.0476	.0474	.0471	.0475	.0471	.0474	.0473	
.0479	.0476	.0474	.0475	.0475	.0480	.0475	.0480	.0470	
.0479	.0477	.0474	.0480	.0473	.0480	.0480	.0478	.0478	
.1434	.1433	.1474	.1429	.1419	.1435	.1426	.1433	.1421	
.0478	.0478	.0474	.0476	.0473	.0474	.0475	.0477	.0474	
.0003	.0004	.0002	.0002	.0004	.0005	.0009	.0006	.0004	
16	17	18	19	20	21	22	23	24	25
km	km	BO	BO	BO	BO	BO	BO	BO	

Subgroup Size	D ₄
2	1.13
3	1.69
4	2.06
5	2.33

Chart Statistics	
\bar{x} =	Cp =
\bar{s} =	Cpk =
\bar{R} =	

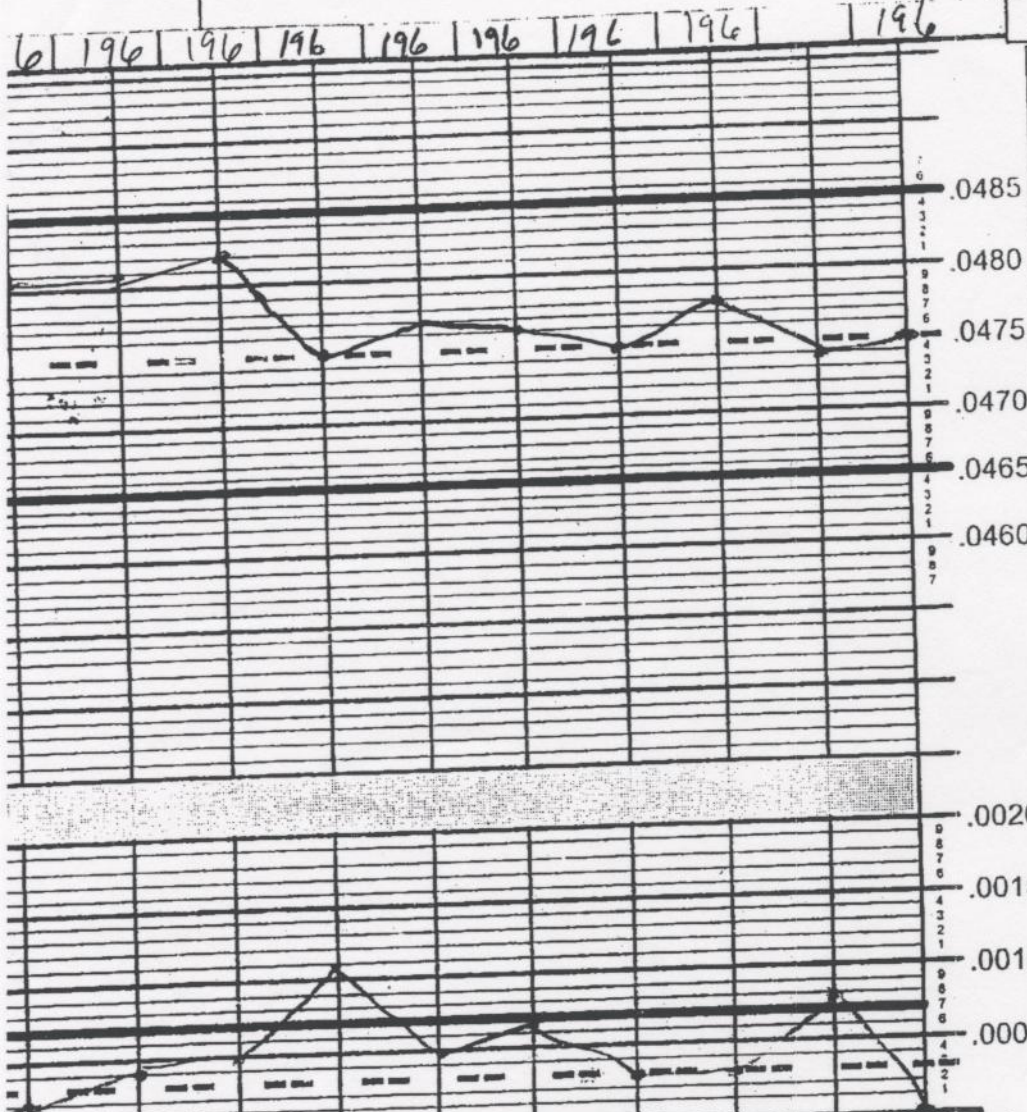
MPI Wisconsin Fineblanking & Machining
"Acceptance Criteria"
is "Zero Defects"

CHART

CONTROL ITEM (∇) YES ___ NO X

Chart ID #: 51

AVERAGES (X BAR CHART)



- OUT OF CONTROL CONDITIONS**
- *ANY POINT OUTSIDE OF THE CONTROL LIMITS.
 - *ANY READINGS THAT ARE OUT OF THE SPECIFICATION LIMITS.
 - *A SHIFT OF 7 POINTS THAT ARE ABOVE OR BELOW THE X OR S.N.
 - *A TREND OF 7 POINTS THAT GO UPWARD OR DOWNWARD.

- INSTRUCTIONS FOR OUT OF CONTROL CONDITIONS**
1. Verify the gage calibration.
 2. Remeasure part, if measurement is in control continue to run.
 3. If measurement is out of control, look for assignable cause and make proper notations on the back of the chart.
 4. Notify team lead as appropriate.

• 0465
1

1-11	4-11	4-11	4-11	4-11	4-11	4-11	4-11	4-22
1 AM	2:30 AM	3:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 AM	2:30 PM	6:20 PM
.0482	.0480	.0480	.0470	.0475	.0472	.0476	.0476	.0472
.0480	.0479	.0480	.0479	.0477	.0479	.0477	.0479	.0478
.0481	.0483	.0485	.0481	.0480	.0477	.0474	.0477	.0475
.1443	.1442	.1445	.1425	.1432	.1428	.1427	.1424	.1425
.0481	.0481	.0482	.0475	.0477	.0476	.0475	.0476	.0475
.0002	.0004	.0005	.0011	.0005	.0007	.0003	.0003	.0008
16	17	18	19	20	21	22	23	24
MP	MP	MP	KM	KM	KM	KM	AR	JCIAR

Subgroup Size	D2
2	1.13
3	1.69
4	2.06
5	2.33

Chart Statistics
 $\bar{X} = .0478$ $C_p = 1.89$
 $\bar{R} = .0005$ $C_{pk} = 1.19$
 $\bar{R}/d2 = .00026$

MPI Wisconsin Fineblanking & Machining
 "Acceptance Criteria"
 15 Z-Sig Defects

Ø: W1818

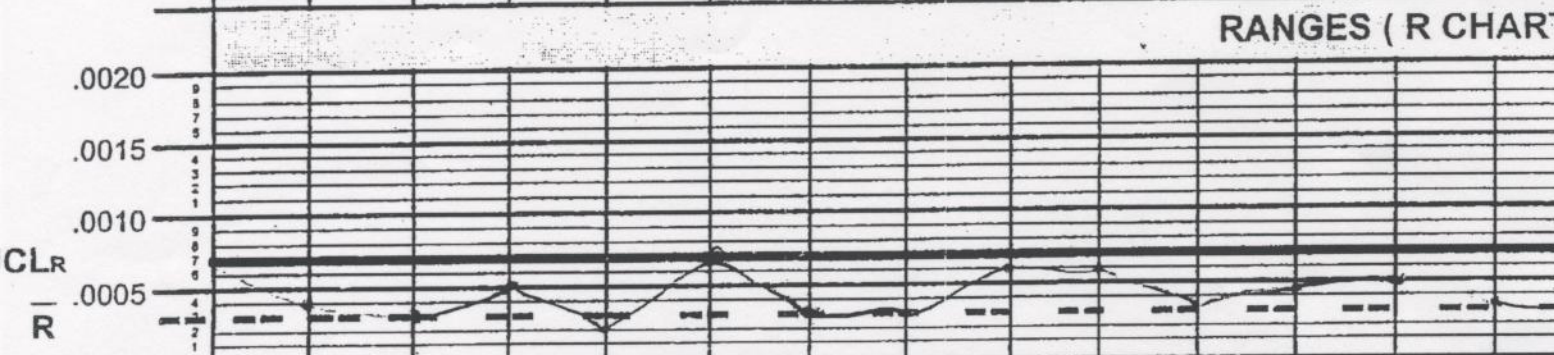
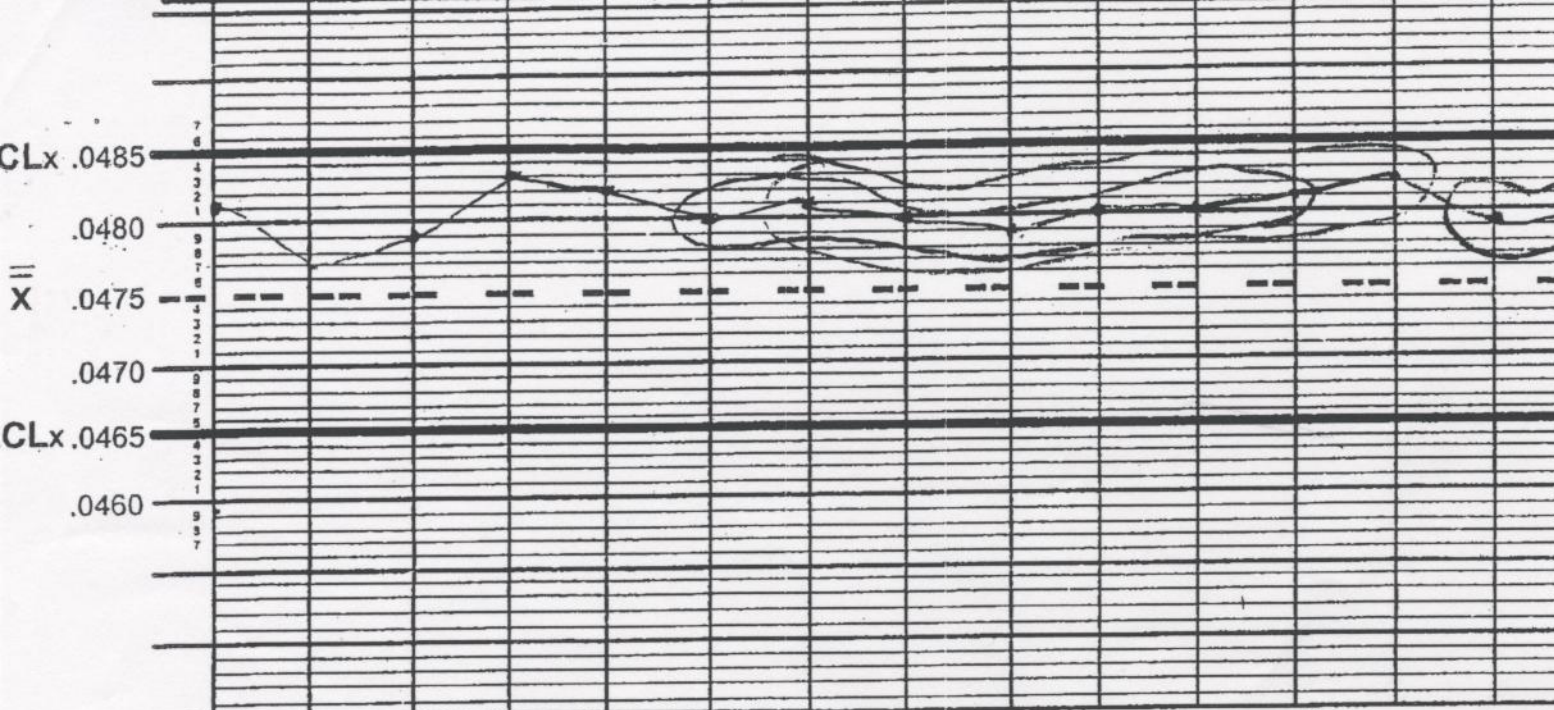
OPERATION: CALIBRATE

CHARACTERISTIC: SPLINE DIA

SPECIFICATION: .0457 - .0487 In.

GAGE: SPLINE GAGE

Lot 202 202 202 202 202 202 202 202 202 202 202 202 202 202



DATE:	5-20	5-20	5-20	5-21	5-21	5-21	5-21	5-21	5-21	5-30	5-30	5-30	5-30	5-30	
TIME:	8:55 AM	10:20 AM	12:00 PM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	9:00	10:15	11:15	12:15	1:15	
R	1	.0478	.0477	.0478	.0483	.0481	.0480	.0480	.0480	.0476	.0477	.0479	.0480	.0484	.0479
a	2	.0479	.0477	.0478	.0485	.0483	.0484	.0480	.0479	.0482	.0483	.0482	.0481	.0484	.0480
d	3	.0482	.0479	.0478	.0480	.0481	.0477	.0483	.0482	.0479	.0480	.0481	.0484	.0479	.0481
n															
g	SUM	.1472	.1431	.1437	.1448	.1445	.1441	.1443	.1441	.1437	.1440	.1442	.1445	.1447	.1439
s	SUM	.0481	.0477	.0479	.0483	.0482	.0480	.0481	.0480	.0479	.0480	.0480	.0481	.0482	.0479
	NO OF READINGS	4	4	4	4	4	4	4	4	4	4	4	4	4	
	= Highest	.0482	.0479	.0478	.0485	.0483	.0484	.0480	.0479	.0482	.0483	.0482	.0484	.0480	
	= Lowest	.0477	.0477	.0478	.0480	.0481	.0477	.0483	.0482	.0479	.0480	.0481	.0484	.0481	
	Sample #	1	2	3	4	5	6	7	8	9	10	11	12	13	
	INITIAL:	JP	JP	JP	JT	JT	JT	JT	JT	JT	NO	NO	NO	NO	

0465

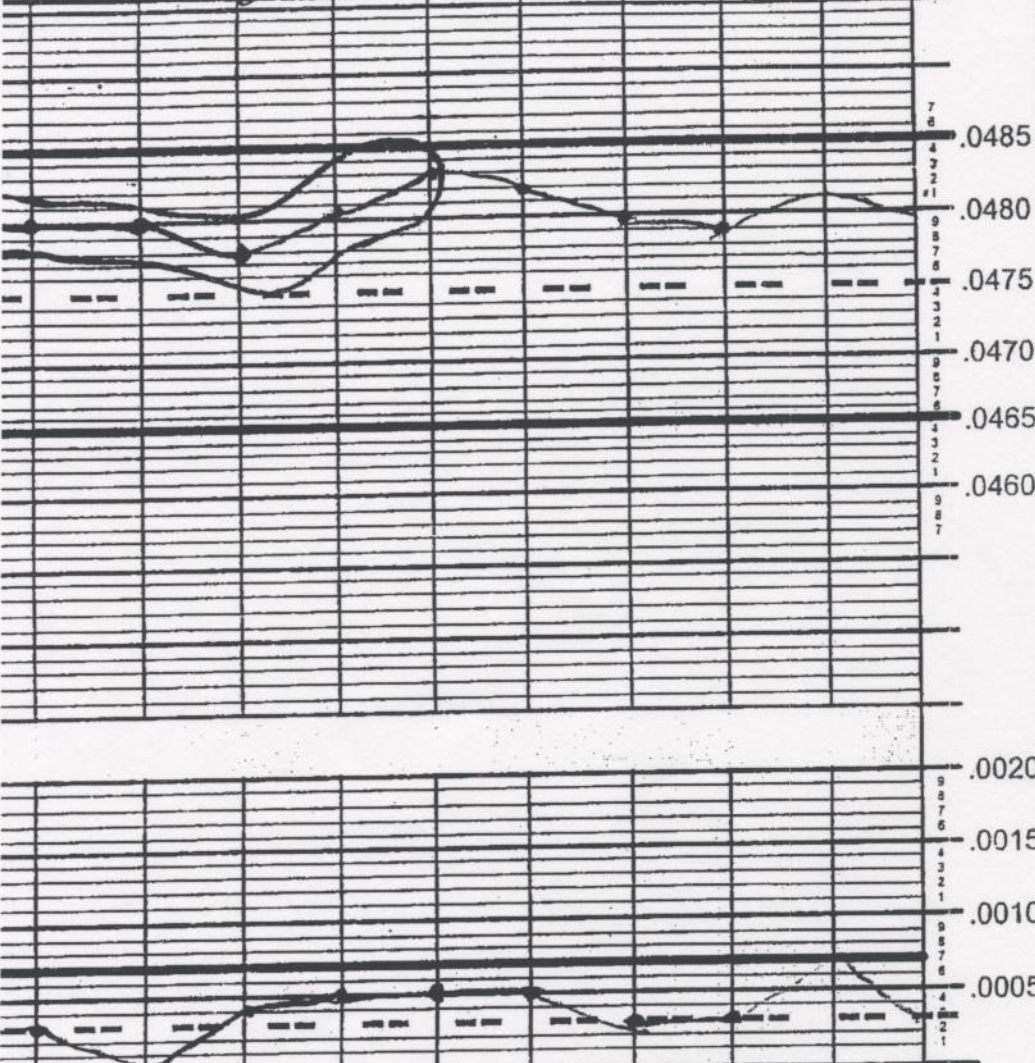
R CHARI

CONTROL ITEM (∇) YES__ NO_X_

Chart ID #: 51

202 204 205 208 200 202 202 202 207

AVERAGES (X BAR CHART)



OUT OF CONTROL CONDITIONS

- *ANY POINT OUTSIDE OF THE CONTROL LIMITS.
- *ANY READINGS THAT ARE OUT OF THE SPECIFICATION LIMITS.
- *A SHIFT OF 7 POINTS THAT ARE ABOVE OR BELOW THE X OR S.N.
- *A TREND OF 7 POINTS THAT GO UPWARD OR DOWNWARD.

INSTRUCTIONS FOR OUT OF CONTROL CONDITIONS

1. Verify the gage calibration.
2. Remeasure part, if measurement is in control continue to run.
3. If measurement is out of control, look for assignable cause and make proper notations on the back of the chart.
4. Notify team lead as appropriate.

5-2	6-2	6-2	6-2	6-2	6-3	6-3	6-3	6-3	6-3
4/AM	5 AM	7:30	8:30	9:30	12 PM	1 PM	2 PM	4 PM	5 PM
.0482	.0480	.0480	.0481	.0485	.0478	.0478	.0479	.0485	.0480
.0479	.0480	.0476	.0485	.0485	.0484	.0481	.0481	.0481	.0482
.0480	.0480	.0480	.0480	.0480	.0483	.0480	.0482	.0478	.0479

Subgroup Size	D ₁
2	1.75
3	1.69
4	1.63
5	1.58

Chart Statistics

$\bar{X} = .0480$ Cp = 3.48

$\bar{R} = .0004$ Cpk = 1.55

$\bar{R}_{d2} = .00014$

1441	.1440	.1436	.1445	.1450	.1445	.1439	.1438	.1444	.1441
.0480	.0480	.0478	.0481	.0485	.0482	.0480	.0479	.0481	.0480
.0003	.0001	.0005	.0005	.0005	.0005	.0003	.0003	.0007	.0005
16	17	18	19	20	21	22	23	24	25
RD	RB	VC	VC	VC	SD	SD	SP	MAS	MAS

MPI Wisconsin Fineblanking & Machining

"Acceptance Criteria" is "Zero Defects"