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

From: Harmon, Derek (D.M.)
Sent: Wednesday, September 26, 2012 2:19 PM
To: Langley, Scott (C.S.); Hwang, Sheng-Jiaw (S.J.)
Cc: Chabon, Michael (W.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Bandoske, Pete (P.F.); Wagner, Glen (G.C.); Ricks, Kevin (K.J.); Meier, Kenneth (K.W.); Garant, Dan (DCG.); Watson, Joseph (J.W.)
Subject: 2010-2012 Fusion/Escape no DTC loss of RPM
Attachments: dharmon3@ford.com has forwarded you an FMCDealer Discussion Board topic

The intermittent no DTC loss or RPM problem is getting so much attention on the 10-12 Escape/Fusion I've now put this on the QSF emerging deck. We've gotten too many phone calls from dealership technicians needing help and fleet confidence concerns about this, it is time to monitor this closer and help our technician and customers. The attachment is a chat board between our dealership technicians.

Derek M. Harmon
Ford Customer Service Division
Powertrain Concern Engineer
Email: dharmon3@ford.com
313-317-4276

From: DCPMSGBD, FMCDealer (.)
Sent: Wednesday, September 26, 2012 2:00 PM
To: Harmon, Derek (D.M.)
Subject: dharmon3@ford.com has forwarded you an FMCDealer Discussion Board topic

Redacted for Relevance

From: Parkinson, Tim (T.M.)
Sent: Thursday, June 25, 2009 8:00 AM
To: 'O'Neill, Daniel P'; Cook, Dale K; 'John Rose'
Cc: Langley, Scott (C.S.)
Subject: 3 parts on John's desk

Just for reference, here are the VINS (last 7) for 3 parts on John's desk that we'll send to the plant after shutdown. I also included a file for each part showing all the claims, to help with the analysis. In this case, there don't seem to be any additional claims that will help with the analysis.

Scott - Dan and I were thinking that it would helpful to make it a standard practice to send Delphi a list of all claims for each ETB returned. We've seen in a few cases that this can help with the analysis. For example, the ETB is replaced on claim 1 for a stalling issue, then a few hundred miles later the customer returns with the stalling issue and the PCV tube is found loose on claim 2.

1FMCU93G79K[redacted] Escape

Redacted for Relevance

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

Server: **AWS Prod**
Claims loaded through: **24-JUN-2009**

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 25-JUN-2009
Note: All Costs are in US Dollars Server Name: AWS Prod Claims loaded through

Redacted for Relevance

Any comments? You can contact

webmaster

Server: **AWS Prod**
Claims loaded through: **24-JUN-2009**

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 25-JUN-2009
Note: All Costs are in US Dollars Server Name: AWS Prod Claims loaded through

VIN	AWS VL	WERS VL	MKT DER	BODY CAB	VER SERIES	DRIVE TYPE	PLANT CD	TRANS CD	ENG COD	PROD DATE	WARR DATE	SELLING DEALER	SELL CNT	TIS	WCC	PREF	BASE	SUFF	VRT NA	VRT ROW	VFG	CCC	CD
1FMCU93G79KB76393	M1	T/M7	F	T/WE	T/EF	T/F	AJ	T/W6	T/SG	26-02-09	12-05-09	4B1397	CAN	0	5G02	6L8Z	3078	AA	F05	S05	V39	N50	33
AWS Claim Key:	213709	**Doc #:**	15301001	**Trx Code:**		1	**Labor Hrs:**	.5	**Labor Cost:**	36.154832	**Material Cost:**	85.795248	**Total Cost:**	121.95008									
Dlr Cd-Sub Cd:	B1397-*	**Name:**	EMBRUN FORD SALES LTD.	**Ph:**	613-4432985	**St:** ON	**Ctry Cd:**	CAN	**Reg Cd:**	NA	**Repr Date:**	07-APR-2009	**DIST(Mile):**	224									
Cust Comments:	CLUNK IN FRT. END WHEN TURNING SHARPLY																						
Tech Comments:	INSPECTED, REPLACED LEFT FRT. LOWER CONTROL ARM BUSHING LOOSE																						
1FMCU93G79KB76393	M1	T/M7	F	T/WE	T/EF	T/F	AJ	T/W6	T/SG	26-02-09	12-05-09	4B1397	CAN	1	2E03	9L8Z	9E926	A	F04	S11	V29	E29	42
AWS Claim Key:	303369	**Doc #:**	15413301	**Trx Code:**		1	**Labor Hrs:**	1.7	**Labor Cost:**	122.913336	**Material Cost:**	190.724688	**Total Cost:**	313.638024									
Dlr Cd-Sub Cd:	B1397-*	**Name:**	EMBRUN FORD SALES LTD.	**Ph:**	613-4432985	**St:** ON	**Ctry Cd:**	CAN	**Reg Cd:**	NA	**Repr Date:**	01-JUN-2009	**DIST(Mile):**	250									
Cust Comments:	CHECK ENGINE LIGHT ON																						
Tech Comments:	DIAG., PINPOINT TEST, REPLACED THROTTLE BODY																						

Any comments? You can contact

webmaster

Server: **AWS Prod**
Claims loaded through: **24-JUN-2009**

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 25-JUN-2009
Note: All Costs are in US Dollars Server Name: AWS Prod Claims loaded through

Redacted for Relevance

Any comments? You can contact

webmaster

[redacted]

9L8E ETB's with confirmed Chip Timing Error

VIN	CUST COMPLAINT	DTC
1F…	CEL	P0122 w/ P1125 & P2135
Redacted for Relevance		
1F	CLE	P0222w/ P0505, P2127, P2128 & P2100
1F	Wrench	P0122 w/ P111
Redacted for Relevance		
1F…K	CEL & Wrench & "poor mileage (23.5)"	P0122 w/ P1000
1F…K	Wrench	Wrench light w/ no codes
Redacted for Relevance		
1F…K	CEL	P0122

CEL = Check Engine Light.

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Tuesday, August 18, 2009 10:45 AM
To: Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Rolwing, Joan; Rojo, Leopoldo M; Morfin, Miguel (M.A.); Gallegos, Pedro (P.)
Subject: 9L8E ETB circuit board via hole issue - material flow plan update
Attachments: Delphi_Ford 9L8E 9F991 BC_DPN 28098939-10 08.18.09.xls

Updated Material Flow Plan with the bellow options:

	Option 1	Option 1a	Option 2	Option 2a	Option
	Replace ETB & Engines at and in trasit to Engine Plants & Assembly Plants	**Replace ETB & Engines at and in trasit to Engine Plants & Assembly Plants - With the Option to re-test**	**Replace ETB & Engines at Engine plants**	**Replace ETB & Engines at Engine plants - With the Option to re-test**	**Replace at Engi Plant**
Ford Cleveland	No visibility of recovery in September	14-Sep	Estimated recovery 10/20/2009	04-Sep	Estimat recove 10/20/2
Ford Chihuahua	No visibility of recovery in September	11-Sep	21-Sep 27-Au	g 10-S	e

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

-----Original Appointment-----
From: Mikutowicz, John
Sent: Monday, August 17, 2009 5:50 PM
To: Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; 'Chabon, Michael (W.)'; 'Bos, Ed (E.A.)'; 'Parkinson, Tim (T.M.)'; 'Langley, Scott (C.S.)'; Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; 'Selthofer, Adam (A.)'; 'Schiltges, Dave (D.)'; 'Maurer, James (J.B.)'; 'SLARDIZA@ford.com'; 'jmarine1@ford.com'; 'Moore, Andrew (R.)'; 'Gillespie, Kenneth (K.C.)'; Zizelman, James ; 'Boerger, Jim (J.G.)'; 'Hall, Brent (A.)'; Novak, John C; Lennon, Gary ; 'eurquidi@ford.com'; Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; chorbal@ford.com; jnicho11@ford.com; Khanna, Karam V; Ecton, Bryan L
Cc: Miramontes, Claudia ; Rojo, Leopoldo M; Rolwing, Joan
Subject: 9L8E ETB circuit board via hole issue

When: Tuesday, August 18, 2009 8:00 AM-9:00 AM (GMT-07:00) Chihuahua, La Paz, Mazatlan - New.
Where: Teleconference Dial-In Number: 800-399-3280, passcode 585-359-6136

Agenda

- Material flow status
- STA update on progress with circuit board supplier (Cipsa)
- Testing update

Number to dial for Mexico callers
00 1 303 927 3029

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Option 1. Replace ETB & Engines at and in trasit to Engine Plants & Assembly Plants

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	11240							448	896	896	2688				1,120	1,120	1,120	672			
	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
	Currently in transit to Ford (ETA / delivery date)			238	896	896	896	896	0	448	0	672	896	672	896	0	1,568	896	672	672	896	672
	Delphi actual or projected ship amount		238	896	896	896	896		448		672	896	672	896		1,568	896	672	672	896	672	
	Delphi estimated re-test amount																					
	FORD Projected Balance end of Day:	0	0	238	1,134	2,030	2,926	3,822	2,922	2,470	1,620	1,392	1,388	1,160	2,056	1,156	1,824	1,870	1,642	1,414	1,410	2,082
	Proyected recovery plan	-11,240	-11,002	-10,106	-9,210	-8,314	-7,418	-7,418	-7,418	-8,314	-8,538	-10,330	-9,658	-8,762	-8,762	-8,314	-8,538	-8,986	-8,986	-8,090	-7,418	-7,418
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	14476									5152		1,344			4,032		3,808		3,808		
	Ford Chihuahua EF18A Daily Rate (SEBA)									375	1,590	1,800	1,800	1,850		1,350	1,800	1,800				
	Currently in transit to Ford (ETA / delivery date)			932	1,568	1,568	1,568	1,568	0	896	672	1,344	1,120	1,344	1,120	0	2,464	1,120	1,120	1,344	1,120	1,120
	Delphi actual or projected ship amount		932	1,568	1,568	1,568	1,568		896	672	1,344	1,120	1,344	1,120		2,464	1,120	1,120	1,344	1,120	1,120	
	Delphi estimated re-test amount																					
	FORD Projected Balance end of Day:	0	0	932	2,500	4,068	5,636	7,204	7,204	7,725	6,807	6,351	5,671	5,165	6,285	4,935	5,599	4,919	6,039	7,383	8,503	9,623
	Proyected recovery plan	-14,476	-13,544	-11,976	-10,408	-8,840	-7,272	-7,272	-6,376	-5,704	-9,512	-8,392	-8,392	-7,272	-7,272	-8,840	-7,720	-10,408	-9,064	-11,752	-10,632	-10,632
	Delphi build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*		*700*			*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service	199		199														
Ford Cleveland Engine Plant 2 (EF02A)																	
Hermosillo Engines (HCAP)	1928		238														
Kansas Engines (KCAP)	1611																
Cleveland Engines	272																
ETB's at Ford Cleveland	2501																
24-Aug ETB's in transit to Ford Cleveland	4928																
Total Quarentine Parts for Ford Cleveland	**11240**																
Ford Chihuahua Engine Plant Information (EF18A)									896	672	1,344	1,120	1,344	1,120	0		
Hermosillo Engines (HCAP)	932				49	883											
Kansas Engines (KCAP) in transit	2853							448	1792	613							
Ford Chihuahua El Paso Warehouse Engines. Need a minimum of 725 starting 8/24)	2416			932	1519												
CHEP Engines	3261					1133	1792			731	896	1658	1344	1568			
ETB's at Ford Chihuahua	5014																
Total Quarentine Parts for Ford Chihuahua	**14476**																

Delphi Inventory

ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at EPDC	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

Option 1. Replace ETB & Engines at and in trasit to Engine P

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
Ford Cleveland Good Inventory	0	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1120	1344					1120	1120
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900
		Currently in transit to Ford (ETA / delivery date)	0	1,568	672	672	896	672	672	0	1,568
		Delphi actual or projected ship amount	1,568	672	672	896	672	672		1,568	
		Delphi estimated re-test amount									
		FORD Projected Balance end of Day:	1,182	1,850	1,672	1,444	1,440	1,212	1,884	984	1,652
		Proyected recovery plan	-6,970	-7,418	-8,090	-7,194	-6,522	-5,850	-5,850	-5,402	-6,522
Ford Chihuahua Good Inventory	0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2912		1568					2912	
		Ford Chihuahua EF18A Daily Rate (SEBA)	600	1,050	1,800	1,800	2,250	1,400			
		Currently in transit to Ford (ETA / delivery date)	0	2,464	1,120	1,344	1,120	1,120	1,344	0	2,240
		Delphi actual or projected ship amount	2,464	1,120	1,344	1,120	1,120	1,344		2,240	1,120
		Delphi estimated re-test amount									
		FORD Projected Balance end of Day:	9,023	10,437	9,757	9,301	8,171	7,891	9,235	9,235	11,475
		Proyected recovery plan	-11,080	-9,960	-10,184	-9,064	-7,944	-6,600	-6,600	-7,272	-6,152
		Delphi build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service 199

Ford Cleveland Engine Plant 2 (EF02A)

	Hermosillo Engines (HCAP)	1928
	Kansas Engines (KCAP)	1611
	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**11240**

Ford Chihuahua Engine Plant Information (EF18A)

	Hermosillo Engines (HCAP)	932
	Kansas Engines (KCAP) in transit	2853
	Ford Chihuahua El Paso Warehouse Engines. Need a minimum of 725 starting 8/24)	2416
	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**14476**

Delphi Inventory

	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at EPDC	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

Option 1a. Replace ETB & Engines at and in trasit to Engine Plants & Assembly Plants - With the Option to re-test

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	11240							448	896	896	2688				1,120	1,120	1,120	672			
	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
	Currently in transit to Ford (ETA / delivery date)			238	896	896	1,120	1,344	224	896	224	1,120	1,120	1,120	1,120	0	2,240	1,344	896	1,120	1,344	896
	Delphi actual or projected ship amount		238	896	896	896	896		448		672	896	672	896		1,568	896	672	672	896	672	
	Delphi estimated re-test amount					224	448	224	448	224	448	224	448	224		672	448	224	448	448	224	448
	FORD Projected Balance end of Day:	0	0	238	1,134	2,030	3,150	4,494	3,818	3,814	3,188	3,408	3,628	3,848	4,968	4,068	5,408	5,902	5,898	6,118	6,562	7,458
	Proyected recovery plan	-11,240	-11,002	-10,106	-9,210	-8,090	-6,746	-6,522	-6,074	-6,746	-6,522	-8,090	-6,970	-5,850	-5,850	-4,730	-4,506	-4,730	-4,282	-2,938	-2,042	-1,594
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	14476									5152		1,344			4,032		3,808		3,808		
	Ford Chihuahua EF18A Daily Rate (SEBA)									375	1,590	1,800	1,800	1,850		1,350	1,800	1,800				
	Currently in transit to Ford (ETA / delivery date)			932	1,568	1,568	2,016	1,792	448	1,120	1,120	1,568	1,568	1,568	1,568	224	2,912	1,344	1,568	1,568	1,568	1,344
	Delphi actual or projected ship amount		932	1,568	1,568	1,568	1,568		896	672	1,344	1,120	1,344	1,120		2,464	1,120	1,120	1,344	1,120	1,120	
	Delphi estimated re-test amount					448	224	448	224	448	224	448	224	448	224	448	224	448	224	448	224	448
	FORD Projected Balance end of Day:	0	0	932	2,500	4,068	6,084	7,876	8,324	9,069	8,599	8,367	8,135	7,853	9,421	8,295	9,407	8,951	10,519	12,087	13,655	14,999
	Proyected recovery plan	-14,476	-13,544	-11,976	-10,408	-8,392	-6,600	-6,152	-5,032	-3,912	-7,496	-5,928	-5,704	-4,136	-3,912	-5,032	-3,688	-5,928	-4,360	-6,600	-5,256	-4,808
	Delphi build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	Delphi estimated re-test amount					672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*		*700*			*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service	199		199													
Ford Cleveland Engine Plant 2 (EF02A)																
Hermosillo Engines (HCAP)	1928		238													
Kansas Engines (KCAP)	1611															
Cleveland Engines	272															
ETB's at Ford Cleveland	2501															
24-Aug ETB's in transit to Ford Cleveland	4928															
Total Quarentine Parts for Ford Cleveland	**11240**															
Ford Chihuahua Engine Plant Information (EF18A)								1,120	1,120	1,568	1,568	1,568	1,568	224		
Hermosillo Engines (HCAP)	932				49	883										
Kansas Engines (KCAP) in transit	2853							448	1792	613						
Ford Chihuahua El Paso Warehouse Engines. Need a minimum of 725 starting 8/24)	2416			932	1519											
CHEP Engines	3261					1133	1792			731	896	1658	1344	1568		
ETB's at Ford Chihuahua	5014															
Total Quarentine Parts for Ford Chihuahua	**14476**															

Delphi Inventory

ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at EPDC	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

Option 1a. Replace ETB & Engines at and in trasit to Engine

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

			Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
Ford Cleveland Good Inventory	0	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1120	1344					1120	1120
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900
		Currently in transit to Ford (ETA / delivery date)	448	1,568	672	672	896	672	672	0	1,568
		Delphi actual or projected ship amount	1,568	672	672	896	672	672		1,568	
		Delphi estimated re-test amount									
		FORD Projected Balance end of Day:	7,006	7,674	7,496	7,268	7,264	7,036	7,708	6,808	7,476
		Proyected recovery plan	-1,146	-1,594	-2,266	-1,370	-698	-26	-26	422	-698
Ford Chihuahua Good Inventory	0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2912		1568					2912	
		Ford Chihuahua EF18A Daily Rate (SEBA)	600	1,050	1,800	1,800	2,250	1,400			
		Currently in transit to Ford (ETA / delivery date)	448	3,136	1,792	2,016	1,792	1,792	2,016	672	2,587
		Delphi actual or projected ship amount	2,464	1,120	1,344	1,120	1,120	1,344		2,240	1,120
		Delphi estimated re-test amount	672	672	672	672	672	672	672	347	
		FORD Projected Balance end of Day:	14,847	16,933	16,925	17,141	16,683	17,075	19,091	19,763	22,350
		Proyected recovery plan	-4,584	-2,792	-2,344	-552	1,240	3,256	3,928	3,603	4,723
		Delphi build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
		Delphi estimated re-test amount	672	672	672	672	672	672	672	347	
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service 199

Ford Cleveland Engine Plant 2 (EF02A)

	Hermosillo Engines (HCAP)	1928
	Kansas Engines (KCAP)	1611
	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**11240**

Ford Chihuahua Engine Plant Information (EF18A)

	Hermosillo Engines (HCAP)	932
	Kansas Engines (KCAP) in transit	2853
	Ford Chihuahua El Paso Warehouse Engines. Need a minimum of 725 starting 8/24)	2416
	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**14476**

Delphi Inventory

	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at EPDC	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

Option 2. Replace ETB & Engines at Engine plants

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

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		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	7701							448	896	896	2688				1,120	1,120	1,120	672			
	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
	Currently in transit to Ford (ETA / delivery date)			238	896	896	896	896	0	448	0	672	896	672	896	0	1,568	896	672	672	896	672
	Delphi actual or projected ship amount		238	896	896	896	896		448		672	896	672	896		1,568	896	672	672	896	672	
	Delphi estimated re-test amount																					
	FORD Projected Balance end of Day:	0	0	238	1,134	2,030	2,926	3,822	2,922	2,470	1,620	1,392	1,388	1,160	2,056	1,156	1,824	1,870	1,642	1,414	1,410	2,082
	Proyected recovery plan	-7,701	-7,463	-6,567	-5,671	-4,775	-3,879	-3,879	-3,879	-4,775	-4,999	-6,791	-6,119	-5,223	-5,223	-4,775	-4,999	-5,447	-5,447	-4,551	-3,879	-3,879
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	8275									5152		1,344			4,032		3,808		3,808		
	Ford Chihuahua EF18A Daily Rate (SEBA)									375	1,590	1,800	1,800	1,850		1,350	1,800	1,800				
	Currently in transit to Ford (ETA / delivery date)			932	1,568	1,568	1,568	1,568	0	896	672	1,344	1,120	1,344	1,120	0	2,464	1,120	1,120	1,344	1,120	1,120
	Delphi actual or projected ship amount		932	1,568	1,568	1,568	1,568		896	672	1,344	1,120	1,344	1,120		2,464	1,120	1,120	1,344	1,120	1,120	
	Delphi estimated re-test amount																					
	FORD Projected Balance end of Day:	0	0	932	2,500	4,068	5,636	7,204	7,204	7,725	6,807	6,351	5,671	5,165	6,285	4,935	5,599	4,919	6,039	7,383	8,503	9,623
	Proyected recovery plan	-8,275	-7,343	-5,775	-4,207	-2,639	-1,071	-1,071	-175	497	-3,311	-2,191	-2,191	-1,071	-1,071	-2,639	-1,519	-4,207	-2,863	-5,551	-4,431	-4,431
	Delphi build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*		*700*			*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service	199	199
Ford Cleveland Engine Plant 2 (EF02A)		
Cleveland Engines	272	
ETB's at Ford Cleveland	2501	
24-Aug ETB's in transit to Ford Cleveland	4928	
Total Quarentine Parts for Ford Cleveland	**7701**	

Ford Chihuahua Engine Plant Information (EF18A)									896	672	1,344	1,120	1,344	1,120	0
CHEP Engines	3261					1133	1792			731	896	1658	1344	1568	
ETB's at Ford Chihuahua	5014														
Total Quarentine Parts for Ford Chihuahua	**8275**														

Delphi Inventory

ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at Juarez	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

Option 2. Replace ETB & Engines at Engine plants

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1120	1344					1120	1120
	Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900
	Currently in transit to Ford (ETA / delivery date)	0	1,568	672	672	896	672	672	0	1,568
	Delphi actual or projected ship amount	1,568	672	672	896	672	672		1,568	
	Delphi estimated re-test amount									
	FORD Projected Balance end of Day:	1,182	1,850	1,672	1,444	1,440	1,212	1,884	984	1,652
	Proyected recovery plan	-3,431	-3,879	-4,551	-3,655	-2,983	-2,311	-2,311	-1,863	-2,983
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2912		1568					2912	
	Ford Chihuahua EF18A Daily Rate (SEBA)	600	1,050	1,800	1,800	2,250	1,400			
	Currently in transit to Ford (ETA / delivery date)	0	2,464	1,120	1,344	1,120	1,120	1,344	0	2,240
	Delphi actual or projected ship amount	2,464	1,120	1,344	1,120	1,120	1,344		2,240	1,120
	Delphi estimated re-test amount									
	FORD Projected Balance end of Day:	9,023	10,437	9,757	9,301	8,171	7,891	9,235	9,235	11,475
	Proyected recovery plan	-4,879	-3,759	-3,983	-2,863	-1,743	-399	-399	-1,071	49
	Delphi build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service 199

Ford Cleveland Engine Plant 2 (EF02A)

	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**7701**

Ford Chihuahua Engine Plant Information (EF18A)

	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**8275**

Delphi Inventory

	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at Juarez	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

Option 2. Replace ETB & Engines at Engine plants - With the Option to re-test

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	7701							448	896	896	2688				1,120	1,120	1,120	672			
	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
	Currently in transit to Ford (ETA / delivery date)			238	896	896	1,120	1,344	224	896	224	1,120	1,120	1,120	1,120	0	2,240	1,344	896	1,120	1,344	896
	Delphi actual or projected ship amount		238	896	896	896	896		448		672	896	672	896		1,568	896	672	672	896	672	
	Delphi estimated re-test amount					224	448	224	448	224	448	224	448	224		672	448	224	448	448	224	448
	FORD Projected Balance end of Day:	0	0	238	1,134	2,030	3,150	4,494	3,818	3,814	3,188	3,408	3,628	3,848	4,968	4,068	5,408	5,902	5,898	6,118	6,562	7,458
	Proyected recovery plan	-7,701	-7,463	-6,567	-5,671	-4,551	-3,207	-2,983	-2,535	-3,207	-2,983	-4,551	-3,431	-2,311	-2,311	-1,191	-967	-1,191	-743	601	1,497	1,945
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	8275									5152		1,344			4,032		3,808		3,808		
	Ford Chihuahua EF18A Daily Rate (SEBA)									375	1,590	1,800	1,800	1,850		1,350	1,800	1,800				
	Currently in transit to Ford (ETA / delivery date)			932	1,568	1,568	2,016	1,792	448	1,120	1,120	1,568	1,568	1,568	1,568	224	2,912	1,344	1,568	1,568	1,568	1,344
	Delphi actual or projected ship amount		932	1,568	1,568	1,568	1,568		896	672	1,344	1,120	1,344	1,120		2,464	1,120	1,120	1,344	1,120	1,120	
	Delphi estimated re-test amount					448	224	448	224	448	224	448	224	448	224	448	224	448	224	448	224	448
	FORD Projected Balance end of Day:	0	0	932	2,500	4,068	6,084	7,876	8,324	9,069	8,599	8,367	8,135	7,853	9,421	8,295	9,407	8,951	10,519	12,087	13,655	14,999
	Proyected recovery plan	-8,275	-7,343	-5,775	-4,207	-2,191	-399	49	1,169	2,289	-1,295	273	497	2,065	2,289	1,169	2,513	273	1,841	-399	945	1,393
	Delphi build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	Delphi estimated re-test amount					672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*		*700*			*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service	199		199													
Ford Cleveland Engine Plant 2 (EF02A)																
Cleveland Engines	272															
ETB's at Ford Cleveland	2501															
24-Aug ETB's in transit to Ford Cleveland	4928															
Total Quarentine Parts for Ford Cleveland	**7701**															
Ford Chihuahua Engine Plant Information (EF18A)									1,120	1,120	1,568	1,568	1,568	1,568	224	
CHEP Engines	3261					1133	1792			731	896	1658	1344	1568		
ETB's at Ford Chihuahua	5014															
Total Quarentine Parts for Ford Chihuahua	**8275**															

Delphi Inventory

ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at Juarez	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

Option 2. Replace ETB & Engines at Engine plants - With the

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

			Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
Ford Cleveland Good Inventory	0	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1120	1344					1120	1120
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900
		Currently in transit to Ford (ETA / delivery date)	448	1,568	672	672	896	672	672	0	1,568
		Delphi actual or projected ship amount	1,568	672	672	896	672	672		1,568	
		Delphi estimated re-test amount									
		FORD Projected Balance end of Day:	**7,006**	**7,674**	**7,496**	**7,268**	**7,264**	**7,036**	**7,708**	**6,808**	**7,476**
		Proyected recovery plan	**2,393**	**1,945**	**1,273**	**2,169**	**2,841**	**3,513**	**3,513**	**3,961**	**2,841**
Ford Chihuahua Good Inventory	0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2912		1568					2912	
		Ford Chihuahua EF18A Daily Rate (SEBA)	600	1,050	1,800	1,800	2,250	1,400			
		Currently in transit to Ford (ETA / delivery date)	448	3,136	1,792	2,016	1,792	1,792	2,016	672	2,587
		Delphi actual or projected ship amount	2,464	1,120	1,344	1,120	1,120	1,344		2,240	1,120
		Delphi estimated re-test amount	672	672	672	672	672	672	672	347	
		FORD Projected Balance end of Day:	**14,847**	**16,933**	**16,925**	**17,141**	**16,683**	**17,075**	**19,091**	**19,763**	**22,350**
		Proyected recovery plan	**1,617**	**3,409**	**3,857**	**5,649**	**7,441**	**9,457**	**10,129**	**9,804**	**10,924**
		Delphi build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
		Delphi estimated re-test amount	672	672	672	672	672	672	672	347	
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service 199

Ford Cleveland Engine Plant 2 (EF02A)

	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**7701**

Ford Chihuahua Engine Plant Information (EF18A)

	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**8275**

Delphi Inventory

	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at Juarez	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

Option 3. Replace ETB at Engine Plants

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

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		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	7429							448	896	896	2688				1,120	1,120	1,120	672			
	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
	Currently in transit to Ford (ETA / delivery date)			238	896	896	896	896	0	448	0	672	896	672	896	0	1,568	896	672	672	896	672
	Delphi actual or projected ship amount		238	896	896	896	896		448		672	896	672	896		1,568	896	672	672	896	672	
	Delphi estimated re-test amount																					
	FORD Projected Balance end of Day:	0	0	238	1,134	2,030	2,926	3,822	2,922	2,470	1,620	1,392	1,388	1,160	2,056	1,156	1,824	1,870	1,642	1,414	1,410	2,082
	Proyected recovery plan	-7,429	-7,191	-6,295	-5,399	-4,503	-3,607	-3,607	-3,607	-4,503	-4,727	-6,519	-5,847	-4,951	-4,951	-4,503	-4,727	-5,175	-5,175	-4,279	-3,607	-3,607
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	5014									5152		1,344			4,032		3,808		3,808		
	Ford Chihuahua EF18A Daily Rate (SEBA)									375	1,590	1,800	1,800	1,850		1,350	1,800	1,800				
	Currently in transit to Ford (ETA / delivery date)			932	1,568	1,568	1,568	1,568	0	896	672	1,344	1,120	1,344	1,120	0	2,464	1,120	1,120	1,344	1,120	1,120
	Delphi actual or projected ship amount		932	1,568	1,568	1,568	1,568		896	672	1,344	1,120	1,344	1,120		2,464	1,120	1,120	1,344	1,120	1,120	
	Delphi estimated re-test amount																					
	FORD Projected Balance end of Day:	0	0	932	2,500	4,068	5,636	7,204	7,204	7,725	6,807	6,351	5,671	5,165	6,285	4,935	5,599	4,919	6,039	7,383	8,503	9,623
	Proyected recovery plan	-5,014	-4,082	-2,514	-946	622	2,190	2,190	3,086	3,758	-50	1,070	1,070	2,190	2,190	622	1,742	-946	398	-2,290	-1,170	-1,170
	Delphi build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*		*700*			*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service	199		199																			
Ford Cleveland Engine Plant 2 (EF02A)																						
ETB's at Ford Cleveland	2501																					
24-Aug ETB's in transit to Ford Cleveland	4928																					
Total Quarentine Parts for Ford Cleveland	**7429**																					
Ford Chihuahua Engine Plant Information (EF18A)									896	672	1,344	1,120	1,344	1,120	0							
ETB's at Ford Chihuahua	5014																					
Total Quarentine Parts for Ford Chihuahua	**5014**																					

Delphi Inventory

ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at Juarez	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

Option 3. Replace ETB at Engine Plants

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

			Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
Ford Cleveland Good Inventory	0	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1120	1344					1120	1120
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900
		Currently in transit to Ford (ETA / delivery date)	0	1,568	672	672	896	672	672	0	1,568
		Delphi actual or projected ship amount	1,568	672	672	896	672	672		1,568	
		Delphi estimated re-test amount									
		FORD Projected Balance end of Day:	1,182	1,850	1,672	1,444	1,440	1,212	1,884	984	1,652
		Proyected recovery plan	-3,159	-3,607	-4,279	-3,383	-2,711	-2,039	-2,039	-1,591	-2,711
Ford Chihuahua Good Inventory	0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2912		1568					2912	
		Ford Chihuahua EF18A Daily Rate (SEBA)	600	1,050	1,800	1,800	2,250	1,400			
		Currently in transit to Ford (ETA / delivery date)	0	2,464	1,120	1,344	1,120	1,120	1,344	0	2,240
		Delphi actual or projected ship amount	2,464	1,120	1,344	1,120	1,120	1,344		2,240	1,120
		Delphi estimated re-test amount									
		FORD Projected Balance end of Day:	9,023	10,437	9,757	9,301	8,171	7,891	9,235	9,235	11,475
		Proyected recovery plan	-1,618	-498	-722	398	1,518	2,862	2,862	2,190	3,310
		Delphi build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service 199

Ford Cleveland Engine Plant 2 (EF02A)

	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**7429**

Ford Chihuahua Engine Plant Information (EF18A)

	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**5014**

Delphi Inventory

ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at Juarez	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

Option 3a. Replace ETB at Engine Plants - With the Option to re-test

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	7429							448	896	896	2688				1,120	1,120	1,120	672			
	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
	Currently in transit to Ford (ETA / delivery date)			238	896	896	1,120	1,344	224	896	224	1,120	1,120	1,120	1,120	0	2,240	1,344	896	1,120	1,344	896
	Delphi actual or projected ship amount		238	896	896	896	896		448		672	896	672	896		1,568	896	672	672	896	672	
	Delphi estimated re-test amount					224	448	224	448	224	448	224	448	224		672	448	224	448	448	224	448
	FORD Projected Balance end of Day:	0	0	238	1,134	2,030	3,150	4,494	3,818	3,814	3,188	3,408	3,628	3,848	4,968	4,068	5,408	5,902	5,898	6,118	6,562	7,458
	Proyected recovery plan	-7,429	-7,191	-6,295	-5,399	-4,279	-2,935	-2,711	-2,263	-2,935	-2,711	-4,279	-3,159	-2,039	-2,039	-919	-695	-919	-471	873	1,769	2,217
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	5014									5152		1,344			4,032		3,808		3,808		
	Ford Chihuahua EF18A Daily Rate (SEBA)									375	1,590	1,800	1,800	1,850		1,350	1,800	1,800				
	Currently in transit to Ford (ETA / delivery date)			932	1,568	1,568	2,016	1,792	448	1,120	1,120	1,568	1,568	1,568	1,568	224	2,912	1,344	1,568	1,568	1,568	1,344
	Delphi actual or projected ship amount		932	1,568	1,568	1,568	1,568		896	672	1,344	1,120	1,344	1,120		2,464	1,120	1,120	1,344	1,120	1,120	
	Delphi estimated re-test amount					448	224	448	224	448	224	448	224	448	224	448	224	448	224	448	224	448
	FORD Projected Balance end of Day:	0	0	932	2,500	4,068	6,084	7,876	8,324	9,069	8,599	8,367	8,135	7,853	9,421	8,295	9,407	8,951	10,519	12,087	13,655	14,999
	Proyected recovery plan	-5,014	-4,082	-2,514	-946	1,070	2,862	3,310	4,430	5,550	1,966	3,534	3,758	5,326	5,550	4,430	5,774	3,534	5,102	2,862	4,206	4,654
	Delphi build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	Delphi estimated re-test amount					672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*		*700*			*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service	199	199

Ford Cleveland Engine Plant 2 (EF02A)

	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**7429**

Ford Chihuahua Engine Plant Information (EF18A)

	ETB's at Ford Chihuahua	5014								1,120	1,120	1,568	1,568	1,568	1,568	224
	Total Quarentine Parts for Ford Chihuahua	**5014**														

Delphi Inventory

	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at Juarez	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

Option 3a. Replace ETB at Engine Plants - With the Option t

August 18, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
Ford Cleveland Good Inventory 0	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1120	1344					1120	1120
	Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900
	Currently in transit to Ford (ETA / delivery date)	448	1,568	672	672	896	672	672	0	1,568
	Delphi actual or projected ship amount	1,568	672	672	896	672	672		1,568	
	Delphi estimated re-test amount									
	FORD Projected Balance end of Day:	**7,006**	**7,674**	**7,496**	**7,268**	**7,264**	**7,036**	**7,708**	**6,808**	**7,476**
	Proyected recovery plan	**2,665**	**2,217**	**1,545**	**2,441**	**3,113**	**3,785**	**3,785**	**4,233**	**3,113**
Ford Chihuahua Good Inventory 0	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2912		1568					2912	
	Ford Chihuahua EF18A Daily Rate (SEBA)	600	1,050	1,800	1,800	2,250	1,400			
	Currently in transit to Ford (ETA / delivery date)	448	3,136	1,792	2,016	1,792	1,792	2,016	672	2,587
	Delphi actual or projected ship amount	2,464	1,120	1,344	1,120	1,120	1,344		2,240	1,120
	Delphi estimated re-test amount	672	672	672	672	672	672	672	347	
	FORD Projected Balance end of Day:	**14,847**	**16,933**	**16,925**	**17,141**	**16,683**	**17,075**	**19,091**	**19,763**	**22,350**
	Proyected recovery plan	**4,878**	**6,670**	**7,118**	**8,910**	**10,702**	**12,718**	**13,390**	**13,065**	**14,185**
	Delphi build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
	Delphi estimated re-test amount	672	672	672	672	672	672	672	347	
	TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*	*1,944*

Inventory Status

1. Ford Service		199
Ford Cleveland Engine Plant 2 (EF02A)		
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**7429**
Ford Chihuahua Engine Plant Information (EF18A)		
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**5014**
Delphi Inventory		
	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at Juarez	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**4032**

From: Schiltges, Dave (D.)
Sent: Friday, August 14, 2009 9:54 AM
To: Langley, Scott (C.S.); Marinelarena, Juan (J.); Lardizabal, Sergio (S.); Chabon, Michael (W.); Davis, Andrae (A.L.); Bos, Ed (E.A.)
Cc: 'O'Neill, Daniel P'; Rose, John (J.A.); 'Rosales, Martin'; 'Mikutowicz, John '; 'D'Elia, George'; Selthofer, Adam (A.)
Subject: A12268042 - Containment for Delphi 9L8E-9F991-BC ETB circuit trace issue(2)

Scott, Mike...
What containment actions are required at CEP2 for stock enroute and on their floor? Same for KCAP containment?
What is the G8D # for us to track?

Thanks.

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Langley, Scott (C.S.)
Sent: Thursday, August 13, 2009 4:03 PM
To: Marinelarena, Juan (J.); Lardizabal, Sergio (S.); Chabon, Michael (W.); Davis, Andrae (A.L.); Bos, Ed (E.A.); Schiltges, Dave (D.)
Cc: 'O'Neill, Daniel P'; Rose, John (J.A.); 'Rosales, Martin'; 'Mikutowicz, John '; 'D'Elia, George'
Subject: A12268042 - Containment for Delphi 9L8E-9F991-BC ETB circuit trace issue

This alert is ready for disposition.
Please review and provide your disposition and input.

This effects throttle bodies of the subject PN shipping from Delphi to Chihuahua and Cleveland.

We will continue to work at this to drive to improved containment, root cause and corrective action.
I trust that Delphi has initiated the 8D process and has asked the same of Avalon.
Please continue to keep all effected parties in the loop. We will do our best to assist.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: D'Elia, George <George.D'Elia@delphi.com>
Sent: Friday, August 14, 2009 10:01 AM
To: Langley, Scott (C.S.); Rose, John A
Cc: Parkinson, Tim (T.M.)
Subject: A12268042 - Containment for Delphi 9L8E-9F991-BC ETB circuit trace issue(1)

Scott and John,
Per our meeting yesterday afternoon, can we add to the alert the approval for Cipsa's new drilling /vacuuming operation + the desmearing process? Not sure if this needs to be added to the alert or not.

Thanks,
George

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, N.Y. 14586
M/C 146.HEN.595
Phone: (585) 359-6136
E-Fax: (866) 916-6156 Fax: (585) 359-6186
Mobile : (585)-857-3883
Email: George.D'Elia@delphi.com

From: Langley, Scott (C.S.) [mailto:slangle1@ford.com]
Sent: Thursday, August 13, 2009 4:03 PM
To: Marinelarena, Juan (J.); Lardizabal, Sergio (S.); Chabon, Michael (W.); Davis, Andrae (A.L.); Bos, Ed (E.A.); Schiltges, Dave (D.)
Cc: O'Neill, Daniel P; Rose, John (J.A.); Rosales, Martin; Mikutowicz, John ; D'Elia, George
Subject: A12268042 - Containment for Delphi 9L8E-9F991-BC ETB circuit trace issue

This alert is ready for disposition.
Please review and provide your disposition and input.

This effects throttle bodies of the subject PN shipping from Delphi to Chihuahua and Cleveland.

We will continue to work at this to drive to improved containment, root cause and corrective action.
I trust that Delphi has initiated the 8D process and has asked the same of Avalon.
Please continue to keep all effected parties in the loop. We will do our best to assist.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

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From: O'Neill, Daniel P <daniel.p.o.neill@delphi.com>
Sent: Wednesday, August 12, 2009 10:30 AM
To: Parkinson, Tim (T.M.); Langley, Scott (C.S.)
Subject: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C" (3)

Tim thanks for looking into this. Nice work.

Daniel P. O'Neill
Design Engineer
Electronic Throttle Body
Delphi Powertrain Systems
Mail code: 146-Hen-530
5500 W. Henrietta Rd.
W. Henrietta, NY 14623
Phone: (585) 359-6628
Fax: (585) 359-6338
E-mail: Daniel.P.O.Neill@Delphi.com

From: Parkinson, Tim (T.M.) [mailto:tparkin1@ford.com]
Sent: Wednesday, August 12, 2009 8:26 AM
To: O'Neill, Daniel P; Langley, Scott (C.S.)
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

The attached file shows the answer to the question : how many times is the ETB is replaced when a P1A0C code is set?

Summary:

There were 21 warranty claims for 2009 Escape with "P1A0C" DTC listed in the dealer text.

Four of those 21 had ETB replacements. The other claims showed several other parts being replaced.

There doesn't seem to be a trend relating P1A0C to ETB replacement.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: O'Neill, Daniel P [mailto:daniel.p.o.neill@delphi.com]
Sent: Friday, July 31, 2009 9:04 AM
To: Langley, Scott (C.S.)
Cc: Parkinson, Tim (T.M.)
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Scott I was talking to Tim on this issue yesterday. If you go through the diag flow chart he put together it seems unlikely the technician would get to the ETB. Also I learned from Claudia that the parts passed for Knee voltage second time through.

So I see two issues:

a) I am looking into more detail to see if this (motor knee voltage) is a red herring.
b) Tim is going to try and see if he can determine how many times the ETB is replaced when a P1A0C is set.

Daniel P. O'Neill
Design Engineer
Electronic Throttle Body
Delphi Powertrain Systems
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5500 W. Henrietta Rd.
W. Henrietta, NY 14623
Phone: (585) 359-6628
Fax: (585) 359-6338
E-mail: Daniel.P.O.Neill@Delphi.com

From: O'Neill, Daniel P
Sent: Wednesday, July 29, 2009 5:18 PM
To: 'Parkinson, Tim (T.M.)'; Langley, Scott (C.S.)
Cc: Contreras, Claudia Judith
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Is there any way to see what percent of IDS DIAG FOUND P1A0C problems lead to an ETB replacement?

Daniel P. O'Neill
Design Engineer
Electronic Throttle Body
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5500 W. Henrietta Rd.
W. Henrietta, NY 14623
Phone: (585) 359-6628
Fax: (585) 359-6338
E-mail: Daniel.P.O.Neill@Delphi.com

From: Parkinson, Tim (T.M.) [mailto:tparkin1@ford.com]
Sent: Wednesday, July 29, 2009 11:22 AM
To: O'Neill, Daniel P; Langley, Scott (C.S.)
Cc: Contreras, Claudia Judith
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Here's some additional information on how the P1A0C could lead to an ETB replacement.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Parkinson, Tim (T.M.)
Sent: Wednesday, July 29, 2009 7:20 AM
To: 'O'Neill, Daniel P'; Langley, Scott (C.S.)

Cc: Contreras, Claudia Judith
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Sorry I missed the warranty meeting yesterday. I got tied up with something else.

Here's the summary for P1A0C from the PC/ED manual (2009 PCED On Board Diagnostics Escape/Mariner Hybrid):

P1A0C - Hybrid Powertrain Control Module - Engine Disabled

Description:	This is an informational DTC and is set as the result of a limited operating strategy (LOS) or a failure mode effects management (FMEM) operating strategy that maintains limited vehicle function in the event of an engine start or stall concern.
Possible Causes:	• Air leak between the MAF sensor and throttle body • TP sensor not seated properly • Powertrain or hybrid-electric system • Positive crankcase ventilation (PCV) system • Damaged MAF sensor • Damaged TP sensor
Diagnostic Aids:	The circuit DTCs can be accompanied by the informational DTCs, and should be diagnosed first. An informational DTC without a circuit DTC may or may not indicate the actual concern and should be diagnosed as a symptom.

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test QE .		

Were there any TPS codes?

The QE pinpoint tests can send you to several other pinpoint tests, depending on the presence of other codes or no other codes. If you'd like, give me a call and we can do a webex meeting and walk though the pinpoint tests to see how it might lead the dealer to replace the ETB.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: O'Neill, Daniel P [mailto:daniel.p.o.neill@delphi.com]
Sent: Tuesday, July 28, 2009 5:14 PM
To: Langley, Scott (C.S.); Parkinson, Tim (T.M.)
Cc: Contreras, Claudia Judith
Subject: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Scott/Tim the two warranty returns below (just received at SEC) did not pass the motor knee voltage at our EOL test at SEC. Both of these parts did not have any PCODES set but both had "IDS DIAG FOUND P1A0C". I am not sure what this test is or how/if it may point to a component in the ETB. Can you provide some background on this diagnostic and what the pinpoint test is?

K[redacted]

Mileage: 10938
Location: Collierville, TN
Diagnostic Trouble Codes: None
Tech Comment:
10938 ROAD TEST FOUND ENGINE CUTS OFF AT TIMES. IDS DIAG FOUND P1A0C
PINPOINT TEST FOUND THROOTLE BODY FAULTY. REPLACED THROTTLE BODY
RETEST AND ROAD TEST OK

K[redacted]
Mileage: 21574
Location: Sandy, UT
Diagnostic Trouble Codes: N/A

Technician Comment: 21574 VERIFIED CONCERN IDS DIAG CODE P1A0C PINPOINT PID MONITOR ROAD
TEST FUEL PRESSUREW TEST 39.7PSI INJECTOR FLOW TEST PASSES IGN SYSTEM
TEST PASSES DCL DISPLAY REPLACED THROTTLE BODY ASSY ROAD TESTED
RETESTED

Daniel P. O'Neill
Design Engineer
Electronic Throttle Body
Delphi Powertrain Systems
Mail code: 146-Hen-530
5500 W. Henrietta Rd.
W. Henrietta, NY 14623

Phone: (585) 359-6628
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Request Name=P1A0C Escape PT claims
Run Date And Time=12 Aug 2009 7.14
Completion Date And Time=12 Aug 2009 7.25
Job Size=10683.30
Execution Time=10
Precalc Processing=
Cut Off Date=31 Jul 2009
Load Date=11 Aug 2009
Currency Exchange=v6
Generated By=TPARKIN1

Data Selection Criteria:
Model Year = MY_09[2009]
Cost Category = All Vehicle Coverages / Contractual[1,%,%]
Region Built = NORTH AMERICA[NA]
Vehicle Line Aws = ESCAPE[M1], ESCAPE HYBRID[M6], MARINER[MR], MARINER HYBRID[MH]
Vrt = POWERTRAIN[F04]

Explanation:

This report was run to see how many times the ETB was replaced when there was a P1A0C DTC code.

To answer this question, I ran the AWS report so that I had all Powertrain claims.
There were about 16,000 claims total in this report. The only claims shown below are those with P1A0C in the dealer text (I deleted the rest to make the file size smaller).

I highlighted the ones with a P1A0C code and with a throttle body as the causal part number.

There were two repeat repairs. The ETB was the 2nd repair in both cases.

Report Selection Criteria:
Report Name=Standard Claims List
Model Year=2009
Destination=DB
Csv Name=CLMLS38
Order By=VIN
Maximum Claims=Unlimited
Logic=Corporate
Tis Claims=ALL
Claims With Comments=ALL
Requested Currency=USD
Reported Currency=USD
Requested Distance=Miles
Reported Distance=Miles
Descriptions=Yes
Default Claims (no Date Filters)=Up to current cutoff date

MDL_YR	VIN_CD	LBR_COS	VEH_LINE	MKT	BOD_CAB	VER_SER	DRIVE_C	ENG_CD	TRANS_C	PLAI	PRODN_DT	WRTY_STAR	NAME	DOC_NUM	PH_NUM	WCC_CD	PART_NU	PART_NUM_CAUS_BASE	PART_NU	CUST_CO
2009	1FMCU49329K	111.6	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	19-Sep-08	20-Dec-08	SAN FRAN	470181A	8616000	2D03	*	12226	*	D21
2009	1FMCU49329K	125.96	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	7-Nov-08	6-Jun-09	CUTTER F	451632A	5649210	2.00E+03	9L8Z	9E926	A	D50
2009	1FMCU49329K	83.55	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	7-Nov-08	6-Jun-09	CUTTER F	445485A	5649210	2G05	*	RECAL	*	D50
2009	1FMCU49359K	154.66	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	30-Jun-08	21-Aug-08	AIRPORT	41966001	6493673	5S03	*	9D937	*	D21
2009	1FMCU49369K	71.18	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	8-Dec-08	15-Jan-09	TERREBO	7068801	9689000	7V01	8U5Z	9345	C	D21
2009	1FMCU49379K	439.13	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	12-Sep-08	27-Feb-09	VERACON	2795801	3407199	2G02	*	12B579	*	D21
2009	1FMCU49379K	123.74	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	27-Feb-09	5-May-09	MANHATT	46050101	5817800	2G05	*	RECAL	*	D02
2009	1FMCU49389K	875.49	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	12-Feb-09	23-Feb-09	HANSEL F	3841461	5437300	1C04	9E5Z	6250	A	D50
2009	1FMCU49399K	304.26	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	7-Nov-08	20-Nov-08	HOLMES '	81964201	2923600	1A03	*	6006	*	E29
2009	1FMCU49399K	111.36	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	5-May-09	2-Jun-09	MANHATT	46216101	5817800	7C05	8L8Z	14N089	A	D02
2009	1FMCU493X9K	151.05	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	21-Jul-08	31-Jul-08	BREDEMA	91653201	9984000	2A01	*	9F805	*	D21
2009	1FMCU493X9K	267.33	T/M7	F	T/WE	T/EF	T/A	T/S3	T/AI	AJ	17-Oct-08	23-Oct-08	ED MULLI	292666A	9842431	2G02	8F9Z	9F472	B	D21
2009	1FMCU59369K	103.85	T/M7	F	T/WE	T/EF	T/F	T/S3	T/AI	AJ	9-Jul-08	30-Jul-08	PHIL LON	541261A	5722200	2.00E+03	9L8Z	9E926	A	D21
2009	1FMCU59389K	157.98	T/M7	F	T/WE	T/EF	T/F	T/S3	T/AI	AJ	21-Aug-08	5-Sep-08	JONES-WI	40235901	*	7C05	8L8Z	14N089	A	D02
2009	1FMCU59399K	103.95	T/M7	F	T/WE	T/EF	T/F	T/S3	T/AI	AJ	21-Aug-08	10-Sep-08	LARRY H.	225732B	6308146	2.00E+03	9L8Z	9E926	A	D21
2009	4M2CU29379K	49.67	T/M7	M	T/WE	T/EL	T/A	T/S3	T/AI	AJ	11-Aug-08	30-Aug-08	MORRIE'S	32975501	5465441	7A01	BXT	96	R	D03
2009	4M2CU29379K	406.44	T/M7	M	T/WE	T/EL	T/A	T/S3	T/AI	AJ	15-Sep-08	17-Oct-08	SANDERS	53007501	3757500	2.00E+04	*	9C915	*	D21
2009	4M2CU29399K	99.45	T/M7	M	T/WE	T/EL	T/A	T/S3	T/AI	AJ	12-Jul-08	1-Sep-08	LANDERS	224766B	8543673	2.00E+03	9L8Z	9E926	A	D21
2009	4M2CU293X9K	242.12	T/M7	M	T/WE	T/EL	T/A	T/S3	T/AI	AJ	25-Oct-08	4-Nov-08	WALNUT (	583320A	9322900	2.00E+06	9M6Z	9A299	A	D50
2009	4M2CU39359K	704.94	T/M7	M	T/WE	T/EL	T/F	T/S3	T/AI	AJ	20-Aug-08	29-Aug-08	HANSEL F	3542062	5437300	2G01	9M6Z	12A650	EE	D50
2009	4M2CU393X9K	161.7	T/M7	M	T/WE	T/EL	T/F	T/S3	T/AI	AJ	17-Oct-08	5-Nov-08	THOMAS I	6435101	2326500	7C05	8L8Z	14N089	A	D02

COND_CD	RPR_DT	TIS_WSD	CLM_KEY	MILGE	MTRL_CO	TOT_COS	LBR_HRS	DLR_CD	DLR_SUB	REGION_(	ST_PROV	CPSC_CD
V3	########	1	85064	478	0	111.6	0.9	6081	*	NA	CA	30803
42	8-Jun-09	1	351589	39	141.58	297.54	1.2	7908	*	NA	HI	30402
42	9-Mar-09	0	164775	23	0	83.55	0.8	7908	*	NA	HI	31405
7	########	3	47099	808	0	154.66	1.6	5563	*	NA	CA	100101
49	12-Feb-09	1	124373	1786	62.79	133.97	0.8	A2204	*	NA	QC	100101
X2	4-Mar-09	1	150897	215	0	439.13	3.6	6202	*	NA	CA	31201
42	22-Jun-09	2	354171	8375	0	123.74	1	4013	*	NA	NY	31405
1	26-Feb-09	1	160708	70	40.11	915.6	7.7	7894	*	NA	CA	30901
42	########	1	54684	946	0	304.26	3.5	20337	*	NA	AZ	30100
42	6-Jul-09	2	388039	9224	32.27	143.63	0.9	4013	*	NA	NY	180107
33	########	2	17985	2230	0	151.05	1.5	1554	*	NA	IL	31201
82	23-Mar-09	6	193470	5386	104.15	371.48	3	2283	*	NA	OH	31403
42	1-Jun-09	11	310179	11021	136.72	240.57	1.1	3134	*	NA	CO	30401
42	20-Oct-08	2	34433	3182	22.61	180.59	1.6	8762	*	NA	NV	30706
42	9-Jun-09	10	344598	21574	136.72	240.67	1.1	5790	*	NA	UT	30402
63	########	4	73155	2683	109.35	159.02	0.5	3891	*	NA	MN	140101
42	20-Oct-08	1	38890	100	46.91	481.35	4.3	10063	*	NA	AZ	0313XX
42	13-Jun-09	10	337716	10938	141.58	241.03	1.1	3820	*	NA	TN	30402
42	########	2	66696	2204	65.38	307.5	2	7820	*	NA	CA	100101
42	########	5	98099	3077	564.29	1269.23	6.2	7894	*	NA	CA	31401
42	########	1	41442	222	32.3	194	1.6	13440	*	NA	NJ	30706

TECH_TXT1	TECH_TX	CUST_TX	AREA_CD	COUNTRY	SLS_DLR_	TXN_C	CNTRY	QR	VFG_	AWS	VRT_(	TIS
483 357 TEST DROVE AND CONFRIMED PROBLEM. CHECK BCM, TCM, AND PCM FOR CODES ONLY FOUND CODE F	R NO STA	VEHICLE I	415	USA	172026	S07	USA	*	V52	M6	F04	
39 CHECK ENGINE LIGHT ON. VERIFY CONCERN. PERFORMED I.D.S. SELF TEST. RETRIEVED CODES. P1A0C:00 28	ORRECLA	CUSTOME	808	USA	172204	S07	USA	*	V44	M6	F04	
23 CHECK ENGINE LIGHT ON. VERIFY CONCERN. PERFORM I.D.S. RETRIEVED CODE P062F INTERNAL CONTROL M	650 EE CH	CUSTOME	808	USA	172204	1	USA	*	V44	M6	F04	
ROAD TEST, VERIFIED CONCERN, PERFORMED SELF TEST, FOUND CODE P1A0C, REINSTALLED AIR FILTER BOX T	UBE PROF	CUSTOME	310	USA	171018	2	USA	*	V52	M6	F04	
FAIT KOEO & KOER CODE EN MEMOIRE P025A P1A0C VER.MT FAIT TEST VERIFIE CONECTEUR DU FUEL POMPE DI	TEUR OK. VER STAL		450	CAN	4B2588		2	CAN	*	V52	M6	F04
UNABLE TO CONFIRM CONDITION DURING ROADTEST. SCANNED & FOUND C1018:00 28, C1018:00 68, P1A0C: 28 FC	LOG CORI	CUSTOME	650	USA	172010	S07	USA	*	V52	M6	F04	
UNABLE TO VERIFY CONCERN AT THIS TIME HOOK UP IDS KOEO CONT CODES P025A P1A0C KOER SAME DATAL	03229286	C S VEHIC	212	USA	113115	2	USA	*	V52	M6	F04	
TECH 148,TEST ALL MODULES FOR ODES,P0016,P0340,P0344, P1A0C, P0562,P0011,C1018, PINPOINT TESTS DR AND	NG BROKI	CHECK FC	707	USA	172417	S07	USA	*	V44	M6	F04	
TEST AND INSPECT,PERFORM EEC SYSTEM DIAG,PID MONITOR AND TEST,RETRIEVE DTC P1A0C,PPT QE1 THRU C	CC D8	BASE C S	520	USA	171204	1	USA	*	V29	M6	F04	
FAULTY INJECTOR RELAY VERIFIED NO CRANK NO START PERFORM 12 V BATTERY TEST CHARGE AND RETEST	UND AND	VEHICLE	212	USA	113115	1	USA	*	V52	M6	F04	@
PERFORM EEC TESTS AND MONITOR TESTS AND ROAD TEST, AND MONITOR PIDS, CODES C1018,U2013,U2511,P1	A0C. FOU	STALLING	847	USA	141077	S07	USA	*	V52	M6	F04	
5410 TEST DROVE: UNABLE TO DUPLICATE CONCERN. CONNECTED TO IDS AND PERFORMED KOEO, KOER ON PC	LINE VIA I	NIGHT DR	440	USA	144577	S07	USA	*	V52	M6	F04	
11021 IDS DIAG.,FOUND CODE P1A0C RAN OASIS AND FOUND TSB 09 8 9..CONTACTED HOTLINE TO CLARIFY AND	HIS TIME..	THE CUST	719	USA	156452	S07	USA	*	V52	M6	F04	
CK OASIS.HYBRID DIAG,PPNT WIRING.INSP,NO VERIFICATION. P0685 P1A0C P2196. REPLACED PCM POWER RELA	Y.HELD O	VEH WAS	*	USA	172404	S07	USA	*	V52	M6	F04	
21574 VERIFIED CONCERN IDS DIAG CODE P1A0C PINPOINT PID MONITOR ROAD TEST FUEL PRESSUREW TEST 3	ESTED RE	CK RUNS	800	USA	156225	S07	USA	*	V52	M6	F04	
UNABLE TO DUPLICATE STATED CONCERN, IDS TEST ALL MODULES P0562 P0685 P1A0C, PER PC ED PINPOINT TE	EVTM PIN	CUSTOME	952	USA	343050	2	USA	*	V52	MH	F04	
EEC DIAG,P0172,685:00 28,P1A0C:00 28.PID MONITOR RECORDER, ROAD TEST.TRUCK RUNNING LEAN,30% FUEL TI	LEAKING.	CUST STA	602	USA	354559	S07	USA	*	V52	MH	F04	
10938 ROAD TEST FOUND ENGINE CUTS OFF AT TIMES. IDS DIAG FOUND P1A0C PINPOINT TEST FOUND THROOTLE	BODY F.	CUSTOME	901	USA	322664	S07	USA	*	V52	MH	F04	
2207 COND 42 (WARR) PERFORMED VEHICLE INSPECTION FOR STALLING WHILE DRIVING PERF EEC TEST FOR C	CONTAC	CUST STA	925	USA	351211	S07	USA	*	V44	MH	F04	
CHECK HYBRID DRIVE SYSTEMS,CHECK ALL MODULES FOR ODES,PCM P1A0C, S C1018 00 28, PPT,ROAD TEST TO	ND CIRCU	CHECK AT	707	USA	351211	S07	USA	*	V44	MH	F04	
PERFORM IDS SELF TEST CODE P0685 P1A0C, CONTACT TECH ASSIST REPLACE PCM POWER RELAY		CUSTOME	908	USA	314417	S07	USA	*	V52	MH	F04	

2012/10/10

Christensen, Kris (K.S.)

Subject:	DP 12-006 2005 - 2012 MY Ford Escape Throttle Body
Location:	Call In Meeting
Start:	Wed 10/10/2012 2:00 PM
End:	Wed 10/10/2012 2:30 PM
Recurrence:	(none)
Meeting Status:	Accepted
Organizer:	Culkeen, Patrick (P.M.)
Required Attendees:	Ott, David (D.J.); Christensen, Kris (K.S.); Boerger, Jim (J.G.); Hall, Brent (A.); Szuszman, Paul (P.J.)
Categories:	Phone Call
ciscoWebExInfo:	<ciscoWebExInfo><wbxMeetKey>711746361</wbxMeetKey><wbxMeetPwd></wbxMeetPwd><wbxHostSMTP>pculkeen@ford.com</wbxHostSMTP><wbxSessiontType>30742</wbxSessiontType><wbxServiceType>1</wbxServiceType><wbxJoinUrl>https://ford.webex.com/ford/j.php?J=711746361</wbxJoinUrl><wbxSite>https://ford.webex.com/ford</wbxSite><wbxUsr>pculkeen</wbxUsr></ciscoWebExInfo>
OISaved:	

Specific details on TSB 09-23-5 and other related service publications

Patrick Culkeen invites you to an online meeting using WebEx.

WebEx meeting information

Meeting Number: 711 746 361
Meeting Link: https://ford.webex.com/ford/j.php?J=711746361
Meeting Password: This meeting does not require a password.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.
US Toll Free Number: +1-888-628-3668
FordNet 248-3668 / Toll: +1-313-248-3668
Global call-in numbers: https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=185391302&tollFree=1
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:711 746 361

MC06

http://www.webex.com

- TSB 09-23-05
  - Narrow time frame, sub-supplier (tier 4) quality concern.
  - This issue/time frame were Delphi tier 1 parts
  - 2010 MY Fusion/Milan early launch
    2009-2010 MY Escape/Mariner (normal 2010 MY Job#1 timing
  - Escape - 2008 and earlier cable throttle body
    2009 and later electronic throttle body
  - Field report/AWS - units (VINs) in 2009 & 2010 TSB 09-23-05 date range and those 2009-2010 outside to TSB date range
- IR has not been received from NHTSA. Kick-off mtg pending receipt.

2012/10/04

Christensen, Kris (K.S.)

From: Hall, Brent (A.)
Sent: Thursday, October 04, 2012 10:52 AM
To: Culkeen, Patrick (P.M.); Ott, David (D.J.); Christensen, Kris (K.S.); Boerger, Jim (J.G.); Szuszman, Paul (P.J.)
Subject: RE: NHTSA Defect Petition DP 12-006 (2005 - 2012 MY Ford Escape for Throttle Body Failure)

Patrick,
Please use my call-in for the meeting.
Jim invited me to attend from the ETB side of things.
I have extended the invite to Paul Szuszman on the ETC Systems side of things.

Dial one of the numbers listed below

Press 1

Enter the Meeting ID <88146032 > and press #

Press 1

Record your name and press #

(Local FordNet Access Code) + 621.3673

Non FordNet Access

Toll (International): +1.313.621.3673

Toll-free: 1.888.621.3673

U.K.: +44.1277.25.2555

Germany: +49.221.90.22555

Brent Hall - Air Metering TS
BHALL60@FORD.COM (313) 805-9223

-----Original Appointment-----
From: Culkeen, Patrick (P.M.)
Sent: Wednesday, October 03, 2012 4:45 PM
To: Culkeen, Patrick (P.M.); Hall, Brent (A.); Ott, David (D.J.); Christensen, Kris (K.S.); Boerger, Jim (J.G.); Szuszman, Paul (P.J.)
Subject: FW: NHTSA Defect Petition DP 12-006 (2005 - 2012 MY Ford Escape for Throttle Body Failure)
When: Thursday, October 04, 2012 11:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Call In Meeting

-----Original Appointment-----
From: Culkeen, Patrick (P.M.)
Sent: Wednesday, October 03, 2012 1:35 PM
To: Culkeen, Patrick (P.M.); Ott, David (D.J.); Christensen, Kris (K.S.); Boerger, Jim (J.G.)
Subject: NHTSA Defect Petition DP 12-006 (2005 - 2012 MY Ford Escape for Throttle Body Failure)
When: Thursday, October 04, 2012 11:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Call In Meeting

Due to scheduling conflicts, if this time is not available, please suggest alternate times.

2012/10/04

Christensen, Kris (K.S.)

Subject:	NHTSA Defect Petition DP 12-006 (2005 - 2012 MY Ford Escape for Throttle Body Failure)
Location:	Call In Meeting
Start:	Thu 10/4/2012 11:00 AM
End:	Thu 10/4/2012 11:30 AM
Recurrence:	(none)
Meeting Status:	Accepted
Organizer:	Culkeen, Patrick (P.M.)
Required Attendees:	Ott, David (D.J.); Christensen, Kris (K.S.); Boerger, Jim (J.G.)
Categories:	Phone Call

Due to scheduling conflicts, if this time is not available, please suggest alternate times.

- Electronic Throttle Body (ETB) introduced on Escape in 2009 MY
- Sourcing – ETBs
  - 2009 MY – Denso
  - 2010-2012 MY – Delphi
- TSBs relate?
  - 08-18-02 superceded by 12-07-04 – no mention of Escape vehicle line in 12-07-04
  - 09-23-06 relates to 2009-2010 Escape/Mariner and 2010 Fusion/Milan

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Thursday, August 20, 2009 5:01 PM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.)
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-20-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-20-2009_updated.xls

Good afternoon, updated DPP file.
Notes:

- Today we completed the scheduled DPP shipments to KCAP & HCAP.
- After review with Customs Staff from Ford & Delphi we will be able to make shipment to CHEP on Sunday.

Regards,

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

****

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

August 20, 2009

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-4079	KCAP Requirements	0	0	0	0	0	0	0																				
		Delphi original build amount	0	1,120	1,344	1,568	0	0	0																				
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0																				
		FORD Projected Balance end of Day:	-4,079	-2,735	-1,391	177	177	177	177																				
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0																				
		Delphi original build amount	0	0	1,120	896	224	0	0																				
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0																				
	-6147	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172																				
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0	900	900	850	900	903	900	0
		Delphi original build amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120	1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120	1,120		1,792	896	896	896	896	896	896
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	-272	1,520	620	392	438	434	430	426	1,098	198	1,314	1,584	1,804	2,024	2,244	3,364	2,464	3,356	3,402	3,398	3,391	3,387	4,283
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original build amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-3,437	-2,093	-301	1,491	1,076	-66	-74	-532	-140	1,876	526	1,862	1,630	2,974	1,092	2,660	4,004	2,522	4,418	4,522	4,850	5,178	5,282	7,074
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,344	2,464	2,464	2,688	2,240	1,120		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi estimated re-test / re-supply amount	0	0	0	0	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672
	16,128	Total amount	2,464	4,928	4,928	5,152	5,376	3,136	672	2,016	4,704	4,704	4,704	4,704	4,256	4,704	4,704	4,256	4,704	4,704	4,256	4,704	4,704	4,256	4,704	4,704	4,256	4,704	4,704	4,256
		Summary of all shipments	0	1,344	2,464	2,688	2,240	3,136	1,792	672	1,344	2,688	2,688	2,688	2,688	0	5,152	2,688	2,464	2,688	2,688	2,464	0	5,152	2,464	2,688	2,688	2,464	2,688	2,688

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

Option 1. Replace ETB & Engines at and in transit to Engine

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

KCAP Requirements	-4079	KCAP Requirements
		Delphi original build amount
		Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
HERMO Requirements	-2068	HERMO Requirements
		Delphi original build amount
		Delphi actual or projected ship amount
	-6147	FORD Projected Balance end of Day:
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)
		Delphi original build amount
		Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)
		Delphi original build amount
	-5,949	Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
		Delphi original build amount
		Delphi build amount
		Delphi estimated re-test / re-supply amount 16,128
		Total amount
		Summary of all shipments

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Saturday, August 22, 2009 10:54 AM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-22-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-22-2009.xls

Good day, updated DPP for Aug 22.
All on schedule, no changes to the plan from yesterday.
Best regards,

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants

August 22, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4
KCAP Requirements	-5679	KCAP Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	1,120	1,344	1,568	0	0	0												
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0												
		FORD Projected Balance end of Day:	-5,679	-4,335	-2,991	-1,423	-1,423	-1,423	-1,423												
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	0	1,120	896	224	0	0												
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0												
	-7747	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172												
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	1,344	672	1,344		672	1,344		1,344	1,344	1,120		
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	1,960	1,782	2,226	1,326	1,098	2,442	1,542	1,986	2,480	2,700	1,800
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	672	672	1,344	1,344	2,016	1,792	1,344	2,016	2,016		1,792	1,792
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	2,868	1,950	1,494	588	1,204	2,996	2,990	3,206	3,422	3,422	1,764
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672		1,344		2,016	1,792		2,016	2,016		1,792	1,792	1,568
		Delphi estimated re-test / re-supply amount	16,576 0	0	0	1,344	1,344	1,344	1,344	1,344	1,344	1,344	672	1,344	1,344	1,344	1,344	1,120	0	0	0
		Total amount	2,464	4,928	5,152	6,944	6,272	2,688	2,016	2,016	4,704	3,360	4,704	5,152	3,136	5,376	5,376	2,912	3,808	3,808	3,360
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*	*792*			*1440*	*1,944*	*1,944*		*1,944*	*1,944*		*1,944*	*1,944*	*1,944*	*1,944*	*3,888*
		Summary of all shipments	0	1,344	2,464	2,688	4,480	3,808	1,344	2,016	1,344	2,688	1,344	2,688	3,136	1,344	3,360	3,360	1,120	1,792	1,792

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

Option 1. Replace ETB & Engines at and in transit to Engine P

August 22, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

				Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-5679	KCAP Requirements										
		Delphi original ship amount										
		Delphi actual or projected ship amount										
		FORD Projected Balance end of Day:										
HERMO Requirements	-2068	HERMO Requirements										
		Delphi original ship amount										
		Delphi actual or projected ship amount										
	-7747	FORD Projected Balance end of Day:										
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)		900	0	900	900	850	900	903	900	0
		Delphi original ship amount		1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount		1,568		1,792						
		FORD Projected Balance end of Day:		900	2,468	1,568	2,460	1,610	710	-193	-1,093	-1,093
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)				1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount		1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount				2,462	1,344					
		FORD Projected Balance end of Day:		3,556	3,556	2,074	3,072	2,952	1,488	24	-1,440	-1,440
		Delphi original build amount		2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount		1,792	2,464	1,344						
		Delphi estimated re-test / re-supply amount	16,576	0	0	0	0	0	0	0	0	0
		Total amount		3,808	4,480	3,136	2,016	2,016	1,792	2,016	2,016	1,792
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival				*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments		1,568	0	4,254	1,344	0	0	0	0	0

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

Option 1. Replace ETB & Engines at and in transit to Engine P

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

KCAP Requirements	-5679	KCAP Requirements
		Delphi original ship amount
		Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
HERMO Requirements	-2068	HERMO Requirements
		Delphi original ship amount
		Delphi actual or projected ship amount
	-7747	FORD Projected Balance end of Day:
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)
		Delphi original ship amount
		Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)
		Delphi original ship amount
	-5,949	Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
		Delphi original build amount
		Delphi build amount
		Delphi estimated re-test / re-supply amount 16,576
		Total amount
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival

Summary of all shipments

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Sunday, August 23, 2009 9:57 AM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-23-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-23-2009.xls

Good morning!

Updated DPP form as of 8-23-2009.

- » No changes to current plan.
- » Per John Mikutowicz/Jim Boerger request added a tab showing how the recovery plan would show if we did not include re-work on week 8-24-2009 and on.

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
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Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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**********USMITRY-MX05**********

Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

August 23, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4
KCAP Requirements	-5679	KCAP Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	1,120	1,344	1,568	0	0	0												
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0												
		FORD Projected Balance end of Day:	-5,679	-4,335	-2,991	-1,423	-1,423	-1,423	-1,423												
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	0	1,120	896	224	0	0												
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0												
	-7747	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172												
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	1,344	672	1,344		672	1,344		1,344	1,344	896		
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	1,960	1,782	2,226	1,326	1,098	2,442	1,542	1,986	2,480	2,476	1,576
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	672	672	1,344	1,344	2,016	1,792	672	2,016	2,016		1,792	1,792
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	2,868	1,950	1,494	588	1,204	2,996	2,318	2,534	2,750	2,750	1,092
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672		1,344		1,344	1,792		2,016	2,016		1,792	1,792	1,568
	16,352	Delphi estimated re-test / re-supply amount	0	0	0	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	672	1,344	1,344	896	0	0	0
		Total amount	2,464	4,928	5,152	6,944	6,272	2,688	2,016	2,016	4,704	3,360	4,704	5,152	2,464	5,376	5,376	2,688	3,808	3,808	3,360
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*	*792*			*1440*	*1,440*	*1,944*		*1,944*	*1,944*		*1,944*	*1,944*	*1,944*	*1,944*	*3,888*
		Summary of all shipments	0	1,344	2,464	2,688	4,480	3,808	1,344	2,016	1,344	2,688	1,344	2,688	3,136	672	3,360	3,360	896	1,792	1,792

Inventory Status

	1. Ford Service	199
Ford Cleveland Engine Plant 2 (EF02A)		
	Hermosillo Engines (HCAP)	1928
	Kansas Engines (KCAP)	1611
	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**11240**
Ford Chihuahua Engine Plant Information (EF18A)		
	Hermosillo Engines (HCAP)	932
	Kansas Engines (KCAP) in transit	2853
	Ford Chihuahua El Paso Warehouse Engines: Need a minimum of 725 starting 8/24)	2416
	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**14476**
Delphi Inventory		
	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at EPDC	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

Option 1. Replace ETB & Engines at and in transit to Engine P

August 23, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-5679	KCAP Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
		FORD Projected Balance end of Day:									
HERMO Requirements	-2068	HERMO Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
	-7747	FORD Projected Balance end of Day:									
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	0	900	900	850	900	903	900	0
		Delphi original ship amount	1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount	1,568		1,792						
		FORD Projected Balance end of Day:	676	2,244	1,344	2,236	1,386	486	-417	-1,317	-1,317
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount			2,462	1,344					
		FORD Projected Balance end of Day:	2,884	2,884	1,402	2,400	2,280	816	-648	-2,112	-2,112
		Delphi original build amount	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,792	2,464	1,344						
		Delphi estimated re-test / re-supply amount	0	0	0	0	0	0	0	0	0
	16,352	Total amount	3,808	4,480	3,136	2,016	2,016	1,792	2,016	2,016	1,792
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments	1,568	0	4,254	1,344	0	0	0	0	0

Inventory Status

	1. Ford Service	199
Ford Cleveland Engine Plant 2 (EF02A)		
	Hermosillo Engines (HCAP)	1928
	Kansas Engines (KCAP)	1611
	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**11240**
Ford Chihuahua Engine Plant Information (EF18A)		
	Hermosillo Engines (HCAP)	932
	Kansas Engines (KCAP) in transit	2853
	Ford Chihuahua El Paso Warehouse Engines: Need a minimum of 725 starting 8/24)	2416
	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**14476**
Delphi Inventory		
	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at EPDC	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

Option 2. Remove Re-Work starting week 8/24/2009

August 23, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4
KCAP Requirements	-5679	KCAP Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	1,120	1,344	1,568	0	0	0												
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0												
		FORD Projected Balance end of Day:	-5,679	-4,335	-2,991	-1,423	-1,423	-1,423	-1,423												
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	0	1,120	896	224	0	0												
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0												
	-7747	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172												
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	1,344	0	1,344		672	0		0	0	0		
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	1,960	1,110	1,554	654	426	426	-474	-1,374	-2,224	-3,124	-4,024
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	672	0	0	0	672	1,792	0	2,016	2,016		1,792	1,792
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	2,868	1,278	-522	-2,772	-3,500	-1,708	-3,058	-2,842	-2,626	-2,626	-4,284
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672		1,344		1,344	1,792		2,016	2,016		1,792	1,792	1,568
		Delphi estimated re-test / re-supply amount	0	0	0	1,344	1,344	1,344	1,344	0	0	0	0	0	0	0	0	0	0	0	0
	5,376	Total amount	2,464	4,928	5,152	6,944	6,272	2,688	2,016	672	3,360	2,016	3,360	3,808	1,792	4,032	4,032	1,792	3,808	3,808	3,360
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*	*792*			*1440*	*1,440*	*1,944*		*1,944*	*1,944*		*1,944*	*1,944*	*1,944*	*1,944*	*3,888*
		Summary of all shipments	0	1,344	2,464	2,688	4,480	3,808	1,344	2,016	0	1,344	0	1,344	1,792	0	2,016	2,016	0	1,792	1,792

Inventory Status

1. Ford Service	199
Ford Cleveland Engine Plant 2 (EF02A)	
Hermosillo Engines (HCAP)	1928
Kansas Engines (KCAP)	1611
Cleveland Engines	272
ETB's at Ford Cleveland	2501
24-Aug ETB's in transit to Ford Cleveland	4928
Total Quarentine Parts for Ford Cleveland	**11240**
Ford Chihuahua Engine Plant Information (EF18A)	
Hermosillo Engines (HCAP)	932
Kansas Engines (KCAP) in transit	2853
Ford Chihuahua El Paso Warehouse Engines. Need a minimum of 725 starting 8/24)	2416
CHEP Engines	3261
ETB's at Ford Chihuahua	5014
Total Quarentine Parts for Ford Chihuahua	**14476**
Delphi Inventory	
ETB's in Quarentine at EPDC	2464
ETB's in Quarentine at EPDC	1568
Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

Option 2. Remove Re-Work starting week 8/24/2009

August 23, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-5679	KCAP Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
		FORD Projected Balance end of Day:									
HERMO Requirements	-2068	HERMO Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
	-7747	FORD Projected Balance end of Day:									
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	0	900	900	850	900	903	900	0
		Delphi original ship amount	1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount	1,568		1,792						
		FORD Projected Balance end of Day:	-4,924	-3,356	-4,256	-3,364	-4,214	-5,114	-6,017	-6,917	-6,917
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount			2,462	1,344					
		FORD Projected Balance end of Day:	-2,492	-2,492	-3,974	-2,976	-3,096	-4,560	-6,024	-7,488	-7,488
		Delphi original build amount	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,792	2,464	1,344						
		Delphi estimated re-test / re-supply amount	0	0	0	0	0	0	0	0	0
	5,376	Total amount	3,808	4,480	3,136	2,016	2,016	1,792	2,016	2,016	1,792
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments	1,568	0	4,254	1,344	0	0	0	0	0

Inventory Status

	1. Ford Service	199
Ford Cleveland Engine Plant 2 (EF02A)		
	Hermosillo Engines (HCAP)	1928
	Kansas Engines (KCAP)	1611
	Cleveland Engines	272
	ETB's at Ford Cleveland	2501
24-Aug	ETB's in transit to Ford Cleveland	4928
	Total Quarentine Parts for Ford Cleveland	**11240**
Ford Chihuahua Engine Plant Information (EF18A)		
	Hermosillo Engines (HCAP)	932
	Kansas Engines (KCAP) in transit	2853
	Ford Chihuahua El Paso Warehouse Engines. Need a minimum of 725 starting 8/24)	2416
	CHEP Engines	3261
	ETB's at Ford Chihuahua	5014
	Total Quarentine Parts for Ford Chihuahua	**14476**
Delphi Inventory		
	ETB's in Quarentine at EPDC	2464
	ETB's in Quarentine at EPDC	1568
	Total Estimated ETB's in Ford/ Delphi loop to re-test	**16475**

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Monday, August 24, 2009 10:11 AM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-24-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-24-2009.xls

Updated file.
No changes, all on schedule.

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

August 23, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

				Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4
KCAP Requirements	-5679	KCAP Requirements		0	0	0	0	0	0	0												
		Delphi original ship amount		0	1,120	1,344	1,568	0	0	0												
		Delphi actual or projected ship amount		0	1,344	1,344	1,568	0	0	0												
		FORD Projected Balance end of Day:		-5,679	-4,335	-2,991	-1,423	-1,423	-1,423	-1,423												
HERMO Requirements	-2068	HERMO Requirements		0	0	0	0	0	0	0												
		Delphi original ship amount		0	0	1,120	896	224	0	0												
		Delphi actual or projected ship amount		0	0	1,120	1,120	0	0	0												
	-7747	FORD Projected Balance end of Day:		-2,068	-2,068	-948	172	172	172	172												
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)									900	900	850	900	900	900	0	900	900	850	900	900
		Delphi original ship amount		0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount		0	0	0	0	1,344	1,344	0	1,344	672	1,344		672	1,344		1,344	1,344	896		
		FORD Projected Balance end of Day:		-272	-272	-272	-272	-272	1,072	2,416	1,516	1,960	1,782	2,226	1,326	1,098	2,442	1,542	1,986	2,480	2,476	1,576
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)										415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450
		Delphi original ship amount		0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568
	-5,949	Delphi actual or projected ship amount		0	0	0	0	3,136	2,464	1,344	672	672	1,344	1,344	2,016	1,792	672	2,016	2,016		1,792	1,792
		FORD Projected Balance end of Day:		-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	2,868	1,950	1,494	588	1,204	2,996	2,318	2,534	2,750	2,750	1,092
		Delphi original build amount		1,120	2,464	2,464	2,464	2,464	1,344		672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount		1,344	2,464	2,688	3,136	2,464		672		1,344		1,344	1,792		2,016	2,016		1,792	1,792	1,568
		Delphi estimated re-test / re-supply amount	16,352	0	0	0	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	672	1,344	1,344	896	0	0	0
		Total amount		2,464	4,928	5,152	6,944	6,272	2,688	2,016	2,016	4,704	3,360	4,704	5,152	2,464	5,376	5,376	2,688	3,808	3,808	3,360
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*1944*	*1944*	*1728*	*1944*	*792*			*1440*	*1,440*	*1,944*		*1,944*	*1,944*		*1,944*	*1,944*	*1,944*	*1,944*	*3,888*
		Summary of all shipments		0	1,344	2,464	2,688	4,480	3,808	1,344	2,016	1,344	2,688	1,344	2,688	3,136	672	3,360	3,360	896	1,792	1,792

Option 1. Replace ETB & Engines at and in transit to Engine P

August 23, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

				Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-5679	KCAP Requirements										
		Delphi original ship amount										
		Delphi actual or projected ship amount										
		FORD Projected Balance end of Day:										
HERMO Requirements	-2068	HERMO Requirements										
		Delphi original ship amount										
		Delphi actual or projected ship amount										
	-7747	FORD Projected Balance end of Day:										
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)		900	0	900	900	850	900	903	900	0
		Delphi original ship amount		1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount		1,568		1,792						
		FORD Projected Balance end of Day:		676	2,244	1,344	2,236	1,386	486	-417	-1,317	-1,317
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)				1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount		1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount				2,462	1,344					
		FORD Projected Balance end of Day:		2,884	2,884	1,402	2,400	2,280	816	-648	-2,112	-2,112
		Delphi original build amount		2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount		1,792	2,464	1,344						
		Delphi estimated re-test / re-supply amount	16,352	0	0	0	0	0	0	0	0	0
		Total amount		3,808	4,480	3,136	2,016	2,016	1,792	2,016	2,016	1,792
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival				*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments		1,568	0	4,254	1,344	0	0	0	0	0

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Tuesday, August 25, 2009 10:29 AM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-25-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-25-2009.xls

Good Morning… tried to access the Ford Conference Line with no success.
Attached is todays updated DPP.

Note:

- Cleveland → Today we will ship 896 pcs (re-work material); will also ship 224 pcs to Cleveland on 8/25 with special ID – STOP SIGN Trial ETB 9L8E-9F991-BC Attn Kenneth (K.C.) Gillespie.
- Chihuahua → Today we will ship 2464 pcs (1120 pcs re-work material + 672 pcs TPS under containment + 672 pcs TPS with corrective action); will also ship 224 pcs to CHEP on 8/25 with special ID – STOP SIGN Trial ETB 9L8E-9F991-BC Attn Jose Antonio Olivas / Juan Mariñelarena.

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

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****

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****

Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

August 23, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5
KCAP Requirements	-4079	KCAP Requirements	0	0	0	0	0	0	0													
		Delphi original ship amount	0	1,120	1,344	1,568	0	0	0													
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0													
		FORD Projected Balance end of Day:	-4,079	-2,735	-1,391	177	177	177	177													
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0													
		Delphi original ship amount	0	0	1,120	896	224	0	0													
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0													
	-6147	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172													
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	2,464	896			672	1,344		1,344	1,344	896			1,568
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	3,080	3,126	2,226	1,326	1,098	2,442	1,542	1,986	2,480	2,476	1,576	676
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450	
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568	1,344
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	1,568	2,464			2,016	1,792	672	2,016	2,016		1,792	1,792	
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	3,764	4,638	2,838	588	1,204	2,996	2,318	2,534	2,750	2,750	1,092	2,884
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344	0	672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672	1,344			1,344	1,792		2,016	2,016		1,792	1,792	1,568	1,792
		Delphi estimated re-test / re-supply amount	16,352	0	0	0	1,344	1,344	1,344	3,360	2,016			1,344	1,344	672	1,344	1,344	896	0	0	0	0
		Total amount	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	0	0	2,688	3,136	672	3,360	3,360	896	1,792	1,792	1,568	1,792
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*	*792*		*1440*	*1,440*		*1,944*		*1,944*	*1,944*		*1,944*	*1,944*	*1,944*	*1,944*	*3,888*	
		Summary of all shipments	0	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	0	0	2,688	3,136	672	3,360	3,360	896	1,792	1,792	1,568

Option 1. Replace ETB & Engines at and in transit to Engine P

August 23, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

				Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-4079	KCAP Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
		FORD Projected Balance end of Day:									
HERMO Requirements	-2068	HERMO Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
	-6147	FORD Projected Balance end of Day:									
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)		0	900	900	850	900	903	900	0
		Delphi original ship amount			1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount			1,792						
		FORD Projected Balance end of Day:		2,244	1,344	2,236	1,386	486	-417	-1,317	-1,317
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount			3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount			2,462	1,344					
		FORD Projected Balance end of Day:		2,884	1,402	2,400	2,280	816	-648	-2,112	-2,112
		Delphi original build amount		2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount		2,464	1,344						
		Delphi estimated re-test / re-supply amount	16,352	0	0	0	0	0	0	0	0
		Total amount		2,464	1,344	0	0	0	0	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments		0	4,254	1,344	0	0	0	0	0

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Wednesday, August 26, 2009 9:52 AM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-26-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-26-2009.xls

Good Morning… attached is today's updated DPP.

» Chihuahua → Today we will ship 1344 pcs (224 pcs re-work material + 1120 pcs TPS with corrective action).

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

August 26, 2009

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-4079	KCAP Requirements	0	0	0	0	0	0	0																					
		Delphi original ship amount	0	1,120	1,344	1,568	0	0	0																					
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0																					
		FORD Projected Balance end of Day:	-4,079	-2,735	-1,391	177	177	177	177																					
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0																					
		Delphi original ship amount	0	0	1,120	896	224	0	0																					
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0																					
	-6147	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172																					
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0	900	900	850	900	903	900	0
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120	1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	2,464	896			672	1,344		1,344	1,344	896			1,568		1,792						
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	3,080	3,126	2,226	1,326	1,098	2,442	1,542	1,986	2,480	2,476	1,576	676	2,244	1,344	2,236	1,386	486	-417	-1,317	-1,317
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	1,568	2,464	1,344		672	1,792	672	2,016	2,016		1,792	1,792			2,462	1,344					
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	3,764	4,638	4,182	1,932	1,204	2,996	2,318	2,534	2,750	2,750	1,092	2,884	2,884	1,402	2,400	2,280	816	-648	-2,112	-2,112
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344	0	672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672	1,344	1,120		1,344	1,792		2,016	2,016		1,792	1,792	1,568	1,792	2,464	1,344						
	16,576	Delphi estimated re-test / re-supply amount	0	0	0	1,344	1,344	1,344	3,360	2,016	224		1,344	1,344	672	1,344	1,344	896	0	0	0	0	0	0	0	0	0	0	0	0
		Total amount	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	0	2,688	3,136	672	3,360	3,360	896	1,792	1,792	1,568	1,792	2,464	1,344	0	0	0	0	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*	*792*		*1440*	*1,440*		*3,888*		*1,944*			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments	0	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	0	1,344	3,136	672	3,360	3,360	896	1,792	1,792	1,568	0	4,254	1,344	0	0	0	0	0

Option 1. Replace ETB & Engines at and in transit to Engine

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

KCAP Requirements	-4079	KCAP Requirements
		Delphi original ship amount
		Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
HERMO Requirements	-2068	HERMO Requirements
		Delphi original ship amount
		Delphi actual or projected ship amount
	-6147	FORD Projected Balance end of Day:
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)
		Delphi original ship amount
		Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)
		Delphi original ship amount
	-5,949	Delphi actual or projected ship amount
		FORD Projected Balance end of Day:
		Delphi original build amount
		Delphi build amount
		Delphi estimated re-test / re-supply amount
		Total amount
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival
		Summary of all shipments

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Thursday, August 27, 2009 11:03 AM
To: Miramontes, Claudia ; Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-27-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-27-2009.xls

Good Morning… attached is today's updated DPP.

- » Chihuahua → Today we will ship 1568 pcs (448 pcs re-work material + 1120 pcs TPS with corrective action).
- » Cleveland → Today we will ship 1344 pcs (1344 pcs re-work material).

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

August 27, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4
KCAP Requirements	-4079	KCAP Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	1,120	1,344	1,568	0	0	0												
		Delphi actual or projected ship amount	0	1,344	1,344	1,568	0	0	0												
		FORD Projected Balance end of Day:	-4,079	-2,735	-1,391	177	177	177	177												
HERMO Requirements	-2068	HERMO Requirements	0	0	0	0	0	0	0												
		Delphi original ship amount	0	0	1,120	896	224	0	0												
		Delphi actual or projected ship amount	0	0	1,120	1,120	0	0	0												
	-6147	FORD Projected Balance end of Day:	-2,068	-2,068	-948	172	172	172	172												
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	2,464	896		1,344		672		1,344	1,344	896		
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	3,080	3,126	2,226	2,670	1,770	2,442	1,542	1,986	2,480	2,476	1,576
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	1,568	2,464	1,344	1,568		672	672	2,016	2,016		1,792	1,792
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	3,764	4,638	4,182	3,500	2,100	2,772	2,094	2,310	2,526	2,526	868
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344	0	672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672	1,344	1,120	1,120	224	1,792		2,016	2,016		1,792	1,792	1,568
		Delphi estimated re-test / re-supply amount	16,576 0	0	0	1,344	1,344	1,344	3,360	2,016	224	1,792		896	672	1,344	1,344	896	0	0	0
		Total amount	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	2,912	224	2,688	672	3,360	3,360	896	1,792	1,792	1,568
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*1944*	*1944*	*1728*	*1944*	*792*		*1440*	*1,440*		*3,888*	*1,800*	*1,944*			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*
		Summary of all shipments	0	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	2,912	0	1,344	672	3,360	3,360	896	1,792	1,792

Option 1. Replace ETB & Engines at and in transit to Engine P

August 27, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-4079	KCAP Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
		FORD Projected Balance end of Day:									
HERMO Requirements	-2068	HERMO Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
	-6147	FORD Projected Balance end of Day:									
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	0	900	900	850	900	903	900	0
		Delphi original ship amount	1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount	1,568		1,792						
		FORD Projected Balance end of Day:	676	2,244	1,344	2,236	1,386	486	-417	-1,317	-1,317
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount			2,462	1,344					
		FORD Projected Balance end of Day:	2,660	2,660	1,178	2,176	2,056	592	-872	-2,336	-2,336
		Delphi original build amount	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,792	2,464	1,344						
		Delphi estimated re-test / re-supply amount	0	0	0	0	0	0	0	0	0
	16,576	Total amount	1,792	2,464	1,344	0	0	0	0	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments	1,568	0	4,254	1,344	0	0	0	0	0

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896											
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120										
	ETBs with re-work							1,344		1,120	224										

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under contaiment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under contaiment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under contaiment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under contaiment										
	TPS under corrective action										
	ETBs with re-work										

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Friday, August 28, 2009 5:18 PM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 08-28-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 8-28-2009.xls

Good Afternoon… attached is today's updated DPP.

- » Chihuahua → Today we will ship 2016 pcs (2016 pcs TPS with corrective action).
- » Cleveland → Today we will ship 1792 pcs (1792 pcs re-work material).

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
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Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

****

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

August 28, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

				Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4
KCAP Requirements	-4079	KCAP Requirements		0	0	0	0	0	0	0												
		Delphi original ship amount		0	1,120	1,344	1,568	0	0	0												
		Delphi actual or projected ship amount		0	1,344	1,344	1,568	0	0	0												
		FORD Projected Balance end of Day:		-4,079	-2,735	-1,391	177	177	177	177												
HERMO Requirements	-2068	HERMO Requirements		0	0	0	0	0	0	0												
		Delphi original ship amount		0	0	1,120	896	224	0	0												
		Delphi actual or projected ship amount		0	0	1,120	1,120	0	0	0												
	-6147	FORD Projected Balance end of Day:		-2,068	-2,068	-948	172	172	172	172												
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)									900	900	850	900	900	900	0	900	900	850	900	900
		Delphi original ship amount		0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120
		Delphi actual or projected ship amount		0	0	0	0	1,344	1,344	0	2,464	896		896	1,792			672	1,344	896		
		FORD Projected Balance end of Day:		-272	-272	-272	-272	-272	1,072	2,416	1,516	3,080	3,126	2,226	2,222	3,114	3,114	2,214	1,986	2,480	2,476	1,576
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)										415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450
		Delphi original ship amount		0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568
	-5,949	Delphi actual or projected ship amount		0	0	0	0	3,136	2,464	1,344	1,568	2,464	1,344	1,568	2,016			1,344	2,016		1,792	1,792
		FORD Projected Balance end of Day:		-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	3,764	4,638	4,182	3,500	4,116	4,116	2,766	2,310	2,526	2,526	868
		Delphi original build amount		1,120	2,464	2,464	2,464	2,464	1,344	0	672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount		1,344	2,464	2,688	3,136	2,464		672	1,344	1,120	1,120	2,016			2,016	2,016		1,792	1,792	1,568
		Delphi estimated re-test / re-supply amount	16,576	0	0	0	1,344	1,344	1,344	3,360	2,016	224	1,792	1,792			1,120	1,344	896	0	0	0
		Total amount		1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	2,912	3,808	0	0	3,136	3,360	896	1,792	1,792	1,568
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*1944*	*1944*	*1728*	*1944*	*792*		*1440*	*1,440*		*3,888*	*1,800*	*1,944*			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*
		Summary of all shipments		0	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	2,464	3,808	0	0	2,016	3,360	896	1,792	1,792

Option 1. Replace ETB & Engines at and in transit to Engine P

August 28, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
KCAP Requirements	-4079	KCAP Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
		FORD Projected Balance end of Day:									
HERMO Requirements	-2068	HERMO Requirements									
		Delphi original ship amount									
		Delphi actual or projected ship amount									
	-6147	FORD Projected Balance end of Day:									
Ford Cleveland Good Inventory	-272	Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	0	900	900	850	900	903	900	0
		Delphi original ship amount	1,120		1,792	896	896	896	896	896	896
		Delphi actual or projected ship amount	1,568		1,792						
		FORD Projected Balance end of Day:	676	2,244	1,344	2,236	1,386	486	-417	-1,317	-1,317
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Daily Rate (SEBA)			1,482	1,464	1,464	1,464	1,464	1,464	
		Delphi original ship amount	1,344		3,360	1,568	1,792	1,792	1,568	1,792	1,792
	-5,949	Delphi actual or projected ship amount			2,462	1,344					
		FORD Projected Balance end of Day:	2,660	2,660	1,178	2,176	2,056	592	-872	-2,336	-2,336
		Delphi original build amount	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792
		Delphi build amount	1,792	2,464	1,344						
		Delphi estimated re-test / re-supply amount	0	0	0	0	0	0	0	0	0
		Total amount	1,792	2,464	1,344	0	0	0	0	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*		
		Summary of all shipments	1,568	0	4,254	1,344	0	0	0	0	0

16,576

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792								
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120	1,120	2,016								
	ETBs with re-work							1,344		1,120	224	448									

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	242288	14-Aug		
Chihuahua	2912	242289	17-Aug		
Chihuahua	2464	242294	24-Aug		
Chihuahua	3136	242296	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	242293	22-Aug		
Cleveland	2522	242287	18-Aug		
Cleveland	4928	242297	24-Aug	26-Aug	

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Tuesday, September 01, 2009 11:02 AM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 09-01-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 9-01-2009.xls

Shipping against releases per Ford Request (Chihuahua / Cleveland)
Regards,

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
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**********USMITRY-MX05**********

Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

September 1, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

			Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6
		Delphi Total Production																					
Ford Cleveland Good Inventory	-272	Ford Clevenland EF02A Shipping Schedule (AAIA)															5,824		672	896	896		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)								900	900	850	900	900	900	0	900	900	850	900	900	900	0
		Delphi original ship amount	0	0	0	0	0	1,792	0	672	896	896	896	896	672		2,016	1,120	1,120	1,120	1,120	1,120	
		Delphi actual or projected ship amount	0	0	0	0	1,344	1,344	0	2,464	896		896	1,792			5,824		672	896	896		
		FORD Projected Balance end of Day:	-272	-272	-272	-272	-272	1,072	2,416	1,516	3,080	3,126	2,226	2,222	3,114	3,114	2,214	7,138	6,288	6,060	6,056	6,052	6,052
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Shipping Schedule (AAIA)										5152		1,344			2,464		896		3,584		
		Ford Chihuahua EF18A Daily Rate (SEBA)									415	1,590	1,800	2,250	1,400		1,350	1,800	1,800		3,450		
		Delphi original ship amount	0	0	0	0	2,240	1,344	1,792	0	448	1,792	1,792	1,792	2,016		3,136	1,568	1,344	1,568	1,568	1,344	
	-5,949	Delphi actual or projected ship amount	0	0	0	0	3,136	2,464	1,344	1,568	2,464	1,344	1,568	2,016			2,464		896		3,584		
		FORD Projected Balance end of Day:	-5,677	-5,677	-5,677	-5,677	-2,541	-77	1,267	2,611	3,764	4,638	4,182	3,500	4,116	4,116	2,766	3,430	1,630	2,526	-924	2,660	2,660
		Delphi original build amount	1,120	2,464	2,464	2,464	2,464	1,344	0	672	2,016	2,016	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016
		Delphi build amount	1,344	2,464	2,688	3,136	2,464		672	1,344	1,120	1,120	2,016	2,016	2,016	1,120	224	1,896	1,792	1,792	2,016		
		Delphi estimated re-test / re-supply amount	25,088	0	0	0	1,344	1,344	1,344	3,360	2,016	224	1,792	1,792	1,344	1,344	3,136	2,016		1,344	1,344	1,344		
		Total amount		1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	2,912	3,808	3,360	3,360	4,256	2,240	1,896	3,136	3,136	3,360	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*1944*	*1944*	*1728*	*1944*	*792*		*1440*	*1,440*		*3,888*	*1,800*	*1,944*			*1,944*	*1,944*	*1,944*	*1,944*	*2,304*		
		Summary of all shipments		0	1,344	2,464	2,688	4,480	3,808	1,344	4,032	3,360	1,344	2,464	3,808	0	0	8,288	0	1,568	896	4,480	0	0

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

Option 1. Replace ETB & Engines at and in transit to Engine Plants

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

September 1, 2009

			Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15	Wed 9/16	Thu 9/17	Fri 9/18	Sat 9/19	Sun 9/20	Mon 9/21	Tue 9/22	Wed 9/23	Thu 9/24	Fri 9/25	Sat 9/26	Sun 9/27
		Delphi Total Production																						
Ford Cleveland Good Inventory	-272	Ford Clevenland EF02A Shipping Schedule (AAIA)		896	896	1792	896			896														
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	0	900	850	900	900	0	0	900	900	850	900	900	900	0	900	900	850	900	900	900	0
		Delphi original ship amount	1,792	896	896	896	896	896	896															
		Delphi actual or projected ship amount		896	896	1,792	896			896														
		FORD Projected Balance end of Day:	6,052	5,152	5,198	5,194	6,086	6,982	6,982	6,978	6,078	5,228	4,328	3,428	2,528	2,528	1,628	728	-122	-1,022	-1,922	-2,822	-2,822
Ford Chihuahua Good Inventory	-5,677	Ford Chihuahua EF18A Shipping Schedule (AAIA)			5824					2240														
		Ford Chihuahua EF18A Daily Rate (SEBA)	1,482	1,464	1,464	1,464	1,464	1,464				1,800	1,800	2,019			1,350	1,800	1,800	1,800	2,250			
		Delphi original ship amount	3,360	1,568	1,792	1,792	1,568	1,792	1,792															
	-5,949	Delphi actual or projected ship amount			5,824					2,240														
		FORD Projected Balance end of Day:	1,178	-286	-1,750	2,610	1,146	-318	-318	-318	1,922	122	-1,678	-3,697	-3,697	-3,697	-5,047	-6,847	-8,647	-10,447	-12,697	-12,697	-12,697
		Delphi original build amount	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016	1,792	2,016	2,016							
		Delphi build amount	2,016	2,464	1,792	1,792	1,792			2,464	2,464	1,792	1,792	1,792			2,464	2,464	1,792	1,792	1,792			
		Delphi estimated re-test / re-supply amount	25,088																					
		Total amount	2,016	2,464	1,792	1,792	1,792	0	0															
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival				*1,944*	*3,888*			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*			*1,944*	*1,944*	*1,944*	*1,944*	*3,888*			
		Summary of all shipments	0	896	6,720	1,792	896	0	0	3,136	0	0	0	0	0	0	0							

As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to HERMO is 6.6 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CHEP to KCAP is 9.1 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to HERMO is 10.2 Days.
As of 8/19 at 7:00am, Lowest Days on Hand Will Make from CE2 to KCAP is 8.1 Days.

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
		8/17	8/18	8/19	8/20	8/21	8/22	8/23	8/24	8/25	8/26	8/27	8/28	8/29	8/30	8/31	9/1	9/2	9/3	9/4	9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792			5,824					
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120	1,120	2,016								
	ETBs with re-work							1,344		1,120	224	448				2,464					

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	242288	14-Aug		
Chihuahua	2912	242289	17-Aug		
Chihuahua	2464	242294	24-Aug		
Chihuahua	3136	242296	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	242293	22-Aug		
Cleveland	2522	242287	18-Aug		
Cleveland	4928	242297	24-Aug	26-Aug	

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Wednesday, September 02, 2009 3:53 PM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.); Monge, Silvia (S.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 09-02-2009
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 9-02-2009.xls

Good day, updated DPP as of today.
As of tomorrow, Silvia Solis will distribute the updated DPP.
Best regards,

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
PH 915-612-2899
FX 915-612-2928
Mobile (915) 227-9557

"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)		5,824		1,120	1,120	1,120				
		Ford Cleveland EF02A Plant Daily Rate (SEBA)		900	900	850	900	900	900	0	0	900
		Delphi actual or projected ship amount		5,824		1,120	1,120	1,120				
		FORD Projected Balance end of Day:	3,114	821	5,745	4,895	5,115	5,335	5,555	5,555	5,555	4,655
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)		2,464		1,120		3,808				
		Ford Chihuahua EF18A Daily Rate (SEBA)		1,337	1,550	1,800	320				250	1,800
		Delphi actual or projected ship amount		2,464		1,120		3,808			0	
		FORD Projected Balance end of Day:	4,116	886	1,800	0	800	800	4,608	4,608	4,358	2,558
		Delphi Inventory	11,648	3,360	5,600	5,600	7,616	5,824	9,184	9,184	9,184	12,208
		Delphi build amount	1,120	224	896	1,792	1,792	2,016			2,016	
		Delphi estimated re-test / re-supply amount	3,136	2,016	1,344	1,344	1,344	1,344			1,008	1,008
		Total amount	4,256	2,240	2,240	3,136	3,136	3,360	0	0	3,024	1,008
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*3,888*	*1,944*			*2,304*				*1,944*
			1,896	*1,000*	*3,096*	*3,248*	*1,232*	*1,232*	*3,536*	*1,520*	*1,520*	*1,072*
		Summary of all shipments	0	8,288	0	2,240	1,120	4,928	0	0	0	0

Option 1. Replace ETB & Engines at and in transit to Engine I

September 2, 2009

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	1120	1568	1120		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	850	900	900	0	0
		Delphi actual or projected ship amount	1,120	1,568	1,120		
		FORD Projected Balance end of Day:	**3,805**	**4,025**	**4,693**	**5,813**	**5,813**
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)	4032		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)	1,800	1,800	2,250		
		Delphi actual or projected ship amount	4,032		1,568		
		FORD Projected Balance end of Day:	**758**	**2,990**	**740**	**2,308**	**2,308**
		Delphi Inventory	**8,064**	**6,944**	**6,048**	**8,512**	**8,512**
		Delphi build amount	448	1,792	2,464		
		Delphi estimated re-test / re-supply amount					
		Total amount	448	1,792	2,464	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,400*		*4,800*		
			1,224	*1,160*	*1,160*	*5,960*	*3,944*
		Summary of all shipments	5,152	1,568	2,688	0	0

Option 1. Replace ETB & Engines at and in transit to Engine I

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Mon 9/14	Tue 9/15	Wed 9/16	Thu 9/17	Fri 9/18	Sat 9/19	Sun 9/20	Mon 9/21	Tue 9/22	Wed 9/23
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	896	1120	1120	1120	1120			896	896	896
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900	850
		Delphi actual or projected ship amount	896	1,120	1,120	1,120	1,120			896	896	896
		FORD Projected Balance end of Day:	**5,809**	**6,029**	**6,299**	**6,519**	**6,739**	**5,839**	**5,839**	**5,835**	**5,831**	**5,877**
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)	3808							3808		3808
		Ford Chihuahua EF18A Daily Rate (SEBA)			1,800	1,800	533			1,350	1,800	1,800
		Delphi actual or projected ship amount	3,808							3,808		3,808
		FORD Projected Balance end of Day:	**2,308**	**6,116**	**4,316**	**2,516**	**1,983**	**1,983**	**1,983**	**633**	**2,641**	**841**
		Delphi Inventory	3,808	4,704	5,600	6,496	7,392	7,392	7,392	2,688	3,808	1,120
		Delphi build amount	2,016	2,016	2,016	2,016				2,016	2,016	2,016
		Delphi estimated re-test / re-supply amount										
		Total amount	2,016	2,016	2,016	2,016	0	0	0	2,016	2,016	2,016
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,400*	*2,400*	*2,400*	*2,400*	*4,800*			*2,400*	*2,400*	*2,400*
			1,928	*2,312*	*2,696*	*5,096*	*7,496*	*12,296*	*10,280*	*8,264*	*8,648*	*9,032*
		Summary of all shipments	4,704	1,120	1,120	1,120	1,120	0	0	4,704	896	4,704

Option 1. Replace ETB & Engines at and in transit to Engine I

September 2, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Thu 9/24	Fri 9/25	Sat 9/26	Sun 9/27
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	896	672		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	900	0
		Delphi actual or projected ship amount	896	672		
		FORD Projected Balance end of Day:	5,873	5,645	4,745	4,745
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)	1,800	2,250		
		Delphi actual or projected ship amount		1,568		
		FORD Projected Balance end of Day:	2,849	599	2,167	2,167
		Delphi Inventory	2,240	2,016	4,032	4,032
		Delphi build amount	2,016	2,016		
		Delphi estimated re-test / re-supply amount				
		Total amount	2,016	2,016	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,400*	*4,800*		
			9,416	*11,816*	*16,616*	*16,616*
		Summary of all shipments	896	2,240	0	0

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7
KCAP	TPS under containment		1,344	1,344	1,568																	
	TPS under corrective action																					
	ETBs with re-work																					
HERMO	TPS under containment			1,120	1,120																	
	TPS under corrective action																					
	ETBs with re-work																					
Ford Cleveland	TPS under containment																					
	TPS under corrective action																					
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792			5,824		1,120					
Ford Chihuahua	TPS under containment					3,136	2,464		672	672													
	TPS under corrective action								896	672	1,120	1,120	2,016			2,464		1,120					
	ETBs with re-work							1,344		1,120	224	448											

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment								
	TPS under corrective action								
	ETBs with re-work								
HERMO	TPS under containment								
	TPS under corrective action								
	ETBs with re-work								
Ford Cleveland	TPS under containment								
	TPS under corrective action								
	ETBs with re-work								
Ford Chihuahua	TPS under containment								
	TPS under corrective action								
	ETBs with re-work								

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	**242288**	14-Aug		
Chihuahua	2912	**242289**	17-Aug		
Chihuahua	2464	**242294**	24-Aug		
Chihuahua	3136	**242296**	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	**242293**	22-Aug		
Cleveland	2522	**242287**	18-Aug		
Cleveland	4928	**242297**	24-Aug	26-Aug	

From: Solis, Silvia Ivonne [silvia.solis@delphi.com]

Sent: Thursday, September 03, 2009 10:39 AM

To: Miramontes, Claudia ; Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.); Monge, Silvia (S.)

Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com

Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 09-03-2009

Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 9-03-2009.xls

Good morning... updated DPP for 09.03.2009

Silvia I. Solis
PC&L Customer Order Management
DELPHI PowerTrain System
Ph. 915-612-2884
Fx. 915-612-2984
Mx line +52 (656) 649-2884
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silvia.solis@delphi.com

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**********USMITRY-MX05**********

Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

September 2, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)		5,824		1,120	1,120	1,120					1120	1568	1120		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)		900	900	850	900	900	900	0	0	900	850	900	900	0	0
		Delphi actual or projected ship amount		5,824		1,120	1,120	1,120					1,120	1,568	1,120		
		FORD Projected Balance end of Day:	3,114	821	5,745	4,895	5,115	5,335	5,555	5,555	5,555	4,655	3,805	4,025	4,693	5,813	5,813
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)		2,464		1,120	0	3,808					4032		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)		1,337	1,550	1,800	320				250	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount		2,464		1,120		3,808			0		4,032		1,568		
		FORD Projected Balance end of Day:	4,116	886	1,800	0	800	800	4,608	4,608	4,358	2,558	758	2,990	740	2,308	2,308
		Delphi Inventory	11,648	3,360	5,600	5,600	7,168	5,152	8,288	8,288	8,288	10,304	5,152	4,032	3,136	5,600	5,600
		Delphi build amount	1,120	224	896	0	1,792	2,016			2,016		448	1,792	2,464		
		Delphi estimated re-test / re-supply amount	3,136	2,016	1,344	2,688	1,120	1,120									
		Total amount	4,256	2,240	2,240	2,688	2,912	3,136	0	0	2,016	0	448	1,792	2,464	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*3,888*	*1,944*			*2,304*				*1,944*	*2,400*		*4,800*		
		Summary of all shipments	0	8,288	0	2,240	1,120	4,928	0	0	0	0	5,152	1,568	2,688	0	0

Option 1. Replace ETB & Engines at and in transit to Engine

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

September 2, 2009

	Inv as of 09-02-2009 on DDL		Mon 9/14	Tue 9/15	Wed 9/16	Thu 9/17	Fri 9/18	Sat 9/19	Sun 9/20	Mon 9/21	Tue 9/22	Wed 9/23	Thu 9/24	Fri 9/25	Sat 9/26	Sun 9/27
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	896	1120	1120	1120	1120			896	896	896	896	672		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900	850	900	900	900	0
		Delphi actual or projected ship amount	896	1,120	1,120	1,120	1,120			896	896	896	896	672		
		FORD Projected Balance end of Day:	5,809	6,029	6,299	6,519	6,739	5,839	5,839	5,835	5,831	5,877	5,873	5,645	4,745	4,745
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)	3808							3808		3808		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)			1,800	1,800	533			1,350	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount	3,808							3,808		3,808		1,568		
		FORD Projected Balance end of Day:	2,308	6,116	4,316	2,516	1,983	1,983	1,983	633	2,641	841	2,849	599	2,167	2,167
		Delphi Inventory	896	1,792	2,688	3,584	4,480	6,496	6,496	1,792	2,912	224	1,344	1,120	3,136	3,136
		Delphi build amount	2,016	2,016	2,016	2,016	2,016			2,016	2,016	2,016	2,016	2,016		
		Delphi estimated re-test / re-supply amount														
		Total amount	2,016	2,016	2,016	2,016	2,016	0	0	2,016	2,016	2,016	2,016	2,016	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,400*	*2,400*	*2,400*	*2,400*	*4,800*			*2,400*	*2,400*	*2,400*	*2,400*	*4,800*		
		Summary of all shipments	4,704	1,120	1,120	1,120	1,120	0	0	4,704	896	4,704	896	2,240	0	0

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
		8/17	8/18	8/19	8/20	8/21	8/22	8/23	8/24	8/25	8/26	8/27	8/28	8/29	8/30	8/31	9/1	9/2	9/3	9/4	9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792			5,824		1,120	1,120		
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120	1,120	2,016			2,464		1,120	0		
	ETBs with re-work							1,344		1,120	224	448									

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	**242288**	14-Aug		
Chihuahua	2912	**242289**	17-Aug		
Chihuahua	2464	**242294**	24-Aug		
Chihuahua	3136	**242296**	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	**242293**	22-Aug		
Cleveland	2522	**242287**	18-Aug		
Cleveland	4928	**242297**	24-Aug	26-Aug	

From: Solis, Silvia Ivonne [silvia.solis@delphi.com]

Sent: Friday, September 04, 2009 3:35 PM

To: Miramontes, Claudia ; Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.); Monge, Silvia (S.)

Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com

Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 09-04-2009

Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 9-04-2009.xls

Good morning… updated DPP for 09.04.2009

Regards,

Silvia I. Solis
PC&L Customer Order Management
DELPHI PowerTrain System
Ph. 915-612-2884
Fx. 915-612-2984
Mx line +52 (656) 649-2884
Pager 915-983-6794
silvia.solis@delphi.com

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**********USMITRY-

MX05**********

Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

September 4, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)		5,824		1,120	1,120	896					896	1568	1120		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)		900	900	850	900	900	900	0	0	900	850	900	900	0	0
		Delphi actual or projected ship amount		5,824		1,120	1,120	896					896	1,568	1,120		
		FORD Projected Balance end of Day:	3,114	821	5,745	4,895	5,115	5,335	5,331	5,331	5,331	4,431	3,581	3,577	4,245	5,365	5,365
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)		2,464		1,120	0	3,808					4032		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)		1,337	1,550	1,800	320				250	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount		2,464		1,120		3,808			0		4,032		1,568		
		FORD Projected Balance end of Day:	4,116	886	1,800	0	800	800	4,608	4,608	4,358	2,558	758	2,990	740	2,308	2,308
		Delphi Inventory	11,648	3,360	5,600	5,600	7,168	4,032	7,168	7,168	7,168	9,184	4,256	3,136	2,240	4,704	4,704
		Delphi build amount	1,120	224	896	0	1,344	2,016			2,016		448	1,792	2,464		
		Delphi estimated re-test / re-supply amount	3,136	2,016	1,344	2,688	224	1,120									
		Total amount	4,256	2,240	2,240	2,688	1,568	3,136	0	0	2,016	0	448	1,792	2,464	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*3,888*	*1,944*			*2,304*				*1,944*	*2,448*		*4,800*		
		Summary of all shipments	0	8,288	0	2,240	1,120	4,704	0	0	0	0	4,928	1,568	2,688	0	0

Option 1. Replace ETB & Engines at and in transit to Engine

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

September 4, 2009

	Inv as of 09-02-2009 on DDL		Mon 9/14	Tue 9/15	Wed 9/16	Thu 9/17	Fri 9/18	Sat 9/19	Sun 9/20	Mon 9/21	Tue 9/22	Wed 9/23	Thu 9/24	Fri 9/25	Sat 9/26	Sun 9/27
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	896	1120	1120	1120	1120			896	896	896	896	672		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900	850	900	900	900	0
		Delphi actual or projected ship amount	896	1,120	1,120	1,120	1,120			896	896	896	896	672		
		FORD Projected Balance end of Day:	5,361	5,581	5,851	6,071	6,291	5,391	5,391	5,387	5,383	5,429	5,425	5,197	4,297	4,297
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)	3808							3808		3808		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)			1,800	1,800	533			1,350	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount	3,808							3,808		3,808		1,568		
		FORD Projected Balance end of Day:	2,308	6,116	4,316	2,516	1,983	1,983	1,983	633	2,641	841	2,849	599	2,167	2,167
		Delphi Inventory	0	1,344	2,688	3,584	4,480	6,496	6,496	1,792	2,912	224	1,344	1,120	3,136	3,136
		Delphi build amount	2,464	2,464	2,016	2,016	2,016			2,016	2,016	2,016	2,016	2,016		
		Delphi estimated re-test / re-supply amount														
		Total amount	2,464	2,464	2,016	2,016	2,016	0	0	2,016	2,016	2,016	2,016	2,016	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,400*	*2,400*	*2,400*	*2,400*	*4,800*			*2,400*	*2,400*	*2,400*	*2,400*	*4,800*		
		Summary of all shipments	4,704	1,120	1,120	1,120	1,120	0	0	4,704	896	4,704	896	2,240	0	0

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
		8/17	8/18	8/19	8/20	8/21	8/22	8/23	8/24	8/25	8/26	8/27	8/28	8/29	8/30	8/31	9/1	9/2	9/3	9/4	9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792			5,824		1,120	1,120	896	
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120	1,120	2,016			2,464		1,120	0		
	ETBs with re-work							1,344		1,120	224	448							3,808		

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	**242288**	14-Aug		
Chihuahua	2912	**242289**	17-Aug		
Chihuahua	2464	**242294**	24-Aug		
Chihuahua	3136	**242296**	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	**242293**	22-Aug		
Cleveland	2522	**242287**	18-Aug		
Cleveland	4928	**242297**	24-Aug	26-Aug	

From: Solis, Silvia Ivonne [silvia.solis@delphi.com]

Sent: Tuesday, September 08, 2009 9:55 AM

To: Miramontes, Claudia ; Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.); Monge, Silvia (S.)

Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com

Subject: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 09-08-2009

Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 9-08-2009.xls

Good morning… updated DPP for 09.08.2009

- Delphi completed the Rework of the ETBs returned form customer.

Regards,

Silvia I. Solis
PC&L Customer Order Management
DELPHI PowerTrain System
Ph. 915-612-2884
Fx. 915-612-2984
Mx line +52 (656) 649-2884
Pager 915-983-6794
silvia.solis@delphi.com

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Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

September 8, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)		5,824		1,120	1,120	896					896	1792	896		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)		900	900	850	900	900	900	0	0	900	850	900	900	0	0
		Delphi actual or projected ship amount		5,824		1,120	1,120	896					896	1,792	896		
		FORD Projected Balance end of Day:	3,114	821	5,745	4,895	5,115	5,335	5,331	5,331	5,331	4,431	3,581	3,577	4,469	5,365	5,365
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)		2,464		1,120	0	3,808					5600		0		
		Ford Chihuahua EF18A Daily Rate (SEBA)		1,337	1,550	1,800	320				250	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount		2,464		1,120		3,808					3,360		2,240		
		FORD Projected Balance end of Day:	4,116	886	1,800	0	800	800	4,608	4,608	4,358	2,558	758	2,318	68	2,308	2,308
		Delphi Inventory	11,648	3,360	5,600	5,600	7,168	4,032	6,496	7,168	7,168	9,184	6,720	6,496	5,152	7,616	7,616
		Delphi build amount	1,120	224	896	0	1,344	1,792			1,120	1,792	1,568	1,792	2,464		
		Delphi estimated re-test / re-supply amount	3,136	2,016	1,344	2,688	224	672	672		896						
		Total amount	4,256	2,240	2,240	2,688	1,568	2,464	672	0	2,016	1,792	1,568	1,792	2,464	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*3,888*	*1,944*			*2,304*				*1,944*	*2,448*	*2,448*	*4,824*		
		Summary of all shipments	0	8,288	0	2,240	1,120	4,704	0	0	0	0	4,256	1,792	3,136	0	0

Option 1. Replace ETB & Engines at and in transit to Engine

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

September 8, 2009

	Inv as of 09-02-2009 on DDL		Mon 9/14	Tue 9/15	Wed 9/16	Thu 9/17	Fri 9/18	Sat 9/19	Sun 9/20	Mon 9/21	Tue 9/22	Wed 9/23	Thu 9/24	Fri 9/25	Sat 9/26	Sun 9/27
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	896	896	896	896	1120			896	896	896	896	672		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900	850	900	900	900	0
		Delphi actual or projected ship amount	896	896	896	896	1,120			896	896	896	896	672		
		FORD Projected Balance end of Day:	5,361	5,357	5,403	5,399	5,619	4,719	4,719	4,715	4,711	4,757	4,753	4,525	3,625	3,625
Ford Chihuahua Good Inventory	2,223	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2240				1568			3808		3808		1568		
		Ford Chihuahua EF18A Daily Rate (SEBA)			1,800	1,800	533			1,350	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount	2,016				1,568			3,808		3,808		1,568		
		FORD Projected Balance end of Day:	2,308	4,324	2,524	724	191	1,759	1,759	409	2,417	617	2,625	375	1,943	1,943
		Delphi Inventory	4,704	5,824	6,944	8,064	7,392	9,408	9,408	4,704	5,824	3,136	4,256	4,032	6,048	6,048
		Delphi build amount	2,016	2,016	2,016	2,016	2,016			2,016	2,016	2,016	2,016	2,016		
		Delphi estimated re-test / re-supply amount														
		Total amount	2,016	2,016	2,016	2,016	2,016	0	0	2,016	2,016	2,016	2,016	2,016	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,448*	*2,400*	*2,400*	*2,400*	*4,800*			*2,400*	*2,400*	*2,400*	*2,400*	*4,800*		
		Summary of all shipments	2,912	896	896	896	2,688	0	0	4,704	896	4,704	896	2,240	0	0

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
		8/17	8/18	8/19	8/20	8/21	8/22	8/23	8/24	8/25	8/26	8/27	8/28	8/29	8/30	8/31	9/1	9/2	9/3	9/4	9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792			5,824		1,120	1,120	896	
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120	1,120	2,016			2,464		1,120	0		
	ETBs with re-work							1,344		1,120	224	448							3,808		

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	**242288**	14-Aug		
Chihuahua	2912	**242289**	17-Aug		
Chihuahua	2464	**242294**	24-Aug		
Chihuahua	3136	**242296**	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	**242293**	22-Aug		
Cleveland	2522	**242287**	18-Aug		
Cleveland	4928	**242297**	24-Aug	26-Aug	

From: Chabon, Michael (W.)
Sent: Tuesday, August 18, 2009 11:28 AM
To: Hall, Brent (A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Bos, Ed (E.A.); Pulay, Kirk (K.)
Cc: Pulay, Kirk (K.)
Subject: Engine Running Diagnostic mode for HEV's

Guys, please review proposed HEV test procedure, this is to get the engine to run continuously for 15-20min to get it hot.

Greg/Kirk, can we check this quickly and make sure it works ? Ed Gates has confirmed it works in both U's& C/D's.

Michael W. Chabon
Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Gates, Edward (E.)
Sent: Tuesday, August 18, 2009 11:21 AM
To: Chabon, Michael (W.)
Subject: Fw: Engine Running Diagnostic mode

E. J. Gates
(313) 805-9098

From: Gauthier, Greg (G.E.)
To: Gates, Edward (E.)
Sent: Tue Aug 18 10:18:55 2009
Subject: Engine Running Diagnostic mode

Engine Running Diagnostic Mode:

Apply park brake
Put gear selector in Park
Key off

Do not start engine

Key on with engine off
Within 5 seconds of the key in the on position, fully apply the accelerator pedal and hold for 10 seconds
Within 5 seconds release the accelerator pedal, shift to Drive, and fully apply the accelerator pedal
Hold the accelerator fully applied for 12 seconds
Release the accelerator pedal and shift to Park

If the sequence is done correctly the instrument cluster powertrain malfunction indicator (Yellow Wrench) flashed once per second when the gear selector is shifted to the PARK position. The engine may be started by cycling the key to the START position. The PCM exits the engine running mode when the gear selector is shifted to any gear other than PARK, when the key is turned to the OFF or ACC position, or the powertrain or hybrid-electric system exceeds calibrated limits.

Greg Gauthier
HEV Systems Engineer
Controls & Strategy Implementation Department
SMTL2-Cube 2AB09
313-805-2977
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From: Caster, Susan E <susan.e.caster@delphi.com>
Sent: Wednesday, March 18, 2009 1:57 PM
To: Davis, Andrae (A.L.); Hall, Brent (A.); Bos, Ed (E.A.); McRoy, Gitanjli (G.); Chabon, Michael (W.); Learman, Michael (M.S.); Shapardanis, Michael (M.S.); Parkinson, Tim (T.M.); Banna, Jim ; Brockett, Jeffrey E; Bubolz, Gretchen E; Carbajal, Emma ; Chacon, Araceli; Christian, James M; Contreras, Claudia Judith; Cook, Dale K; De Luna, Luis ; Godoy, Arquimedes ; Helm, Dan ; Khanna, Karam V; Lara, Hairy ; McAllister, Douglas L; Mikutowicz, John ; O'Neill, Daniel P; Rose, John A; Schneider, Sandra ; Sharp, Dennis M; Smith, Brian D; Stanger, Jennifer L
Subject: Ford - Delphi BTP/I4 Bi-Monthly Reviews
Attachments: SREA Alert status MCR 3-18-09.xls; 02 18Mar09 Drawing Status.xls

Importance: High

The agenda for today is as follows:

1. SREAs and Alerts
2. MCRs - report out
3. Drawing Status
4. CCD status – quick summary update

Attached are the following files to support the above subjects

<<SREA Alert status MCR 3-18-09.xls>> <<02 18Mar09 Drawing Status.xls>>

Sue Caster

Project Manager

Delphi Powertrain

585-359-6342

SREA Description	Supplier	Status/ Comments	Funct. Samples Approved	PTs Rec'd at Eng. Plant	PPAP Approval Date	
Idle Screw, Finish - I4		In order to allow for setting the valve using the ETB motor instead of weight method, the tamper proof tab on the TPS cover must be removed. For PD review.	To determinate changes / details by Powerpoint presentation	No	No	
Overmold - I4		On the Overmold gear the "splined" spring bushing contact area will be changed to solid. For PD review.	It is in process to be PPAP'd for the supplier to Delphi.	No	No	
ATS resource supplier	ATS	ATS is looking to change their subsupplier for the shaft blank from Hyub Sung to Woo Joo	No	No	No	
Shaft drawing up-date		Supplier is requesting minor changes, currently in a change in the Delphi system. Is an SREA req'd?	No	No	No	
Plunger - Spring Engineering , sub tier change from Jaco to UFE	Spring Engineering	On Hold - may potentially reject supplier request	The requesting information of this change was to ask the supplier to authorize it.	No	No	
Robotic Handling System Change	Dae Yong	Ford PD reviewed roundness data and approved SREA. Waiting for STA approval (Dave Dickens)				
Shipping Dust Cover (I4D30) - change to supplier	Alliance	Ford PD has agreed not to obtain approval of this SREA, due to the Dust Cap already being in Prod. Production started after the Robinson stock was depleted.	Approved	Approved	Approved	I could not find the SRI
Form tools change request to improve quality and robustness	Deni	Approved - PPAP approval required. Delphi needs to adhere to the "Qualifying conditions of acceptance" section of the SREA **(approved - 1/8/09)**	No	No	No	

Updated on 12/2/09

Nypro Plant move	Nypro	Approved - Delphi needs to submit PPAP data to Ford. (to address the dimensional issue and tool modification) Bank sufficient amount until April 2009 - 12 week leadtime for ordering parts from new supplier. When was the date that the stock was supplied to Delphi off the new tool? **(approved - 7/15/08)**	No, it is in process to be completed and submitted to Customer.	No	No
Change to a motor dipping method of resistor board	Alps	Approved - Delphi needs to adhere to the "Qualifying conditions of acceptance" section of the SREA **(approved - 1/13 09)**	No	No	No
Cup Plug - Dexter is new plating supplier	Dexter	Approved - PPAP data required. Delphi needs to adhere to the "Qualifying conditions of acceptance" section of the SREA. **(approved - 9/13/08)**	Yes	Yes	10/9/2008
Process change - cracked capacitor - I4	Igarashi	Approved - Start dates for Optimized Process are being tracked. **(approved - 12/4/08)**	Yes, it was approved on 3/06/09	Yes	3/6/2009
Movement of the I4 Spring Pin holes	Dae Yong	**Approved - 7/23/08**	No	No	12/11/2008
New Set Process Flow & Angle (9L8E)	Delphi	**Approved - 7/23/08**	Yes	Yes	7/18/2008

Updated on 12/2/09

ΞA signed off.

Updated on 12/2/09

Alert Number	Description	Status/ Comments	Date req'd	Date approved
A12203400	This Alert authorizes the shipment of part number; 8S4E-9F991-BA, that have had additional testing for certification of the throttle shaft. 3381 samples passed this screening process.	Approved		20-Feb-09
A12211760	This Alert is being issued to address the re-worked Mitsuba Motor. The prior Alert is now in history (A12171094).	Approved		13-Feb-09
A12202191	Allow Delphi to ship 300 ETB samples, part number; 9L8E-9F991-BC, which have under gone additional testing of thermal cycling. This Alert replaces A12164990 which was approved, but had expired before the parts were shipped.	Approved		5-Feb-09
A12208829	Ship 9963 PCS of 9L8E-9F991-BC, which have TPS covers that were previously quarantined for an ASIC solder joint issue found on a warranty return.	Approved		3-Feb-09

MCR

***Single Die ASIC**

Target to have DVP&R "Test Planned Approved" by 24MR2009

***Magnet Material**

Target to have DVP&R "Test Planned Approved" by 27MR2009

***Next Monthly meeting set up for 27MR2009**

Initiatives to be studied (CCD to be initiated – BC with Validation costs)

Change motor screw supplier from ILS to Mifast
Change cover screw supplier from Jacobson to Mifast
Change cover screw plating specification from S900 to S437

Pull ahead of KSR TPS for 60mm
NEO magnet on non contact BTP TPS @ KSR

Change shaft plating from zinc Ni to zinc tri (shaft supplier change)
Replace TPS cover potting compound with conformal coating
Replace 1 bearing with plastic bushing
Specify TPS with 5% or more regrind

From the "BTP MCR-ECIP initiatives_10 3 08" file we have moved the following to inactive:

Change Throttle Plate material (Payback)
Change Throttle Shaft Plating on BTP (Payback with cancellation of Plate material)
Change Ball Bearing Supplier – (DV testing being completed in another program)
Replace Valve Attaching Screws – (Payback with cancellation of Plate material)
Change Plating From ZnNi to TriZn on Idle Stop screws (Payback)
Commonize cover attaching screws to Delphi standard screws (Payback)
New raw material for idler Gear (Supplier requited not a savings)
Reduce Shipping Cap Thickness (Payback)
Reduce End Cap Thickness (Payback)
Change connector terminal plating from gold to silver (Payback

ETB MODEL	CR Approved	Drawings in REDIS (Released)	Drawing Revisions Required	Design Change QRFs Required	Marked Prints Complete	Concurrence with Ford PE	Change Request	CR Revisions Approved			
9W7E - BTP			Y		Y	Y	CR-108077312	N	Shaft component print - for SREA	Convert TPS to NC from KSR	
9R3E - BTP			Y		Y	Y	CR-108077312	N	Shaft component print - for SREA	Convert TPS to NC from KSR	
9C3E - BTP			Y		Y	Y	CR-108077312	N	Shaft component print - for SREA	Convert TPS to NC from KSR	
8S4E - BTP			Y		Y	Y	CR-108077312	N	Shaft component print - for SREA	Convert TPS to NC from KSR	
9L8E - I4			Y		Y	Y	CR-108084805	N	Ford TCE prints are not associative with 3D model	Revise ETB spec to Rev B	
AA5E - BTP (Low flow)	Y	Y	Y		Y	Y	CR-108086881	N	Update the Print and model - in Ford TCE	Shaft component print - for	Convert TPS to NC from KSI
5L2E - Service	Received BOMs from Ford. Identified components that are unique to Service ETBs. Retrieved tif images, sent assembly drawings to process engineering, assigned										
5R3E - Service	Delphi part #'s, writing Quote Request Forms, provide quote to Ford.										
3W4E - Service											
5M6G - BTP	Engineering Work on hold										

Complete / no risk
Not complete / low risk
Not complete / high risk

CR-108077312 Unless otherwise stated, this list of updates applies to the following four BTP shaft component drawings: (28095269, 28095277, 28095284, 28096568)

1) [9] Preferred gauging zone at the TPS side bearing/clip land – currently has [7] width – 8.5 is observed clip interface
2) Reduced (low side) diameter tolerance outside of the gauge zone (7.99/7.80) to help reduce the potential of interference between upturned burr and the over-mold tooling
3) Removal of any in-process dimensioning (eg. 'before plating') call-outs
4) Shift the C-bore diameter tolerance (currently 8.00/8.25) to 8.25/8.50 to prevent valve plate screw concentricity interference and assembly faults
5) Addition of a slot to slot profile call-out on the dual bores [0.05 to B] (dbETB only)
6) Addition of the clearance undercut at the transition between the full diameter of the shaft and the 8mm bearing land – to provide an improved locating surface (Datum C) for the over-mold tools – 8S4E/9W7E
7) Revise plating spec to be consistent with prior Ford part prints - eg. 4 to 14% phosphorous level - all BTP shafts

R

9L8E-9F991-BC Updated: 03Dec08

60mm I4

ETB	INDEX #	Delphi PART #	Rev #	Qty	Delphi Part Name	Ford Part #	Initial CR Approved	Drawings in REDIS (Released)	Delphi Drawing Revision Required	Design Change QRF Required	Marked Print Complete	Concurrence with Ford PE	CR / Risk (R-Y-G)	CR Revision Approved	Note
9L8E	1	28098939	BC/5		OUTLINE-ETB, 60 mm I4	9L8E-9F991-BC	Y	5-Sep		NA			CR108060528	1/22/2008	Ford TCE prints are not associative with 3D model
9L8E		24069111	A		ETB Engineering Spec	ES9L8E-9F991-AA	Y	24-Jul	Y	NA	N	N		3-25-09 est	Need to attain Ford PE approval - 3-25 to release
9L8E	2	28095870	21		ETC Assembly		Y	5-Sep		NA	Y		CR108056256	12/13/2007	
9L8E	3	28110524	17	1	FINISH-THROTTLE BODY		Y	5-Sep		28098	Y		CR-108066733	7/24/2008	
9L8E	4.1	28120272	3	-	Label- Identification		Y	5-Sep		NA	Y		CR108056256	12/13/2007	
9L8E	4.2	28102495	3	1	Label-Blank		Y	5-Sep							
9L8E	5	28102471	3	1	BEARING-ENGINE THR SHFT	VP2S6U-9992-AA	Y	5-Sep							
9L8E	6	17089326	3	1	BEARING, SHAFT - Gear Side		Y	5-Sep							
9L8E	7	28102485	4	1	Idler Shaft	VP3L3U-9G646-AA		5-Sep							
9L8E	8	25375804	6	2	Pin - Spring Leg			5-Sep							
9L8E	9	28111575	7	1	throttle shaft assembly		Y	5-Sep		NA	Y		CR108061545	1/22/2008	
9L8E	9.1	25371666	3	2	bushing -spring			5-Sep							
9L8E	9.2	28099057	8	1	Spring, thr return			5-Sep							
9L8E	9.3	28116135	4	1	throttle shaft assembly - magnetized			5-Sep		NA	Y		CR108061545	1/22/2008	
9L8E	9.3.1	28110840	12	1	gear shaft overmold		Y	5-Sep		17111	Y		61545 & 60528	1/22/2008	
9L8E	9.3.1.1	28110499	10	1	shaft-throttle		Y	5-Sep							
9L8E	9.3.1.2	28111392	3	1	Magnet	VP8C4U-9G636-AB		5-Sep		17111	Y		CR108061545	1/22/2008	
9L8E	10	28153063	4	1	CLIP-THRT SHFT AIR INDCT	VP3L3U-9G654-AA	Y	27-Feb		22921	Y		CR-108064582	2/19/2008	
9L8E	11	28096451	4	1	PLT-AIR INTK CHG THROT		Y	5-Sep		21256	Y		CR108060528	1/22/2008	
9L8E	12	17090847	7	2	Screw - Valve Attaching			5-Sep		18751	Y		CR108056256	12/13/2007	
9L8E	13	28110352	4	1	ACTU -THROT CONTR	VP2S6U-9N825-BC	Y	5-Sep							
9L8E	14	28111005	3	2	SCR-M4X11 PAN Motor Attaching	W704880	Y	5-Sep							
9L8E	15	25368029	6	1	SC ASM-THRT BDY AIR ADJ		Y	5-Sep			Y		CR108063008		
9L8E	16	28110482	3	1	Gear Idler	VP8C4U-9G645-AB	Y	5-Sep		19085	Y		CR108056256	12/13/2007	
9L8E	17	28110494	6	1	SNS ASM-AIR INTK CHG THROT		Y	5-Sep		25168	Y		CR108067574	1/14/2008	
9L8E	18	28102507	4	4	BOLT AND WSHR M4 X 19	W707535	Y	5-Sep							
9L8E	19	28102480	3	1	Plug	VP3M4U-7N056-AA	Y	5-Sep							
9L8E	20	28136481	3	1	Dust Cap		N			18681	Y		CR108058711		

Complete / no risk
Not complete / low risk
Not complete / high risk

9W7E-9F991-BA
65mm INLINE

Updated: 24SE08

ETB	Delphi Part #	Build Order	Current Drawing Rev #	Qty	Delphi Part Name	Ford Part #	Previous Ford Part #	Initial CR Approved	Drawings in REDIS (Released)	Delphi Drawing Revision Required	Design Change QRF Required	Marked Print Complete	Concurrence with Ford PE	Change Request	CR Revision Approved
9W7E	28095272	0	10		OUTLINE-ETB, 65 mm INLINE	9W7E-9F991-BA		Y	Y	Y	N/A	Y	Y	108066733	Y
9W7E	28095278	1	8		BDY & MTR ASM-A/INTK CHG THRT	9W7E-9F991-BA	VP9W7U-9F991-AA	Y	Y	Y	N/A	Y	Y	108066733	Y
9W7E	28102492	2	8		BDY ASM-AIR INTK CHG THROT	9W7E-9F991-BA	VP6R3U-9E926-AB	Y	Y	Y	N/A	Y	Y	108066733	Y
9W7E	28095275	3	6	1	FINISH-THROTTLE BODY	VP3L5U-9E927-AH		Y	Y	N	N	Y		1	Y
9W7E	28095271	4	6	1	CASTING-THROTTLE BODY	VR3L5U-9E927-AE		Y	Y	N	N	Y		1, 8	Y
9W7E	28102499	5	3	1	DECAL-CARB IDENT	XR8U-9C911-AA		Y	Y	N	N	Y		1	Y
9W7E	28102484	5.1	3	-	DECAL-CARB THRT ADJ CAU	VP3L3U-9C934-AA		Y	Y	N	-	-		-	-
9W7E	28102463	6	3	1	BEARING-ENGINE THROTTLE SHAFT	E7EE-9992-AB		Y	Y	N	N	Y		1	Y
9W7E	28102471	7	3	1	BEARING-ENGINE THR SHFT	VP2S6U-9992-AA		Y	Y	N	N	Y		1	Y
9W7E	28102485	8	4	1	GR SHFT-AIR INTK CHG THRT BDY	VP3L3U-9G646-AA		Y	Y	N	N	Y		1	Y
9W7E	28102483	9	3	1	GR-AIR INTK CHG THRT BDY	VP3L3U-9G645-CA		Y	Y	N	N	Y		1	Y
9W7E	28095274		2	1	KIT-LVR AND SHAFT ASM-CARB THROT	VP6R3U-9581-AB	VP3L3U-9581-AB	Y	Y	N	N	Y		3	Y
9W7E	28102510	10	3	-	CHART-SHAFT OVERMOLD	VP3L3U-9581-AB		Y	Y	N	N	Y		1	Y
9W7E	28095277	10.1	4	1	SHAFT-THROTTLE	VP6R3U-9E951-AB	VP3L5U-9E951-AB	Y	Y	N	N	Y		108077312	N
9W7E	28153063	11	4	1	CLIP-THRT SHFT AIR INDCT		VP3L3U-9G654-AA	Y	Y	N	N	Y		1	Y
9W7E	28095276	12	4	1	PLT-AIR INTK CHG THROT	AT4E-9E950-AA		Y	Y	N	N	Y		2	Y
9W7E	28111005	13	3	2	SCR-M4X11 PAN HD TORX ADH SPL 8	W704880		Y	Y	N	N	Y		1	Y
9W7E	28102490	14	3	1	ACTU AND GSKT ASM-THROT CONTR	8L3E-9G745-AA		Y	Y	N	N	Y		1	Y
9W7E	28096277	15	3	1	ACTU ASY-THROT CONTR	VP3L3U-9N825-AG		Y	Y	N	N	Y		Y	Y
9W7E	28096274	15.1	3	1	GASKET-CARB THROT BDY	VP3L3U-9516-AB		Y	Y	N	N	Y		1	Y
9W7E	28102505	15.2	3	1	SPG AND BSHG ASM-THROT SHAFT	VP3L3U-9F825-AA		Y	Y	N	N	Y		1	Y
9W7E	28102493	16	4	1	CAP-THROT PLT SHFT	VP3L3U-9F523-BA		Y	Y	N	N	Y		5	Y
9W7E	28102487	17	3	1	SNS ASM-AIR INTK CHG THROT	VP4L7U-9E928-AA		Y	Y	N	N	Y		1	Y
9W7E	28102507	18	4	7	BOLT AND WSHR M4 X 19	W707535-S900		Y	Y	N	N	Y		1, 8	Y
9W7E	28102481	19	4	1	SC ASM-THRT BDY AIR ADJ	VP3L3U-9F848-GA	VP8C4U-9F848-BA	Y	Y	N	N	Y		4	Y

CR1 - Low Risk	CR108054710	Change Board approval
CR2 - Valves	CR108054809	Change Board approval
CR3 - Shafts	CR108054806	ATS Commercial Issues CHANGE BOARD DENIED
CR4 - 14DE07 Changes	CR108062763	Change Board approval
CR5 - End Cap	CR108064172	Change Board approval
CR6 - Shaft Surface Finish	CR108064347	Cancelled
CR7 - Outline Revisions	CR108064582	Change Board approval
CR8 - 04AP08 Changes		Change Board Approval
CR10 - Outline Revisions - all 4 BTPs	CR-108066733	Change Board Approval

Complete / no risk
Not complete / low risk
Not complete / high risk

AA5E-9F991-AA
65mm INLINE (low flow)

Updated: 24SE08

ETB	Delphi Part #	Build Order	Rev #	Qty	Delphi Part Name	Ford Part #	Previous Ford Part #	Initial CR Approved	Drawings in REDIS (Released)	Delphi Drawing Revision Required	Design Change QRF Required	Marked Print Complete	Concurrence with Ford PE	Change Request	CR Revision Approved
AA5E	28143579	0	2		OUTLINE-ETB, 65 mm INLINE	AA5E-9F991-AA		Y	Y	Y	N	Y	Y	108086881	N
AA5E	28143721	1	2		BDY & MTR ASM-A/INTK CHG THRT	AA5E-9F991-AA		Y	Y	Y	N	Y	Y	108086881	N
AA5E	28143722	2	2		BDY ASM-AIR INTK CHG THROT	AA5E-9F991-AA		Y	Y	Y	N	Y	Y	108086881	N
AA5E	28095275	3	6	1	FINISH-THROTTLE BODY	VP3L5U-9E927-AH		Y	Y	N	N	Y		1	Y
AA5E	28095271	4	6	1	CASTING-THROTTLE BODY	VR3L5U-9E927-AE		Y	Y	N	N	Y		1, 8	Y
AA5E	28102499	5	3	1	DECAL-CARB IDENT	XR8U-9C911-AA		Y	Y	N	N	Y		1	Y
AA5E	28102484	5.1	3	-	DECAL-CARB THRT ADJ CAU	VP3L3U-9C934-AA		Y	Y	N	-	-		-	-
AA5E	28102463	6	3	1	BEARING-ENGINE THROTTLE SHAFT	E7EE-9992-AB		Y	Y	N	N	Y		1	Y
AA5E	28102471	7	3	1	BEARING-ENGINE THR SHFT	VP2S6U-9992-AA		Y	Y	N	N	Y		1	Y
AA5E	28102485	8	4	1	GR SHFT-AIR INTK CHG THRT BDY	VP3L3U-9G646-AA		Y	Y	N	N	Y		1	Y
AA5E	28102483	9	3	1	GR-AIR INTK CHG THRT BDY	VP3L3U-9G645-CA		Y	Y	N	N	Y		1	Y
AA5E	28095274		2	1	KIT-LVR AND SHAFT ASM-CARB THROT	VP6R3U-9581-AB	VP3L3U-9581-AB	Y	Y	N	N	Y		3	Y
AA5E	28102510	10	3	-	CHART-SHAFT OVERMOLD	VP3L3U-9581-AB		Y	Y	N	N	Y		1	Y
AA5E	28095277	10.1	4	1	SHAFT-THROTTLE	VP6R3U-9E951-AB	VP3L5U-9E951-AB	Y	Y	N	N	Y		108077312	N
AA5E	28153063	11	4	1	CLIP-THRT SHFT AIR INDCT		VP3L3U-9G654-AA	Y	Y	N	N	Y		1	Y
AA5E	28095276	12	4	1	PLT-AIR INTK CHG THROT	AT4E-9E950-AA		Y	Y	N	N	Y		2	Y
AA5E	28111005	13	3	2	SCR-M4X11 PAN HD TORX ADH SPL 8	W704880		Y	Y	N	N	Y		1	Y
AA5E	28102490	14	3	-	ACTU AND GSKT ASM-THROT CONTR	8L3E-9G745-AA		Y	Y	N	N	Y		1	Y
AA5E	28096277	15	3	1	ACTU ASY-THROT CONTR	VP3L3U-9N825-AG		Y	Y	N	N	Y		Y	Y
AA5E	28096274	15.1	3	1	GASKET-CARB THROT BDY	VP3L3U-9516-AB		Y	Y	N	N	Y		1	Y
AA5E	28102505	15.2	3	1	SPG AND BSHG ASM-THROT SHAFT	VP3L3U-9F825-AA		Y	Y	N	N	Y		1	Y
AA5E	28102493	16	4	1	CAP-THROT PLT SHFT	VP3L3U-9F523-BA		Y	Y	N	N	Y		5	Y
AA5E	28102487	17	3	1	SNS ASM-AIR INTK CHG THROT	VP4L7U-9E928-AA		Y	Y	N	N	Y		1	Y
AA5E	28102507	18	4	7	BOLT AND WSHR M4 X 19	W707535-S900		Y	Y	N	N	Y		1, 8	Y
AA5E	28102481	19	4	1	SC ASM-THRT BDY AIR ADJ	VP3L3U-9F848-GA	VP8C4U-9F848-BA	Y	Y	N	N	Y		4	Y

Complete / no risk
Not complete / low risk
Not complete / high risk

CR1 - Low Risk	CR108054710	Change Board approval
CR2 - Valves	CR108054809	Change Board approval
CR3 - Shafts	CR108054806	ATS Commercial Issues CHANGE BOARD DENIED
CR4 - 14DE07 Changes	CR108062763	Change Board approval
CR5 - End Cap	CR108064172	Change Board approval
CR6 - Shaft Surface Finish	CR108064347	Cancelled
CR7 - Outline Revisions	CR108064582	Change Board approval
CR8 - 04AP08 Changes		Write CR
CR9 - AA5E release & update with Ford	CR-108073499	

8S4E-9F991-BA
55mm PARALLEL (no coolant)

Updated: 24SE08

ETB	Delphi Part #	Build Order	Current Drawing Rev #	Qty	Delphi Part Name	Ford Part #	Previous Ford Part #	Initial CR Approved	Drawings in REDIS (Released)	Delphi Drawing Revision Required	Design Change QRF Required	Marked Print Complete	Concurrence with Ford PE	Change Request	CR Revision Approved
8S4E	28095287	0	9		OUTLINE-ETB, 55mm PARALLEL	8S4E-9F991-BA		Y	Y	Y	N/A	Y	Y	108066733	Y
8S4E	28096294	1	8		BDY AND MTR ASM-A/INTK	8S4E-9F991-BA	VP8S4E-9F991-AD	Y	Y	Y	N/A	Y	Y	108066733	Y
8S4E	28095534	2	7	1	FINISH-THROTTLE	VP8S4U-9E927-AD		Y	Y	N	N	Y		1	Y
8S4E	28096564	3	5	1	CASTING-THROTTLE	VR8S4U-9E927-AD		Y	Y	N	N	Y		1	Y
8S4E	28131146	4	2	1	DECAL-ALT - Printing	-		Y	Y	N	N	Y		1	Y
8S4E	28102495	4.1	3	1	DECAL-ALT	VP5L8U-10B319-AA		Y	Y	N	N	-		-	-
8S4E	28102499	5	3	-	DECAL-CARB IDENT	XR3U-9C911-AA		Y	Y	N	N	Y		1	Y
8S4E	28102484	5.1	3	1	DECAL-CARB THRT ADJ CAU	VP3L3U-9C934-AA		Y	Y	N	-	-		-	-
8S4E	28102463	6	3	1	BEARING-ENGINE THROTTLE SHAFT	E7EE-9992-AB		Y	Y	N	N	Y		1	Y
8S4E	28102471	7	3	1	BEARING-ENGINE THR SHFT	VP2S6U-9992-AA		Y	Y	N	N	Y		1	Y
8S4E	28102485	8	4	1	GR SHFT-AIR INTK CHG THRT BDY	VP3L3U-9G646-AA		Y	Y	N	N	Y		1	Y
8S4E	28102483	9	3	1	GR-AIR INTK CHG THRT BDY	VP3L3U-9G645-CA		Y	Y	N	N	Y		1	Y
8S4E	28102511	10	3	-	CHART-SHAFT ASM, O-RING	VP3L3U-9E942-AB		Y	Y	N	N	Y		1	Y
8S4E	28102475			1	LVR & SHFT ASM-AIR INTK CHG THROT	VP8S4U-9E942-AC		Y	Y	N	-	-		-	-
8S4E	28102496	10.1	2	1	O-RING	87004-S92		Y	Y	N	-	-		-	-
8S4E	28102510	10.2	3	-	CHART-SHAFT OVERMOLD	VP8S4U-9581-AC	VP3L3U-9581-AB	Y	Y	N	N	Y		1	Y
8S4E	28102473		2	1	KIT-LVR AND SHFT ASM-CARB THROT	VP8S4U-9581-AC		Y	Y	N	-	Y		1	Y
8S4E	28096568	10.3	1	1	SHAFT-THROTTLE	VP8S4U-9E951-AC		Y	Y	N	N	Y		108077312	N
8S4E	28102464	11	3	1	SPR THR RTN	VP2S6U-9B569-AB		Y	Y	N	N	Y		1	Y
8S4E	28153063	12	4	1	CLIP-THRT SHFT AIR INDCT		VP3L3U-9G654-AA	Y	Y	N	N	Y		1	Y
8S4E	28095537	13	5	1	VALVE-THROTTLE	VP8S4U-9E950-AA	VP8S4U-9E950-BA	Y	Y	N	N	Y		4	Y
8S4E	28111005	14	3	4	SCR-M4X11 PAN HD TORX ADH SPL 8	W704880		Y	Y	N	N	Y		1	Y
8S4E	28110352	15	4	1	CHART-ACTUATOR ASM, THROTTLE	VP2S6U-9N825-BC		Y	Y	N	N	Y		1	Y
8S4E	28102469	16	3	1	ACTU ASY-THROT CTRL	VP2S6U-9N825-BC		Y	Y	N	-	-		-	-
8S4E	28102470	17	5	4	SC-ALT REG TERM	VP2S6U-10N319-AB		Y	Y	N	N	Y		1	Y
8S4E	28102479	18	3	1	GASKET-AIR CHG CTRL TO INTK MANF	VP5M6U-9E936-AA		Y	Y	N	N	Y		1	Y
8S4E	28102480	19	3	1	PLUG-EXP	VP3M4U-7N056-AA		Y	Y	N	N	Y		1	Y
8S4E	28102481	20	4	1	SC ASM-THRT BDY AIR ADJ	VP3L3U-9F848-GA	VP8C4U-9F848-BA	Y	Y	N	N	Y		1	Y
8S4E	28102491			1	DUST COVER-ETB, GREEN	VP6S4U-9L751-AA	48ZP-5098	Y	Y	N	N	Y		1	Y
8S4E	28126418	21	2	-	CHART-DUST COVER, ETB	VP6S4U-9L751-AA		Y	Y	N	N	Y		1	Y

CR1 - Low Risk	CR108054710	Change Board approval
CR2 - Valves	CR108054809	Change Board approval
CR3 - Shafts	CR108054806	ATS Commercial Issues CHANGE BOARD DENIED
CR4 - 14DE07 Changes	CR108062763	Change Board approval
CR6 - Shaft Surface Finish	CR108064347	Cancelled
CR7 - Outline Revisions	CR108064582	Change Board approval
CR8 - 04AP08 Changes		Change Board Approval
CR9 - 28AP08 Changes		Change Board Approval Required
CR10 - Outline Revisions - all 4 BTPs	CR-108066733	Change Board Approval

Complete / no risk
Not complete / low risk
Not complete / high risk

9R3E-9F991-BA
55mm Dual Bore Inline

Updated: 24SE08

ETB	Delphi Part #	Build Order	Current Drawing Rev #	Qty	Delphi Part Name	Ford Part #	Previous Ford Part #	Initial CR Approved	Drawings in REDIS (Released)	Delphi Drawing Revision Required	Design Change QRF Required	Marked Print Complete	Concurrence with Ford PE	Change Request	CR Revision Approved
9R3E	28095280	0	11		OUTLINE-ETB, 55mm DUAL BORE	9R3E-9F991-BA		Y	Y	Y	N/A	Y	Y	108066733	Y
9R3E	28095286	1	8		BDY AND MTR ASM-A/INTK CHG THROT	9R3E-9F991-BA	VP9R3U-9F991-AA	Y	Y	Y	N/A	Y	Y	108066733	Y
9R3E	28102494	2	7		BDY ASM-AIR INTK CHG THROT	9R3E-9F991-BA	VP8R3U-9E926-AA	Y	Y	Y	N/A	Y	Y	108066733	Y
9R3E	28095283	3	4	1	FINISH-THROTTLE BODY	VP4R3U-9E927-DD		Y	Y	N	N	Y		1	Y
9R3E	28095279	4	4	1	CASTING-THROTTLE	VR4R3U-9E927-DD		Y	Y	N	N	Y		1	Y
9R3E	28102499	5	3	1	DECAL-CARB IDENT	XR8U-9C911-AA		Y	Y	N	N	Y		1	Y
9R3E	28102484	5.1	3	-	DECAL-CARB THRT ADJ CAU	VP3L3U-9C934-AA		Y	Y	N	-	-		-	-
9R3E	28102463	6	3	1	BEARING-ENGINE THROTTLE SHAFT	E7EE-9992-AB		Y	Y	N	N	Y		1	Y
9R3E	28102471	7	3	1	BEARING-ENGINE THR SHFT	VP2S6U-9992-AA		Y	Y	N	N	Y		1	Y
9R3E	28102485	8	4	1	GR SHFT-AIR INTK CHG THRT BDY	VP3L3U-9G646-AA		Y	Y	N	N	Y		1	Y
9R3E	28102483	9	3	1	GR-AIR INTK CHG THRT BDY	VP3L3U-9G645-CA		Y	Y	N	N	Y		1	Y
9R3E	28102504	10	4	1	BEARING-THROT SHFT	VP4R3U-9992-AA		Y	Y	N	N	Y		1	Y
9R3E	28095282	11		1	KIT-LVR & SHFT ASM CARB THROT	VP4R3U-9581-DA	VP4R3U-9581-CA	Y	Y	N	-	Y		4	Y
9R3E	28102510	11.1	3	-	CHART-SHAFT OVERMOLD	VP3L3U-9581-AB		Y	Y	N	N	Y		1	Y
9R3E	28095284	11.2	5	1	SHFT-AIR INTK CHG THROT	VP4R3U-9E951-FA	VP4R3U-9E951-DA	Y	Y	N	N	Y		108077312	N
9R3E	28153063	12	4	1	CLIP-THRT SHFT AIR INDCT		VP3L3U-9G654-AA	Y	Y	N	N	Y		1	Y
9R3E	28095537	13	5	2	PLT-AIR INTK CHG THROT	VP8S4U-9E950-AA	VP8S4U-9E950-BA	Y	Y	N	N	Y		4	Y
9R3E	28111005	14	3	4	SCR-M4X11 PAN HD TORX ADH SPL 8	W704880		Y	Y	N	N	Y		1	Y
9R3E	28102488	15	3	1	ACTU&GSKT ASY-THROT CONTR	8L3E-9G745-BA	8L3E-9G745-BC	Y	Y	N	N	Y		1	Y
9R3E	28096276	15.1	3	1	ACTU ASY-THROT CONTR	VP3L3U-9N825-BD	VP3L3U-9N825-BC	Y	Y	N	N	Y		1	Y
9R3E	28096274	15.2	3	1	GASKET-CARB THROT BDY	VP3L3U-9516-AB		Y	Y	N	N	Y		1	Y
9R3E	28102505	16	3	1	SPRING AND BUSHING ASM	VP3L3U-9F825-AA		Y	Y	N	N	Y		1	Y
9R3E	28102493	17	4	1	CAP-THROT PLT SHFT	VP3L3U-9F523-BA		Y	Y	N	N	Y		5	Y
9R3E	28102487	18	3	1	SNS ASM-AIR INTK CHG THROT	VP4L7U-9E928-AA		Y	Y	N	N	Y		1	Y
9R3E	28102507	19	4	7	BOLT AND WASHER M4 X 19	W707535-S900		Y	Y	N	N	Y		1, 8	Y
9R3E	28102481	20	4	1	SC ASM-THRT BDY AIR ADJ	VP3L3U-9F848-GA	VP8C4U-9F848-BA	Y	Y	N	N	Y		1	Y

CR1 - Low Risk	CR108054710	Change Board approval
CR2 - Valves	CR108054809	Change Board approval
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CR4 - 14DE07 Changes	CR108062763	Change Board approval
CR5 - End Cap	CR108064172	Change Board approval
CR6 - Shaft Surface Finish	CR108064347	Cancelled
CR7 - Outline Revisions	CR108064582	Change Board approval
CR8 - 04AP08 Changes		Change Board Approval
CR10 - Outline Revisions - all 4 BTPs	CR-108066733	Change Board Approval

Complete / no risk
Not complete / low risk
Not complete / high risk

9C3E-9F991-BA
60mm Dual Bore Inline

Updated: 24SE08

ETB	Delphi Part #	Build Order	Current Drawing Rev #	Qty	Delphi Part Name	Ford Part #	Previous Ford Part #	Initial CR Approved	Drawings in REDIS (Released)	Delphi Drawing Revision Required	Design Change QRF Required	Marked Print Complete	Concurrence with Ford PE	Change Request	CR Revision Approved
9C3E	28095263	0	11		OUTLINE-60mm DUAL BORE	9C3E-9F991-BA		Y	Y	Y	N/A	Y	Y	108066733	Y
9C3E	28095270	1	8		BDY AND MTR ASM-A/INTK CHG THROT	9C3E-9F991-BA	VP9C3U-9F991-AA	Y	Y	Y	N/A	Y	Y	108066733	Y
9C3E	28102498	2	8		BDY ASM-A/INTK CHG THROT	9C3E-9F991-BA	VP8C3U-9E926-AA	Y	Y	Y	N/A	Y	Y	108066733	Y
9C3E	28095267	3	5	1	FINISH-THROTTLE BODY	VP5C3U-9E927-DB		Y	Y	N	N	Y		1	Y
9C3E	28095262	4	4	1	CASTING-THROTTLE BODY	VR5C3U-9E927-DB		Y	Y	N	N	Y		1	Y
9C3E	28102499	5	3	1	DECAL-CARB IDENT	XR8U-9C911-AA		Y	Y	N	N	Y		1	Y
9C3E	28102484	5.1	3	-	DECAL-CARB THRT ADJ CAU	VP3L3U-9C934-AA		Y	Y	N	-	-		-	-
9C3E	28102463	6	3	1	BEARING-ENGINE THROTTLE SHAFT	E7EE-9992-AB		Y	Y	N	N	Y		1	Y
9C3E	28102471	7	3	1	BEARING-ENGINE THR SHFT	VP2S6U-9992-AA		Y	Y	N	N	Y		1	Y
9C3E	28102485	8	4	1	GR SHFT-AIR INTK CHG THRT BDY	VP3L3U-9G646-AA		Y	Y	N	N	Y		1	Y
9C3E	28102483	9	3	1	GR-AIR INTK CHG THRT BDY	VP3L3U-9G645-CA		Y	Y	N	N	Y		1	Y
9C3E	28102504	10	4	1	BRG-THROT SHFT	VP4R3U-9992-AA		Y	Y	N	N	Y		1	Y
9C3E	28095266	11		1	KIT-LVR & SHFT ASM-CARB THROT	VP5C3U-9581-DA	VP5C3U-9581-CA	Y	Y	N	-	Y		4	Y
9C3E	28102510	11.1	3	-	CHART-SHAFT OVERMOLD	VP3L3U-9581-AB		Y	Y	N	N	Y		1	Y
9C3E	28095269	11.2	5	1	SHAFT-THROTTLE	VP5C3U-9E951-CA	VP5C3U-9E951-EA	Y	Y	N	N	Y		108077312	N
9C3E	28153063	12	4	1	CLIP-THRT SHFT AIR INDCT		VP3L3U-9G654-AA	Y	Y	N	N	Y		1	Y
9C3E	28095268	13	4	2	VALVE-THROTTLE	VP9E5U-9E950-AA	VP5M6U-9E950-AA	Y	Y	N	N	Y		2	Y
9C3E	28111005	14	3	4	SCR-M4X11 PAN HD TORX ADH SPL 8	W704880		Y	Y	N	N	Y		1	Y
9C3E	28102488	15	3	1	ACTU AND GSKT ASM-THROT CONTR	8L3E-9G745-BA	8L3E-9G745-BC	Y	Y	N	N	Y		1	Y
9C3E	28096276	15.1	3	1	ACTU ASY-THROT CONTR	VP3L3U-9N825-BD	VP3L3U-9N825-BC	Y	Y	N	N	Y		1	Y
9C3E	28096274	15.2	3	1	GASKET-CARB THROT BDY	VP3L3U-9516-AB		Y	Y	N	N	Y		1	Y
9C3E	28102505	16	3	1	SPG AND BSHG ASM-THROT SHAFT	VP3L3U-9F825-AA		Y	Y	N	N	Y		1	Y
9C3E	28102493	17	4	1	CAP-THROT PLT SHFT	VP3L3U-9F523-BA		Y	Y	N	N	Y		5	Y
9C3E	28102487	18	3	1	SNS ASM-AIR INTK CHG THROT	VP4L7U-9E928-AA		Y	Y	N	N	Y		1	Y
9C3E	28102507	19	4	7	BOLT AND WASHER M4 X 19	W707535-S900		Y	Y	N	N	Y		1, 8	Y
9C3E	28102481	20	4	1	SC ASM-THRT BDY AIR ADJ	VP3L3U-9F848-GA	VP8C4U-9F848-BA	Y	Y	N	N	Y		1	Y

CR1 - Low Risk	CR108054710	Change Board approval
CR2 - Valves	CR108054809	Change Board approval
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CR6 - Shaft Surface Finish	CR108064347	Cancelled
CR7 - Outline Revisions	CR108064582	Change Board approval
CR8 - 04AP08 Changes		Change Board Approval
CR9 - 28AP08 Changes		Change Board Approval Required
CR10 - Outline Revisions - all 4 BTPs	CR-108066733	Change Board Approval

Complete / no risk
Not complete / low risk
Not complete / high risk

Item No.	Date	Description	Owner	Status

From: Aldana, Oswaldo (OA.)
Sent: Thursday, June 18, 2009 11:51 AM
To: Aldana, Oswaldo (OA.); Langley, Scott (C.S.)
Cc: Davis, Andrae (A.L.); Lardizabal, Sergio (S.)
Subject: RE: VQR at KCAP... and Hermosillo
Attachments: FW: Agenda VQR, Junio 2009

Hello Scott,
I did call you this morning with no success but I left a message in your voice mail regarding the Hermosillo VQR already moved for next week as you can see in attached note, can you please share with us the presentation today or tomorrow so we can be familiar with it since ChEP is already scheduled to be there, also it'll be fine if you can share with us how the KCAP presentation was and perhaps give us some tips on what we should prepare in addition.

Thanks in advance for your support.

Saludos.

Oswaldo Aldana
PD Engineer.
I4 Engine Programs @ ChEP
Ph. # 52-614-429-4317
e-mail: oaldana1@ford.com

From: Aldana, Oswaldo (OA.)
Sent: Monday, June 15, 2009 7:49 AM
To: Langley, Scott (C.S.)
Cc: 'Rosales, Martin'; 'Cook, Dale K'; 'O'Neill, Daniel P'; Davis, Andrae (A.L.); 'Mikutowicz, John '; 'Contreras, Claudia Judith'; 'Zuniga, Ruben '; 'Perez, Radamex'; Shapardanis, Michael (M.S.); Chabon, Michael (W.); Parkinson, Tim (T.M.); Boerger, Jim (J.G.); Lardizabal, Sergio (S.)
Subject: RE: VQR at KCAP... and Hermosillo

Hi Scott,

I do not have a problem on using the same general presentation as long as it contains a portion with warranty data and or specific analisis done for HSAP claims because this is what they would like to know along with TNI following action/ analysis plan.

Please keep us informed and let us know if we can be of help somehow.

Saludos.

Oswaldo Aldana
PD Engineer.
I4 Engine Programs @ ChEP
Ph. # 52-614-429-4317
e-mail: oaldana1@ford.com

From: Langley, Scott (C.S.)
Sent: Saturday, June 13, 2009 8:46 AM
To: Aldana, Oswaldo (OA.)
Cc: 'Rosales, Martin'; Cook, Dale K; O'Neill, Daniel P; Davis, Andrae (A.L.); Mikutowicz, John ; Contreras, Claudia Judith; Zuniga, Ruben ; Perez, Radamex; Shapardanis, Michael (M.S.); Chabon, Michael (W.); Parkinson, Tim (T.M.); Boerger, Jim (J.G.)
Subject: RE: VQR at KCAP... and Hermosillo

Oswaldo,
The team is due to present to KCAP on Tuesday.
I would propose that we utilize the same presentation for both.
We would have a page or two that show the specific items for each plant... for KCAP and for Hermosillo.
That way each plant would know clearly where their applications stand and we would know if there's any difference by application.
Otherwise, the presentation would be the same.

I think it's appropriate to cover all applications within the same presentation for a few reasons:
1. As you know, the part is exactly the same for all six applications.
2. Issues seen at KCAP have the potential to effect Hermosillo and vice versa.
3. It's a more efficient approach for the commodity team to prioritize the top issues for the part.
4. It's more efficient to prepare one presentation.

Please let us know if that's acceptable.
Feel free to forward my comments to Hermosillo.

Note that we are reviewing the issues with Delphi on a frequent basis.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Rosales, Martin [mailto:martin.rosales@delphi.com]
Sent: Friday, June 12, 2009 7:31 PM
To: Langley, Scott (C.S.); Cook, Dale K; O'Neill, Daniel P; Davis, Andrae (A.L.); Mikutowicz, John ; Contreras, Claudia Judith; Zuniga, Ruben ; Perez, Radamex
Subject: FW: VQR a KCAP

Scott: please see the email listed below by Oswaldo Aldana from CheP.

FYi

Martin Rosales
Delphi Powertrain- Juarez
Quality/SQE Superintendent
mobile phone 52-1-656-311-4909
office phone (Mex) 656-649-2833
(USA) 915-612-2833

email:martin.rosales@delphi.com
VME node 5216442833

From: Aldana, Oswaldo (OA.) [mailto:oaldana1@ford.com]
Sent: Friday, June 12, 2009 5:20 PM
To: Cook, Dale K; Rosales, Martin; Contreras, Claudia Judith
Subject: FW: VQR a KCAP

All,
Our VO customer in Mexico (Hermosillo) is requesting us a presentation file (similar to the one presented on VQR at KCAP but specifically for the C/SB and C/S3 (Fusion Gas & HEV respectively) with updated data and next steps for the TNI warranty parts, please let me know if you need something from us so we can meet next Tuesday as a due date.

Thanks in advance for your support.

Saludos.

Oswaldo Aldana
PD Engineer.
I4 Engine Programs @ ChEP
Ph. # 52-614-429-4317
e-mail: oaldana1@ford.com

From: Ramirez, Mauricio (M.R.)
Sent: Friday, June 12, 2009 3:58 PM
To: Castillo, Luis Antonio (L.); Aldana, Oswaldo (OA.)
Cc: Montes, Javier (J.); Durand, Gerardo (G.D.); Nunez, Cesar (C.N.); Gudino Mendoza, Martin (J.M.)
Subject: RE: VQR a KCAP

Le pueden ir pidiendo a Delphi un analisis de reclamos especifico para Hermosillo 2010?
Que remos observar la cantidad de TNI vs problemas reales de delphi...

Mauricio Ramirez

Powertrain PVT
2010 CD338/334/378
Cel. (01152 1) 6621420825
Ford: 456-8491

From: Castillo, Luis Antonio (L.)
Sent: Friday, June 12, 2009 2:38 PM
To: Ramirez, Mauricio (M.R.)
Cc: Montes, Javier (J.); Durand, Gerardo (G.D.); Nunez, Cesar (C.N.); Gudino Mendoza, Martin (J.M.); Aldana, Oswaldo (OA.)

Subject: RE: VQR a KCAP

Mauricio, te envio la presentacion con el actualizado como lo pediste.

<< File: 09MY EscMar ETB Warranty_VQR_2009527 rev B.ppt >>

Saludos!!

Luis Antonio Castillo
Engine Exchange
Quality Engineering
Chihuahua Engine Plant
Phone 52-614-4294271
Cell 52-614-2077-313

From: Aldana, Oswaldo (OA.)
Sent: Thursday, June 11, 2009 5:13 PM
To:
Cc: Castillo, Luis Antonio (L.); Montes, Javier (J.)
Subject: VQR a KCAP

Les adjunto la presentación de Delphi a KCAP hace aprox 15 días. Para mayor detalle en el problema de garantías de gargantas electrónicas debido a que es la misma que usamos en los motores CD338 por lo que que las acciones aquí descritas aplican también para Fusión.

Saludos.

<< File: 09MY EscMar ETB Warranty_VQR_2009527 rev B.ppt >>

Oswaldo Aldana
PD Engineer.
I4 Engine Programs @ ChEP
Ph. # 52-614-429-4317
e-mail: oaldana1@ford.com

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From: Langley, Scott (C.S.)
Sent: Wednesday, July 29, 2009 2:33 PM
To: Chabon, Michael (W.); Hall, Brent (A.)
Cc: Parkinson, Tim (T.M.)
Subject: FW: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"
Attachments: How does P1A0C lead to ETB replacement.ppt

Mike, Brent,
FYI.

Great work, Tim.
We should bring this one into our Reliability Meeting... the PC/ED procedure folks are coming in next week to address the P2111/2 issues we discovered.
Maybe we could touch on this one at the same time.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Parkinson, Tim (T.M.)
Sent: Wednesday, July 29, 2009 11:22 AM
To: 'O'Neill, Daniel P'; Langley, Scott (C.S.)
Cc: 'Contreras, Claudia Judith'
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Here's some additional information on how the P1A0C could lead to an ETB replacement.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Parkinson, Tim (T.M.)
Sent: Wednesday, July 29, 2009 7:20 AM
To: 'O'Neill, Daniel P'; Langley, Scott (C.S.)
Cc: Contreras, Claudia Judith
Subject: RE: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Sorry I missed the warranty meeting yesterday. I got tied up with something else.

Here's the summary for P1A0C from the PC/ED manual (2009 PCED On Board Diagnostics Escape/Mariner Hybrid):

P1A0C - Hybrid Powertrain Control Module - Engine Disabled

Description:	This is an informational DTC and is set as the result of a limited operating strategy (LOS) or a failure mode effects management (FMEM) operating strategy that maintains limited vehicle function in the event of an engine start or stall concern.
Possible Causes:	• Air leak between the MAF sensor and throttle body • TP sensor not seated properly • Powertrain or hybrid-electric system • Positive crankcase ventilation (PCV) system • Damaged MAF sensor • Damaged TP sensor
Diagnostic Aids:	The circuit DTCs can be accompanied by the informational DTCs, and should be diagnosed first. An informational DTC without a circuit DTC may or may not indicate the actual concern and should be diagnosed as a symptom.

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test QE .		

Were there any TPS codes?

The QE pinpoint tests can send you to several other pinpoint tests, depending on the presence of other codes or no other codes. If you'd like, give me a call and we can do a webex meeting and walk though the pinpoint tests to see how it might lead the dealer to replace the ETB.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

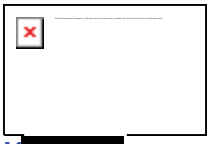
From: O'Neill, Daniel P [mailto:daniel.p.o.neill@delphi.com]
Sent: Tuesday, July 28, 2009 5:14 PM
To: Langley, Scott (C.S.); Parkinson, Tim (T.M.)
Cc: Contreras, Claudia Judith
Subject: Background info on Pinpoint test and "IDS DIAG FOUND P1A0C"

Scott/Tim the two warranty returns below (just received at SEC) did not pass the motor knee voltage at our EOL test at SEC. Both of these parts did not have any PCODES set but both had "IDS DIAG FOUND P1A0C". I am not sure what this test is or how/if it may point to a component in the ETB. Can you provide some background on this diagnostic and what the pinpoint test is?

K[redacted]

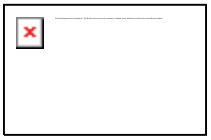
Mileage: 10938

Location: Collierville, TN
Diagnostic Trouble Codes: None
Tech Comment:
10938 ROAD TEST FOUND ENGINE CUTS OFF AT TIMES. IDS DIAG FOUND P1A0C PINPOINT TEST FOUND THROOTLE BODY FAULTY. REPLACED THROTTLE BODY RETEST AND ROAD TEST OK



K[redacted]
Mileage: 21574
Location: Sandy, UT
Diagnostic Trouble Codes: N/A

Technician Comment: 21574 VERIFIED CONCERN IDS DIAG CODE P1A0C PINPOINT PID MONITOR ROAD TEST FUEL PRESSUREW TEST 39.7PSI INJECTOR FLOW TEST PASSES IGN SYSTEM TEST PASSES DCL DISPLAY REPLACED THROTTLE BODY ASSY ROAD TESTED RETESTED



Daniel P. O'Neill
Design Engineer
Electronic Throttle Body
Delphi Powertrain Systems
Mail code: 146-Hen-530
5500 W. Henrietta Rd.
W. Henrietta, NY 14623

Phone: (585) 359-6628
Fax: (585) 359-6338
E-mail: Daniel.P.O.Neill@Delphi.com

****

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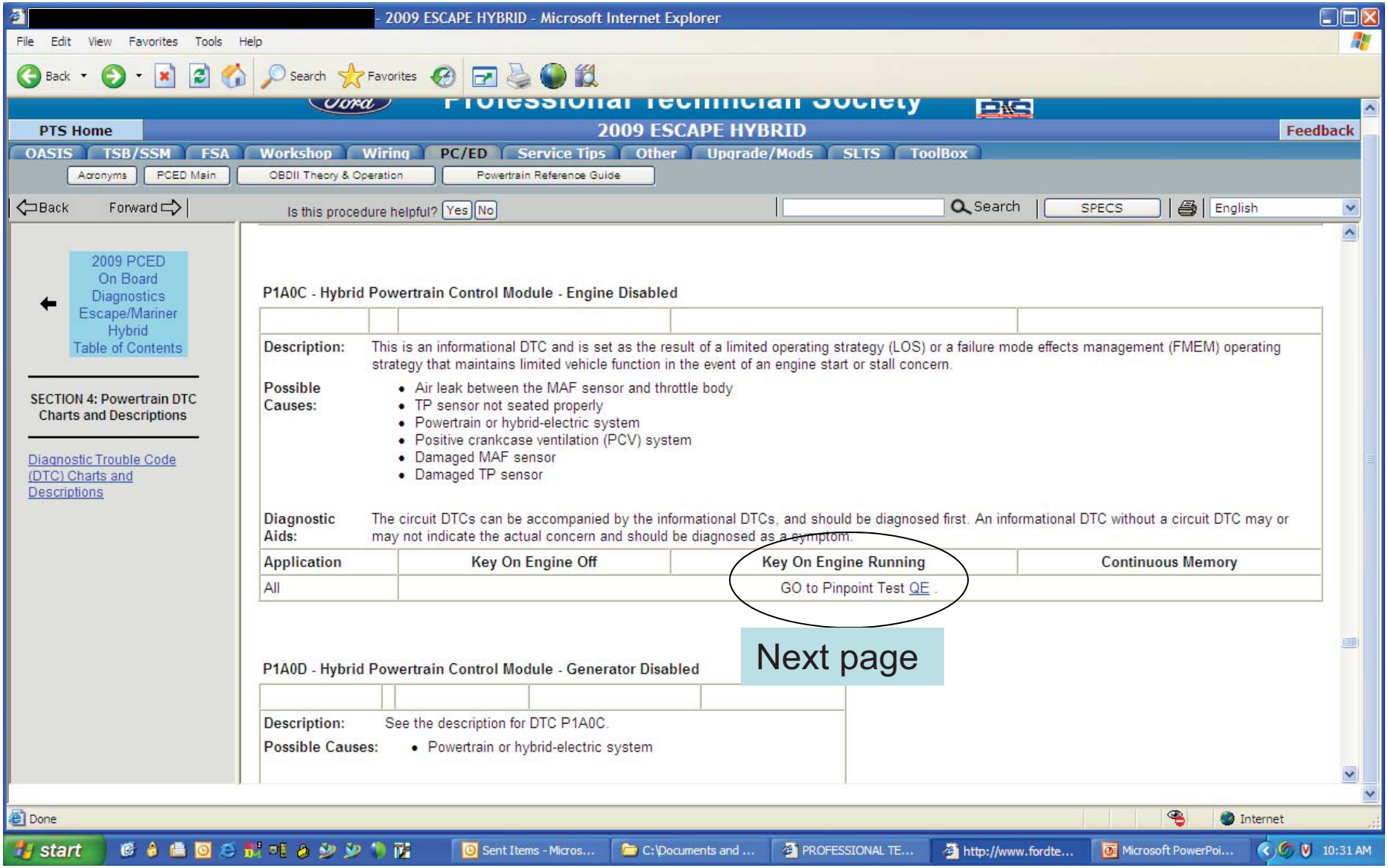
****

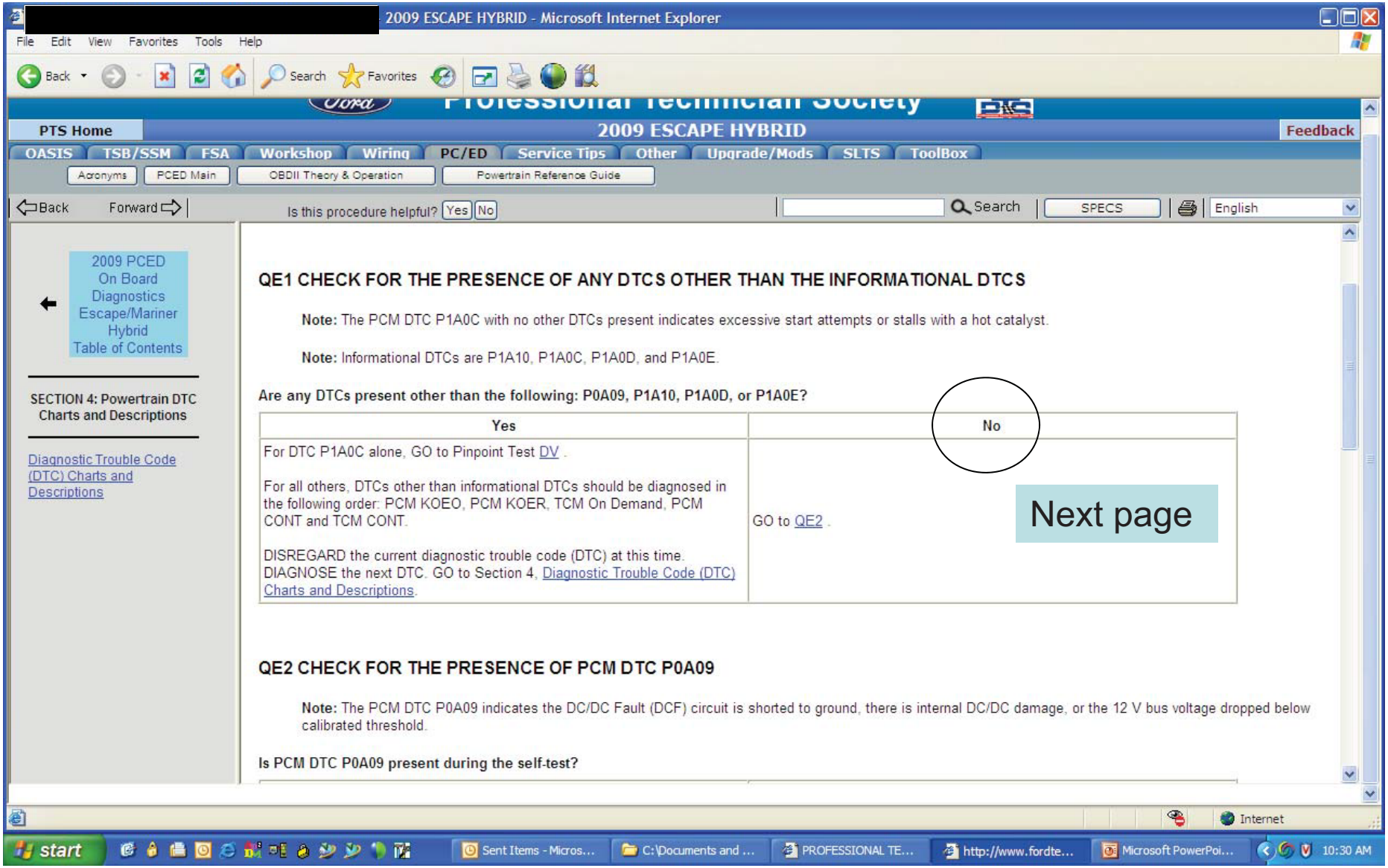
How does P1A0C lead to ETB replacement?

Tim Parkinson
7/28/2009

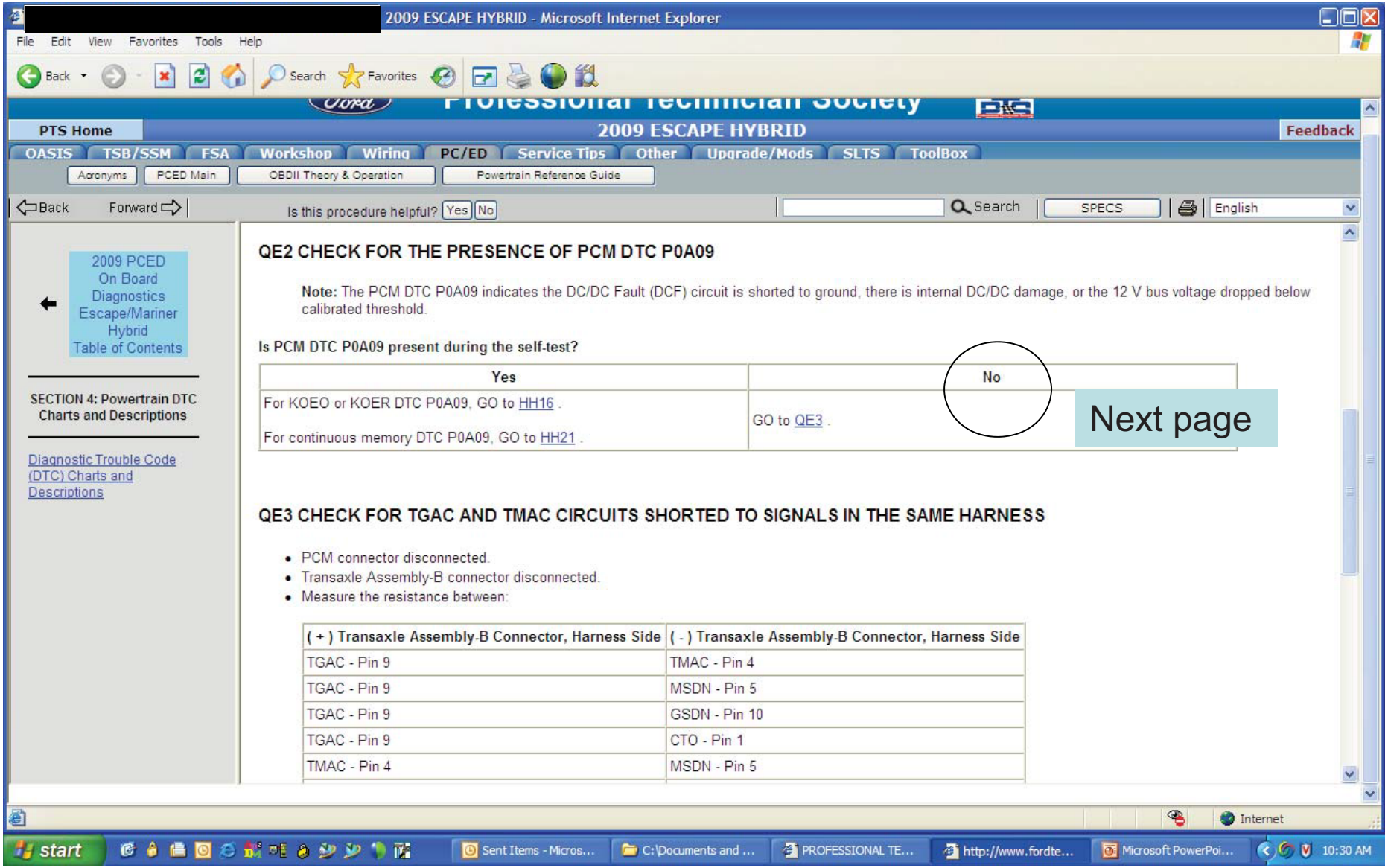
P1A0C description
from 2009 Escape hybrid PCED manual



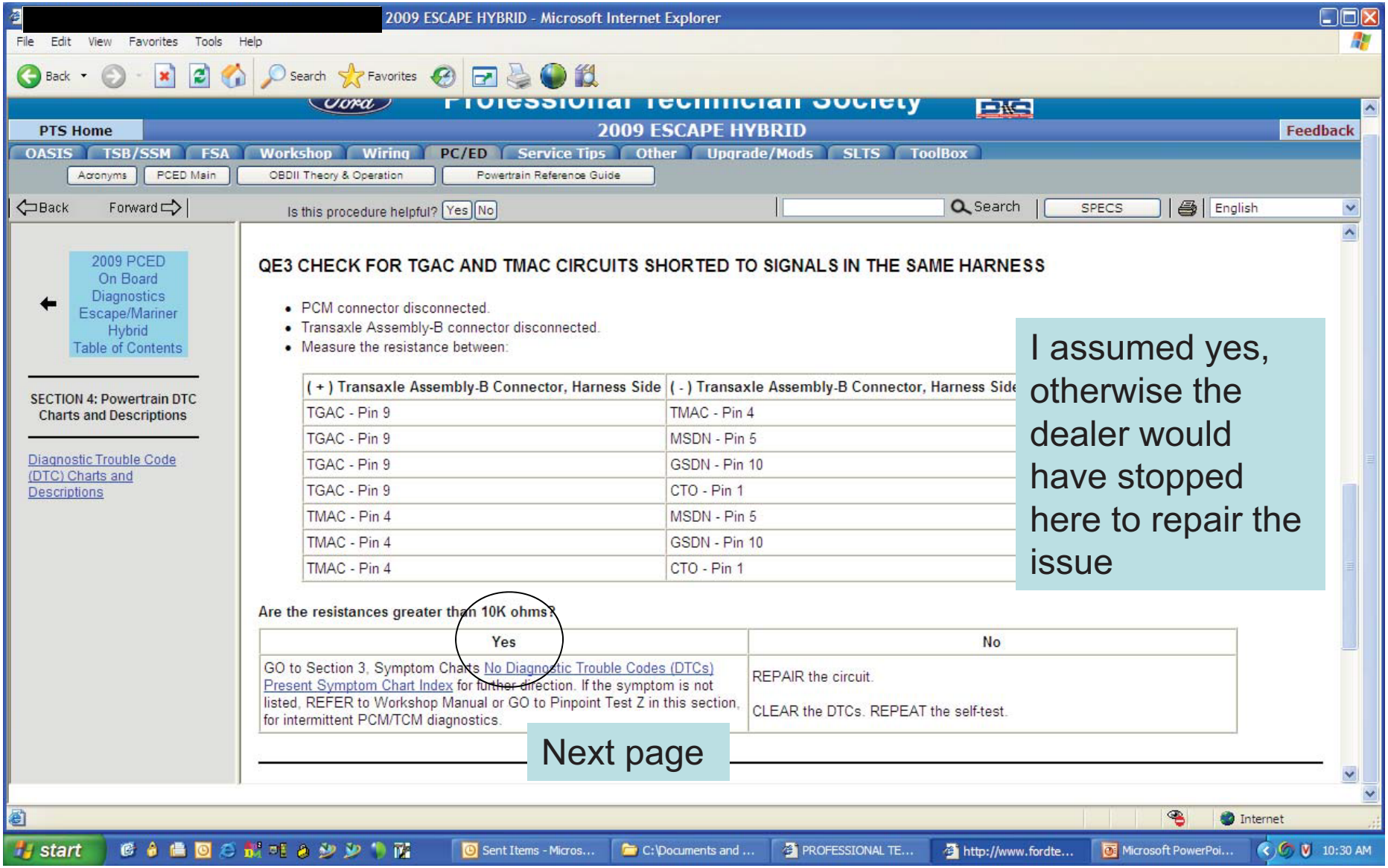
QE1 pinpoint test



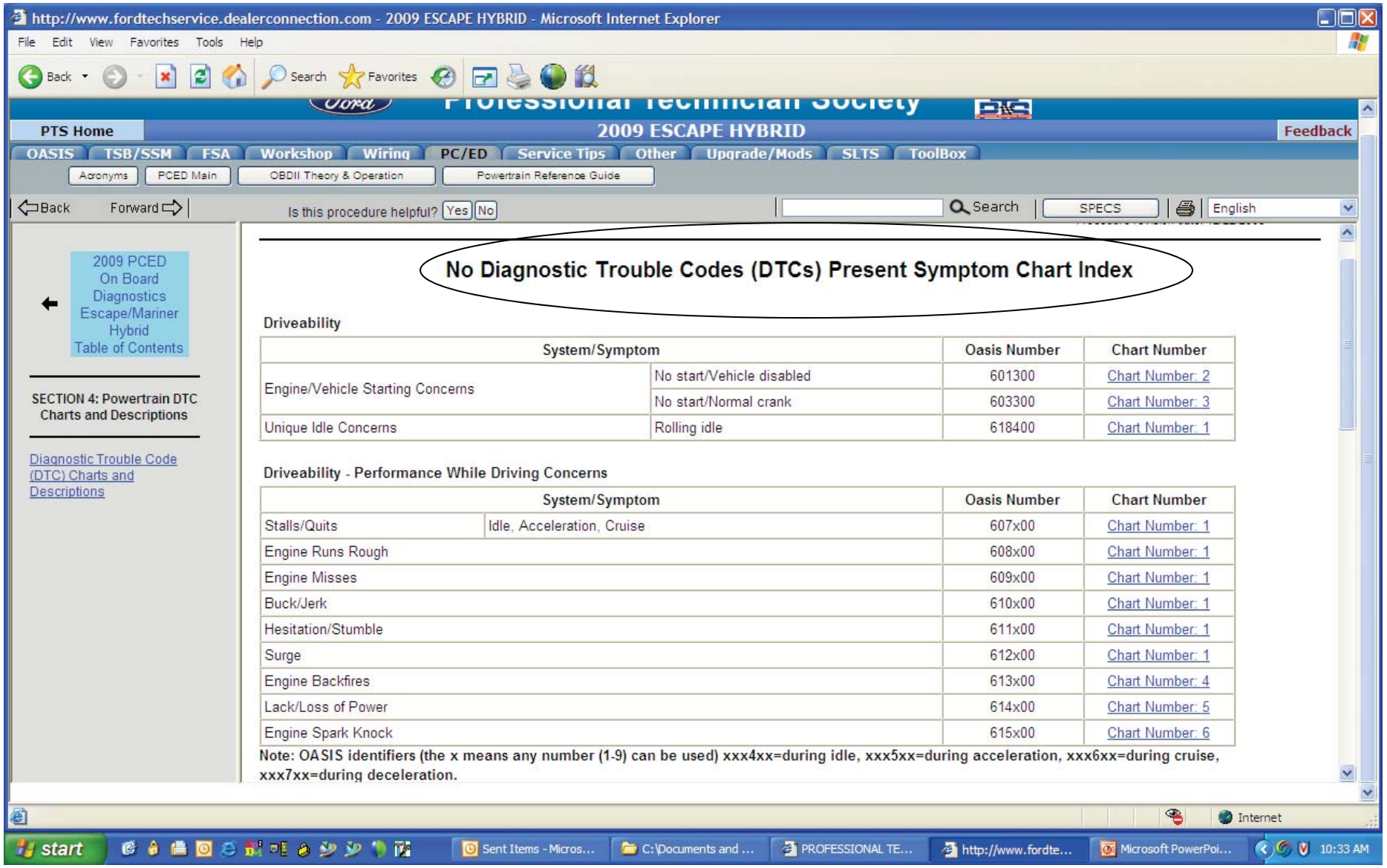
QE2 pinpoint test



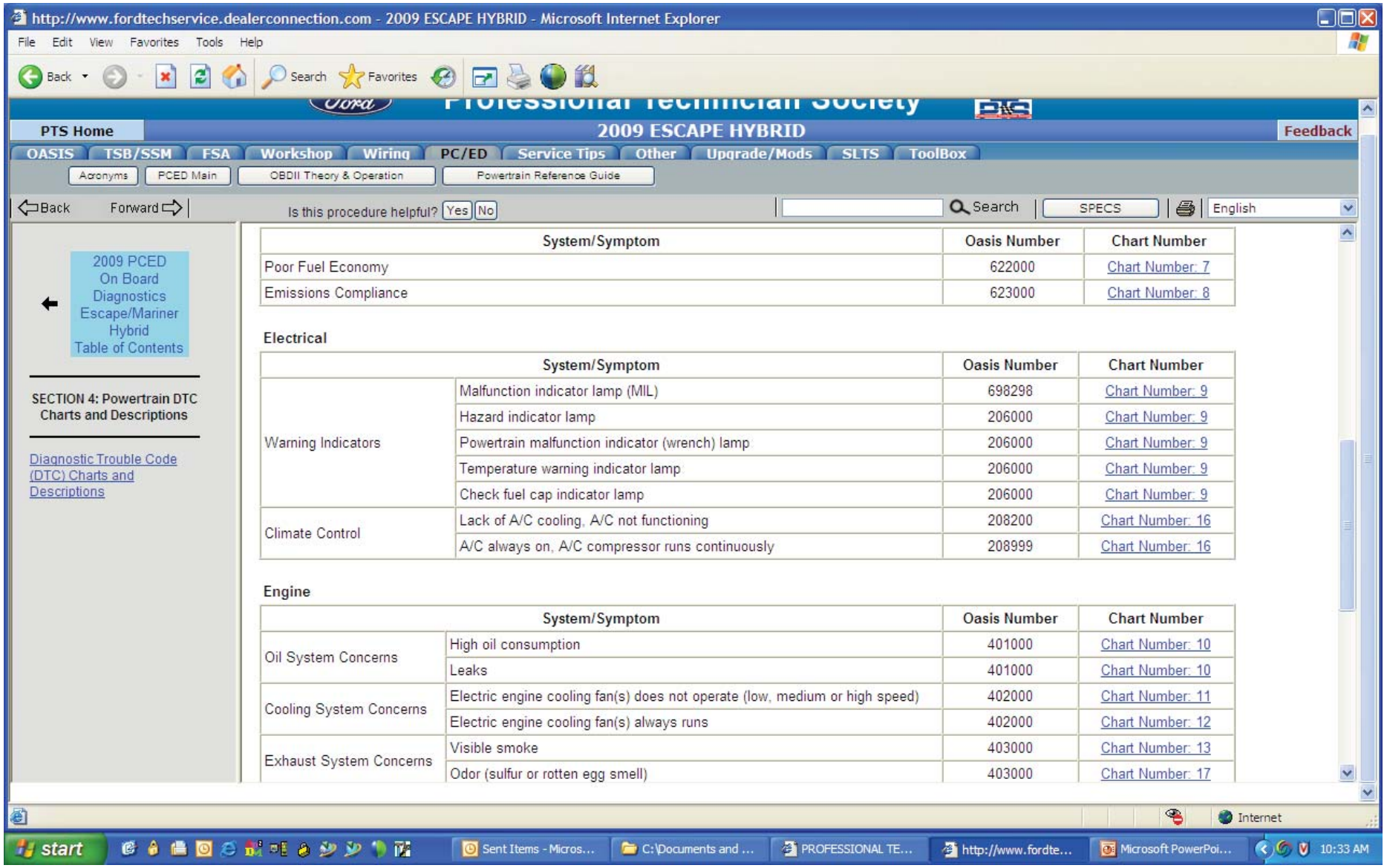
QE3 pinpoint test



No DTC code symptom charts



No DTC code symptom charts



System/Symptom		Oasis Number	Chart Number
Poor Fuel Economy		622000	Chart Number: 7
Emissions Compliance		623000	Chart Number: 8

Electrical

System/Symptom		Oasis Number	Chart Number
Warning Indicators	Malfunction indicator lamp (MIL)	698298	Chart Number: 9
	Hazard indicator lamp	206000	Chart Number: 9
	Powertrain malfunction indicator (wrench) lamp	206000	Chart Number: 9
	Temperature warning indicator lamp	206000	Chart Number: 9
	Check fuel cap indicator lamp	206000	Chart Number: 9
Climate Control	Lack of A/C cooling, A/C not functioning	208200	Chart Number: 16
	A/C always on, A/C compressor runs continuously	208999	Chart Number: 16

Engine

System/Symptom		Oasis Number	Chart Number
Oil System Concerns	High oil consumption	401000	Chart Number: 10
	Leaks	401000	Chart Number: 10
Cooling System Concerns	Electric engine cooling fan(s) does not operate (low, medium or high speed)	402000	Chart Number: 11
	Electric engine cooling fan(s) always runs	402000	Chart Number: 12
Exhaust System Concerns	Visible smoke	403000	Chart Number: 13
	Odor (sulfur or rotten egg smell)	403000	Chart Number: 17

No DTC code symptom charts

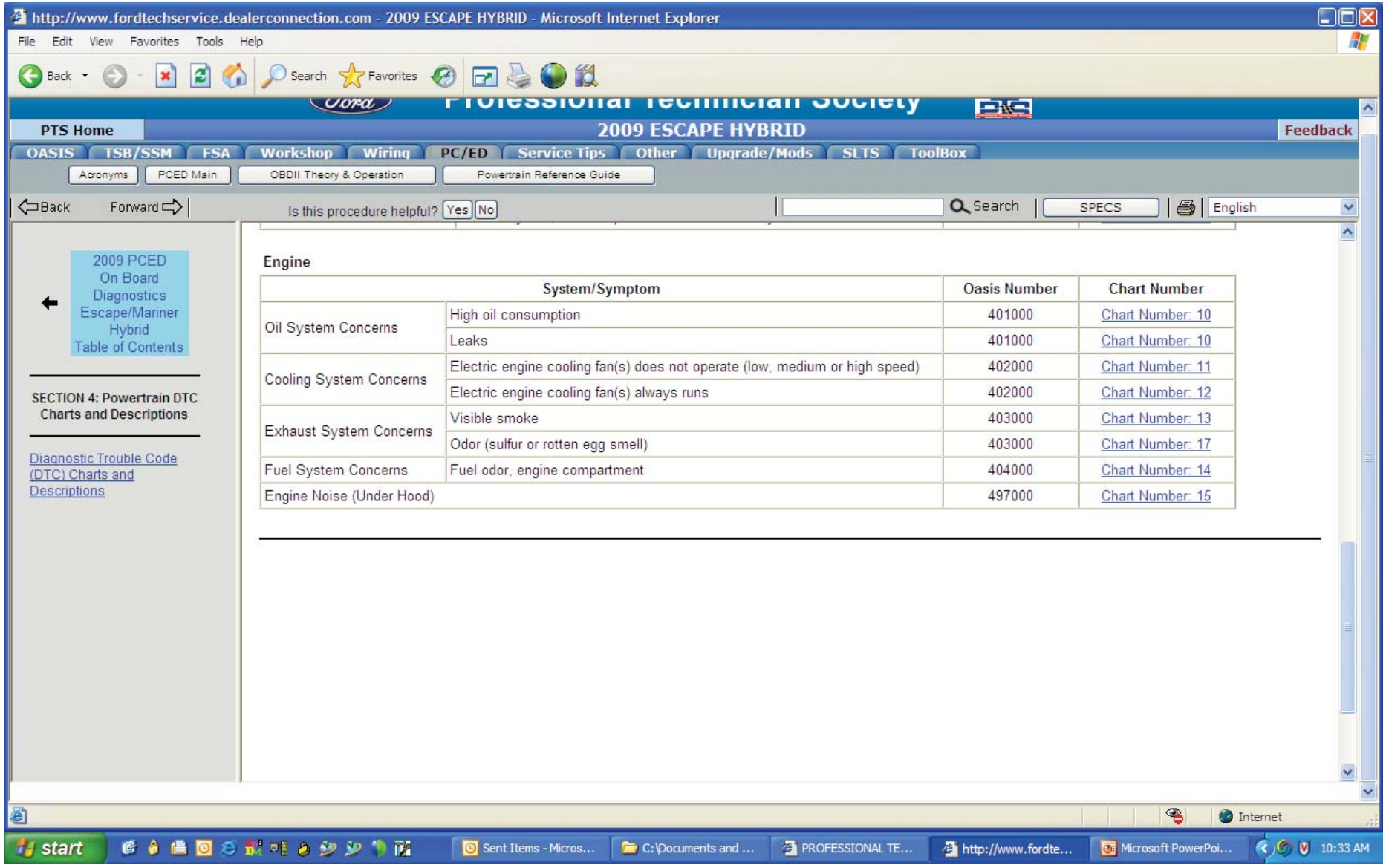


Chart 1 – 17 detail

For the various symptoms with no DTC, this chart information tells you which tests to perform to help diagnose the issue

chart 1 - 17

Chart 1, test HU (air intake system) is the only test I could find in chart 1-17 that led to the ETB

Chart 1 pinpoint test HU1

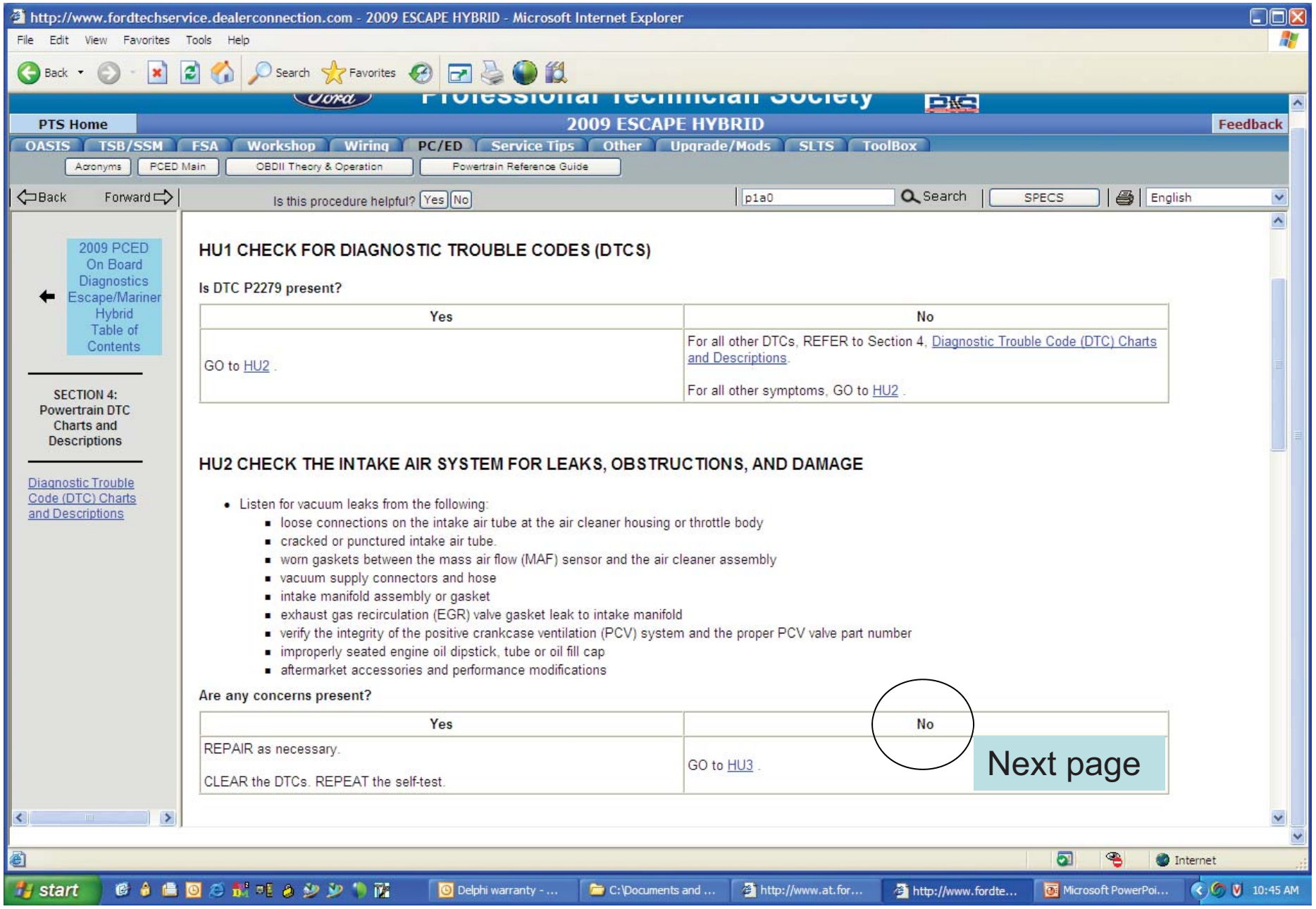
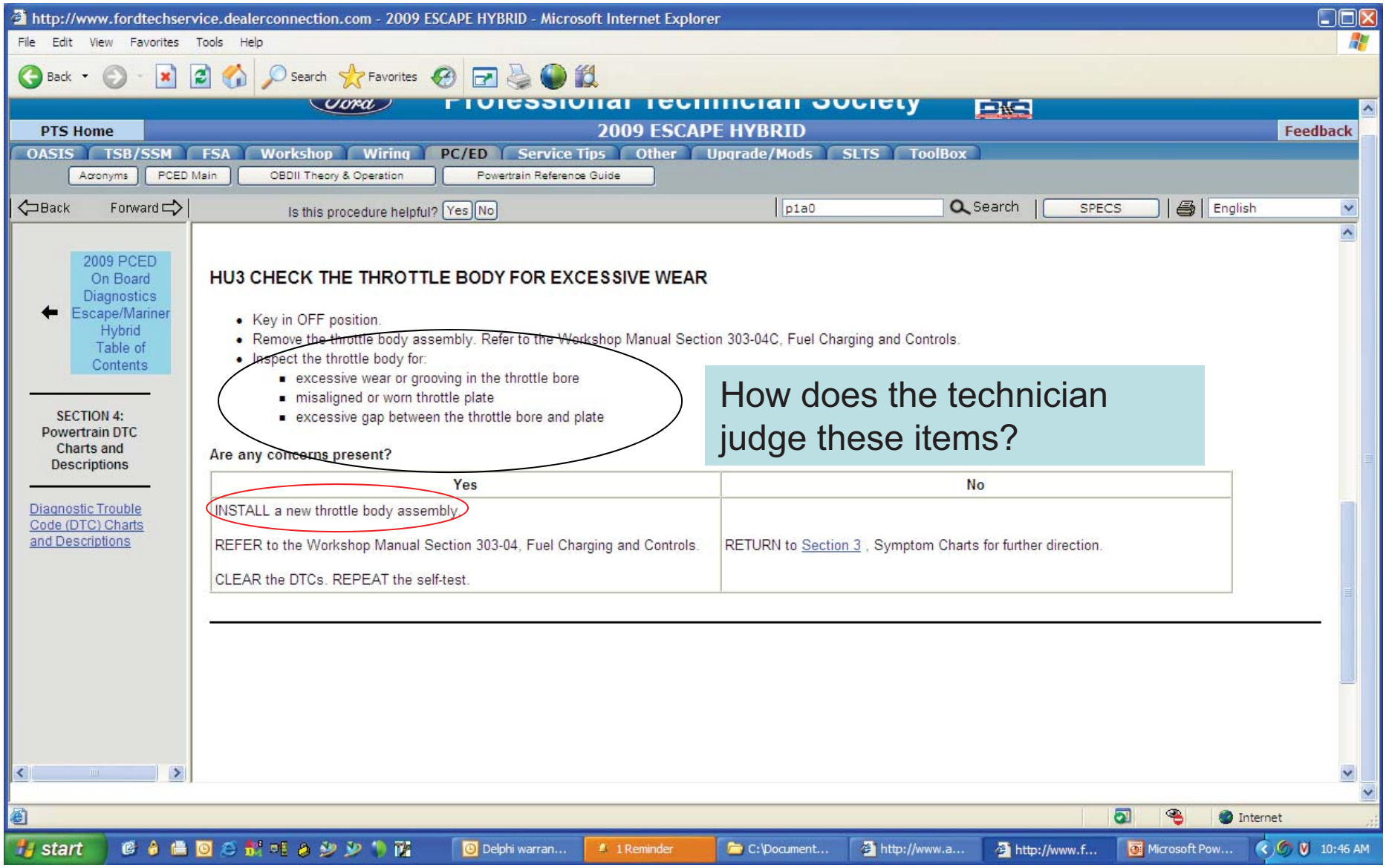


Chart 1 pinpoint test HU3

This is the only test I could find in chart 1-17 that led to the ETB. I'm not even sure this is appropriate.



From: Bos, Ed (E.A.)
Sent: Monday, October 19, 2009 1:28 PM
To: Matysiewicz, Edwin (E.J.)
Cc: Langley, Scott (C.S.)
Subject: FW: Delphi certified stock day

Ed,

The PCM's would have to be of very recent vintage to pass our clean date of 10/1. Keep us posted. Anything we can do to help let us know, but we really would need to get suspect ETB in hand to help with the analysis.

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Matysiewicz, Edwin (E.J.)
Sent: Monday, October 19, 2009 1:20 PM
To: Bos, Ed (E.A.)
Subject: RE: Delphi certified stock day

Ed

PCM replacements with throttle body replacements seem to be a growing trend, as I seem to be getting 1-2 a week recently through the warranty part return system.

I have confirmed two ETB Subsystem cases in which the PCM actually had a hardware fault [Cypress SRAM chip], and the rest have been TNI.

I typically will get one set fault in the 700 record: either one TP sensor, or a A-B slope mis-match fault.

Thanks

Ed

From: Bos, Ed (E.A.)
Sent: Monday, October 19, 2009 11:34 AM
To: Matysiewicz, Edwin (E.J.)
Cc: Langley, Scott (C.S.)
Subject: RE: Delphi certified stock day

Ed,

See below for clean date. Please elaborate to us what the ETB issue appears to be that is affecting PCM replacements. Thanks.

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Langley, Scott (C.S.)
Sent: Monday, October 19, 2009 10:45 AM
To: Bos, Ed (E.A.)
Subject: RE: Delphi certified stock day

PCA at Vehicle is 10/1/09.

Note that there is a TSB coming out for a directed replacement of ETBs when certain criteria (P-codes) are encountered.

I'd be interested in specifically what Edwin believes is a "Throttle body issue" causing replacement of his PCM.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Bos, Ed (E.A.)
Sent: Monday, October 19, 2009 10:40 AM
To: Langley, Scott (C.S.)
Subject: FW: Delphi certified stock day

Scott, when is our official PCA date for the via issue?

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Matysiewicz, Edwin (E.J.)
Sent: Friday, October 16, 2009 2:29 PM
To: Bos, Ed (E.A.)
Subject: Delphi certified stock day

Ed

I am getting PCM warranty field replacements related to throttle body issues on my U377 and CD3 platforms.

When was your clean date for certified stock on Delphi throttle bodies ?

Thanks

Ed Matysiewicz
PCM D&R Engineer for Escape and Fusion GAS Programs
Competitive Monitoring and Cost Analysis
Ford Desk Cell 313-805-7111
Belt Cell: 248-910-2144

Subject: FW: Delphi ETB U377 - VQR Dry Run
Location: Conference Call - 888-621-3673, pass code 904-72-538

Start: Wed 5/27/2009 3:00 PM
End: Wed 5/27/2009 4:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Bushman, Thomas (T.S.)

When: Wednesday, May 27, 2009 3:00 PM-4:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Conference Call - 888-621-3673, pass code 904-72-538

~~*~*~*~*~*~*~*~*~*

From: Bushman, Thomas (T.S.)
Sent: Tuesday, May 26, 2009 12:39 PM
To: Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Moore, Andy (A.R.)
Cc: Horbal, Colin (C.P.); Powers, Ken (K.W.)
Subject: Delphi ETB U377 - VQR Dry Run
When: Wednesday, May 27, 2009 3:00 PM-4:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Conference Call - 888-621-3673, pass code 904-72-538

Scott - please forward this meeting notice to the right people within Delphi.

Objective: Dry-Run the material for the U377 VQR. Ensure we convey the right message during the meeting.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Bushman, Thomas (T.S.)
Sent: Wednesday, May 20, 2009 1:04 PM
To: Horbal, Colin (C.P.); Langley, Scott (C.S.)
Cc: Ickes, Bill (B.K.); Moore, Andy (A.R.); Schiltges, Dave (D.)
Subject: FW: Draft VQR Agenda

Colin / Scott --

Heads up - we are on the U377 VQR Agenda for ***Throttle Body Replacements***, still showing up to a high degree in ECB (currently ranked 7th in overall Powertrain).

Scott - we'll need Delphi on this call during the VQR to help explain where we are at in the problem resolution process.

Thanks.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Powers, Ken (K.W.)
Sent: Tuesday, May 19, 2009 5:36 PM
To: Jenkins, Jim (J.T.); Jacobs, Betsy (E.A.); Rollin, Anthony (A.D.); Williams, Erik (E.C.); Demartino, Jim (J.M.); Richei, Therese (T.); English, Loy (L.E.); Blair, Don (D.); Brancato, Jonathan (M.); Bryer, Robert (R.J.); Castagno, Nick (N.A.); Cooper, Marlene (M.); Cresswell, Steve (S.W.); Deckard, Ed (E.L.); Gailey, Joseph (J.C.); Magee, Jef (J.T.); Mayo, Alexander (A.A.); Schmell, Hank (H.S.); Spence, Bobby (B.R.); Washington, Dee (D.S.); Wells, Raynard (R.K.); Woods, Maurice (M.E.); Brim, Bobby (R.L.); Brown, Mark (B.); Brunkow, Greg (G.L.); Bunck, Jamie (J.L.); Bushman, Thomas (T.S.); Chapman, Brandon (B.W.); De-Ferraris, Daniel (D.); Doyle, David (D.J.); Drenner, Casey (C.M.); Early, Curt (C.G.); Frank, Charles (C.R.); Granfors, John (J.); Haney, Douglas (J.); Hashemi, Mo (M.H.); Kieffer, Michael (M.F.); Kote, Keshava (K.); Lastine, Catherine (C.A.); Linde, Peter (P.A.); Mahony, John (J.P.); Miller, Chuck (C.A.); Pierce, Warren (W.B.); Rackers, Craig (C.J.); Rockel, Royce (R.R.); Slone, Edward (E.M.); Soine, David (D.E.); Stilgenbauer, Jeffrey (J.R.); Syed, Shaheen (Q.); Taylor, Perry (P.A.)
Cc: Blakeley, Bruce (B.A.); Meda, Gary (G.T.); Swenskowski, Kevin (K.M.); Mouch, Tim (T.A.); Vahratian, Adam (A.J.); Sherman, Robert (R.B.)
Subject: Draft VQR Agenda

There may be minor changes, but here is the draft agenda for next week.

Ken Powers, P.E.
Escape/Tribute PVT Mgr - KCAP
(w) 816-459-1729; (c) 816-200-4928

ESCAPE/Mariner/Tribute/HEV

Vehicle Quality Review

Thursday, May 28, 2009

9:00 a.m. – 3:45 p.m. (*Central Time*)

Audio: 313-621-3673 or 888-621-3673; 02424917#

2010 Launch Review	*Main Conf*	*8:00 - 9:00*
VQR Agenda Item	**Presenter**	**Time**
Plant Floor Quality Walk, including: *Wheel Cover Wrong, Block heater missing, Roof Ditch Mldng*	Departments	9:10
< < LUNCH > >		**11:30**
CONFERENCE ROOM		
Opening Comments	D Wishnousky	12:15
Assignment Status from April VQR	K Powers	12:17
Stop Ships – Satellite Radio **PSO Status**	Bruce Blakeley K Kote	12:30 12:40
Total Vehicle Review **External Indicators** • 2009 Warranty Trend Lines (0, 1 & 3 MIS) • Best in Ford matrix • ECB / Form 4 • BSAQ Glidepaths • Info: Initial QPIP Project List • *May include STA proposed process for avoidance*	K Powers *Barry Demers-STA*	12:50
TGW VFG Follow-Ups • V79 Climate Control • V49 Powertrain Sound & NVH • V48 Auto Transmission **Form 4 Follow-Up: Throttle Body clean point**	K Swenskowski P Linde/T Mouch A Vahratian Delphi/Engine	1:30 1:45 2:00 2:20
PIC ROOM		**2:40**
Internal Indicators • FCPA (A Calls) • M-10; 25-Mile Drive • S/R, Water, Air Leakage • CAL/CBT/EOL/Code Check • SC Performance by Department • QOS Summary	Quality / Area Managers	2:40
VRT Report Out **Interior Trim** • A/C Line Chafes • Steering Column Shroud (Mod Center) **Vehicle Engineering board review** • Liftgate glass flutter *(internal)* **Powertrain VRT**	VRT's	3:05
Closing Comments		**3:45**

From: McRoy, Gitanjli (G.)
Sent: Wednesday, December 08, 2010 9:14 AM
To: Langley, Scott (C.S.)
Subject: FW: ETB (-9E926-) in warranty

Thought you would like to read; U377 has improved drastically from 2010MY (early),

Regards,
Gitanjli McRoy
I4 PFI Engine Systems Supervisor
LG&D Engine Engineering, Ford Motor Company
Ph: (313)84-58292 gmcroy@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, December 07, 2010 1:20 PM
To: Shapardanis, Michael (M.S.); McRoy, Gitanjli (G.)
Cc: Chabon, Michael (W.); Bushman, Thomas (T.S.)
Subject: RE: ETB (-9E926-) in warranty

Thanks. I was checking since our ETB warranty on the U377 has improved drastically from 2010MY (early), I wanted to make sure we were still vigilant.

Frankly there are a bunch of root causes for a P1A0C HYBRID POWERTRAIN CONTROL MODULE - ENGINE DISABLED.

All I know at this point is what the dealer did. Customer received message on message center to pull over safely. Dealer only found the Engine Disabled code and replaced the ETB.

Regards, *Perry A. Taylor*

Hybrid Systems Engineer Escape/Tribute/Mariner
Plant Vehicle Team **Kansas City Assembly Plant**

E-mail: **ptaylor8@ford.com** or click here <mailto:ptaylor8@ford.com>

Phone: (816) 414-5521 Fax: (816) 459-1728 Cell: (313) 805-5182

From: Shapardanis, Michael (M.S.)
Sent: Tuesday, December 07, 2010 11:27 AM
To: Taylor, Perry (P.A.); McRoy, Gitanjli (G.)
Cc: Chabon, Michael (W.); Bushman, Thomas (T.S.)
Subject: RE: ETB (-9E926-) in warranty

Perry,
We have 700 tag requests for the Escape I4 (incl Hybrid) and V6 ETB, the 700 tag was issued to the dealer on 12/2/2010.

Mike Shapardanis
V- Engine Engineering
Air Metering
Ford Motor Company

Cell: (313) 805-8801
Email: mshapard@ford.com

From: Taylor, Perry (P.A.)
Sent: Tuesday, December 07, 2010 10:45 AM
To: McRoy, Gitanjli (G.)
Cc: Chabon, Michael (W.); Shapardanis, Michael (M.S.); Bushman, Thomas (T.S.)
Subject: ETB (-9E926-) in warranty

Do we (and by we I mean you) have a 700 tag for ETB [-9E926-]? I just ran across this one in warranty and was curious if some is going to get this part back and analyze it.

<< File: 1FMCU4K33BK[redacted].pdf >>

Regards, *Perry A. Taylor*

Hybrid Systems Engineer Escape/Tribute/Mariner
Plant Vehicle Team Kansas City Assembly Plant

E-mail: ptaylor8@ford.com or click here <mailto:ptaylor8@ford.com>
Phone: (816) 414-5521 Fax: (816) 459-1728 Cell: (313) 805-5182

From: Parkinson, Tim (T.M.)
Sent: Monday, March 15, 2010 4:31 PM
To: Marinelarena, Juan (J.)
Cc: Kanauer, William H; Rosales, Martin; Langley, Scott (C.S.); Chabon, Michael (W.); 'Ruben Zuniga'
Subject: FW: ETB Cipsa New Model Parts...
Attachments: Via Systems New Model Parts to Ford CHEP March-12-2010.ppt; Ford CHEP Via Systems ID March-12-2010.ppt

Importance: High

Juan, Delphi is shipping a skid of ETB's that are functional samples to ChEP. These are for a change to the circuit board supplier for the TPS sensor (SREA). Delphi has shipped other skids but the parts were used and not evaluated.

We really need to make sure these parts are evaluated so we can make this change in a timely fashion.

Thanks in advance for your assistance.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Kanauer, William H [mailto:william.h.kanauer@delphi.com]
Sent: Monday, March 15, 2010 4:19 PM
To: Parkinson, Tim (T.M.)
Cc: Banna, Jim
Subject: FW: ETB Cipsa New Model Parts...
Importance: High

Tim,

A picture of the shipping label and skid are attached to help with identification.

Bill Kanauer
Staff Research Engineer
Delphi Technical Center Rochester
Phone: (585) 359-6783
Cell: (585) 278-7876
william.h.kanauer@delphi.com

From: Banna, Jim
Sent: Monday, March 15, 2010 4:13 PM
To: Kanauer, William H; Godoy, Arquimedes
Subject: FW: ETB Cipsa New Model Parts...
Importance: High

FYI: Bill please let Tim Parkinson know that the parts have been shipped to CHEP.

From: Rosales, Martin
Sent: Saturday, March 13, 2010 11:49 AM
To: Davis, Mark ; Banna, Jim ; Novak, John C; Schon, Nancy; Magers, William N; Zuniga, Ruben
Cc: Villalobos, Jesus
Subject: FW: ETB Cipsa New Model Parts...
Importance: High

FYI

Third skid as a functional trial parts ship to Ford ChEP with via systems boards to be evaluated. (First two functional trial samples were run with no control at Ford ChEP).

I hope with this run we can be able to get Ford approval and discuss the need to scrap CIPSA boards and introduce Via Systems.

More to follow up

Martin Rosales
Delphi Powertrain- Juarez
Quality/SQE Superintendent
mobile phone 52-1-656-311-4909
(USA) 915-612-2833
email:martin.rosales@delphi.com

****
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****

ELECTRONIC THROTTLE BODY
VIA SYSTEMS
NEW MODEL PARTS
Ford PN: 9L8E-9F991-BC
Quantity: 224 pcs
ATTN: JUAN MARINELARENA
(614) 423*11*97
JOSE ANTONIO OLIVAS
(614) 429*40*57

DELPHI
ELECTRONIC THROTTLE BODY
VIA SYSTEMS
NEW MODEL PARTS
Ford PN: 9L8E-9F991-BC
Quantity: 224 pcs
ATTN: JUAN MARINELARENA
(614) 423*11*97
JOSE ANTONIO OLIVAS
(614) 429*40*57
Ford

SUPP(V) DELPHI ENERGY AND CHASSIS EL PASO
G273S
QTY (Q) 224 PC
CONTAINER 22486387
GROSS WEIGHT 904.128 LB
DATE 11MAR2010
PART (P) 9L8E-9F991-BC
STR LOC 1
LINE FEED LOC 2
OUTLINE - ELECTRONIC THROTTLE CONTROL FORD
PACK TYPE R
SERIAL NO(3S) 279745329
SUPPLIER #(1P) 28098939-10
MADE IN MEXICO
TO FORD CLEVELAND ENGINE 2 (EF02A)
DOCK CODE
CUST EF02A
04
ENGG ALERT

SL10 - G273S
DELPHI
EL PASO, TX
0907E191 - G273S
DELPHI
EL PASO, TX
PAY MASTER
28098939-10
224 PCS
Loc. 40708-709
JM01
03/11/10
224
9L8E-9F991-BC
G273S
EF02A 04
ELECTRONIC THROTTLE BODY
VIA SYSTEMS
NEW MODEL PARTS
Ford PN: 9L8E-9F991-BC
Quantity: 224 pcs
ATTN: JUAN MARINELARENA
(614) 423*11*97
JOSE ANTONIO OLIVAS
(614) 429*40*57
Ford
0907E191-G273S
Delphi
EL Paso, TX
0907E191-G273S
DELPHI
EL PASO,TX
0108
HDPE

From: Crudo, Frank (F.J.)
Sent: Tuesday, May 04, 2010 3:43 PM
To: Langley, Scott (C.S.)
Subject: FW: ETB EOL Failure at HSAP code P4071

Need to follow up the Delphi Juarez on these particular parts.

Frank J. Crudo
V-Engine Reliability Q Back
Building 1 cube 13F002
313-322-5979

From: Quijada, Jorge (J.)
Sent: Tuesday, May 04, 2010 3:41 PM
To: Crudo, Frank (F.J.)
Subject: RE: ETB EOL Failure at HSAP code P4071

Parts are on the way to Delphi Juarez

Jorge Quijada
CD3 PVT Supervisor POWERTRAIN
Office.- (662) 259 8314
Fax.- (662) 259 8310
Mobile.- 011 52 1 (662) 142-0198

From: Crudo, Frank (F.J.)
Sent: Martes, 04 de Mayo de 2010 12:41 p.m.
To: Quijada, Jorge (J.)
Subject: FW: ETB EOL Failure at HSAP code P4071

Can we get the Throttle bodies back for analysis?

Frank J. Crudo
V-Engine Reliability Q Back
Building 1 cube 13F002
313-322-5979

From: Langley, Scott (C.S.)
Sent: Tuesday, May 04, 2010 9:32 AM
To: Crudo, Frank (F.J.)
Subject: RE: ETB EOL Failure at HSAP code P4071

Don't know yet. The first I heard of these issues at HSAP.
Thanks for forwarding.

They will need to analyze the parts to know if it's something new, broken containment, etc.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Crudo, Frank (F.J.)
Sent: Tuesday, May 04, 2010 8:49 AM
To: Langley, Scott (C.S.)
Subject: FW: ETB EOL Failure at HSAP code P4071

What is this? Is this a known failure?

Frank J. Crudo
V-Engine Reliability Q Back
Building 1 cube 13F002
313-322-5979

From: Sparks, Douglas (D.S.)
Sent: Tuesday, May 04, 2010 7:59 AM
To: Crudo, Frank (F.J.)
Subject: FW: ETB EOL Failure at HSAP code P4071

Frank,
FYI - ETB issue at HSAP, you may already be aware.

Thank you,

Douglas S. Sparks
P/T Quality and PVT Manager FNA
P/T Integration and Program Management (PTIM)
dsparks3@ford.com 313-805-6096

Administrative Assistant: Tina Tessadri
ttessadr 313 594-1115

From: Quijada, Jorge (J.)
Sent: Monday, May 03, 2010 6:45 PM
To: Bushman, Thomas (T.S.)
Cc: Sparks, Douglas (D.S.); Quijada, Jorge (J.); Rodriguez, Cynthia (C.R.); Ramirez, Mauricio (M.R.); Galindo, Sergio (S.N.)
Subject: ETB EOL Failure at HSAP code P4071

Thomas,
Just a heads up, we have had a total of 3 failures related to the ETB where code P4071 is triggered at EOL.
2 failures occurred during Friday`s night shift and one more today 1st shift
Julian date for each of the fails is
10084
10085
10105

We have done A-B-A and the failure goes with the ETB.

Please let us Know if you have seen something in your Process.

Note.- at this Time all fails have been detected at EOL.

Thanks

Jorge Quijada
CD3 PVT Supervisor POWERTRAIN
Office.- (662) 259 8314
Fax.- (662) 259 8310
Mobile.- 011 52 1 (662) 142-0198

From: Rosales, Martin <martin.rosales@delphi.com>
Sent: Tuesday, June 16, 2009 7:12 PM
To: Schulski, Rebecca (R.A.)
Cc: Zuniga, Ruben ; Ecton, Bryan L; Contreras, Claudia Judith; Perez, Radamex; Ruiz, Jose J.; De Luna, Luis ; Morfin, Miguel (M.A.); Langley, Scott (C.S.); O'Neill, Daniel P
Subject: FW: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)

Importance: High

Rebecca: just for your information.

Part is expected to be received at El Paso until tomorrow.

As soon as we get it, an analysis will be conducted immediately.

Best regards

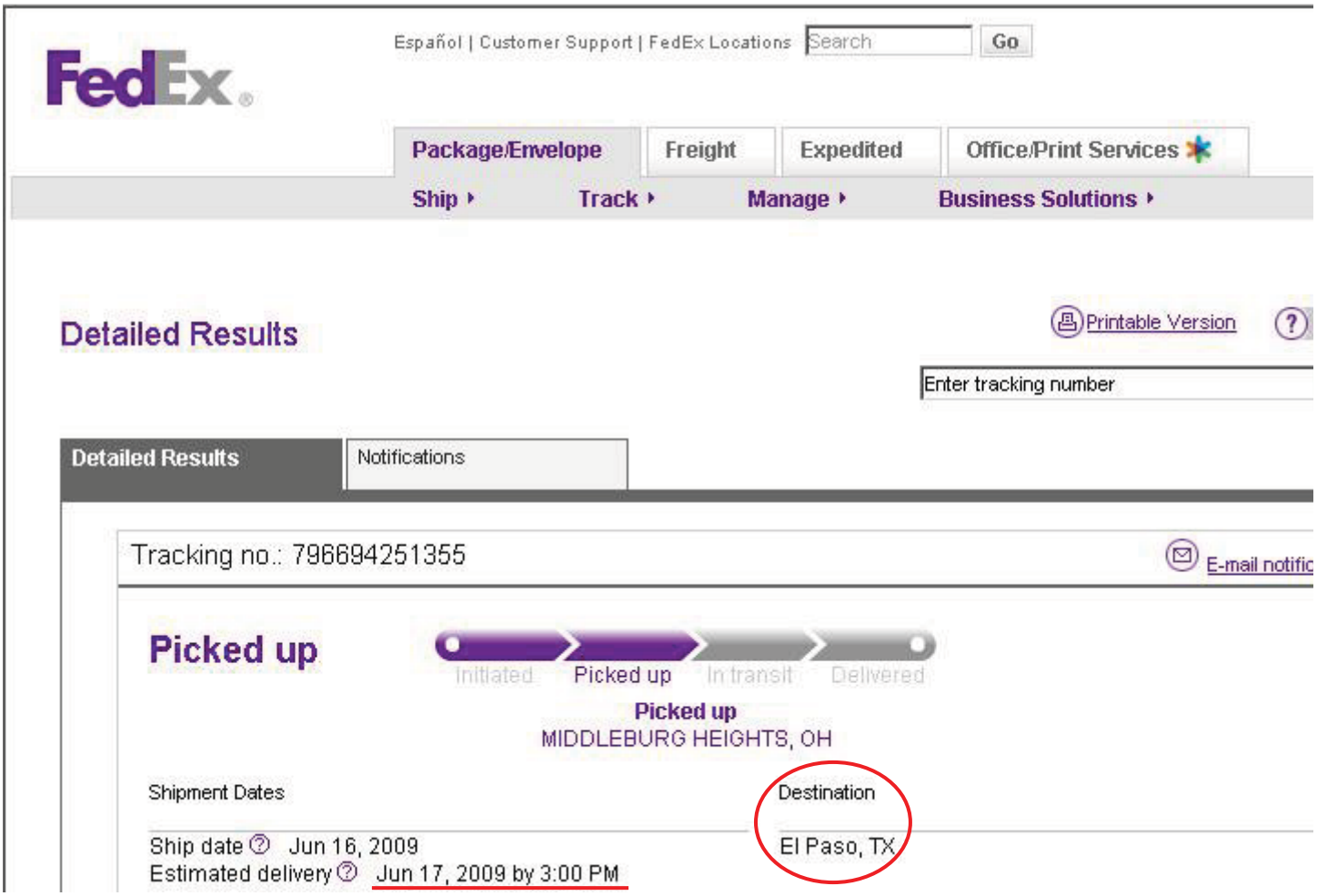
Martin Rosales
Delphi Powertrain- Juarez
Quality/SQE Superintendent
mobile phone 52-1-656-311-4909
office phone (Mex) 656-649-2833
(USA) 915-612-2833
email:martin.rosales@delphi.com
VME node 5216442833

From: Zuniga, Ruben
Sent: Tuesday, June 16, 2009 5:04 PM
To: Arellano, Marisela
Cc: Rosales, Martin; De Luna, Luis ; Rivas, Agustin; Chacon, Araceli; Ruiz, Jose J.; Contreras, Claudia Judith; Gonzaga, Eugenio
Subject: RE: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)
Importance: High

Marisela,

Bellow is the FedEx website latest update for this return. Please help us out as son as you get it tomorrow for shipping it back to SEC for analysis. Thank you.

Ruben



Rubén Zúñiga

From: Zuniga, Ruben
Sent: Tuesday, June 16, 2009 2:59 PM
To: Arellano, Marisela
Cc: Rosales, Martin; De Luna, Luis ; Rivas, Agustin
Subject: RE: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)
Importance: High

Good morning Marisela,

According with the FedEx tracking system this customer return is schedule for its delivery **today at 3pm.** Please proceed with its return as per bellow info.
Let me know if any questions.

- **P/N 28098939**
- **RMA # 242250**

Thank you & regards!

Rubén Zúñiga
Hyundai/KIA/Harley Davidson
Chrysler/Ford/GM/International
Customer Contact Quality Engineer
Delphi Powertrain Systems

From: Rosales, Martin
Sent: Monday, June 15, 2009 1:05 PM
To: Zuniga, Ruben ; De Luna, Luis ; Rivas, Agustin; Arellano, Marisela
Subject: FW: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)

Ruben: raestrealo por favor.

Traingalo urgente

Martin Rosales
Delphi Powertrain- Juarez
Quality/SQE Superintendent
mobile phone 52-1-656-311-4909
office phone (Mex) 656-649-2833
(USA) 915-612-2833
email:martin.rosales@delphi.com
VME node 5216442833

From: Schulski, Rebecca (R.A.) [mailto:rschulsk@ford.com]
Sent: Monday, June 15, 2009 1:00 PM
To: Rosales, Martin
Subject: RE: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)

This was already scheduled to be picked up tomorrow. It was to Agustin Rivas attention and the tracking number is 796694251355.

Rebecca Schulski
Incoming Supplier Quality
Cleveland Engine Plant 2
Phone : 216-676-3599
Fax: 216-676-3483

From: Rosales, Martin [mailto:martin.rosales@delphi.com]
Sent: Monday, June 15, 2009 2:54 PM
To: Schulski, Rebecca (R.A.); Morfin, Miguel (M.A.); Valencia, Sergio ; Ecton, Bryan L; Zuniga, Ruben ; Corral, Abelardo ; Rivas, Agustin; Ruiz, Jose J.
Cc: De Luna, Luis ; Perez, Radamex
Subject: RE: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)

Rebeca: Would you please let me know when you are planning to send the part back to Delphi for further analysis.

Best Regards

Ruben: please call Rebeca to provide her a Delphi Fed ex account number and address as well.

Martin Rosales
Delphi Powertrain- Juarez
Quality/SQE Superintendent
mobile phone 52-1-656-311-4909
office phone (Mex) 656-649-2833
(USA) 915-612-2833
email:martin.rosales@delphi.com
VME node 5216442833

From: rschulsk@ford.com [mailto:rschulsk@ford.com]
Sent: Monday, June 15, 2009 12:42 PM

To: rschulsk@ford.com; Rosales, Martin; mmorfin@ford.com; Valencia, Sergio
Subject: G273N Quality Concern IF30052 From Cleveland Engine 2 (Delphi Automotive Systems)

A quality concern (CR) has been identified with a part from your facility.

Please review the attached form and the required actions identified in **red text.**

Complete the shaded areas and return this form to the concern originator within 24 hours.

Closing of a CR/QR does not mean the 8D is fully closed by the plant.
The supplier is responsible for the completion of the 8D and submitting the final 8D to IQ.

Concern Description

Vehicle Operations Return Of Throttle Body That Would Not Idle.
The End Of Line Test Showed No Codes. Need 8d For This Asap.
Sending Part Back Fedex.

****

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From: Bos, Ed (E.A.)
Sent: Wednesday, February 24, 2010 7:29 AM
To: Chabon, Michael (W.)
Cc: Langley, Scott (C.S.)
Subject: FW: MLX suspect lots - salicide void

FYI

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Bos, Ed (E.A.)
Sent: Wednesday, February 24, 2010 7:29 AM
To: 'Aranda, Alberto '
Cc: 'Salvador, Nicte '; Godoy, Arquimedes
Subject: RE: MLX suspect lots - salicide void

Thanks Alberto,

Please provide communication today on your findings, whatever they are.

Also, there is a way to determine the lot code from the Melexis ID values stored in the EEPROM of the chip. This data is supposed to be saved in the Delphi data base. Suggest you speak to Nicte to find out if it is possible to get the lot codes this way. She knows how to decipher the info.

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Aranda, Alberto [mailto:alberto.aranda@delphi.com]
Sent: Tuesday, February 23, 2010 7:05 PM
To: Bos, Ed (E.A.); Salvador, Nicte ; Perez, Radamex
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: MLX suspect lots - salicide void

Ed,
On the first item, checking with the controls team in the plant seems like we are not able to tell from the database how many units have been build with the suspect date code from Melexis. That information is not stored on the records. I'm getting a second confirmation, but do not seem to be available.

On the second item, we have not received the information from Igarashi on how many parts are in hold. Will do out best to get this information tomorrow.

Regards,

Alberto Aranda
Supplier Quality Coordinator
Delphi Powertrain
SEC Plant 35
US Ph. (915) 612-2979
MX Ph. (656) 649-2979
MX Cell (656) 638-1280
[dialing from the US: 011 52 (1656) 638-1280]

From: Bos, Ed (E.A.) [mailto:ebos@ford.com]
Sent: Tuesday, February 23, 2010 1:01 PM
To: Salvador, Nicte ; Aranda, Alberto ; Perez, Radamex
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: MLX suspect lots - salicide void

Hello,

When will we get to see the results of the followup work listed below? This should be happening quicker in my view.

Thanks.

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Salvador, Nicte [mailto:nicte.salvador@delphi.com]
Sent: Monday, February 22, 2010 3:51 PM
To: Aranda, Alberto ; Bos, Ed (E.A.); Perez, Radamex
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: MLX suspect lots - salicide void

Ed,
We were able to confirm 603 TPS at SEC, all stock has been looked at. SEC is expecting 2 more shipments by sea in the next 2 weeks with suspect lot numbers.

Alberto, Radamex,
Please respond to Ed, with the number of suspect parts that have been shipped to Ford. Please let Ed know how many days it will take to have this information.
If possible please have this information for tomorrow at warranty meeting at 1PM EST time.

Alberto, please respond on how many parts have been sorted and contained at Igarashi and Avalon.

Regards,
Nicte Salvador
(915) 6128103

From: Bos, Ed (E.A.) [mailto:ebos@ford.com]
Sent: Monday, February 22, 2010 1:20 PM
To: Salvador, Nicte
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: MLX suspect lots - salicide void

Hi Nicte,

Have you been able to get a summary put together on where things are with this?

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Bos, Ed (E.A.)
Sent: Friday, February 19, 2010 9:56 PM
To: 'Salvador, Nicte '
Cc: Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: MLX suspect lots - salicide void

Nicte,

We need to know ASAP how many of the suspect parts have been shipped, and how many have been screened out/quarantined, of the 9L8E. Could you contact someone at the plant and have them contact me directly? Thanks.

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

From: Salvador, Nicte [mailto:nicte.salvador@delphi.com]
Sent: Wednesday, February 17, 2010 5:18 PM
To: Bos, Ed (E.A.)
Subject: MLX suspect lots - salicide void

Ed,

P26084 is one of the 4 suspect lots SEC/Igarashi/Avalon are sorting.
Attached is the list of suspect lots. I have asked SEC team to add the Qty of parts in containment at Delphi/Igarashi/Avalon.

Regards,
Nicte Salvador
(915) 6128103

****

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****

From: McDonagh, Scot (S.M.)
Sent: Monday, August 10, 2009 11:45 AM
To: Langley, Scott (C.S.); Dixon, Mark (M.R.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

FYI

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Monday, August 10, 2009 11:08 AM
To: McDonagh, Scot (S.M.)
Cc: Gudino Mendoza, Martin (J.M.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot,

The QCN on Delphi's suspect 2.5L throttle bodies is completed. We are moving forward on closing this emerging concern for both CD3XX and U377 platforms. We are monitoring field reports, and see if any repeat repairs are evident in the near future. Thanks.

Thanks for you support on closing this Cross Commodity issue.

Regards,

José Chacón
Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Van Nortwick, Kelvin (K.L.)
Sent: Tuesday, August 04, 2009 11:07 AM
To: Bozynski, John (W.)
Cc: Langley, Scott (C.S.); Rosales, Martin; 'ruben.zuniga@delphi.com'; Chacon, Jose (A.)
Subject: QCN for Delphi Parts at FCSD

John,

Attached is a completed QCN Form from Delphi for the return of 190 pcs for review and testing at their facility.

Delphi Team

Based on this QCN FCSD will issue QR's which the depots will follow for the return of the stock to your facility for review and inspection. Your team will need to provide dispositon on the QR's which is part of the D3 when they are issued. You will also need to provide me with documentation on the results / testing of the parts. The qty on the QR maybe potentially reduced based on how many your team finds defective.

Kelvin Van Nortwick
FCSD STA Quality Engineer
KVannort@Ford.com
Phone: 313-390-3863
Fax Number: 313-390-0448
Regent Court Building 3N115
16800 Executive Plaza Drive
Dearborn, Michigan 48126

https://web.purinfo.ford.com/

QCN Request Form (One form per RMA#)

Site Code: *Enter your site specific site code (not parent code)*

Supplier Name: *Enter company name as listed in SIMS*

RMA#: *Provide a number that will be unique to this action*

QC Alert #: *This number will be provided to you by Ford*

Charge Code: Only Your STA Can Designate a Charge Code of E,P or X

Disposition: Never disposition as scrap without contacting your STA

Disposition Codes (S = Scrap, R = Rework, I = Return to Supplier indicate address where to ship the defective stock, H = Hold (in remarks, please indicate the reason for holding the material)

Reason/Description for QCN: (Provide description of problem along with detailed background as necessary)
Enter explanation in this area - provide as much information as possible. Be specific.

Special Instructions: If Any
This area is to identify specific actions you need Ford to do on your behalf, .eg "Return all product with packaging date codes between March 7, 2008 and June 22, 2008".

	Service Part Number	Part Name	Packaging Date Code
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

Ford STA Engineer List: Mayo, Joy

Name: Mayo, Joy
E-Mail: jmayo3@ford.com
Phone #: 313-390-3240

Supplier Information
Name:
E-Mail:
Phone #:

This information is required in the event any questions arise and your STA needs to contact you

Carrier:
Carrier Acct#:
Ship to Address:

If you do not complete these fields, Ford will use first available method to return product to you. This may or may not be the most cost effective.

https://web.purinfo.ford.com/

QCN Request Form (One form per RMA#)

Completing this form does not exempt you from providing disposition from any subsequent rejects in DDL

Site Code: G27#N

Supplier Name: Delphi Plant 35

RMA#: 242276

QC Alert #:

Charge Code: S Supplier

Disposition: I I = Return to Supplier - in remarks indicate address where to ship defective stock

Disposition Codes (S = Scrap, R = Rework, I = Return to Supplier indicate address where to ship the defective stock, H = Hold (in remarks, please indicate the reason for holding the material)

Reason/Description for QCN: (Provide description of problem along with detailed background as necessary)
Return stock to supplier for review and 100% testing of parts to verify that parts sent to FCSD are defect free - 190 pcs

Special Instructions: If Any

	Service Part Number	Part Name	Shipping or Packaging Date Code
1	9L8Z-9E926-A	ETB	
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

Ford STA Engineer List: Van Nortwick, Kelvin

Name: Van Nortwick, Kelvin
E-Mail: kvannort@ford.com
Phone #: 313-390-3863

Supplier Information
Name: Ruben Zuniga
E-Mail: ruben.zuniga@delphi.com
Phone #: 915-612-2804

Carrier: Fed Ex
Carrier Acct#: 161212962
Ship to Address Info: EPDC 32 Celerity Wagon
Attn: Ruben Zuniga
City: El Paso
State: Texas
Zip Code: 79906

From: Langley, Scott (C.S.)
Sent: Tuesday, May 26, 2009 11:13 PM
To: Davis, Andrae (A.L.)
Cc: Rose, John A; 'Cook, Dale K'; Rosales, Martin; O'Neill, Daniel P; Shapardanis, Michael (M.S.)
Subject: FW: Report Summary for the CQIS Report#9EDAT097

Here's one that we need to look for...

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, May 20, 2009 8:36 PM
To: Stawiecki I, Bob (R.); Zimlich, Glenn (G.A.); Langley, Scott (C.S.)
Cc: Krein, Bradley (L.); Querio, Jennifer (J.); Schiltges, Dave (D.)
Subject: RE: Report Summary for the CQIS Report#9EDAT097

Well, I guess that save a call to the HOT-LINE.

Thanks Bob.

Must be something in the ETB or PCM or Wiring.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Stawiecki I, Bob (R.)
Sent: Wednesday, May 20, 2009 7:17 PM
To: Bushman, Thomas (T.S.); Zimlich, Glenn (G.A.); Langley, Scott (C.S.)
Cc: Krein, Bradley (L.); Querio, Jennifer (J.); Schiltges, Dave (D.)
Subject: RE: Report Summary for the CQIS Report#9EDAT097

FYI, customer has a video of event with no obstruction to gas pedal.

From: Bushman, Thomas (T.S.)
Sent: Wednesday, May 20, 2009 5:49 PM
To: Zimlich, Glenn (G.A.); Langley, Scott (C.S.)
Cc: Stawiecki I, Bob (R.); Krein, Bradley (L.); Querio, Jennifer (J.); Schiltges, Dave (D.)
Subject: RE: Report Summary for the CQIS Report#9EDAT097

Glenn / Scott - any ideas why this would have a stuck-open Throttle.

Jennifer - please ask the HOT-LINE tech to confirm that the Floor Matt is not interfering with the Gas Pedal.

Thanks.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Querio, Jennifer (J.)
Sent: Wednesday, May 20, 2009 4:45 PM
To: Bushman, Thomas (T.S.); Schiltges, Dave (D.)
Cc: Stawiecki I, Bob (R.); Krein, Bradley (L.)
Subject: FW: Report Summary for the CQIS Report#9EDAT097

Tom/Dave,
Any suggestions for 2009 3.0L 6F35 with engine racing & have to shut off ignition to stop?

From: RSTAWIEC@ford.com [mailto:RSTAWIEC@ford.com]
Sent: Wednesday, May 20, 2009 5:28 PM
To: Krein, Bradley (L.); Querio, Jennifer (J.)
Subject: Report Summary for the CQIS Report#9EDAT097

Can you shed light on this concern? I have to inspect tommorow.5/21

Attachments : 0

Report# :	9EDAT097 NHL			**Received:**	05/04/2009
CCRG/EPRC:	S	**Reviewed Status:**		**Date:**	05/04/2009
Vehicle:	2009,ESCAPE 4X2,XLT ,MPV ,1FMCU03G19K[redacted]			**Build Date:**	11/03/2008
Odometer :	745 M	**Engine:**	3.0L IVCT	**Calibration:**	9M71A30A
Transmission:	6SP 6F MID	**Axle:**	3800F2.73C	**A/C:**	YES
Dealer:	USA 09131 Muzi Motors Inc			**Phone#:**	(617) 444-

5300

City: Needham Heights **State:** Massachusett **Country :** USA

Originator: NEIL LAVERIE

Symptom: 6 20 9 00 DRVABL,ENG SPEED-UP,SUDDEN ACCEL,OTHER-CODE NA

Status:

VFG: V44 POWERTRAIN MALFUNCTION

Additional Symptom: C.S. ENGINE SPEED UP

Fix:N **Causal Component :**

Condition Code:

Hotliner: JLEIFER **Phone:** 313 317-7046 **Regn Cd:** N2 Boston

Engineering: **Phone:** **TAR:** 0-30

Dlr Contact: NEIL LAVERIE **Phone:** 781 444-5300 **Title Cde:** SF

DTCs:

KOEO:

KOEC:

KOER:

Comments :

REPAIR 05/04/2009 02:50PM JAMES LEIFER MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA - CONCERN: VECHILE ENGINE RACING HAVE TO SHUT OFF
IGNITION DIAGNOSTICS: TEST FOR CODES NO CODES CANOTVERIFY CONDITION
CUSTOMER SAID IT HAPPENED TWICE TECH QUESTION: ANY
IDEAS PLEASE LIST FUEL TRIM READINGS: SHORT TERM AND LONG TRIM
GOOD PLEASE LIST ANY VEHICLE MODIFICATIONS, OR TYPE NONE. NONE

RECOMM 05/04/2009 02:50PM JAMES LEIFER MSS - FCSD - TECH SVC HOTLINE
NEIL, SUSPECT CUSTOMER IS PRESSING BOTH THE BRAKE PEDAL AND
ACCELERATOR PEDAL AT THE SAME TIME WHEN COMING TO A STOP OR SHIFTING
INTO GEAR. EXPLAIN THE REDUNDANT SAFETY OF THE THROTTLE BY WIRE SYSTEM
TO THE CUSTOMER. CHECK FOR INTERFERENCE FROM THE FLOOR MAT. DO NOT
ATTEMPT ANY REPAIR UNTIL THE CONCERN CAN BE DUPLICATED. IF NECESSARY,
INSTALL A VDR AND HAVE THE CUSTOMER GET A RECORDING OF THE EVENT.
MONITOR TP1, TP2, APP1, APP2, APP3, LOAD, RPM, VSS, MAF VOLTAGE, AND A
BRAKE INPUT. IF RECORDING COMES BACK WITH AN APP INPUT AND A BRAKE
INPUT, CUSTOMER IS PRESSING BOTH PEDALS AT THE SAME TIME.

TECH/C 05/06/2009 03:48PM SURVEY ENTRY MSS - FCSD - TECH SVC HOTLINE
TECH COMMENTS: WE ROAD TESTED 150 MILES CANNOT VERIFY CONDITION

ADD-ON **05/20/2009 03:29PM ROBERT STAWIECKI(FSE MSS - FCSD - REG - BOSTON**
CUSTOMER RETURNED WITH SAME COMPLAINT. DEALER HAS CODES IN PCM. REQUESTING ASSISTANCE DUE TO 3RD REPAIR ATTEMPT.

AUDIT **05/20/2009 03:29PM ROBERT STAWIECKI(FSE MSS - FCSD - REG - BOSTON**
TECH ASSIST REFERRAL HAS BEEN OPENED

From: D'Elia, George <George.D'Elia@delphi.com>
Sent: Monday, October 06, 2008 7:22 AM
To: Hall, Brent (A.); Bos, Ed (E.A.); Chabon, Michael (W.); Learman, Michael (M.S.); Maholick, William (.); Rose, John A
Subject: FW: Review capacitor crack issue Monday 7:00 am
Attachments: Kemet Sample Plan Workplan item 44 and 45 (9).xls

---

From: O'Neill, Daniel P
Sent: Monday, October 06, 2008 6:42 AM
To: D'Elia, George; 'uppili'; 'Chris Stachowicz'; 'cppm1'; 'Kesavan.P'; 'venkatesh@avalontec.com'; 'Cory Riedl/CERTECH/HQ/KEMET/US'; 'Aida Gonzalez/MONT3/MFG/KEMET/US'; Khanna, Karam V
Subject: Review capacitor crack issue Monday 7:00 am

Meeting Notice did not go out

Teleconference International Dial-In Number:(706) 679-1025 pass code 585-359-6136

Monday, October 06, 2008 7:00 AM-7:30 AM Eastern Time (US & Canada).

Agenda:

Cross Sectioning of Parts

@ Igarashi Kemet

@ Bangalore

Reliability Testing Status

Status of Parts

<<Kemet Sample Plan Workplan item 44 and 45 (9).xls>>

Dan O'Neill

585.359.6628

When: Saturday, October 04, 2008 10:00 AM-10:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: Teleconference International Dial-In Number:(706) 679-1025 passcode 585-359-6136

Review how to cross section parts, review Saturday's actions completed

VIN 1FMCU03749KA19271 WORK PLAN ITEM # 44 45

Operation Identification	QTY	Tracking # (Fed -EX)	Importance	Status	Results
From IGARASHI to Kemet MX					
Raw Mother board (as received)	1-150	950975855386	high	at KEMET	2- C4 flex cracks found 14-C4 flex cracks found. Out of the 14 daughter panels seens with C4 flex cracks, the following additional cracks were found - C1: 10 Cracks C2: 2 Cracks
DGC015-depanelizing(Without Fixture	150	950975855386	high	at KEMET	
DGC015-depanelizing(With Fixture)	147	9825 4036 0429	high	Shipped 04OC08	
DGC030- hotmashing	144 (2 cartons 72 pcs each)	950975855401 864082086281	low	at KEMET	
DGC040-soldering	(2 cartons, 1 with 67pc, 1 with 72	864082086281	low	at KEMET	
DGC050-potting/curing	137	depotting @ IG	low	in process	
DGC060-airleakage/programming/enc	139	depotting @ IG	low	will be shipped -06OCT-08	
DGC090- visual inspect pack & audit	TBD	depotting @ IG	low	in process	
from AVALON to Kemet					
capacitors as received from Kemet	150	9825 4036 0429	High	departed Memphis	
after reflow	1	950975855607	high	departed Memphis	
-after 5X inspection	1	950975855607	low	departed Memphis	
-after 20X inspection	1	950975855607	low	departed Memphis	
-after AOI	1	950975855607	low	departed Memphis	
-after ICT	1	950975855607	high	departed Memphis	
-after BON	1	950975855607	high	departed Memphis	
-after 20X inspection	1	950975855607	low	departed Memphis	
-after outgoing quality check	1	950975855607	low	departed Memphis	
From Avalon to Bangalore (to be cross sectioned/evaluated at representative capacitor manufacturer)					
Bare capacitors of both the types	150	NA	high	delivered on Oct 6	
Capacitors removed from one panel after the pick and place operation, but before the reflow soldering.	150	NA	high	delivered on Oct 6	
After reflow	150	NA	high	delivered on Oct 6	
Capacitors removed after ICT from one Panel.	150	NA	high	delivered on Oct 6	
Capacitors removed after BON test from one Panel.	150	NA	high	delivered on Oct 6	
Cross sectioning at Igarashi					
Bare capacitors	150	NA	high	TBD	
After pick and place and before reflow	150	NA	high	TBD	
after reflow	150	NA	high	TBD	
after ICT	150	NA	high	TBD	
after BON	150	NA	high	TBD	
Reliability testing at Kemet					
Kemet to tes the C4 capacitors from Igarashi's hot mashing and soldering processing	283	Delivered	high	Removal of the Capacitors from the hot mashing and solder daughter boards – Completed by the morning of 06OC2008 Start test – Afternoon on Monday 06OC2008 48 hour data point – Afternoon Wednesday 08OC2008	

From: Ruiz, Jose J. <Jose.J.Ruiz@delphi.com>
Sent: Thursday, January 29, 2009 9:25 AM
To: Chabon, Michael (W.)
Cc: Rivas, Agustin
Subject: FW: SREA - Cracked Capacitor (Approved)
Attachments: SREA - 28110494 IG_Avalon changes.doc; PSW.pdf

Importance: High

Michael good morning

Attach you will find information for a change in the TPS of the model 9L8E-9F991-BC. Please let us know your comments.

Thanks.

José J. Ruíz Salinas
ETB's & Air Meter Quality Engineer
Delphi Powertrain System
Sistemas Electricos y Conmutadores
EU. (915) 612 2947
Mex. 649.28.00 x. 2947
Pager (915) 983-6571
Email : jose.j.ruiz@delphi.com

From: Rivas, Agustin
Sent: Wednesday, January 28, 2009 5:22 PM
To: Lozoya, Rosa Ivonne (R.I.); Learman, Michael (M.S.); Morales, Victor (V.M.); ddicken5@ford.com
Cc: Rosales, Martin; Rose, John A; O'Neill, Daniel P; Ruiz, Jose J.; Martinez Payan, Jorge ; D'Elia, George
Subject: FW: SREA - Cracked Capacitor (Approved)
Importance: High

Ford Team
Attached you will find the SREA approval and I attached the PSW, this changes is for TPS supplier improvements, It is an urgent matter, because we need to improve it as soon as we get the Ford Approval, could you please tell me If, are you requesting any thing else? Let me know for additional requirements. I will appreciate your comments. Please tell me, how many parts do you request?

John Rose
Could you please share it to Michael Chabon?

Thanks in advance.

Agustin Rivas
Quality Engineer
Delphi PT Systems
(915)612 2707.

From: D'Elia, George
Sent: Friday, December 05, 2008 11:25 AM
To: Schneider, Sandra ; Khanna, Karam V; Martinez Payan, Jorge
Cc: Bubolz, Gretchen E
Subject: SREA - Cracked Capacitor (Approved)

fyi

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, N.Y. 14586
M/C 146.HEN.595
Phone: (585) 359-6136
E-Fax: (866) 916-6156 Fax: (585) 359-6186
Mobile : (585)-857-3883
Email: George.D'Elia@delphi.com

From: Learman, Michael (M.S.) [mailto:mlearman@ford.com]
Sent: Friday, December 05, 2008 12:30 PM
To: D'Elia, George
Cc: Learman, Michael (M.S.); Chabon, Michael (W.); O'Neill, Daniel P
Subject: FW: SREA - Cracked Capacitor (Approved)

George,

The SREA has been approved. You should make sure that you track the serial numbers of the ETB's built with these sensors and the date that Delphi ships these parts (as well as when we go into full production). Bill Parnell has indicated that no functional samples are required, but I think it's important to get these initial samples to the engine plants quickly to verify there are no issues. Maybe the engine plants won't due an actual functional build, but we need to make sure to verify there are no issues.

Michael S. Learman
2009 I4 ETB CPMT Leader
Cell: 313-805-8790
Cube 12A099 Bldg 1

From: Rose, John A [mailto:john.a.rose@delphi.com]
Sent: Friday, December 05, 2008 12:03 PM
To: Learman, Michael (M.S.)
Subject: SREA - Cracked Capacitor (Approved)

Michael,

Please indicate to George D'Elia that he should go ahead and ship parts, based on the approved SREA.

Thanks,
John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

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SREA Form - Description of proposed change

Submission Date Nov 14, 2008

Change Type Production Parts/Product

Production parts/product ☑ Yes ☐ No

Manufacturing process or site/location change ☑ Yes ☐ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☑ No **b)** Material Changed? ☐ Yes ☑ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release)

☑ Yes ☐ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert or equivalent)

☐ Yes ☑ No

Change Type Service-Unique Parts/Product

Service-Unique parts/product (FCSD): ☐ Yes ☑ No

Manufacturing process or site/location change: ☐ Yes ☑ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☑ No b) Material Changed? ☐ Yes ☑ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ☐ Yes ☑ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert) ☐ Yes ☑ No

Supplier and Part/product Information (all types of changes)

SUPPLIER NAME AND ADDRESS /E-MAIL
Delphi Juarez- Rochester AQE: George D'Elia 585-359-6136 george.d'elia@delphi.com
Component supplier:
IGARASHI MOTORS INDIA LTD
Plot B -12 B-15,Phase II, Mepz - Sez,
Tambaram, Chennai-600 045,
India.
E-mail: cppm1@igarashimotors.co.in MANUFACTURING SITE CODE : EB4MB.

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ☑ Yes ☐ No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS	SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED?
Name: TPS Cover Supplier part number: 28110494	☐ Yes ☑ No
AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221) *I4*	AFFECTED FORD PLANTS Cleveland, Chihuahua, Allen Engine plants

Site / Location Changes

☐ Yes ☐ No SITE CHANGE OF TIER 1 OR OF FORD- DIRECTED SUB SUPPLIER

☑ Yes ☐ No SITE CHANGE OF NON FORD-DIRECTED SUB- SUPPLIERS**

☐ Yes ☐ No SITE CHANGE OF SHIP POINT (for either above)

NEW SITE/LOCATION NAME AND ADDRESS:
NA

*Note: the following may not apply to the type of site/location change marked***

MANUFACTURING SITE CODE OF NEW SITE/LOCATION

Q1 STATUS OF NEW SITE/LOCATION

Purpose & Descrip-tion of Change

Avalon proposes to make process improvements which will minimize motherboard flatness after the SMT assembly process. The improvement proposals are listed below:

1) Mother board movement from station to station changed from horizontal stacking to vertical.
2) Modify the support mechanism through the reflow process from rail to mesh (giving the mother boards center support to prevent warping)
3) BON Top Plate replacement with minimized flatness (the current plate has a flatness of 1.69mm)
4) ICT Pins audit inspection of 1/shift to be added to the PCP
5) Added Flatness check at incoming and Outgoing Quality - 5 pc to be checked at each stage 1x/lot run
6) Elimination of ultrasonic cleaning process- not needed for this application and the process may induce strain

Igarashi proposes to change their de-panelizing process to include the following parameters:

1) 11 degree top and bottom blade to be used (currently have 35 degree blades)
2) 500 mm/sec cutting rate (no change from current process)
3) 0.04 mm blade gap (was 0.1mm)
4) Addition of mat and de-panelizer table support (previously not used) which minimizes stress during de-panelizing
5) Rows 14 and 15 on the mother board will not be used

Supplier: Complete the following Change Implementation Plan

Change Impleme	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings	no			
Component tolerance stack-up	No			
Supplier installation drawings	No			
Supplier engineering specification	No			
Material Specification	no			

Supplier Component DFMEA	No			
Supplier System DFMEA	No			
Supplier Component DV Test(s)	No			
Process Flow Chart	No			
Supplier Component PFMEA**	no			
Supplier System PFMEA	yes	Mr. RK- Igarashi	Nov 14,2008	
Process Sheets	No			
Operator Instruction Sheets	yes	Mr. RK- Igarashi	Nov 14,2008	
Gauge Revisions	No			
Control Plan	yes	Mr. RK- Igarashi	Nov 14,2008	
Gauge R&R Study	No			
PV Test plan**	No			
Supplier Production Trial Run	No			
Tier 2+ Supplier Effect	No			
Service application	No			
Logistics / Shipping	No			
Tooling revisions/movement	No			
Facility changes	No			
Bank/Inventory required?**	No			
PPAP submission	yes	Mr. RK- Igarashi	Nov 21,2008	
Post-PPAP Functional Trial at Ford Plant	No	.		

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.

I affirm that the above and any attached information fully describe the proposed change. No changes will be implemented without Ford Approval.

Name George D'Elia **Title** **AQE** **Signature** **e-mail:** george.d'elia@delphi.com

TEL:585-359-6136

Proposed Implementation date of the change: 11-14-08

Tier 1 approval of sub tier change request _____

Approval of this SREA is granted upon the understanding that it is advisory in nature and in no manner changes the Seller's original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and / or inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above. Should such changes result in less than satisfactory performance than that experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency

SREA Form – Approvals

Ford approvals for changes affecting production parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE /S/ VICTOR MORALES *VICTOR MORALES* 11/24/08 /S/ DAVID DICKENS *DAVID DICKENS* 12/01/08	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE /S/ MICHAEL CHABON *MICHAEL CHABON* 11/24/08 Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE /S/ LEM YEUNG *LEM YEUNG* 11/20/08 /S/ DAVE SCHILTGES *DAVE SCHILTGES* 11/24/08	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE /S/ BILL PARNELL *BILL PARNELL* 12/4/08 /S/ SERGIO SUCHIL *SERGIO SUCHIL* 12/01/08 /S/ ARTURO MENDOZA *ARTURO MENDOZA* 12/01/08
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

Ford approvals for changes affecting Service-Unique Parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Buyer
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Supervisor PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Manager PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE

Additional Ford approvals as needed for changes affecting parts to PTO, VO or FCSD

For changes affecting heat treat	For material changes
Heat Treat Process Specialist PRINT NAME SIGNATURE DATE	Materials Engineer PRINT NAME SIGNATURE DATE

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection

Functional Trial Requirements and Approvals

Functional Trial Requirements Product Development Plant Resident(s) to complete. (This form is for communication between the Product Development Plant Resident and the supplier)				
Plant Name / Program	Trial Run Quantity	Expected In Plant Date	Notes	Trial Run of PPAP approved parts acceptable Product Development Plant Resident Printed Name and Signature and Date

Phase and submission type
○ Phase 1 ○ Phase 2 ◉ Phase 3 ○ Interim (Non-PPAP)

PPAP Submission Warrant

PART INFORMATION

Part Name: BDY&MTR ASY-A / INTK CHG THROT
Cust. Part Number: ∇ 9L8E-9F991-BC
Shown on Drawing Number: N/A
Organization Part Number: 28098939
Engineering Change Level: NE01-E-12076641-000
Dated: 05FE08
Additional Engineering Changes: Delphi Rev.04
Dated: 21FE08
Safety and/or Government Regulation: ○ Yes ◉ No
Purchase Order No.: N/A
Weight (kg): 1.168
Checking Aid Number: N/A
Checking Aid Engineering Change Level: N/A
Dated: N/A

ORGANIZATION MANUFACTURING INFORMATION

Delphi Powertrain Systems T07D
Organization Name and Supplier/vendor Code
Av. Antonio J. Bermudez # 1230
Street Address
Cd. Juarez, Chih. 32470 Mexico
City Region Postal code Country

CUSTOMER SUBMITTAL INFORMATION

Ford Chihuahua / Ford Cleveland
Customer Name/Division
[redacted]
Buyer/Buyer Code
Fusion / Escape
Application

MATERIALS REPORTING

Has customer-required Substances of Concern information been reported? ◉ Yes ○ No
Submitted by IMDS or other customer format: IMDS# 81721740 / 1
If submitted by IMDS, enter Module ID number, version and date transmitted:
Are polymeric parts identified with appropriate ISO marking codes? ◉ Yes ○ No ○ n/a

REASON FOR SUBMISSION (Check at least one)

- ☐ Initial submission
- ☐ Engineering Change(s)
- ☐ Tooling: Transfer, Replacement, Refurbishment, or additional
- ☐ Correction of Discrepancy
- ☐ Tooling Inactive > than 1 year
- ☐ Change to Optional Construction or Material
- ☐ Supplier or Material Source Change
- ☐ Change in Part Processing
- ☐ Parts produced at Additional Location
- ☑ Other - please specify below

REQUESTED SUBMISSION LEVEL (Check one)

See comments below. Q1

- ◉ Level 1 - Warrant only (and for designated appearance items, an Appearance Approval Report) submitted to customer.
- ○ Level 2 - Warrant with product samples and limited supporting data submitted to customer.
- ○ Level 3 - Warrant with product samples and complete supporting data submitted to customer.
- ○ Level 4 - Warrant and other requirements as defined by customer.
- ○ Level 5 - Warrant with product samples and complete supporting data reviewed at supplier's manufacturing location.

SUBMISSION RESULTS

The results for ☑ dimensional measurements, ☑ material and functional tests ☐ appearance criteria ☑ statistical process package
These results meet all design requirements ☑ Yes ☐ No. (If "No" - Explanation Required).
Mold / Cavity / Production Process(es)

DECLARATION

I affirm that the samples represented by this warrant are representative of our parts which were made by a process which meets all Production Part Approval Process Manual 4th Edition requirements including all Ford-specific requirements. I further affirm that these samples were produced at the production rate of 696 / 8 hours using 1 production streams. I also certify that documented evidence of such compliance is on file and is available for review. I have noted any exceptions from this declaration below.

EXPLANATION/COMMENTS TPS supplier improvements to optimize process and depanelized.

Organization Authorized Signature: Martin Rosales Print Name: Martin Rosales Date: 15-Jul-08
Title: Plant Quality Manager Phone No.: 915-612-2833 Fax: 915-612-2998
Is each Customer Tool properly tagged and numbered? ◉ Yes ○ No ○ n/a Email: martin.rosales@delphi.com

Q1 *FOR FORD USE ONLY*

PPAP Non-PPAP a/

Phased PPAP Warrant Status: ○ Approved ○ Rejected ○ Interim Accepted

STA Signature		Name	
		e-mail	
Date			
P.D. Signature b/		Name	
		e-mail	
Date			

a/ Non-PPAP indicates the part does not satisfy one or more PPAP requirements and is incomplete
b/ P.D. signature for Priority suppliers on GPDS programs

Interim Status
(to be completed by the Organization)

Engineering Authorization
Alert, Temp. PCM, TPD Number

Description: (Incomplete PPAP Requirements)

Customer Tracking Number (optional)

From: Rose, John A <john.a.rose@delphi.com>
Sent: Thursday, January 29, 2009 1:53 PM
To: Chabon, Michael (W.)
Subject: FW: SREA - Cracked Capacitor (Approved)
Attachments: SREA - 28110494 IG_Avalon changes.doc; PSW.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Mike,

The attached is for your review.

John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

From: Rivas, Agustin
Sent: Wednesday, January 28, 2009 7:22 PM
To: Lozoya, Rosa Ivonne (R.I.); Learman, Michael (M.S.); Morales, Victor (V.M.); ddicken5@ford.com
Cc: Rosales, Martin; Rose, John A; O'Neill, Daniel P; Ruiz, Jose J.; Martinez Payan, Jorge ; D'Elia, George
Subject: FW: SREA - Cracked Capacitor (Approved)
Importance: High

Ford Team
Attached you will find the SREA approval and I attached the PSW, this changes is for TPS supplier improvements, It is an urgent matter, because we need to improve it as soon as we get the Ford Approval, could you please tell me If, are you requesting any thing else? Let me know for additional requirements. I will appreciate your comments. Please tell me, how many parts do you request?

John Rose
Could you please share it to Michael Chabon?

Thanks in advance.

Agustin Rivas
Quality Engineer
Delphi PT Systems
(915)612 2707.

From: D'Elia, George
Sent: Friday, December 05, 2008 11:25 AM
To: Schneider, Sandra ; Khanna, Karam V; Martinez Payan, Jorge
Cc: Bubolz, Gretchen E
Subject: SREA - Cracked Capacitor (Approved)

fyi

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, N.Y. 14586
M/C 146.HEN.595
Phone: (585) 359-6136
E-Fax: (866) 916-6156 Fax: (585) 359-6186
Mobile : (585)-857-3883
Email: George.D'Elia@delphi.com

From: Learman, Michael (M.S.) [mailto:mlearman@ford.com]
Sent: Friday, December 05, 2008 12:30 PM
To: D'Elia, George
Cc: Learman, Michael (M.S.); Chabon, Michael (W.); O'Neill, Daniel P
Subject: FW: SREA - Cracked Capacitor (Approved)

George,

The SREA has been approved. You should make sure that you track the serial numbers of the ETB's built with these sensors and the date that Delphi ships these parts (as well as when we go into full production). Bill Parnell has indicated that no functional samples are required, but I think it's important to get these initial samples to the engine plants quickly to verify there are no issues. Maybe the engine plants won't due an actual functional build, but we need to make sure to verify there are no issues.

Michael S. Learman
2009 I4 ETB CPMT Leader
Cell: 313-805-8790
Cube 12A099 Bldg 1

From: Rose, John A [mailto:john.a.rose@delphi.com]
Sent: Friday, December 05, 2008 12:03 PM
To: Learman, Michael (M.S.)
Subject: SREA - Cracked Capacitor (Approved)

Michael,

Please indicate to George D'Elia that he should go ahead and ship parts, based on the approved SREA.

Thanks,
John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

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****

SREA Form - Description of proposed change

Submission Date Nov 14, 2008

Change Type Production Parts/Product

Production parts/product ☑ Yes ☐ No

Manufacturing process or site/location change ☑ Yes ☐ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☑ No **b)** Material Changed? ☐ Yes ☑ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release)

☑ Yes ☐ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert or equivalent)

☐ Yes ☑ No

Change Type Service-Unique Parts/Product

Service-Unique parts/product (FCSD): ☐ Yes ☑ No

Manufacturing process or site/location change: ☐ Yes ☑ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☑ No b) Material Changed? ☐ Yes ☑ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ☐ Yes ☑ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert) ☐ Yes ☑ No

Supplier and Part/product Information (all types of changes)

SUPPLIER NAME AND ADDRESS /E-MAIL
Delphi Juarez- Rochester AQE: George D'Elia 585-359-6136 george.d'elia@delphi.com
Component supplier:
IGARASHI MOTORS INDIA LTD
Plot B -12 B-15,Phase II, Mepz - Sez,
Tambaram, Chennai-600 045,
India.
E-mail: cppm1@igarashimotors.co.in MANUFACTURING SITE CODE : EB4MB.

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ☑ Yes ☐ No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS	SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED?
Name: TPS Cover Supplier part number: 28110494	☐ Yes ☑ No
AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221) *I4*	AFFECTED FORD PLANTS Cleveland, Chihuahua, Allen Engine plants

Site / Location Changes

☐ Yes ☐ No SITE CHANGE OF TIER 1 OR OF FORD- DIRECTED SUB SUPPLIER

☑ Yes ☐ No SITE CHANGE OF NON FORD-DIRECTED SUB- SUPPLIERS**

☐ Yes ☐ No SITE CHANGE OF SHIP POINT (for either above)

NEW SITE/LOCATION NAME AND ADDRESS:
NA

*Note: the following may not apply to the type of site/location change marked***

MANUFACTURING SITE CODE OF NEW SITE/LOCATION

Q1 STATUS OF NEW SITE/LOCATION

Purpose & Descrip-tion of Change

Avalon proposes to make process improvements which will minimize motherboard flatness after the SMT assembly process. The improvement proposals are listed below:

1) Mother board movement from station to station changed from horizontal stacking to vertical.
2) Modify the support mechanism through the reflow process from rail to mesh (giving the mother boards center support to prevent warping)
3) BON Top Plate replacement with minimized flatness (the current plate has a flatness of 1.69mm)
4) ICT Pins audit inspection of 1/shift to be added to the PCP
5) Added Flatness check at incoming and Outgoing Quality - 5 pc to be checked at each stage 1x/lot run
6) Elimination of ultrasonic cleaning process- not needed for this application and the process may induce strain

Igarashi proposes to change their de-panelizing process to include the following parameters:

1) 11 degree top and bottom blade to be used (currently have 35 degree blades)
2) 500 mm/sec cutting rate (no change from current process)
3) 0.04 mm blade gap (was 0.1mm)
4) Addition of mat and de-panelizer table support (previously not used) which minimizes stress during de-panelizing
5) Rows 14 and 15 on the mother board will not be used

Supplier: Complete the following Change Implementation Plan

Change Impleme

	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings	no			
Component tolerance stack-up	No			
Supplier installation drawings	No			
Supplier engineering specification	No			
Material Specification	no			

Supplier Component DFMEA	No			
Supplier System DFMEA	No			
Supplier Component DV Test(s)	No			
Process Flow Chart	No			
Supplier Component PFMEA**	no			
Supplier System PFMEA	yes	Mr. RK- Igarashi	Nov 14,2008	
Process Sheets	No			
Operator Instruction Sheets	yes	Mr. RK- Igarashi	Nov 14,2008	
Gauge Revisions	No			
Control Plan	yes	Mr. RK- Igarashi	Nov 14,2008	
Gauge R&R Study	No			
PV Test plan**	No			
Supplier Production Trial Run	No			
Tier 2+ Supplier Effect	No			
Service application	No			
Logistics / Shipping	No			
Tooling revisions/movement	No			
Facility changes	No			
Bank/Inventory required?**	No			
PPAP submission	yes	Mr. RK- Igarashi	Nov 21,2008	
Post-PPAP Functional Trial at Ford Plant	No	.		

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.

I affirm that the above and any attached information fully describe the proposed change. No changes will be implemented without Ford Approval.

Name George D'Elia **Title AQE** **Signature** **e-mail:** george.d'elia@delphi.com

TEL:585-359-6136

Proposed Implementation date of the change: 11-14-08

Tier 1 approval of sub tier change request _____

Approval of this SREA is granted upon the understanding that it is advisory in nature and in no manner changes the Seller's original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and / or inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above. Should such changes result in less than satisfactory performance than that experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency

SREA Form – Approvals

Ford approvals for changes affecting production parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE /S/ VICTOR MORALES *VICTOR MORALES* 11/24/08 /S/ DAVID DICKENS *DAVID DICKENS* 12/01/08	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE /S/ MICHAEL CHABON *MICHAEL CHABON* 11/24/08 Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE /S/ LEM YEUNG *LEM YEUNG* 11/20/08 /S/ DAVE SCHILTGES *DAVE SCHILTGES* 11/24/08	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE /S/ BILL PARNELL *BILL PARNELL* 12/4/08 /S/ SERGIO SUCHIL *SERGIO SUCHIL* 12/01/08 /S/ ARTURO MENDOZA *ARTURO MENDOZA* 12/01/08
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

Ford approvals for changes affecting Service-Unique Parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Buyer
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Supervisor PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Manager PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE

Additional Ford approvals as needed for changes affecting parts to PTO, VO or FCSD

For changes affecting heat treat	For material changes
Heat Treat Process Specialist PRINT NAME SIGNATURE DATE	Materials Engineer PRINT NAME SIGNATURE DATE

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection

Functional Trial Requirements and Approvals

Functional Trial Requirements Product Development Plant Resident(s) to complete. (This form is for communication between the Product Development Plant Resident and the supplier)				
Plant Name / Program	Trial Run Quantity	Expected In Plant Date	Notes	Trial Run of PPAP approved parts acceptable Product Development Plant Resident Printed Name and Signature and Date

Phase and submission type
○ Phase 1 ○ Phase 2 ◉ Phase 3 ○ Interim (Non-PPAP)

PPAP Submission Warrant

PART INFORMATION

Part Name: BDY&MTR ASY-A / INTK CHG THROT
Cust. Part Number: ∇ 9L8E-9F991-BC
Shown on Drawing Number: N/A
Organization Part Number: 28098939
Engineering Change Level: NE01-E-12076641-000
Dated: 05FE08
Additional Engineering Changes: Delphi Rev.04
Dated: 21FE08
Safety and/or Government Regulation: ○ Yes ◉ No
Purchase Order No.: N/A
Weight (kg): 1.168
Checking Aid Number: N/A
Checking Aid Engineering Change Level: N/A
Dated: N/A

ORGANIZATION MANUFACTURING INFORMATION

Delphi Powertrain Systems T07D
Organization Name and Supplier/vendor Code
Av. Antonio J. Bermudez # 1230
Street Address
Cd. Juarez, Chih. 32470 Mexico
City Region Postal code Country

CUSTOMER SUBMITTAL INFORMATION

Ford Chihuahua / Ford Cleveland
Customer Name/Division
[redacted]
Buyer/Buyer Code
Fusion / Escape
Application

MATERIALS REPORTING

Has customer-required Substances of Concern information been reported? ◉ Yes ○ No
Submitted by IMDS or other customer format: IMDS# 81721740 / 1
If submitted by IMDS, enter Module ID number, version and date transmitted:
Are polymeric parts identified with appropriate ISO marking codes? ◉ Yes ○ No ○ n/a

REASON FOR SUBMISSION (Check at least one)

- ☐ Initial submission
- ☐ Engineering Change(s)
- ☐ Tooling: Transfer, Replacement, Refurbishment, or additional
- ☐ Correction of Discrepancy
- ☐ Tooling Inactive > than 1 year
- ☐ Change to Optional Construction or Material
- ☐ Supplier or Material Source Change
- ☐ Change in Part Processing
- ☐ Parts produced at Additional Location
- ☑ Other - please specify below

REQUESTED SUBMISSION LEVEL (Check one)

See comments below. Q1

- ◉ Level 1 - Warrant only (and for designated appearance items, an Appearance Approval Report) submitted to customer.
- ○ Level 2 - Warrant with product samples and limited supporting data submitted to customer.
- ○ Level 3 - Warrant with product samples and complete supporting data submitted to customer.
- ○ Level 4 - Warrant and other requirements as defined by customer.
- ○ Level 5 - Warrant with product samples and complete supporting data reviewed at supplier's manufacturing location.

SUBMISSION RESULTS

The results for ☑ dimensional measurements, ☑ material and functional tests ☐ appearance criteria ☑ statistical process package
These results meet all design requirements ☑ Yes ☐ No. (If "No" - Explanation Required).
Mold / Cavity / Production Process(es)

DECLARATION

I affirm that the samples represented by this warrant are representative of our parts which were made by a process which meets all Production Part Approval Process Manual 4th Edition requirements including all Ford-specific requirements. I further affirm that these samples were produced at the production rate of 696 / 8 hours using 1 production streams. I also certify that documented evidence of such compliance is on file and is available for review. I have noted any exceptions from this declaration below.

EXPLANATION/COMMENTS TPS supplier improvements to optimize process and depanelized.

Organization Authorized Signature: Martin Rosales Print Name: Martin Rosales Date: 15-Jul-08
Title: Plant Quality Manager Phone No.: 915-612-2833 Fax: 915-612-2998
Is each Customer Tool properly tagged and numbered? ◉ Yes ○ No ○ n/a
Email: martin.rosales@delphi.com

Interim Status
(to be completed by the Organization)

Engineering Authorization: _____ Alert, Temp. PCM, TPD Number

Description: (Incomplete PPAP Requirements)

Q1 *FOR FORD USE ONLY*

PPAP Non-PPAP a/

Phased PPAP Warrant Status: ○ Approved ○ Rejected ○ Interim Accepted

STA Signature		Name	
		e-mail	
Date			
P.D. Signature b/		Name	
		e-mail	
Date			

a/ Non-PPAP indicates the part does not satisfy one or more PPAP requirements and is incomplete
b/ P.D. signature for Priority suppliers on GPDS programs

Ford GPPSS1
April 2008

The original copy of this document shall remain at the supplier's location while the part is active

Letter paper size format

Customer Tracking Number (optional)

From: D'Elia, George <George.D'Elia@delphi.com>
Sent: Thursday, July 03, 2008 3:11 PM
To: Chabon, Michael (W.); Bos, Ed (E.A.); Learman, Michael (M.S.); Hall, Brent (A.); Johnson, Risa (R.A.); Kaminski, Mark (M.); Dickens, David (D.)
Cc: Salvador, Nicte ; O'Neill, Daniel P; Butler, John ; Hernandez Arce, Jose ; Khanna, Karam V; Mikutowicz, John ; Zizelman, James ; Garrick, Robert D; Reeves, Mark A; Aranda, Alberto
Subject: FW: U377 ETB Capacitor Investigation - Work Plan Item # 27part B - Verification of components
Attachments: Gen 2.5 BOM as per PPAP.PDF

Attached is the component verification matrix

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, N.Y. 14586
M/C 146.HEN.595
Phone: (585) 359-6136
E-Fax: (866) 916-6156 Fax: (585) 359-6186
Mobile : (585)-857-3883
Email: George.D'Elia@delphi.com

From: D'Elia, George
Sent: Thursday, July 03, 2008 1:54 PM
To: O'Neill, Daniel P; Godoy, Arquimedes ; 'Chabon, Michael (W.)'
Cc: Khanna, Karam V; Cstachowicz@igusa.com; Aranda, Alberto
Subject: U377 ETB Capacitor Investigation – Work Plan Item # 27 – Verification of components

Attached is presentation from Avalon explaining how components are verified.

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, N.Y. 14586
M/C 146.HEN.595
Phone: (585) 359-6136
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****

BILL OF MATERIALS AS PER PPAP

PARTNAME : Gen 2.5 ETB

PARTNUMBER : 22-007-00001-1

SL NO	ERP PART NO	DESCRIPTION	MFG PARTNUMBER	MFG NAME	QTY/CARD	DISTRIBUTOR	PROOF on Part on production Run
1	10-029-4001-00A	Chip Capacitors 100 nF 50V X7R 5%	C0603C104J5RAC	KEMET	5	AVNET/TTI Electronics	Invoice Attaced
2	10-029-4002-00A	Chip Capacitors 2.2 nF 50V X7R 5%	C0603C222J5RAC	KEMET	2	AVNET/TTI Electronics	Invoice Attaced
3	10-025-4006-00A	Chip resistor 10K +/-1%	RK73H1JTTD1002F	KOA	2	LE CHAMP	Invoice Attaced
4	10-028-4003-00A	Hall IC MLX90316BCI	MLX90316BCIKGO	Melexis	1		Invoice Attaced
5	10-031-3006-02A	PCB, Gen 2.5 ETB, 2 Layers		CIPSA RIC	1		Invoice Attaced

This is an uncontrolled copy when printout

From: Chabon, Michael (W.)
Sent: Tuesday, August 25, 2009 6:51 AM
To: Parkinson, Tim (T.M.); Bos, Ed (E.A.)
Subject: FW: Update ETB repair at Hermosillo

Latest updates at CEP-II.

Michael W. Chabon

Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Castillo, Luis Antonio (L.)
Sent: Monday, August 24, 2009 10:12 PM
To: Durand, Gerardo (G.D.); Nunez, Cesar (C.N.); Beltran, Victor (V.); Moore, Andrew (R.); Incoming Quality I, Deparmen (.)
Cc: Urquidi, Ernesto (E.); Arrieta, Cristina (.); Lozoya, Ivonne (I.L.); Montes, Javier (J.); Hermosillo, Mario (M.); Cota, Rogelio (R.); Bushman, Thomas (T.S.); Chabon, Michael (W.); Langley, Scott (C.S.); Marinelarena, Juan (J.); Lucero, Jorge (J.L.); Benteler - Juan Cabrera; 'Elsa.castillo@benteler.com.mx'; Horbal, Colin (C.P.); Boerger, Jim (J.G.); Hall, Brent (A.)
Subject: RE: Update ETB repair at Hermosillo

Hermosillo Team, Cleveland Team, Today we have finished the campaign for the ETB replacement here at Hermosillo.

Below are the finals qty.

Engines with ETB replaced.

2.5L=	**923**	**100% Hermosillo Stock completed**
3.0L=	**1155**	**100% Hermosillo Stock completed**
Total	2078	

Also attached is the rework procedure for both 2.5L & 3.0L engines.
All racks were identified with the legend " Engines with ETB Replaced" signed by Delphi and Ford personnel for quality inspection.

The firsts certified engines were shipped to Ford Hermosillo from Benteler plant under Rotation # 3808 on Aug/22/09 6:00am, this rotation # is the clean point for Ford Hermosillo. All ETBs are identified according to the rework procedure (file attached) and with a torque of 10 Nm for both engines.

All Engine Serial numbers were registered and I will send the Data for both plants (CHEP & Cleveland) in a separated mail during this week .

Thanks a lot for the huge support received from all Hermosillo Team and Benteler Team!!!

Best Regards!!!
Thx
Luis Antonio Castillo
Quality Eng. CHEP

From: Urquidi, Ernesto (E.)
Sent: Friday, August 21, 2009 1:41 PM
To: Moore, Andrew (R.)
Cc: Castillo, Luis Antonio (L.)
Subject: RE: Update

Andy; the rework started this morning we will be done tomorrow, I just talk to Luis Castillo and he have reworked 500 engines I will ask him to send a daily report.
We have a total of 2068 engines at Hermo, Regards!!

Ernesto Urquidi
ME & Quality Area Manager
Chihuahua Engine Plant
Ford Motor Company
Phone: (614) 429-4345
Fax: (614) 429-4004
Ford Net: 975-4345

From: Moore, Andrew (R.)
Sent: Friday, August 21, 2009 12:06 PM
To: Urquidi, Ernesto (E.)
Cc: Moore, Andrew (R.)
Subject: Update

Ernesto, is the repair going ok at Bentiler/HSAP ?

KCAP has now replaced 2688 of the 4067 engines. They will complete the remainder on Saturday.

Andy

DELPHI	WORK INSTRUCTION	
Dept.	**TITLE**	**Instruction**
Section	**PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L U377 & CD338.**	**Originated: Aug. 13, 2009**
Operation		**Revised: Aug. 17, 2009**

Requirement of Material:

- **Electrical tool or manual torque tool, Dices 8mm, torque-meter, markers of white color**

Frequency:	**Specifications**: Torque of Throttle Body will have to be with electrical tool and/or manual torque tool.

INSTRUCTIONS/SEQUENCE:

1. Remove Harness paper clip assembled in the Throttle Body
2. Using the manual tool torque remove the 4 screws of Throttle Body from the admission manifold,
3. Take the 4 screws from the rejected Throttle Body at and place them in the new Throttle Body. These to avoid the screws are lost.
4. Place the rejection labels on the Throttle Bodies removed and place them in the Reject container.
5. Assemble the certified Throttle Body by Delphi supplier (Pink dot on cover) in the admission manifold, guiding the 4 screws manually.
6. Give torque to screws on crossed form with the electrical tool **(2.5L =9.75 +/- 1.75 Nm16, 3.0L = 10 +/- 1 Nm)**
7. Connect Throttle Body sensor and assure it makes “CLICK”
8. Certify torque of Throttle Body screws and **mark the 4 screws of Throttle Body with white marker (Ford personnel)**
9. If all this correct, write down the information required by the format designated for this inspection.

Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

DELPHI	WORK INSTRUCTION	
Dept.	**TITLE**	**Instruction**
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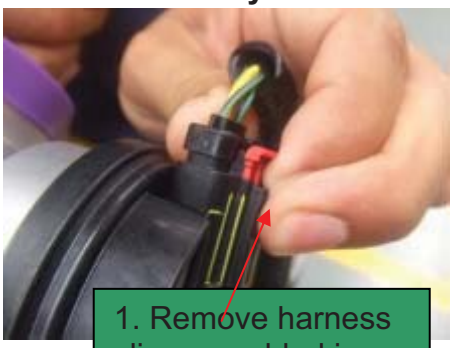
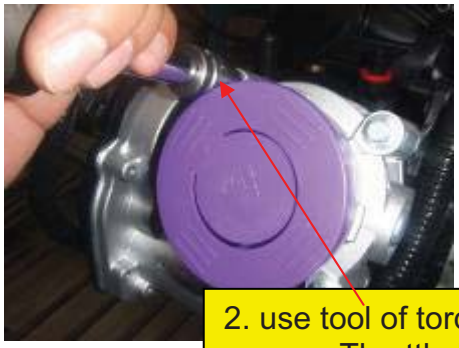
Operation		**Revised: Aug. 17, 2009**

For Throttle Body removal:

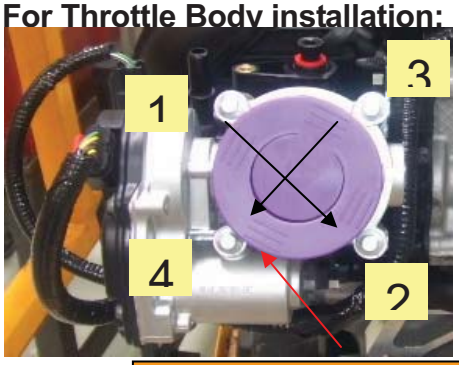


1. Remove harness clip assembled in Throttle Body

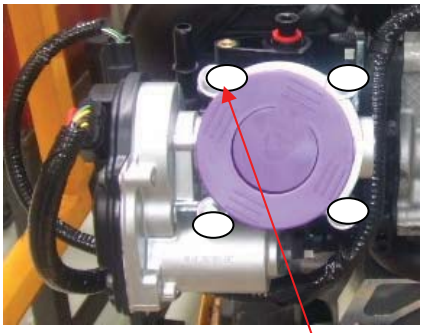


2. use tool of torque in reverse to remove Throttle Body from the admission manifold.

For Throttle Body installation:



6. Give torque to screws on crossed form with the electrical tool (9.75 +/- 1.75 Nm)

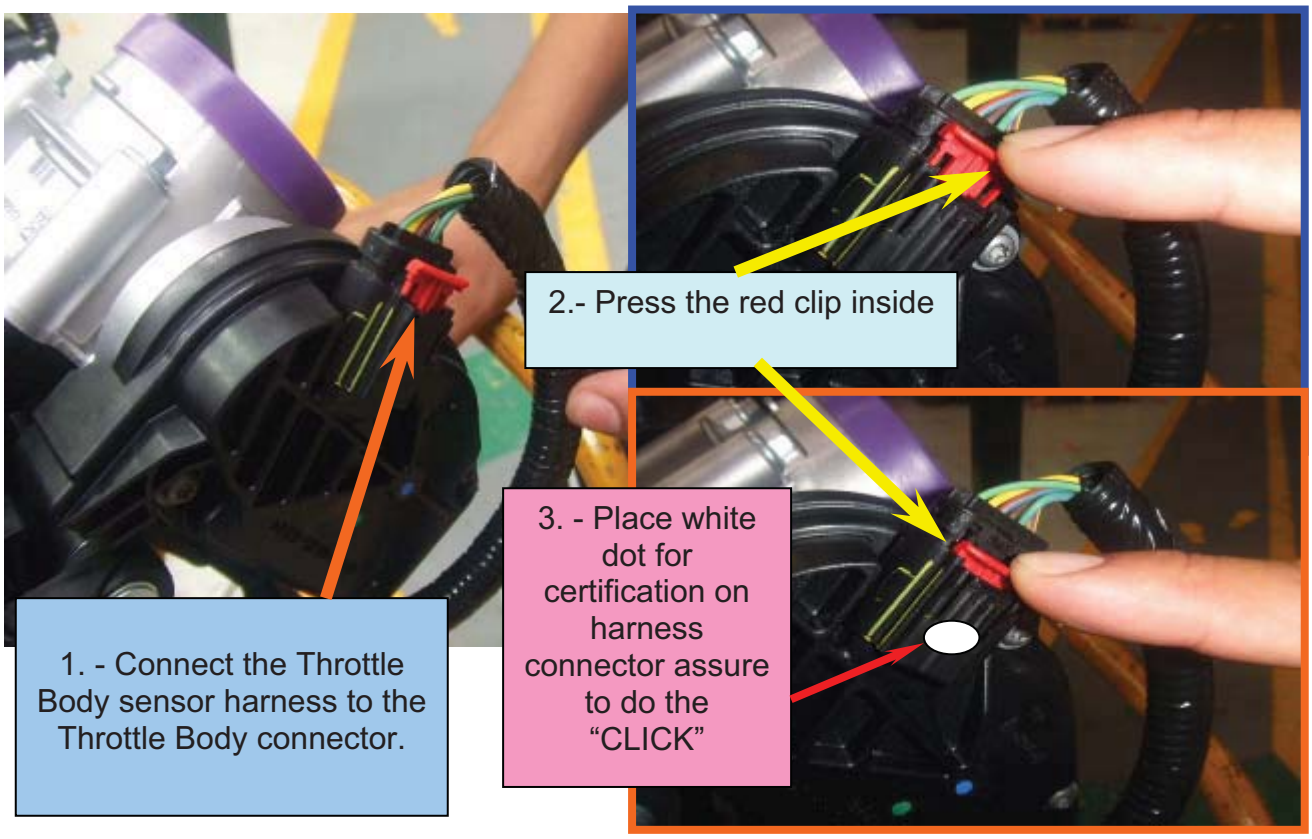


8. Certify and mark the 4 screws with a white mark (Ford Personnel).

Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

DELPHI	WORK INSTRUCTION	
Dept.	TITLE	Instruction
Section	PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L U377 & CD338.	Originated: Aug. 13, 2009
Operation		Revised: Aug. 17, 2009

6. To connect the sensor to the Throttle body do the following.



Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

DELPHI	WORK INSTRUCTION	
Dept.	**TITLE**	**Instruction**
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Operation		**Revised: Aug. 17, 2009**

5. - The throttle Body certified by DELPHI that settles in the motor must have a PINK dot.

Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

From: Chabon, Michael (W.)
Sent: Tuesday, August 18, 2009 1:34 PM
To: Hall, Brent (A.); Boerger, Jim (J.G.)
Cc: Parkinson, Tim (T.M.); Pulay, Kirk (K.)
Subject: IN VEHICLE CERTIFICATION PROCEDURE.doc

WORK INSTRUCTION		
Dept.	**TITLE**	**Instruction**
Section	**PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L/3.0L U377 & CD338.**	**Originated: Aug. 13, 2009**
Operation		**Revised: Aug. 17, 2009**

Requirement of Material:

PROCEDURE:

- APPLY PARKING BRAKE
- START ENGINE IN WELL VENTALATED AREA DURING DAYLIGHT HRS (10AM-7PM)
- TURN MAX A/C ON
- ALLOW ENGINE TO IDLE FOR MINIMUM 45 MINS.
- TURN ENGINE OFF FOR A MINIMUM OF 15 MINS.
- CONNECT DIAGNOSTIC TOOL TO OBD PORT
- KEY ON ENGINE OFF
- RECORD ANY DIAGNOSTIC CODES FOUND
- IF NO CODES ARE FOUND
    - PLACE CERTIFICATION MARK ON APPROVED LOCATION.
- IF ANY OF THE FOLLOWING DTC'S ARE FOUND (P2111, P2112, P2135, P0122, P0121, P0221,P0222)
    - REPLACE THROTTLE BODY PER SERVICE INSTRUCTIONS.

WORK INSTRUCTION		
Dept.	**TITLE**	**Instruction**
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Operation		**Revised: Aug. 17, 2009**

HEV ONLY (Time windows are critical, stop watch may be required)

Engine Running Diagnostic Mode:
Apply park brake
Put gear selector in Park
Key off
Do **not** start engine

Depress brake fully and hold till procedure is completed
Key on with engine off
Within 5 seconds of the key in the on position, fully apply the accelerator pedal and **hold for 10 seconds**
Within 5 seconds release the accelerator pedal, shift to Drive, and fully apply the accelerator pedal
Hold the accelerator fully applied for 12 seconds
Release the accelerator pedal and shift to Park

- APPLY PARKING BRAKE
- START ENGINE IN WELL VENTALATED AREA DURING DAYLIGHT HRS (10AM-7PM)
- TURN MAX A/C ON
- ALLOW ENGINE TO IDLE FOR MINIMUM 45 MINS.
- TURN ENGINE OFF FOR A MINIMUM OF 15 MINS.
- CONNECT DIAGNOSTIC TOOL TO OBD PORT
- KEY ON ENGINE OFF
- RECORD ANY DIAGNOSTIC CODES FOUND
- IF NO CODES ARE FOUND
    - PLACE CERTIFICATION MARK ON APPROVED LOCATION.
- IF ANY OF THE FOLLOWING DTC'S ARE FOUND (P2111, P2112, P2135, P0122, P0121, P0221,P0222)
    - REPLACE THROTTLE BODY PER SERVICE INSTRUCTIONS.

If the sequence is done correctly the instrument cluster powertrain malfunction indicator (Yellow Wrench) flashes at a rate of once per second when the gear selector is shifted to the PARK position. The engine may be started

by cycling the key to the START position. The PCM exits the engine running mode when the gear selector is shifted to any gear other than PARK, when the key is turned to the OFF or ACC position, or the powertrain or hybrid-electric system exceeds calibrated limits.

WORK INSTRUCTION		
Dept.	**TITLE**	**Instruction**
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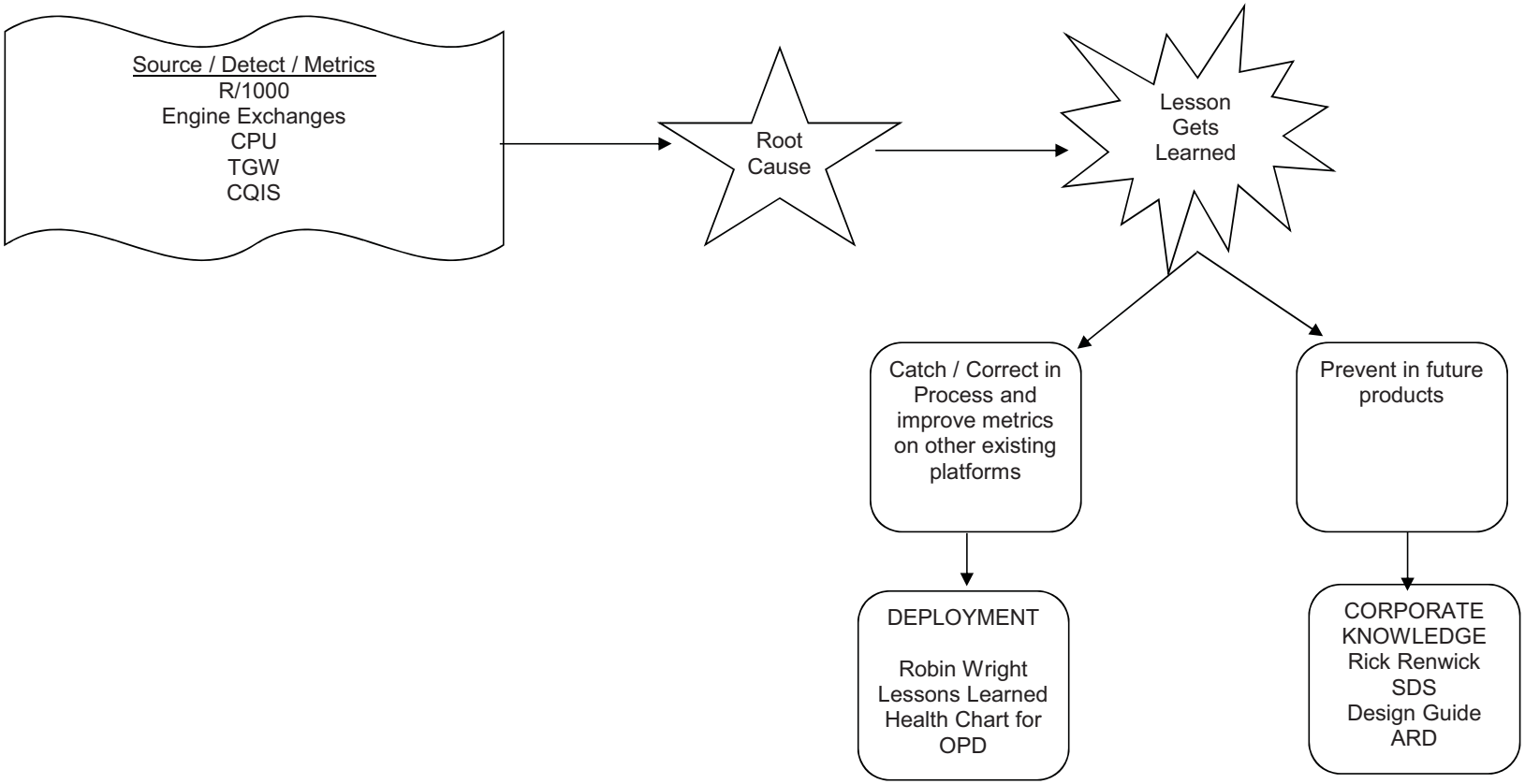
Operation		**Revised: Aug. 17, 2009**

High Point Resistance Failure

Factor	Is	Is Not	Follow Up Information Required
Ford Engine Applications	Redacted for Relevance 2.5L Escape 3.0L Escape Redacted for Relevance	Redacted for Relevance 2.5L Escape HEV Redacted for Relevance	
ETB Motor Type	Igarashi Igarashi motor model # 3655	Mitsuba Igarashi motor model # 3665	Competitive Analysis
Occurrence	Typically 12 MIS (≥ 6 MIS) A one time occurrence	Low time in service < 6 TIS Repair Repair	
Location by States	Hot Humid Deposits are localized @ 2 deg ETB idle position	Hot / Dry Random locations across the commutator surface	Repair Rates by State (N. A. vs. S. A.)
OEM	Ford	Other Igarashi motor customers	Competitive Analysis
ETB Teardown	Deposits on motor commutator surface Resistance drop outs during motor operation	Bar to bar height dimensional non-conformance Broken ETB motor brushes Contamination in the ETB geartrain Throttle plate to bore interference	SEM analysis of deposits In process data evaluation of returns & Production
Brazil Fusion Applications	S America ~ 2.5x N America 3.0L @ 24MIS Greater severity of failure mode observed	ETC calibrations (FNA & FSAO ETC cal are the same)	
Customer Complaint	Mil Light (DTC P2111 / P2112) Check Engine Light	TP Circuit Code DTCs	
Fuel Type ?	High Ethanol Content ?	Low Ethanol Content ?	
Calibration	2.5L / 3.0L Applications less plate travel	Other Engine Applications more plate travel	
Shipping Logistics (N.A. vs. S.A.) ?	Ocean Travel Extended timeframe from VO to S.A. Dealership ?	Rail Travel	
Brush Density ?	Low density brush material ?	High density brush material ?	
Replication Test	Pc to PC variation observed (motor voltage spikes)	Consistent performance testing evaluation	


Source / Detect / Metrics
R/1000
Engine Exchanges
CPU
TGW
CQIS
Root Cause
Lesson Gets Learned
Catch / Correct in Process and improve metrics on other existing platforms
Prevent in future products
DEPLOYMENT
Robin Wright
Lessons Learned
Health Chart for OPD
CORPORATE KNOWLEDGE
Rick Renwick
SDS
Design Guide
ARD

LGDEE OPD Lessons Learned Health Chart

Item Number	Component Department	Sub System	Issue	Lesson Learned	Responsible	Other component affected?	Engine Plant	Chiahuahua Engine				Dearborn Engine			CEP#2		Cleveland #1					Lima Engine							HEP (Mazda)		Cologne Engine			Romeo Engine									Windsor Engine						Essex Engine		Valencia					Taubate		
							Displacement	2.5L I4 Gas		2.5L I4 Hybrid		2.0L I4		2.3L I4	3.0L V6		3.5L GTDI		3.7L TiVCT			3.5L iVCT			3.7L iVCT		3.5L TiVCT		3.7L		4.0L V6			4.6L 2V			4.6L 3V			5.4L 4V	6.2L		5.4L 2V	5.4L 3V		6.8L 2V	6.8L 3V		5.0L		1.8L	2.0L	2.0L GTDI	2.0l GTDI Valur	2.3L	1.5L	1.6L	Scorpion
							VO Plant	HSAP	KCAP	HSAP	KCAP	Wayne	Turkey	TCAP	HSAP	KCAP	CAP	OAP	AAI	DTP	KCAP	CAP	HSAP	OAP	CAP	OAP	CAP	OAP	AAI	Ujina	AAI	LAP	TCAP	STAP	OHAP	KCAP/ DTP	AAI	KCAP/ DTP	LAP	AAI	KCAP/ DTP	DTP	OHAP	KCAP/ DTP	KTP	OHAP	KCAP/ DTP	Det Chassis	AAI	KCAP/ DTP								KTP
							Vehicle Platform	Escape/ Mariner		Escape/ Mariner						Escape/ Mariner																																												SuperDuty
	C	Throttle Body	TPS Contact Resistance = P2135 DTC	Utilize Non-contactting TPS	D			G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	R	R	R	G	n/a	R	R	G
16	C	Throttle Body	Delphi Open PCB Circuits	Via Hole Plating >20um	SM			G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	G	n/a	G	G	n/a	n/a	G	G	G	G	G	G	n/a	n/a	n/a	n/a	n/a	G	n/a	n/a	n/a	n/a
	C	Throttle Body	Melexis Digital Timing Error	Review Deposition process robustness for Wafer Production	SM			G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	G	R	G	G	R	R	G	G	G	G	G	G	G	G	n/a	n/a	n/a	R	n/a	n/a	n/a	G
	C	Throttle Body	Cracked Capacitors	Insure ustrain below comp limit	SM			G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	G	Y	G	G	Y	Y	G	G	G	G	G	G	G	G	n/a	n/a	n/a	G	n/a	n/a	n/a	G
	C	Throttle Body	Hose Clearance	Adherence to Clearance DR	EP, VP			?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	G	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
	C	Throttle Body	TANC	3 vote rule	X			G	G	G	G	B	B	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	B	G	G	n/a	n/a	B	G
	C	Throttle Body	Sludge-Comp	Throttle command must compensate for engine deposits	X			G	G	G	G	G	B	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	n/a	G	G	G	n/a	n/a	G	G

Redact for Relevance

Redact for Relevance

Component Departments

A	FEAD, Cooling, Lower End
B	Upper End
C	Fuel Metering, EGR, Ignition
X	Other Activity (outside LGDEE) examples - PTSE cooling, STA, EESE

Responsible

D	LGDEE Design
EP	Engine Plant Manufacturing
VP	Vehicle Plant
SD	Supplier Design
SM	Supplier Manufacturing
EE	EESE Design

Rules

Item gets added to the health chart after 'mid' review in LGDEE DQR

Health chart completion is a requirement for any "closure" review in LGDEE DQR

RED	Application is at risk for similar failure mode, and has no plans to correct Application has not been evaluated
YELLOW	Application is at risk for similar failure mode and has active plan to correct with dates Date to be shown on health chart in lieu of text "YELLOW"
GREEN	Application has been evaluated and lesson learned has been applied
BLUE	Application is at risk for similar failure mode, however cost or end of life prevent fix implementation
n/a	Failure mode is not possible on application (ex no VCT on 2V's)

Item #	Lesson	Details
1	Oil Leaks Swat	Dearborn Swat event began 12/07, completed 1/09
		CEP #2 Swat event began 4/09, completed 9/09, Six sigma Project #s XXXXX
		REP Swat event began 9/09, complete 10/09, action decks in place - champion Phil Kloss
		WEP Swat event began 6/09, complete 9/09, action decks in place
		LEP Swat event began 10/09, complete 10/09, action decks in place

From: Langley, Scott (C.S.)
Sent: Tuesday, August 18, 2009 3:04 PM
To: Tsai, Pingfang (P.); Bos, Ed (E.A.); Chabon, Michael (W.)
Subject: RE: Manufacturing Stop Ship Report for 08/18/09 & attached Finished Veh Hold/V227 Data

Thanks Tsai.
Our team, especially Ed and Mike, are all over it.
It is a different issue than that which we've been discussing in our ongoing meetings with Delphi & Melexis.
This is the circuit board to which the Melexis ASIC gets mounted.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Tsai, Pingfang (P.)
Sent: Tuesday, August 18, 2009 1:52 PM
To: Langley, Scott (C.S.); Bos, Ed (E.A.); Chabon, Michael (W.)
Subject: FW: Manufacturing Stop Ship Report for 08/18/09 & attached Finished Veh Hold/V227 Data

Hi All,

FYI…. 2212 vehicles (2.5L/3.0L) on hold due to ETB contaminated circuit board (SS# 2089).

Ping

PD Powertrain Forward Model Quality, TE, BB
ptsai@ford.com
313-805-7464 (O)

From: Myers, Matthew (M.D.)
Sent: Tuesday, August 18, 2009 12:02 PM
To: Beaudoin, Craig (C.A.); Boehk, Karen (K.S.); Brown, Dennis (D.C.); Calhoun, Philip (P.T.); Chen, Jun-Lon (J.L.); Collareno, Phil (P A.); Cooper, Donna (D.M.); Crocker, Jonathan (J.A.); Dailey, Sandra (S.J.); D'Alessandro, Frank (F.J.); Davis, John (J.M.); Enerson, David (D.W.); Fowler, Bennie (B.W.); Gifford, Scott (S.C.); Graham, Robert (S.); Guillen, Felix (F.); Haggerty, Terry (T.J.); Harris, Kimberly (L.); Horbal, Colin (C.P.); Ickes, Bill (B.K.); Jiang, Siyuan (S.); Johnson, Gary (G.A.); Judge, Surinder (S.S.); Khan, Mohammod (T.); Kircali, Isin (I.G.); Kirschke, Kevin (K.E.); Kosaian, Paul (P.P.); Kuehn, Dave (D.E.); Kvasnicka, Chuck (C.R.); Leone, Susan (M.); Lewis, LeQuanna (L.M.); Madej, Jeanette (J.); O'Connell, Denise (D.J.); Opaleski, Steven (S.J.); Paris Wagoner, Leah (M.); Podsiad, Debbie (D.L.); Poteet, Karen (K.L.); Reiners, Donna (D.L.); Richei, Gordon (G.); Roberts, Karry (K.A.); Roy, Brock (.); Russo, William (W.P.); Sabaitis, Robert (R.R.); Samardzich, Raul (R.J.); Shashlo, Michael (M.L.); Smith, Kim (K.E.); Sovoda, Richard (R.P.); Tsai, Pingfang (P.); Vitale, Janet (J.M.); Williams, Ken (K.); Wood, Jeffery (J.C.); Agosta, Dawn (D.M.); Baum, Joe (J.M.); Berardi, Michael (M.A.); Contreras, Gonzalo (G.); Davanzo, Sherry (S.A.); Davis, Frank (F.V.); Deep, Said (.); Ellison, Pandora (P.M.); Green, Ann (A.D.); Hettel, Daniel (D.F.); Hoernschemeyer, Jennifer (JC.); Horbury, Peter (P D.); Jahant, Jeanine (J.M.); Jett, Pete (P.P.); Kempf, Scott (S.W.); King, Lamar (L.L.); Kinnie, Brian (BWK.); Kuzak, Derrick (D.M.); Manzi, Steven (S.R.); Mapes, Jim (J.E.); O'Callaghan, Dave (D.P.); O'Rear, John (J.R.); Pittel, Kimberly (K.L.); Preston, Carla Traci (C.T.); Reitz, Graydon (G.A.); Riethmeier, Chris (J.); Salenbauch, Hermann (H.J.); Samardzich, Barb (B.J.); Schmidt, Gerhard (G.F.); Shepherd, Leroy (L.O.); Shifferd, Patrick (P.A.); Smith, Warren (W.A.); Srivastava, Shivhari (S.P.); Stokes, Paul (P.R.); Szopo, Doug

(Douglas S.); Temple, Paul (P.F.); Tetro, Brendan (B.M.); Tobin, Scott (S.B.); Torolski, Michael (M.A.); Vandelinder, Mike (M.); Vido, Adrian (A.J.); Vought, Brian (B.K.); White, Catherine (C.L.); Wolfe, Brian (B.C.); Wynn, Beverly (B.J.); Yalman, Murat (M.M.); Ahadi, Fritz (F.D.); Allman, Jan (J.E.); Alvarado, OJ (O.J.); Aranzabal, Rhual (R.); Bell, Bruce (B.T.); Bobnar, Joseph (J.E.); Bond, Jim (H.J.); Brooks, Jeffrey (J.R.); Brown, Stephanie (R.); Cadwell, Rhoda (R.A.); Contreras, Alba (M.); Daniel, Peter (P.J.); DeGram, Tony (T.); Drever, Don (D.C.); Eaton, Bob (R.P.); Fahndrich, Christine (C.R.); Fields, Mark (.); Flores, Clarisa (C.E.); Foley, Paul (P.S.); Ford, Gareth (G.J.); Gourneau, Frank (F.B.); Green, John (J.C.); Guenther, Eric (E.E.); Habermehl, Chris (C.P.); Hand, James (J.E.); Harwell, Evin (E.D.); Havel, Joe (J.); Hinrichs, Joseph (J.R.); Hogan, Michael (M.J.); Hoskins, Anthony (A.L.); Hudson, Tom (T.M.); Huff, Roger (R.B.); Huitron, Francisco (F.); Johnson, Angelica (A.O.); Jowiski, Dan (D.J.); Kirk, William (W.); Kozal, John (J.L.); Kremzier, Lee (L.J.); Krutty, Daniel (D.W.); Lee, Joseph (J.J.); Lemmink, Chris (C.M.); Lentine, Sam (S.R.); Lopez Marquez, Rafael (R.); Lowe, Walter (W.E.); Mannebach, John (J.); McCarney, Pat (P.P.); McGuire, David (D.T.); Minielly, Kenneth (K.C.); Morgan, Eric (E.T.); Mosquera, Frank (F.); Nascene, Gregory (G.R.); Nibarger, Wendy (W.A.); Olivares, Mirla (M.); Parker, Crystal (C.L.); Perrin, Kathryn (K.M.); Perry, Edward (E.G.); Perry, Tim (T.A.); Peterson, Willie (W.J.); Pettit, Michael (M.N.); Pine, Richard (R.); Rearick, Mark (M.R.); Restuccia, Jon (J.A.); Riordan, Brandon (B.J.); Roehrig, Sven (S.J.); Ross, Steve (S.); Ruhl, Brian (B.D.); Sabo, Ron (R.L.); Savona, John (J.F.); Schuckel, Christopher (C.D.); Seagren, Todd (T.P.); Shanks, Bob (R.L.); Sharp, George (G.P.); Spencer, Jeff (.); Stec, Pamela (P.); Storves, Bill (W.K.); Takayasu, Odair Kiho (O.K.); Thomas, David (D.G.); Tiberia, Mark (M.L.); Toney, Frederiek (F.); Webber, Robert (R.J.); Werstein, David (D.A.); Williams, Scott (S.H.); Williamson, Don (D.R.); Winegarden, Marsha (M.E.); Wishnousky, Dale (D.S.); Wood, Wayne (W.); Wurtzel, Kirk (K.E.); Yuen, Albert (A.)

Cc: Acuff, Melvin (M.); Anglin, Angela (A.D.); Bennett, Joanne (J.M.); Coleman, Al (A.); Fisher, John (J.W.); Jarrett, Dean (D.S.); Kempf, Gregory (G.J.); Martin, Kenneth (K.A.); McClure, Joe (J.H.); Nunez, Carlos (C.); Perez, Ricardo (HSAP.); Putnam-Koehler, Stephanie (S.); Riley, Pat (P.); Robinson, Christie (C.); Cantrell, David (D.D.); Collins, Keith (K.O.); Cupka, Dick (R.D.); Delannoy, Enrique (E.); Galindo, Sergio (S.N.); Goran, Jim (J.L.); Keinath, Wayne (W.); Kwasniewicz, Chris (C.L.); Mayer, Thomas (T.A.); Powers, Ken (K.W.); Rodriguez, Hugo Armando (HAR.); Sayler, Richard (R.); Sterling, Timothy (T.J.); Taylor, James (J.D.); Thornton, George (G.A.)

Subject: Manufacturing Stop Ship Report for 08/18/09 & attached Finished Veh Hold/V227 Data

Notes for 8/18/09 Manufacturing Stop Ship Report.

- Seven new stop ships since the previous report:

REDACTED FOR RELEVANCE

2089 Escape/Mariner - Throttle body 2.5L & 3.0 L, 2112 units currently held.

REDACTED FOR RELEVANCE

Matt Myers
Manufacturing Quality
313-59-41884

From: Parkinson, Tim (T.M.)
Sent: Monday, May 07, 2012 3:56 PM
To: Davis, Andrae (A.L.); Shapardanis, Michael (M.S.); Langley, Scott (C.S.); Chabon, Michael (W.)
Cc: Pulay, Kirk (K.)
Subject: Motor high R - vehicle drive data

On the shared drive location below, there is a PowerPoint and an Excel summary file that compares the throttle plate motion for Delphi gen 6 ETB's in several vehicles.

I didn't think there was any difference between the Fusion 2.5L/3.0L vs. Escape 2.5L/3.0L, but I do see some difference between Fusion/Escape (60mm) vs. Explorer and F-Series (68mm). It looks like the 68mm applications have more throttle plate degrees travelled than the 60mm applications. Is the high resistance issue R/1000 lower on the 68mm applications? Could more plate travel help prevent the resistance points on the 68mm applications?

W:\N413\Current_Model_Quality_Info\ETB War Room\Ig motor high resistance\Vehicle drive comparisons

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Certified 6-Sigma Blackbelt
Engine Engineering, Component C, Air Metering

From: D'Elia, George <George.D'Elia@delphi.com>
Sent: Sunday, August 16, 2009 9:21 PM
To: Chabon, Michael (W.)
Cc: Godoy, Arquimedes ; Salvador, Nicte ; Bos, Ed (E.A.); Hall, Brent (A.); Mikutowicz, John ; Khanna, Karam V
Subject: RE: Avalon/IG Fallout Samples

Mike- We will be reviewing this in our call this evening.

Thanks,
George

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, NY 14586
M/C 146.HEN.595
Phone: (585) 359-6136
E-Fax: (866) 916-6156 Fax: (585) 359-6186
Mobile : (585)-857-3883
Email: George.D'Elia@delphi.com

From: Chabon, Michael (W.) [mailto:mchabon@ford.com]
Sent: Sunday, August 16, 2009 9:20 PM
To: D'Elia, George
Cc: Godoy, Arquimedes ; Salvador, Nicte ; Bos, Ed (E.A.); Hall, Brent (A.); Mikutowicz, John
Subject: Avalon/IG Fallout Samples

George, please consider looking at Avalon/IG fallout samples to see if perhaps some of the Via quality concern might have been found by IG or Avalon, thanks.

Michael W. Chabon
Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: D'Elia, George [mailto:George.D'Elia@delphi.com]
Sent: Sunday, August 16, 2009 6:25 PM
To: O'Neill, Daniel P; Boerger, Jim (J.G.); Mikutowicz, John ; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); Dar, Dhruv; Wares, Kenneth
Subject: RE: Ford 9L8E ETB TPS Vias Sensor Containment - Concentration Diagram

Dan- I will share this information with Cipsa this evening.

George J. D'Elia
Advanced Quality Engineer
Delphi Powertrain Systems
Tech. Center Rochester
5500 W. Henrietta Rd., West Henrietta, NY 14586
M/C 146.HEN.595
Phone: (585) 359-6136
E-Fax: (866) 916-6156 Fax: (585) 359-6186
Mobile : (585)-857-3883
Email: George.D'Elia@delphi.com

From: O'Neill, Daniel P
Sent: Sunday, August 16, 2009 6:07 PM
To: Boerger, Jim (J.G.); Mikutowicz, John ; D'Elia, George; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); D'Elia, George
Subject: Ford 9L8E ETB TPS Vias Sensor Containment - Concentration Diagram

All, we have 12 data points for the Mother Board location of TPS Sensors that have failed. I have added another worksheet to the excel file. Below is a copy of the new material from the worksheet. It represents the location on the Mother Board of Printed Wire Board failures.

Possibly a pattern between lower half and upper half of the mother board. George D'Elia can you follow up with CISPA to see if this fits a pattern in the processing of the boards.

Ford I4 TPS P/N 28110494
of Failed Daughter Boards By Location on Mother Board

	A	B	C	D	E	F	G	H	I	J
1			1							
2										
3									1	
4			1							
5										1
6					1				1	1
7						1			1	
8				1						
9		1		1						
10										
11										
12										

13										
14										
15										

Please put in each cell the total number of failed daughter boards for that location

****

Note: If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

****

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Note: If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.
****

From: Bushman, Thomas (T.S.)
Sent: Friday, March 30, 2012 12:18 PM
To: Langley, Scott (C.S.); Boerger, Jim (J.G.); Chabon, Michael (W.); Rodriguez, Cynthia (C.R.)
Cc: Selthofer, Adam (A.); Schiltges, Dave (D.); Doyle, David (D.J.); Harris, Timothy (T.R.); Linde, Peter (P.A.); Castillo, Luis Antonio (L.); Moore, Brian (B.G.); Hajduk, Timothy (T.R.); Eddins, Chuck (C.E.); Davis, Andrae (A.L.); Aldana, Oswaldo (OA.); Lardizabal, Sergio (S.)
Subject: RE: 2.5L / 3.0L ETB Warranty - Emerging Issue?

Scott - thanks for the response back and looking into the ETBs. Warranty has been very good over the past 6 months, we just want to be sure we aren't experiencing an emerging issue.

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Langley, Scott (C.S.)
Sent: Friday, March 30, 2012 11:25 AM
To: Bushman, Thomas (T.S.); Boerger, Jim (J.G.); Chabon, Michael (W.); Rodriguez, Cynthia (C.R.)
Cc: Selthofer, Adam (A.); Schiltges, Dave (D.); Doyle, David (D.J.); Harris, Timothy (T.R.); Linde, Peter (P.A.); Castillo, Luis Antonio (L.); Moore, Brian (B.G.); Hajduk, Timothy (T.R.); Eddins, Chuck (C.E.); Davis, Andrae (A.L.); Aldana, Oswaldo (OA.); Lardizabal, Sergio (S.)
Subject: RE: 2.5L / 3.0L ETB Warranty - Emerging Issue?

Tom,
I'll get you a more specific answer. But, we did discuss these in our PRT w/ ChEP on Wed.
I believe there are (4) in Feb/Mar timeframe… (2) on I4 Esc; (2) on I4 Fusion.
We use the same t/body design in many applications… no specific sign of an emerging issue at this point.

Parts have been hot processed. We will analyze immediately and let you know if we learn anything unique.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg (for Engine Components)
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Bushman, Thomas (T.S.)
Sent: Friday, March 30, 2012 9:24 AM

To: Boerger, Jim (J.G.); Langley, Scott (C.S.); Chabon, Michael (W.); Rodriguez, Cynthia (C.R.)
Cc: Selthofer, Adam (A.); Schiltges, Dave (D.); Doyle, David (D.J.); Harris, Timothy (T.R.); Linde, Peter (P.A.); Castillo, Luis Antonio (L.); Moore, Brian (B.G.); Hajduk, Timothy (T.R.); Eddins, Chuck (C.E.)
Subject: 2.5L / 3.0L ETB Warranty - Emerging Issue?

Jim / Scott / Mike -

Do you guys have any insight on the three recent ETB Claims in the U377 ECB (claims attached)? Are we seeing a similar emerging issue from CD3?

Cynthia - could you please see if you have any emerging warranty for the ETB on the CD3 - thanks.

Do we still hot-process back all of the ETBs that are popping in warranty, or are they coming back on a 700 tag?

Any insight back to the team would be helpful - thanks.

<< File: ETB_ECB_WARRANTY Claims_30-March-2012.xls >>

Regards,

Thomas S. Bushman
P473 Powertrain Engineering Supervisor
Kentucky Truck Assembly Plant
(502)339-3941 or (757)435-7442

"Who is John Galt..."

From: Harris, Timothy (T.R.)
Sent: Friday, March 30, 2012 6:05 AM
To: Hajduk, Timothy (T.R.); Moore, Andrew (R.); Selthofer, Adam (A.); Castillo, Luis Antonio (L.); Gonzalez, Aureliano Jos (A.J.); Montes, Javier (J.)
Cc: Bayer, Michael (M.T.); Linde, Peter (P.A.)
Subject: RE: throttle bodies

What actions have been taken to investigate this?

From: Harris, Timothy (T.R.)
Sent: Monday, March 26, 2012 8:30 AM
To: Hajduk, Timothy (T.R.); Moore, Andrew (R.); Selthofer, Adam (A.); Castillo, Luis Antonio (L.); Gonzalez, Aureliano Jos (A.J.); Montes, Javier (J.)
Subject: FW: throttle bodies

<< File: 2.5L_ETB_1FMCU0C73CK[redacted] pdf >> << File: 2.5L_ETB_1FMCU0C73CK[redacted] pdf >>
Two more…….

From: Harris, Timothy (T.R.)

Sent: Wednesday, March 21, 2012 2:46 PM
To: Hajduk, Timothy (T.R.); Moore, Andrew (R.); Selthofer, Adam (A.); Castillo, Luis Antonio (L.); Gonzalez, Aureliano Jos (A.J.); Montes, Javier (J.)
Subject: throttle bodies

Just a heads up on throttle bodies. The i4 and v6 share the same part…I had not seen throttle body claims for a long while. Have 3 now in just over 1 week.

<< File: 3.0L_ETB_1FMCU9DG3CK[redacted].pdf >>

<< File: 3.0L_ETB_1FMCU9DG3CK[redacted].pdf >>
<< File: 2.5L_ETB_1FMCU0D75CK[redacted] df >>

From: Cowher, Terry (T.)
Sent: Tuesday, June 16, 2009 8:31 AM
To: Stroven, Jeffrey (J.J.); Hardin, Dwayne (D.); Sabra, Ramez (R.S.); Emilio, John (J.D.); Langley, Scott (C.S.); Bushman, Thomas (T.S.); Barry, Thomas (K.); Durand, Gerardo (G.D.); Lujan, Pablo (P.); Alexander, Dale (D.W.); Haney, Douglas (J.); Docimo, Tony (A.F.); Porter, Alan (A.T.); Ognjanovski, Robert (R.G.); Yeung, Lem (.); Dobson, Kevin (K.E.)
Cc: Layden, Kevin (K.E.); Yuhasz, Philip (P.D.); Blight, Autumn (A.)
Subject: RE: 6/23/2009 PDQR - Combined Engine/Trans/HEV and C&C/PTI

Importance: High

All Concern Author's & Team Leaders, the following projects are overdue in BSAQ. Please update the status by Thursday 6/18/09 COB or be prepared to speak to them at the 6/23/09 PDQR. Thanks

Over Due Projects

BSAQ Concern Number	Description	Team Leader	Concern Author	Concern Status	CCC
Redact for Relevance					
			JEMILIO		E29
SAQ2009076901	U377 - NEGATIVE - ETB Failures for P0222 Codes	SLANGLE1	TBUSHMAN	TEAM WORKING ON	E29
Redact for Relevance					

File of Overdue Projects and Projects due in the next 30 days

TERRY J. COWHER
Product Development Analyst
I4/Small V6 Calibration
Cell 313-805-6360
Desk 313-323-8843

From: Layden, Kevin (K.E.)
Sent: Monday, June 15, 2009 5:50 PM
To: Yuhasz, Philip (P.D.); Blight, Autumn (A.)
Cc: Cowher, Terry (T.)
Subject: RE: 6/23/2009 PDQR - Combined Engine/Trans/HEV and C&C/PTI

Not sure which BSAQ is overdue. We'll look into it and fix it.

Regards,

Kevin E. Layden
Chief Engineer Powertrain Calibration and NVH
313.805.2709

From: Blight, Autumn (A.) **On Behalf Of** Yuhasz, Philip (P.D.)
Sent: Monday, June 15, 2009 2:00 PM
To: Layden, Kevin (K.E.)
Subject: FW: 6/23/2009 PDQR - Combined Engine/Trans/HEV and C&C/PTI

Kevin,
With Phil being gone today is this something that you can handle?

Regards,
Autumn Blight
Admin. Assistant to Phil Yuhasz
313-32-25954

From: Pulizzi, Pietro (P.G.)
Sent: Monday, June 15, 2009 1:51 PM
To: Pulizzi, Pietro (P.G.); Cowher, Terry (T.); Crudo, Frank (F.J.); Dixon, Mark (M.R.); Dobson, Kevin (K.E.); Holmes, Douglas (D.A.); Ickes, Bill (B.K.); Kapadia, Jimmy (J.H.); Mansur, William (N.); McClain, Shawn (S.M.); Mohan, Robert (R.); Ruppert, Dave (D.R.); Stanley, Daniel (D.J.); Madej, Jeanette (J.); Baum, Joe (J.M.); Gray, Chuck (C.E.); Yuhasz, Philip (P.D.); Pittel, Kimberly (K.L.); Marakby, Sherif (S.); Fascetti, Bob (R.J.); Horbal, Colin (C.P.); Layden, Kevin (K.E.); Gioia, Nancy (N.L.); Kuchta, Gerard (G.P.); Renneker, Craig (C.M.); Renwick, Rick (R.J.); Wright, Robin (R.A.); Caesar, Cynthia (C.L.); Lubke, Kathleen (K.)
Cc: Mapes, Jim (J.E.); Zambo, Don (D.J.); Danes, Adam (A.V.); Gifford, Scott (S.C.)
Subject: RE: 6/23/2009 PDQR - Combined Engine/Trans/HEV and C&C/PTI

Link to Preliminary PDQR Deck
https://p2.ford.com/eRoom/private5/WarrantyAdministrationTaskForce/0_4533a

What is requested of you?

- Update Overdue BSAQ Projects (3 - Fascetti, 2 - Yuhasz, 1- Pittel, 2 - Gray)
  - Projects that remain overdue will require a verbal update at the PDQR meeting
- Update Red Form 4 Issues (4 - Yuhasz, 3 - Gray, 1 - Pittel, 1- Fascetti)
  - Items that remain red will require verbal update at the PDQR

Above is due by Thursday COB - Form 4 and Overdue projects reports will be re run on Fri 7am for final submission.

- Provide Warranty Spend Package - Top Actions, Risks and Opps, etc (Engine, TDE, PTI)
- Deep Dive Topics
  - HEV – Fusion/Milan Performance — S. Marakby
  - PTI Early Claims and Help Needed for Zero TGW — C. Gray
  - Help Needed - Funding for extended 25 Mile Drive — B. Ickes
  - VOME/PD Health Chart Update — B. Ickes
  - UEGO Cracking Update — P. Yuhasz
- File Only:
  - PTI and C & C Glidepaths — K. Lubke , C. Caesar
  - C & C Warranty Spend - supporting reference — M. Dixon
  - HEV Spend — J. Kapadia

Above is due by Friday COB

Agenda as concurred @ June 12 PT CMQ meeting:
<< OLE Object: Picture (Enhanced Metafile) >>

From: Pulizzi, Pietro (P.G.)

Sent: Thursday, June 11, 2009 7:50 AM
To: Cowher, Terry (T.); Crudo, Frank (F.J.); Dixon, Mark (M.R.); Dobson, Kevin (K.E.); Holmes, Douglas (D.A.); Ickes, Bill (B.K.); Kapadia, Jimmy (J.H.); Mansur, William (N.); McClain, Shawn (S.M.); Mohan, Robert (R.); Ruppert, Dave (D.R.); Stanley, Daniel (D.J.); Madej, Jeanette (J.); Baum, Joe (J.M.); Gray, Chuck (C.E.); Yuhasz, Philip (P.D.); Pittel, Kimberly (K.L.); Marakby, Sherif (S.); Fascetti, Bob (R.J.); Horbal, Colin (C.P.); Layden, Kevin (K.E.); Gioia, Nancy (N.L.); Kuchta, Gerard (G.P.); Renneker, Craig (C.M.); Renwick, Rick (R.J.); Wright, Robin (R.A.)
Cc: Mapes, Jim (J.E.); Zambo, Don (D.J.); Pulizzi, Pietro (P.G.); Danes, Adam (A.V.); Gifford, Scott (S.C.)
Subject: 6/23/2009 PDQR - Combined Engine/Trans/HEV and C&C/PTI

Powertrain Team:

Preliminary agenda for 6/23/2009 PDQR follows.

NOTE, the 6/23 Engine/Trans/HEV and 7/7 C&C/PTI meetings have been integrated into 1 meeting. Primarly driven by holiday schedules. We cannot cover all the materials that we typically cover in both meetings. Thus, the Glidepaths and Warranty Spend will be selected reviews. The balance will be file only.

If you have requests and / or revisions to the agenda, pls forward them before Friday 1pm, deep dives will be finalized at the June 12 PT CMQ.

<< OLE Object: Picture (Metafile) >>

Timeline:

- June 15 COB Preliminary Deck (less deep dives) to be available - provided BSAQ is available Friday
- June 19 Prel-file Deck & Deep Dives due
- June 19 Review material at PT CMQ meeting with PT team
- June 22 All final material due - review with Americas Core Quality

BSAQ Current Model Quality Tracking - Forum Roll-Up Rpt

F90 - NA NORTH AMERICA TOTAL

F4 - POWERTRAIN
Status: A-EUI
Work Stream: Both
Date & Time Created: 15-Jun-2009 10.31.45

864 Concerns Visible
864 Total Concerns

BSAQ Concern Number	Description	Team Leader	Concern Status	CCC	3MIS Volume Weighted Improvement				Fix Start	Containment		PCAI		Category
					Sat Loss	TGW	R/1000	CPU		Planned	Actual	Planned	Actual	
Redact for Relevance														
SAQ2009076901	U377 - NEGATIVE - ETB Failures for P0222 Codes	SLANGLE1	TEAM WORKING ON	E29	0	-0.02	-0.02	-0.0137	07-2008	5-Jun-09		29-May-09		Overdue
Redact for Relevance														
SAQ2008056964	U377 THROTTLE BODY - NEGATIVE PROJECT for Warranty Impact	LYEUNG	TEAM WORKING ON	D50,E29	0	-0.10	-0.46	-0.2287	07-2008	15-Jun-09		15-Jun-09		Due in Next 30 Days
Redact for Relevance														

BSAQ Current Model Quality Tracking - Forum Roll-Up Rpt

F90 - NA NORTH AMERICA TOTAL

F4 - POWERTRAIN
Status: A-EUI
Work Stream: Both
Date & Time Created: 15-Jun-2009 10.31.45

864 Concerns Visible
864 Total Concerns

					3MIS Volume Weighted Improvement					Containment		PCAI		
BSAQ Concern Number	Description	Team Leader	Concern Status	CCC	Sat Loss	TGW	R/1000	CPU	Fix Start	Planned	Actual	Planned	Actual	Category
Redact for Relevance														

From: Bushman, Thomas (T.S.)
Sent: Thursday, September 03, 2009 11:53 AM
To: Hall, Brent (A.); Moore, Andrew (R.); Castillo, Luis Antonio (L.)
Cc: Boerger, Jim (J.G.); Chabon, Michael (W.)
Subject: RE: 9L8E ETB circuit board via hole issue

Brent / Andy

ETB is boxed and ready to go. I'm waiting to hear back from ChEP (as a courtesy) before final shipping destination is put on the FED-EX label.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Hall, Brent (A.)
Sent: Thursday, September 03, 2009 10:45 AM
To: Moore, Andrew (R.); Bushman, Thomas (T.S.)
Cc: Boerger, Jim (J.G.); Chabon, Michael (W.)
Subject: FW: 9L8E ETB circuit board via hole issue

Andy & Tom,
It was requested in today's meeting that the failed ETB from the lot containment idle procedure be shipped directly to Delphi (EL Paso).
Is this possible?
Brian Ecton is or already has made this request via email - including the shipping address.
We are anxiously awaiting the evidence that this is related to the plated through hole.

Thanks for your support

Brent Hall
Air Metering Technical Specialist
bhall60@ford.com
Ford Motor Company
CELL PHONE NUMBER (313) 805-9223

From: Hall, Brent (A.)
Sent: Thursday, September 03, 2009 11:33 AM
To: Boerger, Jim (J.G.); Chabon, Michael (W.)
Subject: RE: 9L8E ETB circuit board via hole issue

Notes from Thursday's meeting:

- 9/9 shipment from Igarashi to Delphi will be at the higher capacity/rate
- Delphi's current plan is not capable of using new CIPSA process stock on re-worked ETBs ~ 2500 ETBs will be reworked & Thermal Cycled
  - 9/9 shipment out of Delphi should be the last ETB rework

- ~10,000 new TPS thermal cycled with no failures to date
- KCAP priority repair on vehicle from vehicle idle cycling
  - Delphi request to have the part shipped directly to Delphi - EL Paso, TX
  - I will email Andy Moore & Tom Bushman with this request
- Containment Shift Effective 9/7 (I approved this at the meeting)
  30 pcs/day at Delphi MX -->3 weeks (9/25)
  100 pcs/day at Igarashi --> 3 weeks (9/25)
  Requested meeting on 9/25 to review containment data - OK to stop containment

Next Thursday follow-up
- Material flow at 2400/pcs/day
- ETB rework complete - Alert over
- Thermal Cycle/Containment Data
- End special meeting cadence

Brent Hall
Air Metering Technical Specialist
bhall60@ford.com
Ford Motor Company
CELL PHONE NUMBER (313) 805-9223
Agenda

- Material flow plan status
- Containment process status

DP12-006 000226

From: Schiltges, Dave (D.)
Sent: Sunday, August 16, 2009 7:12 AM
To: 'Mikutowicz, John '; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky
Cc: Bushman, Thomas (T.S.); Horbal, Colin (C.P.); Makowski, Scott (S.A.); Guciardo, Carrie (C.D.); Ferguson, Dave (D.W.); Parnell, Bill (W.); Schulski, Rebecca (R.A.); Binger, Charlie (C.F.)
Subject: RE: 9L8E ETB circuit board via hole issue - STOP SHIP ALERT A12268898

Importance: High

Team,

I have raised alert #A12268898 for the stop shipment of all vehicles at KCAP and HSAP for the above subject issue. Please route to those I may have missed especially at Chep and HSAP.

Thank you.

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Mikutowicz, John [mailto:john.mikutowicz@delphi.com]
Sent: Sunday, August 16, 2009 12:20 AM
To: D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky
Subject: 9L8E ETB circuit board via hole issue
When: Sunday, August 16, 2009 1:30 PM-2:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Teleconference Dial-In Number: 800-399-3280, passcode 585-359-6136

Agenda

- Thermal cycling test results
- Timing plan for clean stock
- Concentration diagram
- Containment

Number to dial for Mexico callers
00 1 303 927 3029

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****

From: Mikutowicz, John <john.mikutowicz@delphi.com>
Sent: Friday, August 21, 2009 1:17 PM
To: D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Moore, Andrew (R.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Shattuck, Brad; Magers, William N
Cc: Miramontes, Claudia ; Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.)
Subject: RE: 9L8E ETB circuit board via hole issue - status of new material being shipped from India

Becky Chavez, Delphi Production Control Manager verified that TPS's using the corrected circuit boards were shipped out of India today. Per our 11am meeting discussion, I will cancel our 4pm meeting this afternoon. There is a meeting scheduled at noon tomorrow (Saturday) to update the group on latest status of the recovery effort.

From Becky Chavez:

These are the parts that made the flight out of India this evening.

MOT286 = 504 with Ford Trial parts

MOT287 = 576 with prior version sorted Cipsa Boards

MOT288 = 864 with New Certified Cipsa Board.

These should arrive at LAX tomorrow at 1pm. They will then be chartered to Juarez for a Saturday delivery.

Becky Chavez

Production Control Manager

Delphi Powertrain Systems
Mexico Technical Center

Tel: 915-612-7067

Fax: 915-612-7397

John Mikutowicz

Product Staff Engineer

Engine Air Control Valves

Delphi Corporation

email: john.mikutowicz@delphi.com

Phone: 585-359-6725

Mobile: 585-330-7675

Fax: 585-359-6338

Mailing Address:

5500 West Henrietta Road

West Henrietta, NY 14586

-----Original Appointment-----
From: Mikutowicz, John
Sent: Sunday, August 16, 2009 12:20 AM
To: Mikutowicz, John; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); SLARDIZA@ford.com; jmarine1@ford.com; Moore, Andrew (R.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; eurquidi@ford.com; Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; chorbal@ford.com; jnicho11@ford.com; Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Moore, Andrew (R.); pgallego@ford.com; mmorfin@ford.com; Shattuck, Brad; Magers, William N
Cc: Miramontes, Claudia; Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.)
Subject: 9L8E ETB circuit board via hole issue
When: Friday, August 21, 2009 4:00 PM-4:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Teleconference Dial-In Number: 800-399-3280, passcode 585-359-6136

Agenda

- Material flow update
- Containment process update

Number to dial for Mexico callers

00 1 303 927 3029

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****

From: Rose, John A <john.a.rose@delphi.com>
Sent: Thursday, July 09, 2009 9:00 AM
To: Langley, Scott (C.S.)
Cc: Parkinson, Tim (T.M.); Davis, Andrae (A.L.)
Subject: RE: 9L8E ETBs shipped 7/6 & 6/22

Scott,

Do we need the data (following the analysis) from these recently returned warranty parts for the discussion on the 14th? I'm thinking that we will need the results from the testing in Mexico. Any other 9L8E's that we need to be concerned with for the meeting?

9L8E's
Sent to Mexico on; 7/6/09
KB76393
R106189
R113037
R120955

9L8E's
Sent to Mexico on; 6/22/09
KJ14219
KA65058
KA21527
KA19395
R120070
KB65458

John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

From: Langley, Scott (C.S.) [mailto:slangle1@ford.com]
Sent: Wednesday, July 08, 2009 5:06 PM
To: Rose, John A
Cc: Parkinson, Tim (T.M.); Davis, Andrae (A.L.)
Subject: FW: QPST Presentation for 9L8E ETB - 7/14!

FYI… see below.

I'll schedule it.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality

DP12-006 000231

& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Powers, Ken (K.W.)
Sent: Wednesday, July 08, 2009 4:56 PM
To: Langley, Scott (C.S.); Klomp, Karl (K.R.)
Cc: Garrett, Bruce (B.)
Subject: RE: QPST Presentation for 9L8E ETB - 12:30 TO 1:00 TODAY!

Can you invite Bruce and I to join your meeting with Delphi next week? That will be fine for now.

Ken Powers, P.E.
Escape/Tribute PVT Mgr - KCAP
(w) 816-459-1729; (c) 816-200-4928

From: Langley, Scott (C.S.)
Sent: Wednesday, July 08, 2009 3:46 PM
To: Powers, Ken (K.W.); Klomp, Karl (K.R.)
Cc: Garrett, Bruce (B.); Parkinson, Tim (T.M.); 'Rose, John A'; Bushman, Thomas (T.S.); Davis, Andrae (A.L.)
Subject: RE: QPST Presentation for 9L8E ETB - 12:30 TO 1:00 TODAY!

Ken,
I have a conflict at the same time w/ our Engine DQR where I will also be talking about this part.
And, The Delphi Engineering Team has been down on Temp Layoff and will be until next Monday the 13th. So, I don't expect much new info on the NPF parts. Note that some of them were sent to KCAP for re-test on vehicles.

We do have some new info relative to one of Bruce Garrett's requests… to review all of the claims, comparing them to the Paynter and determine whether we might have any failure modes in the claims which are not represented in the Paynter. So, we could review that in the QPST… It's relevant, as some of the items not covered in the ETB Paynter are AIS related, etc. I'll check to see if we have an engineer that could cover the QPST, due to my conflict w/ the DQR.

Long-term plan was to pull Bruce into our weekly meeting with the Delphi Team.
Our Next meeting on the subject 9L8E ETB with Delphi will not be until Tuesday the 14th.

We continue to meet with Melexis (the chip manufacturer) on the chip timing issue and with the Delphi Manufacturing Team.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Powers, Ken (K.W.)
Sent: Wednesday, July 08, 2009 2:57 PM
To: Langley, Scott (C.S.); Klomp, Karl (K.R.)
Subject: RE: QPST Presentation for 9L8E ETB - 12:30 TO 1:00 TODAY!

When can we have another update on the findings of the NPF parts that we discussed on June 16th? I have a QPST every Tuesday so we could have this on the agenda next week if that works. Let me know. Thanks.

Ken Powers, P.E.
Escape/Tribute PVT Mgr - KCAP
(w) 816-459-1729; (c) 816-200-4928

From: Langley, Scott (C.S.)
Sent: Tuesday, June 16, 2009 11:07 AM
To: Powers, Ken (K.W.); Bushman, Thomas (T.S.); Klomp, Karl (K.R.)
Cc: Chabon, Michael (W.); Shapardanis, Michael (M.S.); Parkinson, Tim (T.M.); Davis, Andrae (A.L.); 'Rose, John A'; 'O'Neill, Daniel P'; Godoy, Arquimedes ; 'Rosales, Martin'; Salvador, Nicte ; Contreras, Claudia Judith; Bos, Ed (E.A.); 'Zuniga, Ruben '

Subject: QPST Presentation for 9L8E ETB - 12:30 TO 1:00 TODAY!

<< File: 09MY 9L8E ETB Warranty_20090616.ppt >>

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

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**********USMITRY-MX05**********

From: Rosales, Martin <martin.rosales@delphi.com>
Sent: Tuesday, August 18, 2009 11:41 AM
To: Parkinson, Tim (T.M.); O'Neill, Daniel P; Rose, John A; Mikutowicz, John
Subject: RE: Color of certification mark for thermal cycled TPS
Attachments: Work Instruction - Change TB (17AUG09).doc

Please find attached the repair WI for replacing the ETB's on engines as well as the color dot (pink) for the TPS that will be thermal cycled.

Martin Rosales
Delphi Powertrain- Juarez
Quality/SQE Superintendent
mobile phone 52-1-656-311-4909
office phone (Mex) 656-649-2833
(USA) 915-612-2833
email:martin.rosales@delphi.com
VME node 5216442833

From: Parkinson, Tim (T.M.) [mailto:tparkin1@ford.com]
Sent: Tuesday, August 18, 2009 9:15 AM
To: O'Neill, Daniel P; Rosales, Martin; Rose, John A; Mikutowicz, John
Subject: Color of certification mark for thermal cycled TPS

Did we decide on a color for the certification mark for the TPS's that will be thermal cycled? We need to add this information to the alert to approve the thermal cycling, and to the repair instruction for replacing the throttle bodies on engines. Thanks.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

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Note: If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.
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**********USMITRY-MX05**********

DELPHI	WORK INSTRUCTION	
Dept.	**TITLE**	**Instruction**
Section	**PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L U377 & CD338.**	**Originated: Aug. 13, 2009**
Operation		**Revised: Aug. 17, 2009**

Requirement of Material:

- **Electrical tool or manual torque tool, Dices 8mm, torque-meter, markers of Orange color**

Frequency:	**Specifications**: Torque of Throttle Body will have to be with electrical tool and/or manual torque tool.

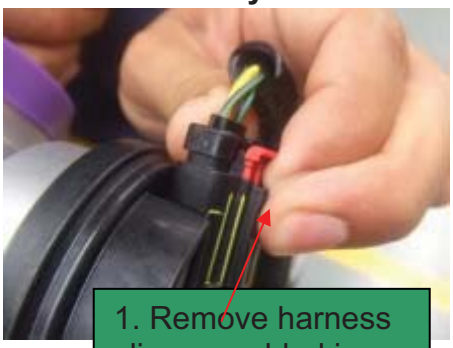
INSTRUCTIONS/SEQUENCE:

1. Remove Harness paper clip assembled in the Throttle Body
2. Using the manual tool torque remove the 4 screws of Throttle Body from the admission manifold,
3. Take the 4 screws from the rejected Throttle Body at and place them in the new Throttle Body. These to avoid the screws are lost.
4. Place the rejection labels on the Throttle Bodies removed and place them in the Reject container.
5. Assemble the certified Throttle Body by Delphi supplier (Pink dot on cover) in the admission manifold, guiding the 4 screws manually.
6. Give torque to screws on crossed form with the electrical tool **(9.75 +/- 1.75 Nm16)**
7. Connect Throttle Body sensor and assure it makes “CLICK”
8. Certify torque of Throttle Body screws and **mark the 4 screws of Throttle Body with orange marker (Ford personnel)**
9. If all this correct, write down the information required by the format designated for this inspection.

Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

DELPHI	WORK INSTRUCTION	
Dept.	TITLE	Instruction
Section	PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L U377 & CD338.	Originated: Aug. 13, 2009
Operation		Revised: Aug. 17, 2009

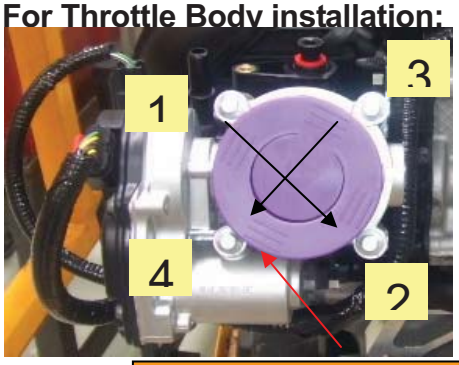
For Throttle Body removal:



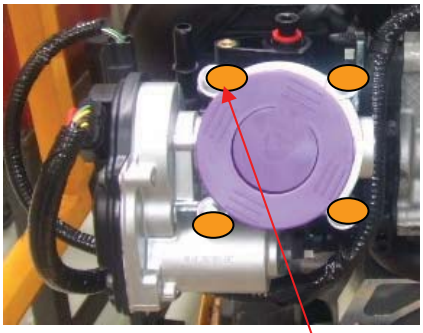
1. Remove harness clip assembled in Throttle Body

2. Utilize tool of torque in reverse to remove Throttle Body from the admission manifold.

For Throttle Body installation:



6. Give torque to screws on crossed form with the electrical tool (9.75 +/- 1.75 Nm16)

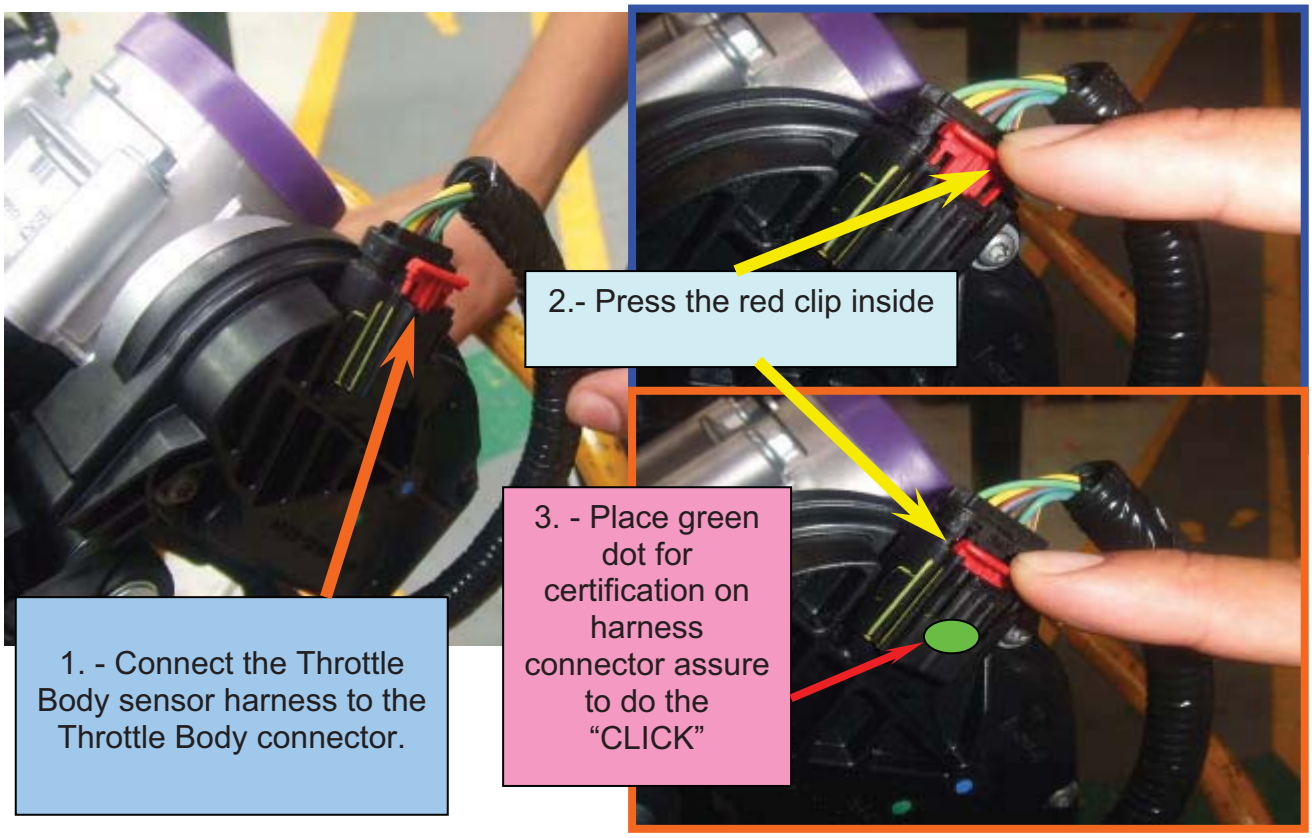


8. Certify and mark the 4 screws with an orange mark (Ford Personnel).

Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

DELPHI	WORK INSTRUCTION	
Dept.	**TITLE**	**Instruction**
Section	**PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L U377 & CD338.**	**Originated: Aug. 13, 2009**
Operation		**Revised: Aug. 17, 2009**

6. To connect the sensor to the Throttle body do the following.



Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

DELPHI	WORK INSTRUCTION	
Dept.	**TITLE**	**Instruction**
Section	**PROCEDURE TO REPLACE THROTTLE BODIES FOR MODEL 2.5L U377 & CD338.**	**Originated: Aug. 13, 2009**
Operation		**Revised: Aug. 17, 2009**

5. - The throttle Body certified by DELPHI that settles in the motor must have a PINK dot.

Responsible: Delphi Powertrain Juarez **Prepared by: Quality Department** **Revise: Ford Incoming Inspection Engineer** **Revise: Ford Product Engineer**	

From: Bushman, Thomas (T.S.)
Sent: Tuesday, September 22, 2009 4:57 PM
To: 'Ecton, Bryan L'; Rosales, Martin
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Olmos, Nancy (N.); Castillo, Luis Antonio (L.); Durand, Gerardo (G.D.); Morales Valle, Mario (.); Ramirez, Mauricio (M.R.)
Subject: RE: Delphi Address for ETB RETURN

Bryan / Martin

OK - FED-EX Tracking Number 8690-7128-0695

The eight (8) ETBs that failed at EOL Rolls over the past two weeks should be there in a couple of days.

Again, 4 of these ETBs have the pink certification mark --- we need to figure out why these slipped through the certification process.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Ecton, Bryan L [mailto:bryan.l.ecton@delphi.com]
Sent: Tuesday, September 22, 2009 3:45 PM
To: Bushman, Thomas (T.S.)
Cc: Rosales, Martin
Subject: Delphi Address for ETB RETURN

Tom,

Please send the 8 ETBs to the Delphi Juarez plant initially. The plan is to retest the parts through the "end of line" tester and perform the initial analysis. They will then send the units to Delphi Rochester for further evaluation if necessary.

Thanks again for your help. Please send me the tracking number once you ship the parts so that I can track them to the plant.

Delphi Plant 35
32 Celerity Wagon Rd
El Paso Texas 79906
Attn: Martin Rosales (phone number 915-612-2833)

Please use Fedex Account# [redacted] for this shipment.

Bryan L. Ecton
Delphi Corporation
Supervisor, Customer Support Engineering
Powertrain Systems, Gas PBU
248-732-0654 Office
248-379-9295 Mobile
bryan.l.ecton@delphi.com

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**********USMITRY-MX05**********

From: Dixon, Mark (M.R.)
Sent: Thursday, September 24, 2009 6:59 AM
To: Langley, Scott (C.S.); Oyafuso, Kevin (K.G.)
Subject: RE: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

Scott, you have a containment date at the plant for the via concern? Did it hit vehicle lines other than Escape?

Kevin, please populate the 2010 top 20 list with this item for Escape.

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
mailto:mdixon@ford.com
Tel: (313) 805-7051

From: Langley, Scott (C.S.)
Sent: Wednesday, September 23, 2009 9:33 PM
To: Dixon, Mark (M.R.); KIM, IL (I.); McClain, Shawn (S.M.)
Cc: Oyafuso, Kevin (K.G.)
Subject: RE: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

We have what appear to be the usual erroneous replacements of ETBs.
But we potentially have another issue. Actually, we have an issue, but so far we haven't confirmed a warranty return due to it.
The failures initially had been at the Plant and a large containment action was taken… 128 failures contained. It's a via hole plating and contamination issue on the PWB.
There's some question as to the effectiveness of the containment and the size of the effected lot.
I believe this issue can be attributed to the P2135 claims … not enough of a signal issue to set TPS circuit code, but enough to trip P2135.

There is a TSB queued up, waiting to confirm what we see in warranty.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Dixon, Mark (M.R.)
Sent: Wednesday, September 23, 2009 4:35 PM
To: KIM, IL (I.); McClain, Shawn (S.M.); Langley, Scott (C.S.)
Cc: Oyafuso, Kevin (K.G.)
Subject: RE: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

Il, below are the top issues we are seeing for 2010 MY Escape (July and later production).

Scott, what are you seeing on the throttle body claims? Unclear how much of this is wiring related like the Explorer P2135 concern. This chip timing issue should be behind us.

Shawn, any clues on what might be driving the P2702 and P0762 DTCs.

<< OLE Object: Picture (Enhanced Metafile) >>

Mark Dixon
Powertrain Quality
Ford Motor Company
Building 2 / 24K36
mailto:mdixon@ford.com
Tel: (313) 805-7051

From: KIM, IL (I.)
Sent: Wednesday, September 23, 2009 8:30 AM
To: Dixon, Mark (M.R.)
Cc: Ickes, Bill (B.K.); Hsieh, Dean (D.C.)
Subject: RE: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

Mark, are you aware of 6 week summary (July 20th through August 30th) showing Escape had 32 ECB claims for V29 Check Engine Light.

Can you please assist with analysis or maybe you are aware of the issues? I need to respond back to my director. Thanks.

Il Kim
VO Backbone Engineering
Steering/Suspension/Alignment
Powertrain VFG
313/805-0700

From: Tadikamalla, Bhaskar (BK.)
Sent: Wednesday, September 23, 2009 8:13 AM
To: KIM, IL (I.)
Cc: Caudill, Norris (N.W.); Ebbing, David (D.G.)
Subject: FW: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

Check Engine light comes under Power train.. I will be reviewing the Wiring claims and respond to Linda accordingly. You may want to review the Check Engine light claims. Thx.

Bhaskar (BK) Tadikamalla
VOME-Electrical and Climate Control Backbone Engineering
Master Black Belt Level II
313-805-0522- Cell Phone
e-mail:btadikam@ford.com

From: Cash, Linda (L.G.)

Sent: Tuesday, September 22, 2009 3:46 PM
To: Ebbing, David (D.G.); Tadikamalla, Bhaskar (BK.)
Subject: FW: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

What is the electrical problem with Escape? We show wiring troubles and check engine light. Why are we catching these in the plant. Escape has the highest electrical warranty within this 6-week period of time.

Linda Ca$h

From: Kirschke, Kevin (K.E.)
Sent: Tuesday, September 22, 2009 12:13 PM
To: Fowler, Bennie (B.W.); Reitz, Graydon (G.A.); Wright, Philip (P.A.); O'Neill, Kevin (K.); Faulk, William (W.R.); Belfrage, Evan (E.D.); Bryant, Todd (T.A.); Davis, Frank (F.V.); Ellison, Pandora (P.M.); Hettle, Bruce (B.W.); Hinrichs, Joseph (J.R.); Jankovski, Zoran (Z.); Kuzak, Derrick (D.M.); Macfarlane, Ken (K.); Mascarenas, Paul (P.A.); Russo, William (W.P.); Samardzich, Barb (B.J.); Tetreault, James (J.P.); Velliky, Dave (D.A.); Vido, Adrian (A.J.); Winegarden, Marsha (M.E.); Wood, Jeffery (J.C.); Zhou, Jay (J.)
Cc: Allman, Jan (J.E.); Alvarado, OJ (O.J.); Amadio, Sidnei Luis (S.L.); Aselage, Jane (J.M.); Baker, Sabrina (Sam.); Barna, Jeanette (J.M.); Barnaby, Terry (T.L.); Baumbick, Jim (J.M.); Bedard, Robert (R.D.); Bobnar, Joseph (J.E.); Booker, Monica (M.R.); Bosc, Gaston Pablo (G.P.); Brown, Dennis (D.C.); Brownell, Sherry (SLB.); Calhoun, Philip (P.T.); Campbell, Aindrea (A.); Cardassi, Helio J (H.J.); Cash, Linda (L.G.); Collins, Keith (K.O.); Collins, Ron (R.J.); Connor, Rob (R.); Crane, Bruce (K.); Crosby, Steven (S.); Crudo, Frank (F.J.); Cupka, Dick (R.D.); D'Alessandro, Frank (F.J.); Dailey, Sandra (S.J.); Demartino, Jim (J.M.); Ednie, Andrew (A.J.); Enerson, David (D.W.); Filipe, David (D.J.); Flores, Elsa (E.); Ford, Gareth (G.J.); Garrett, Bill (W.G.); Gelven, Rob (R.W.); Gifford, Scott (S.C.); Gourneau, Frank (F.B.); Green, Ann (A.D.); Gross, Tim (T.M.); Gruntfest, Edward (E.); Guillen, Felix (F.); Hampton, Kenneth (K.W.); Hardie, Mike (M.D.); Heidrich, Janice (J.); Hettel, Daniel (D.F.); Holliday, Ron (R.E.); Horace, Michael (M.E.); Hoskins, Anthony (A.L.); House, Michael (M.T.); Huber, Jeffery (J.S.); Huff, Bradford (B.D.); Jacobs, Betsy (E.A.); Jahant, Jeanine (J.M.); Johnson, Dave (D.L.); Johnson, Gary (G.A.); Jowiski, Dan (D.J.); Judge, Surinder (S.S.); Kaminski, Brian (B.E.); Kempf, Gregory (G.J.); Ketelhut, Ron (R.D.); Khan, Mohammod (T.); Khoury, Sal (S.G.); Kinnie, Brian (BWK.); Kosaian, Paul (P.P.); Kula, Paul (P.K.); Kvasnicka, Chuck (C.R.); Lee, David (D.A.); Lee, Joseph (J.J.); Lugo, Aureliano (A.); Lunde, Catherine (C.M.); Madej, Jeanette (J.); Mansouri, Joe (J.Y.); Manzano, Deborah (D.); Mapes, Jim (J.E.); Mayberry, Debbie (Debra L.); McClure, Joe (J.H.); McLoughlin, Andy (A.); Medley, Steven (S.D.); Meza, Carmen (CMV.); Minielly, Kenneth (K.C.); Moehlman, Philip (P.M.); Mohan, Robert (R.); Morgan, James (M.); Morton, Mike (M.F.); Moser, Steven (S.R.); Myers, Matthew (M.D.); Nowicki, Dave (D.M.); Oliveira, Marcos (M.S.); Opaleski, Steven (S.J.); Pawloski, John (.); Perri, Julie (J.); Powers, Ken (K.W.); Pulizzi, Pietro (P.G.); Reese, Chuck (C.R.); Reiners, Donna (D.L.); Reynolds, Gregory (G.R.); Riley, Pat (P.); Robinson, Denise (E.D.); Rogers, Wayne (L.); Rouston, Dick (R.S.); Sabaitis, Robert (R.R.); Saionz, Scott (JSS.); Samardzich, Raul (R.J.); Savona, John (J.F.); Self, Carl (C.); Sierzega, Jim (J.J.); Smerigan, Debbie (D.); Smith, Ed (E.J.); Snider, Amy (A.Y.); Srivastava, Shivhari (S.P.); Sterbenz, Scott (S.C.); Swiney, Willard (W.); Takayasu, Odair Kiho (O.K.); Taylor, James (J.D.); Taylor, Stuart (S.); Temple, Paul (P.F.); Tracy, Steven (S.A.); Vandelinder, Mike (M.); Visintainer, Randal (R.H.); Voccia, Martine (M.); Watson, Karen (K.A.); Webber, Robert (R.J.); West, Melody (M.D.); Wheeler, Todd (T.A.); Willems, John (J.J.); Williams, Gregory (G.M.); Wishnousky, Dale (D.S.); Yee, Randy (R.A.); Yun, Curt (C.S.); Zambo, Don (D.J.); Zierau, Ken (K.F.); Zroback, David (D.P.)
Subject: ECB Last 6 Weeks of Production Summaries (APA. FoE, FSAO, NA FLM) - Vehicles produced from 20 July through 30 August

Attached are the weekly ECB Last 6 Weeks of Production Summaries for Asia Pacific and Africa, Ford of Europe, Ford South America Operations, North American Ford/Lincoln/Mercury.

Please note, as a process improvement, the Insights and the Report have been combined. Additionally, the CCC rank order list has been removed from the distribution but will be available on my SharePoint MySite shared documents file, along with the claims verbatim files.

Asia Pacific & Africa

<< File: APA - ECB Last 6 Weeks of Production Summary Report by VL - (Jul 20 to Aug 30).pdf >>

Ford of Europe

<< File: FoE - ECB Last 6 Weeks of Production Summary Report by VL - (Jul 20 to Aug 30).pdf >>

FSAO

<< File: FSAO - ECB Last 6 Weeks of Production Summary Report by VL - (Jul 20 to Aug 30).pdf >>

NA FLM

<< File: NA FLM - ECB Last 6 Weeks of Production Summary Report by VL - (Jul 20 to Aug 30).pdf >>

Files above files are available on my SharePoint MySite Shared Documents Folder at
https://mysite.sp.ford.com/personal/kkirschk/Shared%20Documents/Forms/AllItems.aspx

Verbatim spreadsheets will be uploaded to my SharePoint MySite Shared Documents by COB Wednesday September 23rd.

Your continued feedback is appreciated.

Regards,
Kevin Kirschke
Process, Reporting and Analysis Supervisor
Americas Core Quality
Ford Motor Company
313 248-6280 Office
313 805-6989 Cell

From: Bushman, Thomas (T.S.)
Sent: Tuesday, January 19, 2010 5:41 PM
To: Moore, Andrew (R.); Schiltges, Dave (D.)
Cc: Binger, Charlie (C.F.); Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: ETB inspection at CEP 2

We check approximately 150 Engines (75 - 3.0L & 75 - 2.5L).

We found no suspect ETBs (Date Code 345) on the 3.0L Engines, but approximately 1/3 of the 2.5L Engines had suspect ETBs.

No ETB failures today with 345 Date Code. We did have a 3.0L ETB Failure today w/ Date Code 333 - it is being boxed up for shipment to CEP-II for analysis.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Moore, Andrew (R.)
Sent: Tuesday, January 19, 2010 11:07 AM
To: Schiltges, Dave (D.); Bushman, Thomas (T.S.)
Cc: Binger, Charlie (C.F.); Moore, Andrew (R.)
Subject: ETB inspection at CEP 2

Engines inspected on CEP 2 dock	TPS date code 345 found
408	0

Loose ETB inspected at CEP 2	TPS date code 345 found (loose ETB's)
1088	**67**

From: Schiltges, Dave (D.)
Sent: Wednesday, January 20, 2010 2:17 PM
To: Moore, Andrew (R.); Horbal, Colin (C.P.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Bushman, Thomas (T.S.); Ferguson, Dave (D.W.); Chabon, Michael (W.); Armenta, Olga (O.); Marinelarena, Juan (J.); Selthofer, Adam (A.); Durand, Gerardo (G.D.); Barrera, Vicente (V.T.); Ramirez, Mauricio (M.R.); Urquidi, Ernesto (E.)
Cc: Castillo, Luis Antonio (L.); Parnell, Bill (W.); King, Lamar (L.L.)
Subject: RE: ETB issue - STOP SHIP ALERT A12315232

Mike, Scott…
Can you share the data or summarize the status of the findings till now?
Thanks.

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Moore, Andrew (R.)
Sent: Wednesday, January 20, 2010 12:02 PM
To: Schiltges, Dave (D.); Horbal, Colin (C.P.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Bushman, Thomas (T.S.); Ferguson, Dave (D.W.); Chabon, Michael (W.); Armenta, Olga (O.); Marinelarena, Juan (J.); Selthofer, Adam (A.); Durand, Gerardo (G.D.); Barrera, Vicente (V.T.); Ramirez, Mauricio (M.R.); Urquidi, Ernesto (E.)
Cc: Castillo, Luis Antonio (L.); Parnell, Bill (W.); King, Lamar (L.L.)
Subject: RE: ETB issue - STOP SHIP ALERT A12315232

Dave, I have seen no data the 344 and 346 have issues. For sure CEP 2 has not been lined up to do this and the last I heard was that ChEP is only inspecting for 345 date also ? We also lined up HSAP and KCAP to look only for 345.

Who has this data ? What are we is the right inspection ?

Andy

From: Schiltges, Dave (D.)
Sent: Wednesday, January 20, 2010 10:15 AM
To: Horbal, Colin (C.P.); Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Bushman, Thomas (T.S.); Ferguson, Dave (D.W.); Schulski, Rebecca (R.A.); Chabon, Michael (W.); Armenta, Olga (O.); Marinelarena, Juan (J.); Maurer, James (J.B.); Makowski, Scott (S.A.); Selthofer, Adam (A.); Durand, Gerardo (G.D.); Barrera, Vicente (V.T.); Ramirez, Mauricio (M.R.); Powers, Ken (K.W.)
Cc: Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.); Parnell, Bill (W.); King, Lamar (L.L.); Wright, Robin (R.A.)
Subject: RE: ETB issue - STOP SHIP ALERT A12315232

STOP SHIP Alert A12315232 has been written to contain all engines and vehicles with I4 and V6 engines at HSAP and KCAP with throttle bodies that have TPS date codes of 344, 345, and 346.

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Horbal, Colin (C.P.)
Sent: Wednesday, January 20, 2010 9:32 AM
To: Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.)
Cc: Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)

Subject: RE: ETB issue

Do it.

Colin Horbal
Manager, LGDEE OPD/Quality Dept
Phone: 313-845-7581
Cell Phone: 313-805-5734
Text Page: chorbal

From: Bushman, Thomas (T.S.)
Sent: Tuesday, January 19, 2010 10:02 AM
To: Langley, Scott (C.S.); Boerger, Jim (J.G.)
Cc: Horbal, Colin (C.P.); Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)
Subject: FW: ETB issue
Importance: High

Scott / Jim --

We've audited approximately 50 2.5L Engines and 50 3.0L Engines so far.

Approximately 1/3 of our 2.5L Inventory has this suspect build date of 345.

We have not found any on the 3.0L so far.

If we are going to call a STOP-SHIP let's be quick about it because we are in the thick of it right now for the 2.5L.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Moore, Andrew (R.)
Sent: Tuesday, January 19, 2010 6:53 AM
To: Bushman, Thomas (T.S.)
Cc: Moore, Andrew (R.); Schiltges, Dave (D.); Olmos, Nancy (N.); Ferguson, Dave (D.W.); Binger, Charlie (C.F.)
Subject: ETB issue
Importance: High

Tom, I was notified this morning of a quality issue with the Delphi ETB. HSAP has encountered a EOL code #P2111. ChEP has also had a cold test failure for the same failure mode. According to Delphi this defect is contained to TPS build date of 345. CEP 2 and ChEP are currently inspecting all engines and loose ETB's for this date.

It is not clear weather or not this date is has been installed on the V6, but it has been installed for sure on the I4 based on the HSAP failure. Can you please watch for any P2111 codes on the V6 or I4 products.

Attached is a file for the criteria CEP 2 is using to sort.

I will get back with you later today when we have more info.

Feel free to call my cell if you have any questions.

Andy

<< File: SEC-AC-07-1 559- CODE 345.xls >>

From: Schiltges, Dave (D.)
Sent: Wednesday, January 20, 2010 2:57 PM
To: Horbal, Colin (C.P.); Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Ferguson, Dave (D.W.); Schulski, Rebecca (R.A.); Chabon, Michael (W.); Armenta, Olga (O.); Marinelarena, Juan (J.); Maurer, James (J.B.); Makowski, Scott (S.A.); Selthofer, Adam (A.); Durand, Gerardo (G.D.); Barrera, Vicente (V.T.); Ramirez, Mauricio (M.R.); Powers, Ken (K.W.)
Cc: Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.); Parnell, Bill (W.); King, Lamar (L.L.)
Subject: RE: ETB issue - STOP SHIP ALERT A12315232- CANCELLED

Team,

Subsequent to the 12pm discussion with HSAP and ChEP today, our Director Bob Fascetti reviewed the latest information on this issue and decided to lift the stop ship, as the risk level for this issue getting to our customer has been determined to be low. The stop ship alert will be recommended for closure.

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Schiltges, Dave (D.)
Sent: Wednesday, January 20, 2010 10:15 AM
To: Horbal, Colin (C.P.); Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Bushman, Thomas (T.S.); Ferguson, Dave (D.W.); Schulski, Rebecca (R.A.); Chabon, Michael (W.); Armenta, Olga (O.); Marinelarena, Juan (J.); Maurer, James (J.B.); Makowski, Scott (S.A.); Selthofer, Adam (A.); Durand, Gerardo (G.D.); Barrera, Vicente (V.T.); Ramirez, Mauricio (M.R.); Powers, Ken (K.W.)
Cc: Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.); Parnell, Bill (W.); King, Lamar (L.L.); Wright, Robin (R.A.)
Subject: RE: ETB issue - STOP SHIP ALERT A12315232

STOP SHIP Alert A12315232 has been written to contain all engines and vehicles with I4 and V6 engines at HSAP and KCAP with throttle bodies that have TPS date codes of 344, 345, and 346.

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Horbal, Colin (C.P.)
Sent: Wednesday, January 20, 2010 9:32 AM
To: Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.)
Cc: Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)
Subject: RE: ETB issue

Do it.

Colin Horbal
Manager, LGDEE OPD/Quality Dept
Phone: 313-845-7581
Cell Phone: 313-805-5734
Text Page: chorbal

From: Bushman, Thomas (T.S.)
Sent: Tuesday, January 19, 2010 10:02 AM
To: Langley, Scott (C.S.); Boerger, Jim (J.G.)
Cc: Horbal, Colin (C.P.); Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)
Subject: FW: ETB issue
Importance: High

Scott / Jim --

We've audited approximately 50 2.5L Engines and 50 3.0L Engines so far.

Approximately 1/3 of our 2.5L Inventory has this suspect build date of 345.

We have not found any on the 3.0L so far.

If we are going to call a STOP-SHIP let's be quick about it because we are in the thick of it right now for the 2.5L.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Moore, Andrew (R.)
Sent: Tuesday, January 19, 2010 6:53 AM
To: Bushman, Thomas (T.S.)
Cc: Moore, Andrew (R.); Schiltges, Dave (D.); Olmos, Nancy (N.); Ferguson, Dave (D.W.); Binger, Charlie (C.F.)
Subject: ETB issue
Importance: High

Tom, I was notified this morning of a quality issue with the Delphi ETB. HSAP has encountered a EOL code #P2111. ChEP has also had a cold test failure for the same failure mode. According to Delphi this defect is contained to TPS build date of 345. CEP 2 and ChEP are currently inspecting all engines and loose ETB's for this date.

It is not clear weather or not this date is has been installed on the V6, but it has been installed for sure on the I4 based on the HSAP failure. Can you please watch for any P2111 codes on the V6 or I4 products.

Attached is a file for the criteria CEP 2 is using to sort.

I will get back with you later today when we have more info.

Feel free to call my cell if you have any questions.

Andy

<< File: SEC-AC-07-1 559- CODE 345.xls >>

From: Bushman, Thomas (T.S.)
Sent: Wednesday, January 20, 2010 10:14 AM
To: Horbal, Colin (C.P.); Langley, Scott (C.S.); Boerger, Jim (J.G.); Powers, Ken (K.W.)
Cc: Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)
Subject: RE: ETB issue

We'll need concurrence from a Chief to call the STOP-SHIP.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Horbal, Colin (C.P.)
Sent: Wednesday, January 20, 2010 8:32 AM
To: Bushman, Thomas (T.S.); Langley, Scott (C.S.); Boerger, Jim (J.G.)
Cc: Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)
Subject: RE: ETB issue

Do it.

Colin Horbal
Manager, LGDEE OPD/Quality Dept
Phone: 313-845-7581
Cell Phone: 313-805-5734
Text Page: chorbal

From: Bushman, Thomas (T.S.)
Sent: Tuesday, January 19, 2010 10:02 AM
To: Langley, Scott (C.S.); Boerger, Jim (J.G.)
Cc: Horbal, Colin (C.P.); Schiltges, Dave (D.); Moore, Andrew (R.); Castillo, Luis Antonio (L.); Sparks, Douglas (D.S.)
Subject: FW: ETB issue
Importance: High

Scott / Jim --

We've audited approximately 50 2.5L Engines and 50 3.0L Engines so far.

Approximately 1/3 of our 2.5L Inventory has this suspect build date of 345.

We have not found any on the 3.0L so far.

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Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Moore, Andrew (R.)
Sent: Tuesday, January 19, 2010 6:53 AM
To: Bushman, Thomas (T.S.)
Cc: Moore, Andrew (R.); Schiltges, Dave (D.); Olmos, Nancy (N.); Ferguson, Dave (D.W.); Binger, Charlie (C.F.)
Subject: ETB issue
Importance: High

Tom, I was notified this morning of a quality issue with the Delphi ETB. HSAP has encountered a EOL code #P2111. ChEP has also had a cold test failure for the same failure mode. According to Delphi this defect is contained to TPS build date of 345. CEP 2 and ChEP are currently inspecting all engines and loose ETB's for this date.

It is not clear weather or not this date is has been installed on the V6, but it has been installed for sure on the I4 based on the HSAP failure. Can you please watch for any P2111 codes on the V6 or I4 products.

Attached is a file for the criteria CEP 2 is using to sort.

I will get back with you later today when we have more info.

Feel free to call my cell if you have any questions.

Andy

<< File: SEC-AC-07-1 559- CODE 345.xls >>

From: Pierce, Warren (W.B.)
Sent: Monday, July 20, 2009 5:38 PM
To: Langley, Scott (C.S.)
Subject: RE: ETB Lip

Got it, thanks for the update. You think you guys may want to try the 1.25mm barb going forward, the 0.6mm or something in between?

Thanks again for your assistance!

Warren B. Pierce
HEV VEHICLE ENGINEERING SUPERVISOR
ESCAPE/MARINER/TRIBUTE PVT-KCAP
PHONE: 816.459.1439 CELL: 313.805.6268
wpierce@ford.com
www.fordvehicles.com/thefordstory

From: Langley, Scott (C.S.)
Sent: Monday, July 20, 2009 4:32 PM
To: Pierce, Warren (W.B.)
Cc: Parkinson, Tim (T.M.)
Subject: FW: ETB Lip

Warren,
Attached is what Tim pulled together.
As I said, he is investigating feasibility with Delphi on any changes.
We'd also need to look at zip tube interface. We should mock up representative samples of this lip to see what the ergonomic effect is.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Parkinson, Tim (T.M.)
Sent: Friday, July 10, 2009 3:44 PM
To: Langley, Scott (C.S.)
Subject: RE: ETB Lip

Here's a start on this ais barb info.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Parkinson, Tim (T.M.)
Sent: Wednesday, September 02, 2009 4:05 PM
To: Langley, Scott (C.S.)
Cc: Davis, Andrae (A.L.); Chabon, Michael (W.); Mosti, Santiago (S.I.)
Subject: RE: ETB Lip2

I apologize that this has been moving slow. Delphi confirmed that the change I proposed is feasible. In a few days Delphi will have the cost.

I think the next step is making some samples to determine if the proposed change is helpful, and that we haven't impacted the AIS. Just yesterday, I spoke with Delphi to determine how we could make some samples to evaluate the change. They are going to investigate a couple options, and I will stop by the PFSL tool room tomorrow to see if they can do something quickly.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Langley, Scott (C.S.)
Sent: Wednesday, September 02, 2009 3:23 PM
To: Parkinson, Tim (T.M.)
Cc: Davis, Andrae (A.L.); Chabon, Michael (W.)
Subject: FW: ETB Lip

Tim,
where'd we end up on this... I know we had some initial contact with the AIS engineer. Was there anything further from him?
How about from the Delphi side?

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 02, 2009 3:09 PM
To: Langley, Scott (C.S.); Chabon, Michael (W.)
Subject: FW: ETB Lip

Scott / Mike -

Have you guys had any luck making some progress on increasing the Lip Diameter on the ETB?

Could you please shoot me a note back with an update - thanks.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Pierce, Warren (W.B.)
Sent: Monday, July 20, 2009 4:39 PM
To: Bushman, Thomas (T.S.)
Subject: FW: ETB Lip

Tom,
FYI. . .Scott has asked that we sit on this until they can get a proposal and maybe parts from Delphi. Obviously whatever it is they want to trial, we'll need to look at an installation effort comparison.

Warren B. Pierce
HEV VEHICLE ENGINEERING SUPERVISOR
ESCAPE/MARINER/TRIBUTE PVT-KCAP
PHONE: 816.459.1439 CELL: 313.805.6268
wpierce@ford.com
www.fordvehicles.com/thefordstory

From: Langley, Scott (C.S.)
Sent: Monday, July 20, 2009 4:32 PM
To: Pierce, Warren (W.B.)
Cc: Parkinson, Tim (T.M.)
Subject: FW: ETB Lip

Warren,
Attached is what Tim pulled together.
As I said, he is investigating feasibility with Delphi on any changes.
We'd also need to look at zip tube interface. We should mock up representative samples of this lip to see what the ergonomic effect is.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality

& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Parkinson, Tim (T.M.)
Sent: Friday, July 10, 2009 3:44 PM
To: Langley, Scott (C.S.)
Subject: RE: ETB Lip

Here's a start on this ais barb info.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

Top Warranty From: 1 Top Warranty To: 20

BSAQ CURRENT MODEL QUALITY TRACKING

VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Warranty

VFM

F18 - NA ESCAPE / MARINER (LESS HYBRID)

F04-POWERTRAIN

GLOBAL - 24-Sep-2010 12.45.06

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT; CCC - Cust. Concern Code; Src = Origin. Source, Count; PVL = Paynter Vehicle Lines; LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator (Before / After)	Critical X Status	TL = Team Leader; SAQ Number; PDS = Process /Supply/Design; RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	CONCERN STAT: Containment Status	Permanent Corrective Status
7	THROTTLE BODY DEFECTIVE, , , ,	VRT: F04 CCC: D02,D03,D13,D21,D36,D42,D50,E26,E29,E36,L73,P68 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			
	THROTTLE BODY DEFECTIVE, , , ,	VRT: F04 CCC: D02,D03,D13,D21,D36,D42,D50,E26,E29,E36,L73,P68 Src: WAR,31 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT														Title: 2.5L/3.0L ETB (U377/CD3) - Via Holes PCB Resource TL: MSHAPARD SAQ2010132537 PDS: SD RS: JUST DO IT	C = Switch from an historically inconsistent PCB Supplier for the Mother Board in the ETB to a new supplier, VIA SYSTEMS. (TBUSHMAN) Effective Vehicle Date is 7/30/10. That's based on a 6/16/10 actual date on the ETB at Delphi. per S. Langley P = Switch from an historically inconsistent PCB Supplier for the Mother Board in the ETB to a new supplier, VIA SYSTEMS. (TBUSHMAN) Effective Vehicle Date is 7/30/10. That's based on a 6/16/10 actual date on the ETB at Delphi. per S.Langley	2010-07-30 2010-07-30	A A	G	G

Rank	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
7	WAR	2	3	2	2	2	5	3	6	5	0	1	0						6		RL	RL
											B											
	WAR	2	3	2	2	2	5	3	6	5	0	1	0						6			

ENDOFDATA

ENDOFDATA

Source Validation: C = Containment | P = PCAI | B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMM:COMPLETE - RETIRED 3MIS, CMY:COMPLETE - RETIRED HTIS

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line C

Region(s):

Market(s):

Assembly Plant(s):

VFG(s):

VRT(s): F04-POWERTRAIN

Function(s):

Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION

Plant(s):

Concern Open I Concern Open Date To:

Created By: tbushman

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION					CONC ERN STAT		VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																														
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/Versatility	Acceptance Criteria	Reaction Plans	Replication/Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D				CpiCpK								Before	After																									

Action:
Type:
Action Date Fro
Action Date To:
Fixed Start Mo
Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizat
Primary Indicat
Affected Popul
Origination Sou
Top CCC From 1 Top 20
Top WAR From 1 Top 20
Top GQR From 1 Top 20
Top QLS From: 1 Top 20
Top Other Fron 0 Top 0
Part(Item): ###
Repair: ###
Concern Type: ###
PositionA: ###
PositionB: ###

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.
CRITICAL X STATUS MANUALLY ENTERED: NO CONTAINMENT = RED; CONTAINMENT WITHOUT DATA = YELLOW; CONTAINMENT WITH DATA = GREEN.

PCAI STATUS - LOWEST RATING FOR COMBINATION OF PCAI DATES AND CRITICAL X STATUS.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX GQR
VFM
F18 - NA ESCAPE / MARINER (LESS HYBRID)
F04-POWERTRAIN
GLOBAL - 24-Sep-2010 12.45.06

Rank	Part (Item) / Concern Type / Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Concern Status: Containment Status	Concern Status: Permanent Corrective Status	Validation: Source	20910	20911	20912	20101	20102	20103	20104	20105	20106	20107	20108	20109	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MCPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
1	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91	Y	Y
																	Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A A	G	G							C			P																
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																	Title: 6F35 Center support improvements for snap ring retention TL: MDEFORE SAQ2009107018 PDS: D	C = Operator re-eduacation on rejects Gibbs Logic change P = see pca @ supplier entry	2009-05-12 2010-02-19	A A	G	G										P																
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.	2010-02-12 2010-03-07	A A	G	G										C	P															
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																	Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2008-04-30 2010-02-26	A A	G	G										P																
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																	Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D	C = No containment possible - requires a calibration change. P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.	2010-02-10 2010-02-12	A A	G	G										B																
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08 2010-12-11	A P	G	Y										C																
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																	Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P P	Y	Y																										
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
																		C = Install snap ring in non-burr direction -								C			P																	

DP12-006 000261

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Conc. Ern Stat: Containment Status	Conc. Ern Stat: Permanent Corrective Status	Validation: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A A	G	G	GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra P = drawing change to decrease surface finish spec to 2.5 Ra.	2010-07-21 2010-09-13	A A	G	G	GQR	17	13	10	9	12	8	5	0	0	C 0	0	P 0							91		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A A	G	G	GQR	17	13	10	9	12	8	B 5	0	0	0	0	0							91		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08 2010-09-27	A P	G	Y	GQR	17	13	10	9	12	8	C 5	0	0	0	0	P 0							91		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 recal/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010	2010-07-29 2010-07-29	A A	G	G	GQR	17	13	10	9	12	8	5	0	0	B 0	0	0							91		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , ,	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A P	G	Y	GQR	17	13	10	9	12	8	5	0	C 0	0	0	0							91		
2	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																					GQR	4	12	9	8	8	5	3	1	0	0	0	0							60	G	Y
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A A	G	G	GQR	4	12	9	8	8	5	C 3	1	0	P 0	0	0							60		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A A	G	G	GQR	4	12	9	8	P 8	5	3	1	0	0	0	0							60		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09 P = see pca at supplier	2009-11-26 2009-12-31	A A	G	G	GQR	4	C 12	P 9	8	8	5	3	1	0	0	0	0							60		
																	Title: 6F35 - NEG								C	P																			

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			CONC. ERN STAT.		VALIDATION																		RANK STATUS	
							Phase 1			Phase 2		Phase 3																											
Rank	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item) / Concern / Type / POS. C / POS. D																																					
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT														PROJ - solenoid trim characterization TL: PTOUTANT SAQ2010143536 PDS: SP	P = replaced cable on test stand 12-1-09 at BW	2009-12-01 2010-01-18	A A	G	G	GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
																Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A A	G	G					C			P																	
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
																Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra P = drawing change to decrease surface finish spec to 2.5 Ra.	2010-07-21 2010-09-13	A A	G	G											C	P											
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
																Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A A	G	G								B															
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
																Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A P	G	Y											C												
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , PARK,	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
3	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																				GQR	12	5	5	5	9	5	4	1	0	0	0	0							59	Y	Y
																Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A A	G	G								C				P											
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
																Title: 6F35 Center support improvements for snap ring retention TL: MDEFORE SAQ2009107018 PDS: D	C = Operator re-eduacation on rejects Gibbs Logic change P = see pca @ supplier entry	2009-05-12 2010-02-19	A A	G	G												P											
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
																Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.	2010-02-12 2010-03-07	A A	G	G												C	P										
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				WAR	0	0	0	0	0	0	1	0	0	0	0	0									
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
																Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278	P = KCAP clean date November 19th, HSAP clean date November 24th.	2009-11 2009-11	A A	G	G			B																			
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				WAR	0	0	0	0	0	0	1	0	0	0	0	0									

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Conc. Ern Stat: Containment Status	Conc. Ern Stat: Permanent Corrective Status	Validation: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															SAQ2009107278 PDS: SP RS: JUST DO IT		-24 -24				GQR	12	5	5	5	9	5	4	1	0	0	0	0								59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A A	G	G								P																									59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09 P = see pca at supplier	2009-11-26 2009-12-31	A A	G	G				C	P																																
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					WAR	0	0	0	0	0	0	1	0	0	0	0	0								59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	12	5	5	5	9	5	4	1	0	0	0	0								59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D	C = No containment possible - requires a calibration change. P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.	2010-02-10 2010-02-12	A A	G	G								B																									59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 - NEG PROJ - solenoid trim characterization TL: PTOUTANT SAQ2010143536 PDS: SP	P = replaced cable on test stand 12-1-09 at BW	2009-12-01 2010-01-18	A A	G	G								C	P																									59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P P	Y	Y																																	59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A A	G	G								C		P																							59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra P = drawing change to decrease surface finish spec to 2.5 Ra.	2010-07-21 2010-09-13	A A	G	G																																	59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 35R Latch Valve TL: MDEFORE SAQ2009107038 PDS: SP RS: JUST DO IT	C = Borg Warner sorting for casting flash/burrs starting 11/19/09 P = Implemented predictive blade and core pin preventative maintenance to reduce wash out of latch area	2009-11-19 2010-01-15	A A	G	G				C	P																															
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					WAR	0	0	0	0	0	0	1	0	0	0	0	0								59		
																	Title: 6F35	C = '- Calibration change '- Plan incorporation												B																									

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Concern Status: Containment	Concern Status: Permanent Corrective Status	Validation: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D	date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A A	G	G	GQR	12	5	5	5	9	5	4	1	0	0	0	0								59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 recall/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D RS: JUST DO IT	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010	2010-07-29 2010-07-29	A A	G	G	GQR	12	5	5	5	9	5	4	1	0	B 0	0	0								59		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					WAR	0	0	0	0	0	0	1	0	0	0	0	0								0		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO , , ,	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A P	G	Y	GQR	12	5	5	5	9	5	4	1	C 0	0	0	0								59		
4	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41,D43,D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																					GQR	1	5	2	4	0	3	0	0	0	0	0	0								23	RL	RL
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597 PDS: P RS: JUST DO IT	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points. P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.	2010-01-20 2010-01-20	A A	G	G	WAR	0	3	0	0	0	0	1	0	0	0	0	0								0		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					GQR	1	5	2	4	0	3	0	0	0	0	0	0								23		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A A	G	G	P GQR	1	5	2	4	0	3	0	0	0	0	0	0								23		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					WAR	0	3	0	0	0	0	1	0	0	0	0	0								0		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D RS: JUST DO IT	C = No containment possible - requires a calibration change. P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.	2010-02-10 2010-02-12	A A	G	G	B GQR	1	5	2	4	0	3	0	0	0	0	0	0								23		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,	VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					WAR	0	3	0	0	0	0	1	0	0	0	0	0								0		
5	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																					GQR	6	2	0	2	1	1	1	1	0	0	0	0								19	Y	Y
																	Title: U377 -	C = Operator Awareness. Posted S.P.L.																					B													

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / CpCpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597	1/20/2010 at both installation points. P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.	2010-01-20 2010-01-20	A A	G	G	GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
																												C			P													
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy	2010-02-01 2010-05-24	A A	G	G	GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
																												C			P													
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 2.5L VCT (U377/CD3) Negative Warranty Impact TL: LCASTI29 SAQ2010132529 PDS: P RS: JUST DO IT	C = ICAS -Vacuum installation at strategic points of engine assembly. (Oct 2009- Feb-2010) -Manually Blow off for VVT bore and galleries (Oct 2009) P = Corrective Actions (PCA): Install new flushing nozzle in Op 110 to avoid chips getting in to the VVT Galleries (April 26th 2010) Modify the parameters of operation 110. (feed & speed) (22th Apr 2010) Next Steps: Continue monitoring of vacuums in engine assembly (Daily) Evaluate the brushes rehab in operation 90 & 125 (May 2010) Evaluate the spin direction of the cam bore cutter (May 2010) Increase the deburring pressure at the washer to 300 BAR. (May 2010)	2010-02-19 2010-05-31	A A	G	G	GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
																													C															
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - Engine Mount S&R Check on Finished Vehicles TL: GBRUNKOW SAQ2010117545 PDS: P RS: JUST DO IT	C = ICA - All vehicles are checked with a Power Braking action, with unit in Reverse, to verify that the 3.0L Y-Pipe clears the Steering Rack during Engine Roll (3/29/10). SSM 063-2010-1313 issued - directing dealers how to correct for this error state (4/16/10). P = PCA - Conduct a cross section in CAD to determine what the minimum design guide clearance should be between the Y-Pipe Flange and the Steering Rack. Then, dial in the Engine Pallets to deliver said minimum clearance. 5/12 - Master gage completed. Started dialing in the pallets... Current ETA for 100% Engine Pallet Rework is 10/31/10	2010-03-29 2010-10-31	A P	G	Y	GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
																											P																	
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																C = Correct the fore-aft play within the Engine Pallet, between the Powertrain and the Sub Frame. P = Correct the Fore-Aft stack-up play that we currently experience between the Engine Pallet and the Moon Buggy Locator Pin. To do so a					WAR	0	2	0	1	0	0	3	0	0	0	0	0									

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT; CCC - Cust. Concern Code; Src = Origin. Source, Count; PVL = Paynter Vehicle Lines; LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	TL = Team Leader; SAQ Number; PDS = Process /Supply/Design; RS = Resolution Scheme	(C) Containment Production; (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: 2009MY U377 - NEGATIVE PROJECT - Engine Idles Rough TL: RROCKEL SAQ2009093607 PDS: P RS: JUST DO IT	PM Process will need to be established and maintained in order to keep the pallets in good working order. Team is working on finalizing that PM process. * PM Process has been establish - a full time Tool Maker has been stationed on the Sanyo Line to conduct PM on the Pallets every day until they have all been completed, then all will be PM'd, Verified w/ Checking Fixture, and cleaned at least once per month (12/4/09).	2009-09-18 2010-01-11	A A	G	G
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010	2010-04-08 2010-09-27	A P	G	Y
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP	2009-11-19 2010-05-17	A A	G	G
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4, ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: 2.5L Engine Idles Rough - Reprocess RRR TL: TBUSHMAN SAQ2010147173 PDS: P RS: JUST DO IT	C = ICA - Secure Rear Roll Restrictor on the 2.5L 4x2 Powertrain After Engine Decking. Process to run down with Air Tool, followed by a clicker wrench, was implemented on 9/13/10. Rotation # 1094. P = PCA - Install DC Tools and an Articulated Arm, release on CR #C12384619. ETA is 1/14/11.	2010-09-13 2011-01-14	A P	G	Y
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,	VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																	C = 1) Post a visual aid at the Sanyo Repair Station reminding operators to check that the Front Studs are run down fully into the Front Cover. 2) Post a visual aid at same station to remind operators to check the Rear Roll Restrictor Bolt - to ensure it is fully run down.			G	Y

Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							C					P									
GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
		C						P													
GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
												C									
WAR	0	2	0	1	0	0	3	0	0	0	0	0									
GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
						C						P									
WAR	0	2	0	1	0	0	3	0	0	0	0	0									

CONCERN GENERAL INFORMATION				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONC. ERN STAT.		VALIDATION																				RANK STATUS	
								Phase 1			Phase 2		Phase 3																																
Rank	Part (Item) / Concern / Type / POS. C / POS. D		VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,		VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 2010MY U377 - Engine Mount Run Down Station Improvement TL: RROCKEL SAQ2009102419 PDS: P RS: G8D	3) As an interim, this operation will be moved to a manual run-down until the machine capability can be improved (ETA - 3/01/10). P = Work with the VOME Team in Dearborn to come up with improvements to Station 190 so it will consistently run-down the Front Engine Mount Studs and the Rear Roll Restrictor Thru-Bolt. First permanant action of moving the I4/HEV Engine 3rd engine mount stud out of station190 automation back to an operator secure on KCAP Engine line.	2010-03-26 2010-09-30	A P	G	Y	GQR	6	2	0	2	1	1	1	1	0	0	0	0	0								19		
	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,		VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P	C = action TBD P = action TBD	2010-10-08 2010-10-08	P P	Y	Y	GQR	6	2	0	2	1	1	1	1	0	0	0	0	0								19		
6	TRANSMISSION (MANUAL) DISLIKE, DIFFICULT/COMPLEX , , ,		VRT: F04 CCC: P01,P23,P51,P59 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT:																					GQR	4	0	0	2	1	1	0	0	0	0	0	0								12	Y	Y
	TRANSMISSION (MANUAL) DISLIKE, DIFFICULT/COMPLEX , , ,		VRT: F04 CCC: P01,P23,P51,P59 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 10MY Escape-Investigate Diff to Shift TGW's for 10/2009MOP TL: JBOTTENB SAQ2010133785 PDS: D RS: JUST DO IT	C = Investigation to take place by Ford Manual Transmission section. Lead on the project will be Dave Hinman and John Bottenberg. Expected analysis completion is December 2010. P = Investigation to take place by Ford Manual Transmission section. Lead on the project will be Dave Hinman and John Bottenberg. Expected analysis completion is December 2010.	2010-12-24 2010-12-24	P P	Y	Y	GQR	4	0	0	2	1	1	0	0	0	0	0	0								12		
7	CLUTCH DISLIKE, DIFFICULT/COMPLEX , , ,		VRT: F04 CCC: D21,E50,P01,P22,P23,P24 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT:																					GQR	3	5	0	1	0	1	1	0	0	0	0	0								12	Y	Y
	CLUTCH DISLIKE, DIFFICULT/COMPLEX , , ,		VRT: F04 CCC: D21,E50,P01,P22,P23,P24 Src: GQR,11 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 10MY Escape-Investigate Diff to Shift TGW's for 10/2009MOP TL: JBOTTENB SAQ2010133785 PDS: D RS: JUST DO IT	C = Investigation to take place by Ford Manual Transmission section. Lead on the project will be Dave Hinman and John Bottenberg. Expected analysis completion is December 2010. P = Investigation to take place by Ford Manual Transmission section. Lead on the project will be Dave Hinman and John Bottenberg. Expected analysis completion is December 2010.	2010-12-24 2010-12-24	P P	Y	Y	GQR	3	5	0	1	0	1	1	0	0	0	0	0								12		

CONCERN GENERAL INFORMATION					CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT		VALIDATION																				RANK STATUS	
									Phase 1			Phase 2		Phase 3																																	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type		POS. C	POS. D		Cp/CpK								Before	After																												
8	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																								GQR	0	0	2	3	2	1	0	0	0	0	0	0							11	Y	Y
																														C			P												
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																															C	P												
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.	2010-02-12 2010-03-07	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																											B																		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	P = KCAP clean date November 19th, HSAP clean date November 24th.	2009-11-24 2009-11-24	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																																P												
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																														C	P												
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 - NEG PROJ - solenoid trim characterization TL: PTOUTANT SAQ2010143536 PDS: SP	P = replaced cable on test stand 12-1-09 at BW	2009-12-01 2010-01-18	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P P	Y	Y	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																															C		P												
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																																			C		P						
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra P = drawing change to decrease surface finish spec to 2.5 Ra.	2010-07-21 2010-09-13	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																														C							P						
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35 35R Latch Valve TL: MDEFORE SAQ2009107038 PDS: SP RS: JUST DO IT	C = Borg Warner sorting for casting flash/burrs starting 11/19/09 P = Implemented predictive blade and core pin preventative maintenance to reduce wash out of latch area	2008-11-19 2010-01-15	A A	G	G	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
																											C		P														
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,																		Title: 6F35	C = '- Calibration change '- Plan incorporation																													

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	VRT = Function/VRT; CCC - Cust. Concern Code; Src = Origin. Source, Count; PVL = Paynter Vehicle Lines; LPT = Linked Plant	TL = Team Leader; SAQ Number; PDS = Process /Supply/Design; RS = Resolution Scheme	(C) Containment Production; (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D	date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A A	G	G
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08 2010-09-27	A P	G	Y
	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY , , ,	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A P	G	Y
9	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:						
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597 PDS: P RS: JUST DO IT	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points. P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.	2010-01-20 2010-01-20	A A	G	G
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT						
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy	2010-02-01 2010-05-24	A A	G	G
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT						
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT		C = ICAS -Vacuum installation at strategic points of engine assembly. (Oct 2009- Feb-2010) -Manually Blow off for VVT bore and galleries (Oct 2009) P = Corrective Actions (PCA): Install new flushing nozzle in Op 110 to avoid chips getting				

Column headings with no entries in the rows above: CONTAINMENT / MAPPING (Critical X; Pre-Delivery A = Audit D = Date/Text; Dept I = Insp/CP D = Date/Text; Capability; Cp/CpK); PROCESS VALIDATION Phase 1 (Workstation Analysis; Training/Versatility; Acceptance Criteria), Phase 2 (Reaction Plans; Replication/Containment), Phase 3 (Process Improvement; Error Proofing); VALIDATION VERIFICATION (Replicated Internal Indicator: Before, After); Critical X Status. Sub-columns under Part (Item): Part(Item), Concern, Type, POS.C, POS.D.

VALIDATION

Row	Marker	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
Transmission (OBD/Calibration improvements)		GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
Transmission (6F35 CB1234 snap ring)	C at 201004; P at 201009	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
Transmission (6F35 Calibration improvements)	C at 201006	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
9 Engine		GQR	1	0	1	2	1	1	0	1	0	0	0	0							10	Y	Y
Engine (U377 PCV Hose)	B at 201001	WAR	1	1	0	0	0	1	0	0	0	0	0	0									
		GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
Engine (6F35 Main Control Bolt torque)	C at 201002; P at 201005	WAR	1	1	0	0	0	1	0	0	0	0	0	0									
		GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
Engine (ICAS)	C at 201002; P at 201005	WAR	1	1	0	0	0	1	0	0	0	0	0	0									

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Concern Status: Containment Status	Concern Status: Permanent Corrective Status	Validation: Source	20091O	20091I	20092	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 2.5L VCT (U377/CD3) Negative Warranty Impact TL: LCASTI29 SAQ2010132529 PDS: P RS: JUST DO IT	in to the VVT Galleries (April 26th 2010) Modify the parameters of operation 110. (feed & speed) (22th Apr 2010) Next Steps: Continue monitoring of vacuums in engine assembly (Daily) Evaluate the brushes rehab in operation 90 & 125 (May 2010) Evaluate the spin direction of the cam bore cutter (May 2010) Increase the deburring pressure at the washer to 300 BAR. (May 2010)	2010-02-19 2010-05-31	A A	G	G	GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010	2010-04-08 2010-09-27	A P	G	Y								C					P									
																						GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP	2009-11-19 2010-05-17	A A	G	G			C					P													
																						WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P RS: JUST DO IT	C = action TBD P = action TBD	2010-10-08 2010-10-08	P P	Y	Y																GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																				WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
10	FUEL GAUGE DISLIKE, SETTING , , ,	VRT: F04 CCC: L69 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																				GQR	4	0	0	0	0	0	0	0	0	0	0	0							6	RL	RL
	FUEL GAUGE DISLIKE, SETTING , , ,	VRT: F04 CCC: L69 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: Neg proj- Escape Veh Family TGW Spike TL: CLILLY SAQ2010118202 PDS: D	C = Spike of TGW esp L69.. P = see ica..	2009-10-01 2009-10-01	A A	G	G								B													
																						GQR	4	0	0	0	0	0	0	0	0	0	0	0							6		
11	ENGINE LACKS POWER, , , I4,	VRT: F04 CCC: D42 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																				GQR	0	1	0	0	1	1	1	0	0	0	0	0							6	RL	RL

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Process Validation Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	Validation Verification: Replicated Internal Indicator Before	Validation Verification: Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Concern Status: Containment	Concern Status: Permanent Corrective Status	Validation: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Rank Status: Containment Status	Rank Status: Permanent Corrective Status
	ENGINE LACKS POWER, , , I4,	VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A A	G	G	GQR	0	1	0	0	P 1	1	1	0	0	0	0	0							6		
12	ENGINE ENGINE PERFORMANCE, STALLS , , I4,	VRT: F04 CCC: D03,D21 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT:																					GQR	4	1	0	0	0	0	0	0	0	0	0	0	0							6	Y	Y
	ENGINE ENGINE PERFORMANCE, STALLS , , I4,	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points. P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.	2010-01-20 2010-01-20	A A	G	G	GQR	4	1	0	B 0	0	0	0	0	0	0	0	0							6		
	ENGINE ENGINE PERFORMANCE, STALLS , , I4,	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 2.5L VCT (U377/CD3) Negative Warranty Impact TL: LCASTI29 SAQ2010132529 PDS: P RS: JUST DO IT	C = ICAS -Vacuum installation at strategic points of engine assembly. (Oct 2009- Feb-2010) -Manually Blow off for VVT bore and galleries (Oct 2009) P = Corrective Actions (PCA): Install new flushing nozzle in Op 110 to avoid chips getting in to the VVT Galleries (April 26th 2010) Modify the parameters of operation 110. (feed & speed) (22th Apr 2010) Next Steps: Continue monitoring of vacuums in engine assembly (Daily) Evaluate the brushes rehab in operation 90 & 125 (May 2010) Evaluate the spin direction of the cam bore cutter (May 2010) Increase the deburring pressure at the washer to 300 BAR. (May 2010)	2010-02-19 2010-05-31	A A	G	G	GQR	4	1	0	0	C 0	0	0	P 0	0	0	0	0							6		
	ENGINE ENGINE PERFORMANCE, STALLS , , I4,	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P	C = action TBD P = action TBD	2010-10-08 2010-10-08	P P	Y	Y	GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
13	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																					GQR	1	0	0	0	0	1	0	0	0	0	0	0							5	G	G
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)	2010-02-15 2010-02-15	A A	G	G	GQR	1	0	0	0	B 0	1	0	0	0	0	0	0							5		
																	Title: U377 - Negative -	C = Documenting uptick - fix already													B																		

CONCERN GENERAL INFORMATION			CONTAINMENT / MAPPING				PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION							CONC ERN STAT		VALIDATION																				RANK STATUS	
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															PTU Seal Leak Spike - NOV-FEB TL: MSIMETKO SAQ2010118050 PDS: SP	implemented on SAQ2010116358 P = Documenting uptick - fix already implemented on SAQ2010116358	2010-02-26 2010-02-26	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
																												B																
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - Negative - PTU Seal Leak Spike in January TL: MSIMETKO SAQ2010118062 PDS: SP RS: GLIDEPATH ADJUST	C = This project documents the negative uplift in January - all actions accomplished on SAQ-2010-116358. P = This project documents the negative uplift in January - all actions accomplished on SAQ-2010-116358.	2010-02-26 2010-02-26	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
																																		B										
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 U377 RH Differential Seal TL: JMERIDET SAQ2010114058 PDS: P RS: JUST DO IT	C = n/a - see PCA P = Press seal deeper 7-19-2010 @ VDTP 8-15-10 at KCAP	2010-08-05 2010-08-15	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
																												C	P															
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 6F35 Cooler Bypass Plug Leak TL: JMERIDET SAQ2010114976 PDS: SP RS: JUST DO IT	C = 100% sort for stock: 2/11/10 @ VDTP (plug), 2/12/10 @ ESNA (raw bar stock), 2/18/10 use of 4X magnifying light @ ESNA. P = 100% inspection of bar stock using eddy current testing.	2010-02-18 2010-03-23	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
																													C				P											
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: Add Linamar contamination spec to PTU assembly (MS10A) TL: JMAZUR2 SAQ2010113220 PDS: SP RS: JUST DO IT	C = Combination of axle and trans clutch contamination spec implemented as ICA while PTU spec developed over the next couple of months. P = Evidence of contamination on seals from field returns. Contamination limits to be deleped by Linamar for all PTU subcomponents. Overall PTU assembly contamination spec to be developed.	2010-03-15 2010-07-31	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
																		C = Supplier began certifying link shafts at											C			P													

Rank	CONCERN GENERAL INFORMATION: Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - NEG - PTU Seal Leak - Link Shaft Contamination TL: TCOULTER SAQ2010112113 PDS: SP RS: G8D	KCAP by wiping dust shield cup area to remove any metal shavings. Concurrently Supplier retrained operators at their plant to wipe link shafts. 04/26/2010: Inspection moved off-line to QA area. Each part is sprayed with air hose, then brushed, then wiped. Each tray is cleaned with air hose to remove slivers prior to placing assembly inside dunnage. P = Supplier expects to complete (2/6/10) design specifications for change to chamfer at dust shield to link shaft should to eliminate the knife edge that the dust shield travels over during assembly process. Testing of new parts expected to complete by 2/25/10. Change to link shaft will be implemented at Supplier facility (Thailand) after successful testing & ford approval. ETA for production parts is 5/31/10. 04/26/2010. New date PCA expected to be implemented at Ass - *** TRUNCATED ***.	2010-03-01 2010-06-25	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
																										C	P																		
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: 10MY PTU Linkshaft seal mtrl chg - Escape/Fusion TL: JMAZUR2 SAQ2009098600 PDS: D RS: JUST DO IT	C = V72 material for linkshaft seal. P = V72 material for linkshaft seal. 2/8/2010 U377. KCAP Started using PTUs with the new material 1:56 pm rotation 8039.	2009-11-20 2009-12-18	A A	G	G	GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , ,	VRT: F04 CCC: L87 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					WAR	0	0	0	0	0	0	0	0	0	0	0	0									
																		C = New failure mode found for leaking transfer										C		P														

Rank	Part (Item) / Concern / Concern Type / Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT; CCC - Cust. Concern Code; Src = Origin. Source, Count; PVL = Paynter Vehicle Lines; LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	After	Critical X Status	TL = Team Leader; SAQ Number; PDS = Process /Supply/Design; RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - PTU seal leak left Side TL: MSIMETKO SAQ2010116358 PDS: SP RS: G8D	case seals... cut seal & contaminated seal from T2 supplier. Started containment at KCAP/CEVA 2/15/2010. P = New Federal Mogul Seal currently filling the Pipe-Line. ETA for complete fill is 5/15/10. Permanent Corrective Actions at Federal Mogul: Cavities Tightened to Shoe (Corrects non-fills) 2/16/2010 Prep weight increased to minimize ris of non-fills 2/17/10 Press parameters optimized to prevent knitlines and splits 2/22/10 Added Instruction sheet requiring 100% inspection of five full heats before approval. 3/2/10 PPAP checklist modified to iclude verification new produt checklist has been completed. 3/5/10 Fully Certified PTUs on line at KCAP on 4/30/10.	2010-02-15 2010-04-30	A A	G	G
	TRANSMISSION (AUTOMATIC) LEAK, , , ,	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - PTU Leak - Loose Banjo Bolt TL: KPOWERS SAQ2009064738 PDS: P RS: 6-SIGMA - DMAIC	C = ICA #1) LassCo implemented 100% inspection of for oversized breather hole o 3/5/2009 per Doug Fuchs, Linamar Driveline Systems Quality Analyst. ICA #2) KCAP added a Clicker Wrench to the operation on 4/7/09 - 100%, and then marked with a white paint pen to certify that it was checked. ICA #3) 4/29/2009 - Added DC Tool to the operation. Still paint marking until DC tool is added to AIS box that will be tied to specific vehicle rotation. ISPC for DC Tool added on 7/13/09. P = Plastic Vent Line could not be used, in violation of design guides for vent line. Metal 90 degree fitting being examined, used for 5R110 PTO Model vent fitting. Will need new hose, new connection to PTU back side (on line). Vent line diameter will need to increase to accomodate existing fitting. With design,vallidation and release a 11/30/2009 implementation is estimated at this - *** TRUNCATED ***.	2009-03-05 2009-12-16	A A	G	G
	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , ,	VRT: F04 CCC: L87 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																					
	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , ,	VRT: F04 CCC: L87 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT															Title: U377 - PTU Leaks TL: KPOWERS SAQ2009102301	C = Removing alignment pin from PTU install station. Team agreed that the negative warranty seen with the Alignment Pin did not off-set the warranty created by mis-insalling the PTU to the Transmission (causing Seal Damage).	2009-10 2009-10	A A	G	G

VALIDATION / RANK STATUS

Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
			P																		
GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
WAR	0	0	0	0	0	0	0	0	0	0	0	0									
	B																				
WAR	0	0	0	0	0	0	0	0	0	0	0	0									

Rank	Part(Item)	Concern	Type		POS. C	POS. D	Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT = Function/VRT CCC = Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant																																													
	TRANSMISSION (AUTOMATIC) LEAK, , , ,						VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																SAQ2009102501 PDS: P RS: JUST DO IT	P = Removal of alignment pin from the PTU Assembly to Trans Process.	-27 -27				GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
14	ENGINE	ENGINE PERFORMANCE,	STALLS	, , V6,			VRT: F04 CCC: D21 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																									GQR	0	0	0	0	2	1	0	0	0	0	0	0							5	Y	Y
	ENGINE	ENGINE PERFORMANCE,	STALLS	, , V6,			VRT: F04 CCC: D21 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P	C = action TBD P = action TBD	2010-10-08 2010-10-08	P P	Y	Y	GQR	0	0	0	0	2	0	0	0	0	0	0	0							4		
15	EXHAUST	NOISY, UNKNOWN	, , I4,				VRT: F04 CCC: E42 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																									GQR	0	0	1	1	0	1	0	0	0	0	0	0							5	R	R
No Data																						No Data																											
16	ENGINE	LACKS POWER,	, , V6,				VRT: F04 CCC: D42 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																									GQR	1	0	0	1	1	0	0	0	0	0	0	0							4	RL	RL
	ENGINE	LACKS POWER,	, , V6,				VRT: F04 CCC: D02,D21,D36,D41,D42 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D RS: JUST DO IT	C = No containment possible - requires a calibration change. P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.	2010-02-10 2010-02-12	A A	G	G	B WAR	0	1	0	0	0	0	0	0	0	0	0	0									
	ENGINE	LACKS POWER,	, , V6,				VRT: F04 CCC: D42 Src: GQR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																									GQR	1	0	0	1	1	0	0	0	0	0	0	0							4		
17	TRANSMISSION SHIFTER	DISLIKE,	DIFFICULT/COMPLEX	, , ,			VRT: F04 CCC: P51,P68 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT:																									GQR	3	0	0	0	0	0	0	0	0	0	0	0							4	R	R
No Data																						No Data																											
18	TRANSMISSION	(AUTOMATIC)	SHIFT QUALITY, SLIPS	, , ,			VRT: F04 CCC: P59,P66 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																									GQR	0	0	0	1	1	1	0	0	0	0	0	0							3	R	R
No Data																						No Data																											
19	ENGINE	ENGINE PERFORMANCE,	HARD START	, , I4,			VRT: F04 CCC: D03,D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT:																									GQR	2	0	0	1	0	0	0	0	0	0	0	0							3	R	R
No Data																						No Data																											
20	FUEL FILLER	DISLIKE, DESIGN	, , ,				VRT: F04 CCC: E65,E68 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																									GQR	2	1	0	0	0	0	0	0	0	0	0	0							3	Y	Y
																										C = Approximation for implementation of new												P								

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION					CONC ERN STAT		VALIDATION																										RANK STATUS	
											Phase 1			Phase 2		Phase 3																																					
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability		Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type		POS. C	POS. D					Cp/CpK									Before	After																														
	FUEL FILLER DISLIKE, DESIGN , , ,						VRT: F04 CCC: E68 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																Title: Improved drain shield to improve TGW E65 & E68 TL: CLILLY SAQ2010148635 PDS: D RS: JUST DO IT	design drain shield for Escape P = See ICA	2010-12-23 2010-09-23	P P	Y	Y	WAR	0	0	0	0	0	0	0	0	0	1	0	0										
	FUEL FILLER DISLIKE, DESIGN , , ,						VRT: F04 CCC: E65,E68 Src: GQR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT																						GQR	2	1	0	0	0	0	0	0	0	0	0	0							3		

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMM:COMPLETE - RETIRED 3MIS, CMY:COMPLETE - RETIRED HTIS
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gi
Region(s):
Market(s):
Assembly Plant(s):
VFG(s):
VRT(s): F04-POWERTRAIN
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open D — Concern Open Date To:
Action: — Type:
Action Date Fro — Action Date To:
Fixed Start Mod — Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.
Concern Type: ### CRITICAL X STATUS MANUALLY ENTERED: NO CONTAINMENT = RED; CONTAINMENT WITHOUT DATA = YELLOW; CONTAINMENT WITH DATA = GREEN.
PositionA: ###
PositionB: ### PCAI STATUS - LOWEST RATING FOR COMBINATION OF PCAI DATES AND CRITICAL X STATUS.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX QLS
VFM
F18 - NA ESCAPE / MARINER (LESS HYBRID)
F04-POWERTRAIN
GLOBAL - 24-Sep-2010 12.45.06

CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	Part(Item)	Concern	Type			POS.C	POS.D	Part (Item) Concern / Concern Type Position A, B, C, D	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MCP'S	MYTD	Containment Status	Permanent Corrective Status
1	TRANSMISSION FLUID	IMPROPER ASSEMBLY,	, , ,						VRT: F04 CCC: P59 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###	###			R	R
No Data																									No Data																					
2	ENGINE MOUNT BOLT	IMPROPER ASSEMBLY,	, , # 2,						VRT: F04 CCC: D13 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	374	###	988	###	###	###	###	###	###	###	###	###	###	664	332	413	111	###			R	R
No Data																									No Data																					
3	PRESSURE DECAY TEST	FAILED,	, , ENGINE COOLANT,						VRT: F04 CCC: E23 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	4	0	0	0	0	0	11	359	702	###	###	769	326	199	289	59	873			R	R
No Data																									No Data																					
4	FUEL TANK	IMPROPER ASSEMBLY,	, , SCAN,						VRT: F04 CCC: XX3 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	18	7	0	0	0	0	77	###	###	481	776	804	208	239	317	97	861			R	R
No Data																									No Data																					
5	EXHAUST RESONATOR	IMPROPER ASSEMBLY,	, , ,						VRT: F04 CCC: L66 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	729	###	927	440	191	233	201	659	597	727	538	470	171	95	172	83	521			R	R
No Data																									No Data																					
6	TRANSMISSION ROLL RESTRICTOR	IMPROPER ASSEMBLY,	, , HORIZONTAL, BOLT						VRT: F04 CCC: D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	150	243	163	85	148	113	217	361	792	388	865	358	175	135	165	16	491			R	R
No Data																									No Data																					
7	ENGINE MOUNT BOLT	IMPROPER ASSEMBLY,	, , # 1,						VRT: F04 CCC: D13 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	149	426	576	250	172	220	360	322	538	565	###	347	191	106	100	13	410			R	R
No Data																									No Data																					
8	FUEL PUMP INERTIA SWITCH	NOT ACTIVATED,	, , ,						VRT: F04 CCC: D02,D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	3	0	0	0	0	0	1	6	91	32	310	387	62	177	155	16	410			R	R
No Data																									No Data																					
9	ENGINE MOUNT STUD	IMPROPER ASSEMBLY,	, , # 2,						VRT: F04 CCC: D33 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	34	43	63	123	111	75	125	370	648	430	554	357	200	84	100	12	396			R	R
No Data																									No Data																					

Created By: tbushman

CONCERN GENERAL INFORMATION							CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION					CONC. ERN STAT.			VALIDATION																				RANK STATUS	
											Phase 1			Phase 2		Phase 3																															
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D			Cp/CpK								Before	After																											
10	ENGINE MOUNT STUD IMPROPER ASSEMBLY, , , , SCREW							VRT: F04 CCC: D33 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	524	###	308	517	###	586	###	###	###	793	921	367	96	129	136	23	384			R	R
No Data								No Data																																							
11	TRANSMISSION SOLENOID CHARACTERIZATION DATA IMPROPER ASSEMBLY,							VRT: F04 CCC: D42,P59 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	38	103	204	87	174	111	134	349	377	195	417	234	187	94	61	13	355			R	R
No Data								No Data																																						
12	TRANSMISSION ROLL RESTRICTOR IMPROPER ASSEMBLY, , , , NUT							VRT: F04 CCC: D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	105	300	210	217	290	498	79	104	153	54	339	245	132	109	96	2	339			R	R
No Data								No Data																																						
13	SERPENTINE BELT IDLER PULLEY IMPROPER ASSEMBLY, , , LOWER,							VRT: F04 CCC: D50 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	18	19	78	81	111	93	200	369	482	152	290	284	44	79	168	11	302			R	R
No Data								No Data																																						
14	EXHAUST DOWN PIPE IMPROPER ASSEMBLY, , , ,							VRT: F04 CCC: L66 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	59	73	42	66	34	38	128	197	178	86	211	173	123	30	33	4	190			R	R
No Data								No Data																																						
15	ENGINE MOUNT STUD IMPROPER ASSEMBLY, , , # 1,							VRT: F04 CCC: D33 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	39	82	80	178	173	107	104	359	413	###	347	160	63	58	56	8	185			R	R
No Data								No Data																																						
16	TRANSMISSION BOLT IMPROPER ASSEMBLY, , , ,							VRT: F04 CCC: P59 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	34	59	70	54	104	30	129	162	245	127	201	173	44	37	36	66	183			R	R
No Data								No Data																																						
17	POWERTRAIN CONTROL MODULE NO PROBLEM FOUND, , , ,							VRT: F04 CCC: D42 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	81	163	113	179	191	118	143	260	389	249	375	152	52	52	55	8	167			R	R
No Data								No Data																																						
18	ENGINE MOUNT STUD IMPROPER ASSEMBLY, , , # 3,							VRT: F04 CCC: D33 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	544	###	###	856	###	###	52	171	200	134	211	140	41	56	50	8	155			R	R
No Data								No Data																																						
19	ENGINE MOUNT BOLT IMPROPER ASSEMBLY, , , ALL,							VRT: F04 CCC: D13 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	23	55	18	48	56	32	178	155	164	121	153	134	48	42	42	18	150			R	R
No Data								No Data																																						
20	ELECTRONIC ENGINE CONTROL MODULE IMPROPER ASSEMBLY, , , ,							VRT: F04 CCC: D42 Src: PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT:																			QLS	2	0	1	2	5	14	11	6	33	9	160	129	77	35	27	7	146			R	R
No Data								No Data																																						

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CONCERN GENERAL INFORMATION								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION						CONCERN STAT			VALIDATION																			RANK STATUS	
												Phase 1			Phase 2		Phase 3																													
Rank	Part (Item) Concern / Concern Type Position A, B, C, D						VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Part(Item)	Concern	Type			POS. C	POS. D				Cp/CpK								Before	After																												

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMM:COMPLETE - RETIRED 3MIS, CMY:COMPLETE - RETIRED HTIS

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gı

Region(s):

Market(s):

Assembly Plant(s):

VFG(s):

VRT(s): F04-POWERTRAIN

Function(s):

Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION

Plant(s):

Concern Open I Concern Open Date To:

Action: Type:

Action Date Froı Action Date To:

Fixed Start Mod Fixed Start Model Year To:

P-D-SD-SP(s):

Lead Organizati

Primary Indicatc

Affected Popula

Origination Souı

Top CCC From: 1 Top 20

Top WAR From: 1 Top` 20

Top GQR From: 1 Top 20

Top QLS From: 1 Top 20

Top Other From 0 Top 0

Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

Top Other From: 0 Top Other To: 0

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX Other Sort
VFM
F18 - NA ESCAPE / MARINER (LESS HYBRID)
F04-POWERTRAIN
GLOBAL - 24-Sep-2010 12.45.06

CONCERN GENERAL INFORMATION		CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION								CONCERN STAT		VALIDATION																	RANK STATUS	
						Phase 1			Phase 2		Phase 3																												
Rank	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability / Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator (Before, After)	Critical X Status	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status

ENDOFDATA

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW
Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMM:COMPLETE - RETIRED 3MIS, CMY:COMPLETE - RETIRED HTIS
Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Gı
Region(s):
Market(s):
Assembly Plant(s):
VFG(s):
VRT(s): F04-POWERTRAIN
Function(s):
Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION
Plant(s):
Concern Open I Concern Open Date To:
Action: Type:
Action Date Fro Action Date To:
Fixed Start Mod Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organizati
Primary Indicato
Affected Popula
Origination Sour
Top CCC From: 1 Top 20
Top WAR From: 1 Top 20
Top GQR From: 1 Top 20
Top QLS From: 1 Top 20
Top Other From 0 Top 0
Part(Item): ### CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.
Repair: ### CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

BSAQ CURRENT MODEL QUALITY TRACKING
VRT TOP CONCERN CONTAINMENT/VALIDATION MAPPING MATRIX CCC
VFM
F18 - NA ESCAPE / MARINER (LESS HYBRID)
F04-POWERTRAIN
GLOBAL - 24-Sep-2010 12.45.06

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A=Actual P=Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type			POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: CpCpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
1	VRT: F04 CCC: P66,SHIFTS ROUGH OR JERKY WHILE DRIVING Src: PVL: LPT:																																													RL	RL
	Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D RS: JUST DO IT	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A, A	G	G																										B															
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																						WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																						GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																						GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																						GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																						WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																						GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	P = KCAP clean date November 19th, HSAP clean date November 24th.	2009-11-24 2009-11-24	A, A	G	G																										B															
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																						WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,																						WAR	7	5	2	3	1	0	1	2	0	0	0	0						0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																						GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																						GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP	2009-11-19 2010-05-17	A, A	G	G																									C					P										
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , , I4																					WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , , I4																					GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , , I4																					GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Flat tow capability TL: JNEIGEBA SAQ2009082681 PDS: D RS: 6-SIGMA - DMAIC	C = new FLI for lower fluid level P = new chain baffle 1/25/10 @VDTP	2009-10-31 2010-02-10	A, A	G	G																													P										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Molded Lead Frame TL: MDEFORE SAQ2009108925 PDS: SD RS: JUST DO IT	C = 1.) Borg Warner operator trained on dunnage handling 2.) Borg Warner to certify all modules at VDTP after sorts. P = redesign solenoid module dunnage. First redesign rejected on 3/15/2010. implement braided wire sleeve instead of shrink wrap and thermistor suppplier change. 9/8/2010 at supplier, 9/13/10 at VD, 9/30 at VO	2009-08-14 2010-09-30	A, P	G	Y																														P										
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: E29,P59 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION LOOM DEFECTIVE, , , ,																					WAR	0	1	0	0	0	0	2	0	0	0	0	0						0			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08 2010-12-11	A, P	G	Y																														C										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY , , , I4																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		

Created By: tbushman

DP12-006 000283

CCC Type Records					CONCERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/Cpk								Before After																								
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08 2010-09-27	A, P	G	Y																					C					P										
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	P = n/a roadmap adjust	2009-11-04 2009-11-04	A, A	G	G																		B																		
	Title: U377 V48 roadmap adjustment TL: JMERIDET SAQ2009103489 PDS: P RS: JUST DO IT	P = n/a roadmap adjustment only	2009-11-04 2009-11-04	A, A	G	G																		B																		
	Title: 6F35 35R Latch Valve TL: MDEFORE SAQ2009107038 PDS: SP RS: JUST DO IT	C = Borg Warner sorting for casting flash/burrs starting 11/19/09 P = Implemented predictive blade and core pin preventative maintenance to reduce wash out of latch area	2009-11-19 2010-01-15	A, A	G	G																		C			P															
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													WAR	0	0	0	0	0	0	1	0	0	0	0	0						0		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
	Title: U377 - NEGATIVE PROJECT - Linkshaft Wrong TL: JDEMART1 SAQ2010113760 PDS: P RS: 6-SIGMA - DMAIC	C = Quality Worksheet submitted 1/22. Reposted Single Point Lesson showing link shaft label color and usage. Quality Worksheet signed by all shifts supervisors/operators on 1/28. P = Additional investigation found an improvement to the broadcast sheet was required. Both HEV and Gas Link shaft callouts were listed as Green. Operator was required to determine if vehicle was HEV or gas from																									C	P													

Rank	CCC Type Records: TL = Team Leader, SAQ Number, PDS = Process /Supply/Design, RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT, CCC - Cust. Concern Code, Src = Origin. Source, Count, PVL = Paynter Vehicle Lines, LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item), Concern, Type, POS. C, POS. D)	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
		required to determine if vehicle was HEV or gas from another location on the broadcast to determine the correct green link shaft to install. Broad cast has been changed to callout the HEV link shaft as striped Green; actually label on HEV is green with gray stripe. Further investigation found several pick lights inop and not aligned with current stock locations. 3/23: Changing striped green label to blue label to futher differentiate colors of all linkshafts. Incorporation of the blue label as 2nd permanent corrective action is - *** TRUNCATED ***.	2010-01-28 2010-02-17	A, A	G	G	VRT: F04 CCC: L73,L88,P59,P66,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	AXLE LINK SHAFT WRONG, , , ,															WAR	0	0	4	0	1	0	1	0	0	1	0	0						1			
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A, A	G	G																					C			P														
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018 P = Implement snap ring retainer Sept 30, 2010	2010-04-08 2010-10-29	A, P	G	Y																								C														
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328 P = replace laser switches at station 260 with vision system Jan 18, 2010	2009-11-11 2010-02-15	A, A	G	G																				C			P																
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: U377 Auto Trans Cooler Line Connector - wedding band type TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH ADJUST	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = New wedding band style connection like 6F50 design which has low warranty	2010-06-25 2011-01-14	A, P	G	Y																										C												
							VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,															WAR	2	1	1	2	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Calibration improvements running change	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse				Y																										C												

CCC Type Records					CONC ERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
														Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	engagement feel.	2010-06-03 2011-01-31	A, P	G	Y	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY												GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY												GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY												GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 - re-source OSS TL: SMCCLAI1 SAQ2010141830 PDS: SD RS: JUST DO IT				R	R																																				
	Title: U377 recal/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D RS: JUST DO IT	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010	2010-07-29 2010-07-29	A, A	G	G																						B														
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO												GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO												WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY												GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND												WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: 6F35 Center support improvements for snap ring retention TL: MDEFORE SAQ2009107018 PDS: D RS: JUST DO IT	C = Operator re-eduacation on rejects Gibbs Logic change P = see pca @ supplier entry	2009-05-12 2010-02-19	A, A	G	G																							P													
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,												WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO												GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY												GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy																											C			P									
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,												WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		

Created By: tbushman

DP12-006 000286

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																				
			2010-02-01 2010-05-24	A, A	G	G	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	0	0	0	0	0						19			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010	2010-04-08 2010-08-27	A, P	G	Y																				C					P								
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	0	0	0	0	0						19			
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)	2010-02-15 2010-02-15	A, A	G	G																				B													
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
							VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,														WAR	0	0	4	1	0	0	1	1	0	0	0	0						0			
							VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,														WAR	1	0	0	0	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.																								C	P											
							VRT: F04 CCC: E29,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION SHIFT SOLENOID DEFECTIVE, , , ,														WAR	6	10	12	6	14	6	4	2	1	1	1	0						3			

CCC Type Records					CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																								
							VRT: F04 CCC: D21,D36,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	SOLENOID DEFECTIVE, , , TRANSMISSION,															WAR	0	0	0	1	0	0	3	0	0	1	0						1			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
			2010-02-12 2010-03-07	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0		
Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).																							P																		
							VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,															GQR	0	1	0	0	1	1	1	0	0	0	0	0						6		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,															WAR	1	0	0	0	2	2	2	0	2	1	0	0						3		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , V6															WAR	0	3	0	0	0	0	1	0	0	0	0	0						0		
			2009-04-30 2010-02-26	A, A	G	G	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , V6															GQR	1	5	2	4	0	3	0	0	0	0	0	0						23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		

CCC Type Records					CONC ERN STAT.					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
														Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
	Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P RS: JUST DO IT	C = action TBD P = action TBD	2010-10-08 2010-10-08	P, P.	Y	Y																																
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS I4															GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D21 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS V6															GQR	0	0	0	0	2	0	0	0	0	0	0	0							4		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4															WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4															GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4															GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
	Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D RS: JUST DO IT	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A, A	G	G																				C			P									
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: 6F35 - NEG PROJ - solenoid trim characterization	P = replaced cable on test stand 12-1-09 at BW																									C	P									

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT. Containment Status	CONCERN STAT. Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	PROCESS VALIDATION Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS Containment Status	RANK STATUS Permanent Corrective Status
								Part(Item) / Concern / Type / POS. C / POS. D		Audits	Insp/CP	Cp/CpK								Before / After																											
	TL: PTOUTANT SAQ2010143536 PDS: SP RS: JUST DO IT		2009-12-01 2010-01-18	A, A	G	G	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																				B																	
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = . P = .	2010-02-17 2010-02-17	A, A	G	G																				B																	
	Title: 6F35 U377 RH Differential Seal TL: JMERIDET SAQ2010114058 PDS: P RS: JUST DO IT	C = n/a - see PCA P = Press seal deeper 7-19-2010 @ VDTP 8-15-10 at KCAP	2010-08-05 2010-08-15	A, A	G	G																								B													
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,													WAR	10	4	5	3	12	4	6	7	6	5	3	1							15		
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,													GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
							VRT: F04 CCC: L73,L88 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,													WAR	1	1	2	0	0	0	1	0	0	0	0	0							0		
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																						C					P								
	Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P, P	Y	Y																																				
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	PROCESS VALIDATION Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	VERIFICATION: After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
2	VRT: F04 CCC: E29,CHECK ENGINE LIGHT TROUBLE Src: PVL: LPT:																																											RL	RL
	Title: 2010MY U377 - Y-Pipe with Formed Flange TL: ENOWKA SAQ2009102181 PDS: D RS: JUST DO IT	C = Containment is to continue with counter boring the flange until the formed flat flange arrives; running change 2010MY. P = Trial completed successfully. Waiting for production volumes.	2009-10-26 2010-05-03	A, P	G	Y																		C								P												
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AI-KANSAS CITY PLANT	ENGINE DISLIKE, SOUND QUALITY , , ,															GQR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 12															WAR	5	6	5	5	0	2	2	0	0	0	0	0							0		
	Title: Cross Carline - SSM 21126 for MAFS Cleaning TL: DDOYLE7 SAQ2010116277 PDS: SD RS: JUST DO IT	C = 3/29/10 -- Issue an SSM directing dealers to conduct a cleaning process on the MAF Sensor before replacing. This will help reduce some of the CPU for this issue, but not the R/1000. P = 3/29/10 -- Issue an SSM directing dealers to conduct a cleaning process on the MAF Sensor before replacing. This will help reduce some of the CPU for this issue, but not the R/1000.	2010-03-29 2010-03-29	A, A	G	G																		B																				
							VRT: F04 CCC: D02,D13,D42,E29 Src: WAR,13 PVL: M4-ESCAPE (LESS HYBRID) (NA)	MASS AIR FLOW SENSOR DEFECTIVE, , , ,															WAR	4	1	1	1	2	2	0	1	0	0	1	0							1		
							VRT: F04 CCC: D21,D36 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	MASS AIR FLOW SENSOR CONTAMINATED, , , , NO PROBLEM FOUND															WAR	0	0	1	1	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D02,D03,D21,D42,D50,E29,P59,P66,P83 Src: WAR,5	POWERTRAIN CONTROL MODULE DEFECTIVE, , , ,															WAR	0	0	1	0	1	3	0	0	0	0	0	0							0		
							VRT: F04 CCC: D02,D41,E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	POWERTRAIN CONTROL MODULE DEFECTIVE, , , , REPLACED															WAR	2	0	0	0	0	0	1	0	1	0	0	0							1		
	Title: U377 - Thermostat Replaced - False P0128 Code TL: EFREDERI SAQ2010117623 PDS: D RS: JUST DO IT	C = ICA will occur with PCA. Now that the cold weather has passed there is no point in issuing an SSM requesting dealers not to replace T-Stats. P = PCA is 2011 Job#1 Calibration Change.	2010-07-26 2010-07-26	A, A	G	G																		B																				
							VRT: F04 CCC: D50,E23,E26,E29 Src: WAR,12 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	THERMOSTAT DEFECTIVE, , , ,															WAR	2	3	2	1	0	0	3	1	0	0	0	0							0		
	Title: VCT replaced on CD3 and U377 2.5L engines TL: LCARRAS1 SAQ2009103344 PDS: SP RS: JUST DO IT	C = ICA: Thorough cleaning of line to eliminate any contamination, including IP dunnage. Improving hoods over IP dunnage. P = Root cause: Improve the system for cleaning pallets. Description:Informed the General Work Department of the opportunity area to improve the cleaning pallets and explain the importance of the activity. Request of always have a Personal to do this work, and don't change it. Verification Description: Check in contamination audits final pallets	2010-01-20 2010-01-11	A, A	G	G																		B																				
							VRT: F04 CCC: E29 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	SOLENOID REPLACED, , , ENGINE,															WAR	0	1	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D03,D50,E19,E29 Src: WAR,23 PVL: M4-ESCAPE (LESS HYBRID) (NA)	VARIABLE CAM TIMING VALVE DEFECTIVE, , , I4,															WAR	4	2	2	0	6	1	2	2	2	1	1	0							4		

Created By: tbushman

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT. Containment Status	CONCERN STAT. Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text / Audits	Dept I = Insp/CP D = Date/Text / Insp/CP	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	PROCESS VALIDATION Phase 2: Reaction Plans	Phase 2: Replication/ Containment	PROCESS VALIDATION Phase 3: Process Improvement	Phase 3: Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	VALIDATION VERIFICATION: Replicated Internal Indicator After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	P = KCAP clean date November 19th, HSAP clean date November 24th.	2009-11-24 2009-11-24	A, A	G	G																			B																			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,															WAR	7	5	2	3	1	0	1	2	0	0	0	0						0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: E29 - Capless Filler Neck - Cross Vehicle Line TL: DHOLMES SAQ2010114494 PDS: D RS: JUST DO IT	C = SSM 21018 - FOR 2008-2010 DTCS P0442, P0455 OR P0456 OR CHECK FUEL FILL INLET DISPLAYED IN THE MESSAGE CENTER WITH DTC P0457 AND THE EVAPORATIVE LEAK TEST CONFIRMS SMOKE FROM CAPLESS DOOR, THE LEAK COULD BE DUE TO DEBRIS (SAND, DUST) ON THE SEAL. 10/8/09 P = Improved fuel door design to prevent bending 1/7/11	2009-10-08 2011-01-07	A, P	G	Y																		C																				
	Title: U377 Warranty Fuel Line Loose TL: DDOYLE7 SAQ2010116291 PDS: P RS: 6-SIGMA - DMAIC	C = 2/10: reposted visual aid for fuel line connections at fuel tank. 3/2: posted visual aid for fuel line connections in repair hole; one claim was for improper repair during fuel filler sender replaced. Additional claim for HEV fuel connection loose at dash. Visual aid posted. P = Adding visual aid to WES and push-click-pull on all fuel line connections to verify complete connection.	2010-03-19 2010-03-24	A, P	G	Y																				B																			
							VRT: F04 CCC: E29 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	FUEL LINE LOOSE, , , ,															WAR	0	0	0	0	1	0	0	1	0	0	0	0						0			
	Title: U377 - Correction Project for ETB Via Holes TL: DDOYLE7 SAQ2010118920 PDS: D RS: JUST DO IT	C = Correction Project for the over-booking on the ETB Via Hole issue. P = Correction Project for the over-booking on the ETB Via Hole issue.	2010-04-28 2010-04-28	A, A	G	G																				B																			
	Title: 2.5L/3.0L ETB (U377/CD3) - Via Holes PCB Resource TL: MSHAPARD SAQ2010132537 PDS: SD RS: JUST DO IT	C = Switch from an historically inconsistent PCB Supplier for the Mother Board in the ETB to a new supplier, VIA SYSTEMS. (TBUSHMAN) Effective Vehicle Date is 7/30/10. That's based on a 6/16/10 actual date on the ETB at Delphi. per S. Langley P = Switch from an historically inconsistent PCB Supplier for the Mother Board in the ETB to a new supplier, VIA SYSTEMS. (TBUSHMAN) Effective Vehicle Date is 7/30/10. That's based on a 6/16/10 actual date on the ETB at Delphi. per S.Langley	2010-07-30 2010-07-30	A, A	G	G																																	B						
							VRT: F04 CCC: D02,D03,D13,D21,D36,D42,D50,E26,E29,E36,L73,P68 Src: WAR,31 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	THROTTLE BODY DEFECTIVE, , , ,															WAR	2	3	2	2	2	5	3	6	5	0	1	0						6			
	Title: U377 - FUEL PUMP DRV IMPROVEMENT	C = Certified parts from T2 to Kautex (T1). P = Process updated with vision equipment to detect when a DRV is disengaged.	20																							B																			

CCC Type Records					CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
													Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																				
	TL: DDOYLE7 SAQ2010139969 PDS: SP RS: NON-FORD DESIGN / MANUFAC		10-05-26 10-05-26	A, A	G	G	VRT: F04 CCC: D02,D03,D21,D42,E29,E68,E70 Src: WAR,29	FUEL PUMP DEFECTIVE, , , ,														WAR	2	2	2	3	1	8	4	3	3	0	1	0						4		
	Title: CPV EVAP leaks created by flash in exapansion chamber TL: WMCDONA2 SAQ2009109226 PDS: D RS: JUST DO IT	C = Supplier began blowing out flash from expansion chamber to make sure would not end up in the CPV (Canister Purge Valve).. P = Supplier will modify tool for expansion chamber to add 'flash trap'to prevent flash contamination. Parts made with the new modified tooling went into assembly plant 1/25/2010.	09-12-07 10-01-25	A, A	G	G																		C	P													
	Title: U377 - HEGO/CMS Damaged/Defective - NEGATIVE PROJECT TL: DDOYLE7 SAQ2010111621 PDS: P RS: JUST DO IT	C = ICA: A12317407 was raised so we can move the CMS and HEGO Install location from Trans Fill over to the Motor Line. This is necessary so access can be provided to hand-start the Sensors, fully seat, then torque using an open ended clicker wrench. The process will be keyed so that the sensors are installed prior to the shields obstructing the nuts. P = PCA: C12316829 has been generated to make the CMS and HEGO a keyed sequence so that it must be hand installed 100% and then torqued using an open ended Clicker Wrench. The CR is requesting funding for DC Tools so the open ended clicker can be tied to an AIS Box and error proofed. Jobs will be re-processed during the rebalance period - ETA for full completion is 3/31/10. 4/26. Full implementation not complete. Latest ETA for the DC Tube Nut Tool is 7/1/10 -- will be installed over shut down. DC Tube N - *** TRUNCATED ***.	10-01-29 10-08-02	A, A	G	G																		C	P													
							VRT: F04 CCC: E29 Src: WAR,9 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DAMAGED, HEGO 12														WAR	2	1	2	1	1	0	1	0	1	0	0	0						1		
							VRT: F04 CCC: E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 11														WAR	3	0	0	0	0	0	1	0	0	0	0	0						0		
							VRT: F04 CCC: E29 Src: WAR,13 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DAMAGED, HEGO 11														WAR	0	1	3	1	3	2	1	2	0	0	0	0						0		
							VRT: F04 CCC: E29 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DAMAGED, HEGO 22														WAR	0	1	1	2	0	1	0	1	0	0	0	0						0		
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 12														WAR	5	6	5	5	0	2	2	0	0	0	0	0						0		
							VRT: F04 CCC: E29 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 21														WAR	0	1	0	0	0	0	0	1	0	0	0	0						0		
							VRT: F04 CCC: E29 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 22														WAR	2	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D50,E29 Src: WAR,13 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 12														WAR	8	3	2	0	0	0	0	0	0	0	0	0						0		
	Title: Check Engine Light - Engine No Start (O101K) TL: DSCHNEI6 SAQ2010112248 PDS: SP RS: G8D	C = Obtaining parts from dealers for analysis. KTP STA contacting supplier for process review/8D. P = See ICA.	10-08-31 10-08-31	P, P	Y	Y																			B												
							VRT: F04 CCC: D02,D41,E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	POWERTRAIN CONTROL MODULE DEFECTIVE, , , , REPLACED														WAR	2	0	0	0	0	0	1	0	1	0	0	0						1		
	Title: U377 - NEGATIVE - FUEL FILLER PIPE ROLLED O-RING JUN-																																			

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	JUL TL: BAITKEN SAQ2010145917 PDS: SP RS: G8D				R	R	VRT: F04 CCC: E29,E68 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	FUEL FILLER PIPE DEFECTIVE, , , ,														GQR	0	0	0	0	0	0	1	1	0	0	0	0							2		
							VRT: F04 CCC: D50,E29,E65,E68,L69 Src: WAR,94 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	FUEL FILLER PIPE DEFECTIVE, , , ,																WAR	6	1	1	3	6	3	14	52	6	1	1	0							8		
	Title: U377 - 3.0L Spark Plug Gap Issue TL: NOLMOS SAQ2009100980 PDS: P RS: G8D	C = 090827 - When notified of this issue, assembly line started to inspect all spark plugs for defective gaps before installing them into the engine. Also notified supplier and requested them to start certifying all stock. Requested spark plugs to be sent back to CEP2 for reviewed by plant team. Sent returned spark plugs to the supplier for analysis. 090904 – NGK reviewed the analysis of the returned spark plugs with CEP2. The meeting out come indicated that CEP2 was causing the closed gap by attempting to install spark plugs into the cylinder head with a spark plug already installed. P = 090910 – Posted Quality alert visual aid over the spark plug installation job. (see attachment) 090911 – OIS sheet updated and signed off by the assembly team. (see attachments)	2009-09-08 2009-09-11	A, A	G	G																																		
							VRT: F04 CCC: D02,D10,D13,E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	SPARK PLUG REPLACED, , , ,																WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D13,E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	SPARK PLUG REPLACED, , , I4,																WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
	Title: 2010MY U377 - CMS Response Time is Slow TL: CCAESAR SAQ2009102415 PDS: D RS: G8D	C = CONTAINMENT: Issue a TSB directing dealers to check the Exhaust Flange for proper sealing. Those that will not seal properly are to be returned to Engineering for root cause analysis. P = PCA - New Y-Pipe Flange in Production as of 4/15/10. Added a bolt re-torque PSO on 6/23/10.	2010-01-15 2010-06-23	A, A	G	G																																	
							VRT: F04 CCC: E29 Src: WAR,16 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 22																WAR	1	2	2	7	1	2	1	0	0	0	0	0							0		
							VRT: F04 CCC: E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 11																WAR	3	0	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 12																WAR	5	6	5	5	0	2	2	0	0	0	0	0							0		
							VRT: F04 CCC: D50,E29 Src: WAR,13 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 12																WAR	8	3	2	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: E29 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE CLEAR CODE, , , V6,																GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: D36,E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR REPLACED, HEGO 12																WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR REPLACED, HEGO 11																WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		

DP12-006 000294

CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
											Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																						
	Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597 PDS: P RS: JUST DO IT	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points. P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.	2010-01-20 2010-01-20	A, A	G	G																		B																	
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6														GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , , I4														GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,														WAR	1	0	1	0	0	1	3	1	0	0	0	0							0		
							VRT: F04 CCC: D13,D50 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	PCV VACUUM HOSE LOOSE, , , ,														WAR	1	2	0	1	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6														WAR	0	3	0	0	0	0	1	0	0	0	0	0							0		
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = . P = .	2010-06-04 2010-06-04	A, A	G	G																								B										
	Title: Improvement to Capless O'ring design TL: CLILLY SAQ2009076904 PDS: D RS: JUST DO IT	C = New seals for improved robustness to evap leak in 8/10/2009 P = See ICA	2009-08-10 2009-08-10	A, A	G	G																																		
							VRT: F04 CCC: E29 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE CLEAR CODE, , , V6,														GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
	Title: U377 - 2010MY MAFS Replaced in Warranty TL: LSPEED SAQ2009103309 PDS: SP RS: G8D	C = T1 Notified of MAFS replacement. Currently T1 has been working with T2 on 8 different sources of contamination; AIS filter dust, glove material, carbon trap shavings, ect. Some contaminants have not been identified. One part returned from KCAP (unknown pedigree) and pasted functional testing; Part did have physical external damage to connector. P = PCA is TBD	2009-11-06 2010-01-29	A, P	G	Y																			C		P														
							VRT: F04 CCC: D02,D13,D42,E29 Src: WAR,13 PVL: M4-ESCAPE (LESS HYBRID) (NA)	MASS AIR FLOW SENSOR DEFECTIVE, , , ,														WAR	4	1	1	1	2	2	0	1	0	0	1	0							1		
							VRT: F04 CCC: D13,D21,D36,D41,E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	MASS AIR FLOW SENSOR REPLACED, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																			RANK STATUS	
												Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																					
	Title: 2010MY U377 - Exhaust Y-Pipe Weld Leaks at Bank 1 Flange TL: DDOYLE7 SAQ2010111650 PDS: SP RS: G8D	C = On site supplier rep started certifying stock for weld quality at KCAP. P = Implemented 11/25/2009. Weld checked with a full pressure test to assure robustness in joint and that it is leak free.	2009-11-20 2009-11-25	A, A	G	G																																			
							VRT: F04 CCC: E29 Src: WAR,16 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, , , HEGO 22															WAR	1	2	2	7	1	2	1	0	0	0	0	0						0		
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, , , HEGO 12															WAR	5	6	5	5	0	2	2	0	0	0	0	0						0		
							VRT: F04 CCC: D50,E29,E42,L66,P59 Src: WAR,41 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	EXHAUST DOWN PIPE DEFECTIVE, , , V6,															WAR	3	6	1	8	10	4	9	0	0	0	0	0						0		
	Title: 2.5L VCT (U377/CD3) Negative Warranty Impact TL: LCASTI29 SAQ2010132529 PDS: P RS: JUST DO IT	C = ICAS -Vacuum installation at strategic points of engine assembly. (Oct 2009- Feb-2010) -Manually Blow off for VVT bore and galleries (Oct 2009) P = Corrective Actions (PCA): Install new flushing nozzle in Op 110 to avoid chips getting in to the VVT Galleries (April 26th 2010) Modify the parameters of operation 110. (feed & speed) (22th Apr 2010) Next Steps: Continue monitoring of vacuums in engine assembly (Daily) Evaluate the brushes rehab in operation 90 & 125 (May 2010) Evaluate the spin direction of the cam bore cutter (May 2010) Increase the deburring pressure at the washer to 300 BAR. (May 2010)	2010-02-19 2010-05-31	A, A	G	G																																			
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , , I4,															GQR	4	1	0	0	0	0	0	0	0	0	0	0						6		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,															GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,															GQR	6	2	0	2	1	1	1	1	0	0	0	0						19		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,															WAR	1	1	0	0	0	1	0	0	0	0	0	0						0		
							VRT: F04 CCC: D03,D50,E19,E29 Src: WAR,23 PVL: M4-ESCAPE (LESS HYBRID) (NA)	VARIABLE CAM TIMING VALVE DEFECTIVE, , , I4,															WAR	4	2	2	0	6	1	2	2	2	1	1	0						4		
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,															WAR	0	0	0	0	0	1	4	2	13	8	1	0						22		
	Title: U377 - 2010MY FTPT Line Disconnected at Carbon Canister TL: JDEMART1 SAQ2009103331 PDS: P RS: 6 SIGMA - DMAIC	C = Reviewed current SPL and reposted. P = Operator awareness and reposting of SPL	2009-11-10 2009-11-10	A, P	G	Y																																		
							VRT: F04 CCC: E29,E65 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	CARBON CANISTER HOSE DEFECTIVE, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
	Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).																																						
							VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,															GQR	0	1	0	0	1	1	1	0	0	0	0	0						6		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		

CCC Type Records					CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2009-04-30 2010-02-26	A, A	G	G	VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,															WAR	1	0	0	0	2	2	2	0	2	1	0	0						3			
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , V6,													WAR	0	3	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , V6,													GQR	1	5	2	4	0	3	0	0	0	0	0	0						23			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
	Title: D30 VCT Solenoid Warranty - Negative Impact by H485B TL: NOLMOS SAQ2010110590 PDS: SP RS: 6-SIGMA - DMAIC	C = Actions started 4 January: -Implemented daily cleaning of armature hopper -Implemented sifting of armature prior to loading into hopper -Implemented teardown of daily rejected parts for contamination Actions started 11 January: -100% inspection of core, yoke, and armature prior to usage P = PCA (Berger) Vibratory Conveyor (2/1/10), Update work instructions - check for mislocated cores (2/1/10), Analyze chips within machining filters & map back to source (2/5/10) PCA (LDI) 100% Teardown EOL Failures and map contamination back to Berger (ongoing). Update control plans (2/26/10) PCA:Work instructions updated to require large hole wash baskets for core, yoke and armature components at A.Berger (Tier 3). 1/7/10 PCA:Yoke washer tray redesign at A.Berger. 2/4/10 PCA:Stainless steel lids to cover in-process parts, will replace current bagging process. (3/30/10 Es - *** TRUNCATED ***.	2010-01-11 2010-05-03	A, A	G	G																					C			P													
							VRT: F04 CCC: D02,D13,D21,D36,D50,E29 Src: WAR,55 PVL: M4-ESCAPE (LESS	VARIABLE CAM TIMING VALVE DEFECTIVE, , , V6,													WAR	3	17	11	7	3	3	1	5	2	2	1	0						5			
							VRT: F04 CCC: D03,D50,E19,E29 Src: WAR,23 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	VARIABLE CAM TIMING VALVE DEFECTIVE, , , I4,													WAR	4	2	2	0	6	1	2	2	2	1	1	0						4			
	Title: U377 Trend Review - from Mar 10 - V29 TL: MKIEFFER SAQ2010118909 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-03-31 2010-03-31	A, A	G	G																							B												
	Title: U377 - Fresh Air Tube Attacment to	C = ICA - Add a SPL & a Check on the CAL Line to ensure Zip Tube is fully seated.																								C						P								

DP12-006 000297

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	PROCESS VALIDATION Phase 2: Reaction Plans	Replication/ Containment	PROCESS VALIDATION Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	ETB TL: DDOYLE7 SAQ2010141163 PDS: P RS: JUST DO IT	P = PCA - Add DC Tooling to the Worm Gear run-down. Need funding of $17,500 to make this happen.investigating	2009-12-14 2010-09-30	A, P	G	Y	VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,																				WAR	1	0	1	0	0	1	3	1	0	0	0	0						0			
	Title: D30 VCT Solenoid Open Circuits TL: SAQ2010148447 PDS: SP RS: G8D	C = 100% inline impulse testing P = '-Optimization of overmolding process '-Radius on bobbin exit	2010-09-10 2010-10-04	A, P	G	Y	VRT: F04 CCC: D02,D13,D21,D36,D50,E29 Src: WAR,55 PVL: M4-ESCAPE (LESS	VARIABLE CAM TIMING VALVE DEFECTIVE, , , V6,																				WAR	3	17	11	7	3	3	1	5	2	2	1	0						5			
	Title: Connector C1367 loose (CAMSHAFT POSITION SENSOR 2) 12C508 TL: PLINDE SAQ2009106879 PDS: SP	C = Provided Data to Cleveland engine on 12-1-09. P = Same	2010-01-05 2010-01-05	A, A	G	G	VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	CONNECTOR LOOSE, , , , C 1367																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: Crosscarline PCM concern with ISKRA by CONTI TL: MDIXON SAQ2010116199 PDS: SP RS: JUST DO IT	C = The supplier has changed ISKRA device manufacturing locations. SREA HCR 3875 deals with the ISKRA fabrication location changes, and was submitted and approved. The actions listed below are the key differences between the old and new fabrication locations. Supplier The location change is from an older class 100 fabrication site that was able to detect particles of 10 um. The new Chandler fabrication site is rated as a class 10 site, and is able to detect .25um particles. This is achieved through new control systems, and new tools. 1) PROMIS – Overall manufacturing control system. Tied to the individual tools to load recipes and track lots. Automated SPC system also tied to the PROMIS system to shutdown out of control tool systems. 2) Equipment management system – This plant wide system tracks equipment status, manages Page 4 of 5 8-D Corrective Action Discipli - *** TRUNCATED ***.	2010-03-01 2010-03-01	A, A	G	G	VRT: F04 CCC: D02,D03,D21,D42,D50,E29,P59,P66,P83 Src: WAR,5	POWERTRAIN CONTROL MODULE DEFECTIVE, , , ,																				WAR	0	0	1	0	1	3	0	0	0	0	0	0						0			
							VRT: F04 CCC: D02,D41,E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	POWERTRAIN CONTROL MODULE DEFECTIVE, , , , REPLACED																				WAR	2	0	0	0	0	0	1	0	1	0	0	0						1			
							VRT: F04 CCC: D02,D13,E29 Src: WAR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	POWERTRAIN CONTROL MODULE DEFECTIVE, , , , P030X																				WAR	1	1	3	2	0	1	0	0	0	0	0	0						0			
	Title: 2010MU U377 - 3.0L Y-Pipe Torque Fall-Off TL: RUNZUETA SAQ2010116286 PDS: D RS: JUST DO IT	C = ICA Objective: Conduct TPPS Study to determine what the current capability is. P = '- Develop a robust run down procedure. '- Develop a Torque action to address ongoing investigation	2010-06-28 2010-09-27	P, P	Y	Y	VRT: F04 CCC: D13,E29,E42,L66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	EXHAUST MISALIGNED, , , ,																				WAR	2	0	3	2	0	0	0	0	0	0	0	0						0			
	Title: U377/CD3 - Negative Project - 3.0L Cylinder Head No Cleanup TL: LNEVELS SAQ2010133133 PDS: P RS: JUST DO IT	C = ICA: Nemak has had someone on line inspecting since appx. 3/22/10. ETA for Vehicle Build Date ICA is 4/5/10. P = PCA: The official cut-off is for Engine Build Date 4/1/10. CEP-II did a recertification of all rough stock cylinder heads at Nemak while they were down the week of 4/5/10. ETA for 100% vehicle build date is 4/10/10	2010-04-05 2010-04-19	A, A	G	G	VRT: F04 CCC: D50,E29,L65 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	CYLINDER HEAD DEFECTIVE, , , ,																				WAR	0	1	0	2	2	0	1	0	1	0	0	0						1			
3	VRT: F04 CCC: P59,OTHER AUTOMATIC TRANSMISSION TROUBLES Src: PVL: LPT:																																												RL	RL
	Title: 6F35 Fluid Leak at TSS TL: JNEIGEBA SAQ2009099634 PDS: SP RS: JUST DO IT	C = Verified production process Verification of residual oil from vent tube implemented P = New TSS bolt with Loctite sealant (addresses potential leak due to case porosity)	2008-10-31 2010-03-19	A, A	G	G	VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,																				WAR	1	0	0	0	2	2	2	0	2	1	0	0						3			
							VRT: F04 CCC: D42,L73,P66 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION TURBINE SPEED SENSOR LEAK,																				WAR	0	0	1	2	3	0	0	0	0	0	0	0						0			

Created By: tbushman

CCC Type Records								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type Pos. C Pos. D		Audits	Insp/CP	Cp/CpK								Before	After																				
	Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09 P = see pca at supplier	2009-11-26 2009-12-31	A, A	G	G																	C	P																
							VRT: F04 CCC: D02,D03,D21,D42,E29,P51,P59,P66,P68,P83 Src: WAR,6	TRANSMISSION RANGE SENSOR DEFECTIVE, , , ,													WAR	1	1	2	0	0	0	0	0	0	2	0	0					2		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0					43		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0					59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	4	12	9	8	8	5	3	1	0	0	0	0					60		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													WAR	0	0	0	0	0	0	1	0	0	0	0	0					0		
	Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D RS: JUST DO IT	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A, A	G	G																					B												
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0					43		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	4	12	9	8	8	5	3	1	0	0	0	0					60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0					59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0					11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0					9		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	17	13	10	9	12	8	5	0	0	0	0	0					91		
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	P = KCAP clean date November 19th, HSAP clean date November 24th.																					B																
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0					43		
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,													WAR	7	5	2	3	1	0	1	2	0	0	0	0					0		

CCC Type Records					CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2009-11-24 2009-11-24	A, A	G	G	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP																					C					P										
			2009-11-19 2010-05-17	A, A	G	G	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Flat tow capability TL: JNEIGEBA SAQ2009082681 PDS: D RS: 6-SIGMA - DMAIC	C = new FLI for lower fluid level P = new chain baffle 1/25/10 @VDTP																										P									
			2008-10-31 2010-02-10	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Molded Lead Frame TL: MDEFORE SAQ2009108925 PDS: SD RS: JUST DO IT	C = 1.) Borg Warner operator trained on dunnage handling 2.) Borg Warner to certify all modules at VDTP after sorts. P = redesign solenoid module dunnage. First redesign rejected on 3/15/2010. implement braided wire sleeve instead of shrink wrap and thermistor suppplier change. 9/8/2010 at supplier, 9/13/10 at VD, 9/30 at VO																											P								
			2009-08-14 2010-09-30	A, P	G	Y	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: E29,P59 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION LOOM DEFECTIVE, , , ,														WAR	0	1	0	0	0	0	2	0	0	0	0	0							0		
	Title: U377 - Negative Project for LF Axle Halfshaft Broken TL: JDEMART1 SAQ2010112112	C = 1/15/2010. Supplier reviewed internal press data and started certifying stock. 1/27/2010. Review of KCAP press equipment showed different insertion forces between left hand and right hand halfshaft to knuckle insertion. Lowered LH insertion force to same																						C					P									

CCC Type Records				CONC ERN STAT.					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
													Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	PDS: P RS: 6-SIGMA - DMAIC	as RH. 1/28/2010. Reduced press force more to meet preliminary manufacturing drawing that had 10kN max force requirement. P = Force Transducer stopped working (frayed cable). Hydraulic pressure was turned up too high and the MAX Threshold reject limit was never reached. Press Station Logic has been changed to a MIN/MAX Threshold from just a MAX Threshold - so if the cable frays again the machine will not see a MIN value and will shut down. Project will be completed when a new, calibrated Force Transducer is installed into the Press Station (ETA 6/1/10).	2010-01-28 2010-06-04	A, A	G	G	VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,														WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
							VRT: F04 CCC: K02,K03,K04,L86,L88,P59,P82,P83 Src: WAR,51 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA)	AXLE HALF SHAFT BROKEN, LEFT, , ,														WAR	0	0	22	29	0	0	0	0	0	0	0	0						0			
	Title: U377 - Auto Shifter Cable Adjustment TL: CFRANK3 SAQ2010113616 PDS: P RS: 6-SIGMA - DMAIC	C = 100% Inspection added on Trim Line to ensure Shift Lever is in D on 2/1/10. SPL Posted on Trim Line directing operators to be sure Shift Lever is in D before leaving area. SPL Posted in Shift Cable End Effector attaching process (to Transmission), showing operators how to know when Manual Lever Arm is in the correct position. Both posted on 2/22/10. Coordinator inspect lock clip seated on 10 JPH. Operator notify coordinator if seating click is not heard or felt. Effective 4/19/10. P = SPL Posted on Trim Line directing operators to be sure Shift Lever is in D before leaving area. SPL Posted in Shift Cable End Effector attaching process (to Transmission), showing operators how to know when Manual Lever Arm is in the correct position. Both posted on 2/22/10.	2010-02-22 2010-02-22	A, A	G	G																			B															
							VRT: F04 CCC: P01,P09,P51,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	GEAR SHIFT CABLE IMPROPER ADJUST, , , ,														WAR	0	0	1	2	0	2	0	1	0	0	0	0						0			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08 2010-12-11	A, P	G	Y																	C															
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08 2010-09-27	A, P	G	Y																	C															
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT. Containment Status	CONCERN STAT. Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type		POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	P = n/a roadmap adjust	2009-11-04 2009-11-04	A, A	G	G																																									
	Title: U377 V48 roadmap adjustment TL: JMERIDET SAQ2009103489 PDS: P RS: JUST DO IT	P = n/a roadmap adjustment only	2009-11-04 2009-11-04	A, A	G	G																																								
	Title: U377 - Trans Shifter Light Bulb TL: JMERIDET SAQ2010110019 PDS: D RS: G8D	C = A shadow box was built, which the inspectors on the CAL Line can use to place over the Center Console, blocking out ambient light, allowing them to see if the bulb is indeed lit or burned out. Put in place on 1/21/10. INspection intiated at water test 3/24/10. 100% Visual Inspection added chassis rolls to verify PRNDL illumination end of March 2010 P = PCA: C12345609 - Shifter Team has reviewed issue with Graydon Reitz. Accepted industry for small bulbs is 0.2 R/1000. To fix issue will cost $5/vehicle - team agrees that LED will not be implemented. A new bulb/socket source is under development (Same bulb/socket source as used in Edge/Focus/Flex with about half the warranty of U377). Plan to trial 10,000 units at KCAP under alert by week of June 25th and determine if OK for full production by June 30. Will need to release for production if trial successf - *** TRUNCATED ***.	2010-01-21 2010-10-15	A, P	G	Y																																									
							VRT: F04 CCC: P51,P59 Src: WAR,56 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION SHIFTER DEFECTIVE, , , BULB,																								WAR	17	8	7	5	8	6	2	1	2	0	0	0						2			
							VRT: F04 CCC: P51,P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	TRANSMISSION SHIFTER DEFECTIVE, , , BULB,																								GQR	0	0	0	0	1	0	0	0	0	0	0	0						2			
	Title: U377 - NEGATIVE PROJECT - Linkshaft Wrong TL: JDEMART1 SAQ2010113760 PDS: P RS: 6-SIGMA - DMAIC	C = Quality Worksheet submitted 1/22. Reposted Single Point Lesson showing link shaft label color and usage. Quality Worksheet signed by all shifts supervisors/operators on 1/28. P = Additional investigation found an improvement to the broadcast sheet was required. Both HEV and Gas Link shaft callouts were listed as Green. Operator was required to determine if vehicle was HEV or gas from another location on the broadcast to determine the correct green link shaft to install. Broad cast has been changed to callout the HEV link shaft as striped Green; actually label on HEV is green with gray stripe. Further investigation found several pick lights inop and not aligned with current stock locations. 3/23: Changing striped green label to blue label to futher differentiate colors of all linkshafts. Incorporation of the blue label as 2nd permanent corrective action is - *** TRUNCATED ***.	2010-01-28 2010-02-17	A, A	G	G																																								
							VRT: F04 CCC: L73,L88,P59,P66,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	AXLE LINK SHAFT WRONG, , , ,																								WAR	0	0	4	0	1	0	1	0	0	1	0	0						1			
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate																																												
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																								GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																								GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			

CCC Type Records					CONCERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2010-01-12 2010-04-26	A, A	G	G	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018 P = Implement snap ring retainer Sept 30, 2010		2010-04-08 2010-10-29	A, P	G	Y																				C											
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
Title: 6F35 Chain Snubber TL: TSINGLE SAQ2010117387 PDS: D RS: JUST DO IT	C = see SAQ2009111451 P = Implement chain snubber Jan 3, 2011		2010-01-25 2011-01-03	A, P	G	Y																		C												
							VRT: F04 CCC: D21,D36,D50,E29,K01,K02,L73,P51,P59,P66,P67,P68,P83 Src: WAR,58	TRANSMISSION (AUTOMATIC) NOISY, CHIRP , , ,														WAR	5	16	4	5	6	7	10	3	2	0	0	0							2		
							VRT: F04 CCC: K01,P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) NOISY, CHIRP , , ,														GQR	1	0	0	0	0	0	0	0	0	0	0	0							2		
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	TRANSMISSION (AUTO/MANUAL) NOISY, CHIRP , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328 P = replace laser switches at station 260 with vision system Jan 18, 2010		2009-11-11 2010-02-15	A, A	G	G																	C			P										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
Title: U377 Auto Trans Cooler Line Connector - wedding band type TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH ADJUST	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = New wedding band style connection like 6F50 design which has low warranty		2010-06-25 2011-01-14	A, P	G	Y																					C									
							VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,														WAR	2	1	1	2	0	1	0	0	0	0	0	0							0		
Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.		2010-06-03 2011-01-31	A, P	G	Y																					C									
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		

CCC Type Records					CONC ERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
														Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																				
					G	G	VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 - re-source OSS TL: SMCCLAI1 SAQ2010141830 PDS: SD RS: JUST DO IT				R	R																																			
	Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra P = drawing change to decrease surface finish spec to 2.5 Ra.																										C		P									
			2010-07-21 2010-09-13	A, A	G	G	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
	Title: U377 recal/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D RS: JUST DO IT	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010																										B										
			2010-07-29 2010-07-29	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: 6F35 Center support improvements for snap ring retention TL: MDEFORE SAQ2009107018 PDS: D RS: JUST DO IT	C = Operator re-eduacation on rejects Gibbs Logic change P = see pca @ supplier entry																												P								
			20 20				VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		

DP12-006 000304

CCC Type Records								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK							Before	After																				
			2009-05-12 2010-02-19	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy																							C			P											
			2010-02-01 2010-05-24	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													WAR	1	1	0	0	0	1	0	0	0	0	0	0						0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4													GQR	6	2	0	2	1	1	1	0	0	0	0	0						19		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010																								C			P									
			2010-04-08 2010-09-27	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													WAR	1	1	0	0	0	1	0	0	0	0	0	0						0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4													GQR	6	2	0	2	1	1	1	0	0	0	0	0						19		
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)																							B													
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,													GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		

CCC Type Records							CONCERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																						RANK STATUS	
																Phase 1			Phase 2		Phase 3																														
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type	POS. C	POS. D		Audits	Insp/CP	Cp/CpK								Before	After																									
			2010-02-15 2010-02-15	A, A	G	G	VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,																	WAR	0	0	4	1	0	0	1	1	0	0	0	0						0			
							VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,																	WAR	1	0	0	0	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.																										C	P																		
							VRT: F04 CCC: E29,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION SHIFT SOLENOID DEFECTIVE, , , ,																	WAR	6	10	12	6	14	6	4	2	1	1	1	0						3			
							VRT: F04 CCC: D21,D36,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,5	SOLENOID DEFECTIVE, , , TRANSMISSION,																	WAR	0	0	0	1	0	0	0	3	0	0	1	0						1			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/ JERKY																	GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
			2010-02-12 2010-03-07	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																	GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																	GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																	WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																	WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																	WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).																										P																		
							VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,																	GQR	0	1	0	0	1	1	1	0	0	0	0	0						6			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/ JERKY																	GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,																	WAR	1	0	0	0	2	2	2	0	2	1	0	0						3			

CCC Type Records					CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																			
			2009-04-30 2010-02-26	A, A	G	G	VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6														WAR	0	3	0	0	0	1	0	0	0	0	0						0		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6														GQR	1	5	2	4	0	3	0	0	0	0	0						23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0						60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0						11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0						59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0					43		
	Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P RS: JUST DO IT	C = action TBD P = action TBD																																			
			2010-10-08 2010-10-08	P, P	Y	Y	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS I4														GQR	4	1	0	0	0	0	0	0	0	0	0						6		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0					43		
							VRT: F04 CCC: D21 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS V6														GQR	0	0	0	0	2	0	0	0	0	0	0						4		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0						0		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0						10		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0						19		
	Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D RS: JUST DO IT	C = 100% of terminal wire under microscope P = reduce number of wire wraps.																									C			P							
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0						60		

CCC Type Records					CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																			
			2010-04-14 2010-07-31	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: 6F35 - NEG PROJ - solenoid trim characterization TL: PTOUTANT SAQ2010143536 PDS: SP RS: JUST DO IT	P = replaced cable on test stand 12-1-09 at BW	2009-12-01 2010-01-18	A, A	G	G																		C	P												
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																			B												
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = . P = .	2010-02-17 2010-02-17	A, A	G	G																			B												
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																				C					P						
	Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation																																			
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
			2011-12-19 2011-12-19	P, P	Y	Y	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
4	VRT: F04 CCC: L73,TRANSMISSION FLUID LEAK - AUTO Src: PVL: LPT:																																													RL	RL
	Title: 2010 U377 - PTU Banjo Bolt Loose TL: JMERIDET SAQ2010113382 PDS: D RS: 6-SIGMA - DMAIC	C = Operator Awareness. Quality worksheet submitted to operators/supervisors 1/13/2010. Sheet submitted to C shift on 1/15/2010. P = Engineering has completed torque testing and approval given to increase joint torque from 13.5Nm +/- 2.1 Nm to 22.5 Nm +/-3.4 Nm. Starting rotation of new torque is 8901 on 2/18/2010. Alert # A12319256.	2010-01-15 2010-02-18	A, A	G	G																											C	P													
							VRT: F04 CCC: D50,L65,L73,L85,L88,P59,P66 Src: WAR,23 PVL: M4-ESCAPE (LESS	TRANSFER CASE VENT LEAK, , , ,																					WAR	5	8	4	4	1	0	1	0	0	0	0	0						0			
	Title: U377 - Negative - PTU Seal Leak Spike in January TL: MSIMETKO SAQ2010118062 PDS: SP RS: GLIDEPATH ADJUST	C = This project documents the negative uplift in January - all actions accomplished on SAQ-2010-116358. P = This project documents the negative uplift in January - all actions accomplished on SAQ-2010-116358.	2010-02-26 2010-02-26	A, A	G	G																										B														
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,																					GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP	2009-11-19 2010-05-17	A, A	G	G																									C				P										
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																					WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4																					GQR	6	2	0	2	1	1	1	1	0	0	0	0						19			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																					GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08 2010-12-11	A, P	G	Y																													C										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			

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CCC Type Records								CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
																Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Part(Item)	Concern	Type	POS. C	POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text	Audits	Dept I = Insp/CP D = Date/Text	Insp/CP	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.																															C					P								
			2010-04-08 2010-09-27	A, P	G	Y	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate																															C			P										
			2010-01-12 2010-04-26	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018 P = Implement snap ring retainer Sept 30, 2010																															C												
			2010-04-08 2010-10-29	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328 P = replace laser switches at station 260 with vision system Jan 18, 2010																														C			P										
			2008-11-11 2010-02-15	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: U377 Auto Trans Cooler Line Connector - wedding band type	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = New wedding band style connection like 6F50	2(																															C												

CCC Type Records								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																	RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A=Actual P=Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	CpCpK							Before	After																				
	TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH ADJUST	design which has low warranty	2010-06-25 2011-01-14	A, P	G	Y	VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,														WAR	2	1	1	2	0	1	0	0	0	0	0	0					0			
	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A, P	G	Y																						C										
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0					59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0					11		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0					60		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0					91		
	Title: 6F35 Cooler Bypass Plug Leak TL: JMERIDET SAQ2010114976 PDS: SP RS: JUST DO IT	C = 100% sort for stock: 2/11/10 @ VDTP (plug), 2/12/10 @ ESNA (raw bar stock), 2/18/10 use of 4X magnifying light @ ESNA. P = 100% inspection of bar stock using eddy current testing.	2010-02-18 2010-03-23	A, A	G	G																						C	P									
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0					5		
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010	2010-04-08 2010-09-27	A, P	G	Y																							C				P					
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0					9		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0					10		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0					43		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0					0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , I4														GQR	6	2	0	2	1	1	1	0	0	0	0	0					19		
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)																											B									
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0					5		

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																			RANK STATUS	
												Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type Pos. C Pos. D		Audits	Insp/CP	Cp/CpK								Before	After																					
			2010-02-15 2010-02-15	A, A	G	G	VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,														WAR	0	0	4	1	0	0	1	1	0	0	0	0						0			
							VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,															WAR	1	0	0	0	0	1	0	0	0	0	0	0						0			
	Title: U377 - Negative - PTU Seal Leak Spike - NOV-FEB TL: MSIMETKO SAQ2010118050 PDS: SP RS: JUST DO IT	C = Documenting uptick - fix already implemented on SAQ2010116358 P = Documenting uptick - fix already implemented on SAQ2010116358	2010-02-26 2010-02-26	A, A	G	G																			B																
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,															GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
	Title: 6F35 - replace LHS HS Bushing w/bearing TL: SMCCLAI1 SAQ2010141829 PDS: D RS: JUST DO IT				R	R																																	
	Title: 6F35 vent/dipstick TL: TSINGLE SAQ2010117392 PDS: D RS: JUST DO IT	C = N/A P = implement revised fill tube, with new J tube and new bullet style indicator	2010-04-08 2010-02-01	A, A	G	G																			P		C														
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Trans Fluid Fill Tube O-Ring Leak TL: RGAW SAQ2010117650 PDS: P RS: 6-SIGMA - DMAIC	C = N/A P = Dip tube o-ring in Merpol fluid to lubricate during tube install	2010-02-05 2010-03-01	A, A	G	G																			C	P															
							VRT: F04 CCC: L65,L73,L85,P66 Src: WAR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION DIPSTICK TUBE LEAK, , , ,															WAR	2	1	2	1	1	1	0	0	0	0	0	0						0			
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																			B																
	Title: 6F35 U377 RH Differential Seal TL: JMERIDET SAQ2010114058 PDS: P RS: JUST DO IT	C = n/a - see PCA P = Press seal deeper 7-19-2010 @ VDTP 8-15-10 at KCAP	2010-08-05 2010-08-15	A, A	G	G																										B								
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,															WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,															GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
							VRT: F04 CCC: L73,L88 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,															WAR	1	1	2	0	0	0	1	0	0	0	0	0						0			
	Title: U377 - PTU seal leak left Side TL: MSIMETKO SAQ2010116358 PDS: SP	C = New failure mode found for leaking transfer case seals... cut seal & contaminated seal from T2 supplier. Started containment at KCAP/CEVA 2/15/2010. P = New Federal Mogul Seal currently filling the Pipe-Line. ETA for complete fill is 5/15/10. Permanent																							C		P														

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT. Containment Status	CONCERN STAT. Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	PROCESS VALIDATION Phase 1			PROCESS VALIDATION Phase 2		PROCESS VALIDATION Phase 3		VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
								Part(Item) / Concern / Type / POS: C / POS: D		Audits	Insp/CP	Cp/Cpk	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator: Before	Replicated Internal Indicator: After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	RS: G8D	Corrective Actions at Federal Mogul: Cavities Tightened to Shoe (Corrects non-fills) 2/16/2010 Prep weight increased to minimize ris of non-fills 2/17/10 Press parameters optimized to prevent knitlines and splits 2/22/10 Added Instruction sheet requiring 100% inspection of five full heats before approval. 3/2/10 PPAP checklist modified to iclude verification new produt checklist has been completed. 3/5/10 Fully Certified PTUs on line at KCAP on 4/30/10.	2010-02-15 2010-04-30	A, A	G	G	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,															GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		
							VRT: F04 CCC: K01,K04,L65,L73,L85,L88,P59,P66 Src: WAR,79	TRANSFER CASE LEAK, LEFT, , SEAL,															WAR	15	13	10	22	7	3	5	3	1	0	0	0						1		
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,															WAR	10	4	5	3	12	4	6	7	6	5	3	1						15		
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																							C				P										
	Title: 6F35 - support for 100% leak insp at VO TL: MQUINN SAQ2010143534 PDS: P RS: JUST DO IT	P = support at VO plants (KCAP) by VDTP for 100% visual leak inspection	2010-04-30 2010-04-30	A, A	G	G																							B														
5	VRT: F04 CCC: P68,TRANSMISSION SHIFTS ROUGH OR JERKY FROM PARK Src: PVL: LPT:																																								RL	RL
	Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09 P = see pca at supplier	2009-11-26 2009-12-31	A, A	G	G																							C	P													
							VRT: F04 CCC: D02,D03,D21,D42,E29,P51,P59,P66,P68,P83 Src: WAR,6	TRANSMISSION RANGE SENSOR DEFECTIVE, , , ,															WAR	1	1	2	0	0	0	0	0	0	2	0	0						2		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0		
	Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D RS: JUST DO IT	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP																											B														
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		

Created By: tbushman

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CCC Type Records					CONC ERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
													Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2010-04-05 2010-04-05	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP		2009-11-19 2010-05-17	A, A	G	G																C				P												
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	0	0	0	0	0							19		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
Title: 6F35 Flat tow capability TL: JNEIGEBA SAQ2009082681 PDS: D RS: 6-SIGMA - DMAIC	C = new FLI for lower fluid level P = new chain baffle 1/25/10 @VDTP		2008-10-31 2010-02-10	A, A	G	G																				P												
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
Title: 6F35 Molded Lead Frame TL: MDEFORE SAQ2009108925 PDS: SD RS: JUST DO IT	C = 1.) Borg Warner operator trained on dunnage handling 2.) Borg Warner to certify all modules at VDTP after sorts. P = redesign solenoid module dunnage. First redesign rejected on 3/15/2010. implement braided wire sleeve instead of shrink wrap and thermistor suppplier change. 9/8/2010 at supplier, 9/13/10 at VD, 9/30 at VO		2009-08-14 2010-09-30	A, P	G	Y																																
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: E29,P59 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION LOOM DEFECTIVE, , , ,														WAR	0	1	0	0	0	0	2	0	0	0	0	0							0		

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CCC Type Records					CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																								
	Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D RS: JUST DO IT	C = No containment possible - requires a calibration change. P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.	2010-02-10 2010-02-12	A, A	G	G																			B																
							VRT: F04 CCC: D02,D21,D36,D41,D42 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE LACKS POWER, , , V6,															WAR	0	1	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6															WAR	0	3	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6															GQR	1	5	2	4	0	3	0	0	0	0	0	0						23			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D42 Src: GQR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , V6,															GQR	1	0	0	1	1	0	0	0	0	0	0	0						4			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08 2010-12-11	A, P	G	Y																			C																
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08 2010-09-27	A, P	G	Y																			C									P							
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			

CCC Type Records					CONC ERN STAT							CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																								RANK STATUS	
																Phase 1			Phase 2		Phase 3																																
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D					Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type		POS. C	POS. D		Audits	Insp/CP	Cp/CpK								Before	After																							
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	P = n/a roadmap adjust	2009-11-04 2009-11-04	A, A	G	G																					B																						
	Title: U377 V48 roadmap adjustment TL: JMERIDET SAQ2009103489 PDS: P RS: JUST DO IT	P = n/a roadmap adjustment only	2009-11-04 2009-11-04	A, A	G	G																					B																						
	Title: 6F35 35R Latch Valve TL: MDEFORE SAQ2009107038 PDS: SP RS: JUST DO IT	C = Borg Warner sorting for casting flash/burrs starting 11/19/09 P = Implemented predictive blade and core pin preventative maintenance to reduce wash out of latch area	2009-11-19 2010-01-15	A, A	G	G																					C		P																						
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A, A	G	G																					C			P																				
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																					WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			

CCC Type Records					CONC ERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
														Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D				Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part (Item)	Concern	Type	POS. C	POS. D		Audits	Insp/CP	Cp/CpK							Before	After																				
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018 P = Implement snap ring retainer Sept 30, 2010	2010-04-08 2010-10-29	A, P	G	Y																										C											
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328 P = replace laser switches at station 260 with vision system Jan 18, 2010	2009-11-11 2010-02-15	A, A	G	G																										C			P								
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																				WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
	Title: U377 Auto Trans Cooler Line Connector - wedding band type TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH AD JUST	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = New wedding band style connection like 6F50 design which has low warranty	2010-06-25 2011-01-14	A, P	G	Y																										C											
							VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,																				WAR	2	1	1	2	0	1	0	0	0	0	0	0						0		
	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A, P	G	Y																										C											
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																				GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																				GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																				GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																				GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
	Title: 6F35 - re-source OSS TL: SMCCLAI1 SAQ2010141830 PDS: SD RS: JUST DO IT			R	R																																					
	Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra P = drawing change to decrease surface finish spec to 2.5 Ra.	2010-07-21 2010-09-13	A, A	G	G																													C		P					
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																				GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																				GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																				GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		

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CCC Type Records								CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																				
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
					G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
	Title: U377 recal/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D RS: JUST DO IT	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010																										B									
			2010-07-29 2010-07-29	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy																										C			P						
			2010-02-01 2010-05-24	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010																										C			P						
			2010-04-08 2010-09-27	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		

CCC Type Records						CONCERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																												
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	0	0	0	0						19		
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)	2010-02-15 2010-02-15	A, A	G	G																		B																				
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		
							VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,														WAR	0	0	4	1	0	0	1	1	0	0	0	0						0		
							VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,														WAR	1	0	0	0	0	1	0	0	0	0	0	0						0		
	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.	2010-02-12 2010-03-07	A, A	G	G																		C	P																			
							VRT: F04 CCC: E29,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION SHIFT SOLENOID DEFECTIVE, , , ,														WAR	6	10	12	6	14	6	4	2	1	1	1	0						3		
							VRT: F04 CCC: D21,D36,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,5	SOLENOID DEFECTIVE, , , TRANSMISSION,														WAR	0	0	0	1	0	0	0	3	0	0	1	0						1		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0						0		
	Title: 6F35 OSS and TSS Hall Sensor	C = Only non fuse trimmed 665 Hall Cells are used for production																						P																			

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CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
											Phase 1			Phase 2		Phase 3																			
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK							Before	After																				
	change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A, A	G	G	VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,													GQR	0	1	0	0	1	1	1	0	0	0	0	0							6		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,															WAR	1	0	0	0	2	2	2	0	2	1	0	0							3		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE - V6															WAR	0	3	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE - V6															GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P RS: JUST DO IT	C = action TBD P = action TBD	2010-10-08 2010-10-08	P, P	Y	Y																																		
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS - I4															GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D21 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS - V6															GQR	0	0	0	0	2	0	0	0	0	0	0	0							4		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE - I4															WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE - I4															GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type		POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4																					GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
	Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D RS: JUST DO IT	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A, A	G	G																										C		P											
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: 6F35 - NEG PROJ - solenoid trim characterization TL: PTOUTANT SAQ2010143536 PDS: SP RS: JUST DO IT	P = replaced cable on test stand 12-1-09 at BW	2009-12-01 2010-01-18	A, A	G	G																											C	P											
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH AD JUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																													B											
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = . P = .	2010-02-17 2010-02-17	A, A	G	G																													B											
	Title: 6F35 U377 RH Differential Seal TL: JMERIDET SAQ2010114058 PDS: P RS: JUST DO IT	C = n/a - see PCA P = Press seal deeper 7-19-2010 @ VDTP 8-15-10 at KCAP																																		B											
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																					WAR	10	4	5	3	12	4	6	7	6	5	3	1							15		
			2010-08-05 2010-08-15	A, A	G	G	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,																					GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		

CCC Type Records							CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
															Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																								
					G	G	VRT: F04 CCC: L73,L88 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,														WAR	1	1	2	0	0	0	1	0	0	0	0	0						0			
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																						C				P										
	Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P, P	Y	Y	VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															GQR	1	0	0	0	0	0	0	0	0	0	0	0						1			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																	GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																	GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																	WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																	GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
8	VRT: F04 CCC: P67,SHIFTS OCCUR TOO EARLY TOO LATE TOO OFTEN Src: PVL: LPT:																																							RL	RL
	Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D RS: JUST DO IT	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A, A	G	G																						B														
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																	WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																	GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																	GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																	GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																	WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			

CCC Type Records					CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/Cpk								Before After																					
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	P = KCAP clean date November 19th, HSAP clean date November 24th.																					B																	
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,														WAR	7	5	2	3	1	0	1	2	0	0	0	0							0		
			2009-11-24 2009-11-24	A, A	G	G	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP																					C							P									
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
			2009-11-19 2010-05-17	A, A	G	G	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Molded Lead Frame TL: MDEFORE SAQ2009108925 PDS: SD RS: JUST DO IT	C = 1.) Borg Warner operator trained on dunnage handling 2.) Borg Warner to certify all modules at VDTP after sorts. P = redesign solenoid module dunnage. First redesign rejected on 3/15/2010. implement braided wire sleeve instead of shrink wrap and thermistor suppplier change. 9/8/2010 at supplier, 9/13/10 at VD, 9/30 at VO																													P								
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
			2009-08-14 2010-09-30	A, P	G	Y	VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		

DP12-006 000323

CCC Type Records								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
					G	Y	VRT: F04 CCC: E29,P59 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION LOOM DEFECTIVE, , , ,														WAR	0	1	0	0	0	0	2	0	0	0	0	0						0			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08 2010-12-11	A, P																							C															
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08 2010-09-27	A, P																							C								P						
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	P = n/a roadmap adjust	2009-11-04 2009-11-04	A, A	G	G																		B																	
	Title: U377 V48 roadmap adjustment TL: JMERIDET SAQ2009103489 PDS: P RS: JUST DO IT	P = n/a roadmap adjustment only	2009-11-04 2009-11-04	A, A	G	G																		B																	
	Title: 6F35 35R Latch Valve TL: MDEFORE SAQ2009107038 PDS: SP RS: JUST DO IT	C = Borg Warner sorting for casting flash/burrs starting 11/19/09 P = Implemented predictive blade and core pin preventative maintenance to reduce wash out of latch area	2009-11-19 2010-01-15	A, A	G	G																		C		P															
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			

CCC Type Records				CONC ERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate																							C			P														
			2010-01-12 2010-04-26	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,1	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018 P = Implement snap ring retainer Sept 30, 2010																									C													
			2010-04-08 2010-10-29	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Chain Snubber TL: TSINGLE SAQ2010117387 PDS: D RS: JUST DO IT	C = see SAQ2009111451 P = Implement chain snubber Jan 3, 2011																									C													
							VRT: F04 CCC: D21,D36,D50,E29,K01,K02,L73,P51,P59,P66,P67,P68,P83 Src: WAR,58	TRANSMISSION (AUTOMATIC) NOISY, CHIRP , , ,															WAR	5	16	4	5	6	7	10	3	2	0	0	0							2		
			2010-01-25 2011-01-03	A, P	G	Y	VRT: F04 CCC: K01,P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) NOISY, CHIRP , , ,															GQR	1	0	0	0	0	0	0	0	0	0	0	0							2		
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	TRANSMISSION (AUTO/MANUAL) NOISY, CHIRP , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328 P = replace laser switches at station 260 with vision system Jan 18, 2010																										C			P									
			2009-11-11 2010-02-15	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK	Phase 1			Phase 2		Phase 3		Before After																								
	Title: U377 Auto Trans Cooler Line Connector - wedding band type TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH ADJUST	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = New wedding band style connection like 6F50 design which has low warranty	2010-06-25 2011-01-14	A, P	G	Y																							C													
							VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,															WAR	2	1	1	2	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A, P	G	Y																							C													
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 - re-source OSS TL: SMCCLAI1 SAQ2010141830 PDS: SD RS: JUST DO IT				R	R																																				
	Title: U377 recal/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D RS: JUST DO IT	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010	2010-07-29 2010-07-29	A, A	G	G																							B													
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
	Title: 6F35 Center support improvements for snap ring retention TL: MDEFORE SAQ2009107018 PDS: D RS: JUST DO IT	C = Operator re-eduacation on rejects Gibbs Logic change P = see pca @ supplier entry	2009-05-12 2010-02-19	A, A	G	G																							P													
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D (Part(Item) / Concern / Type / POS. C / POS. D)	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: CpCpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy	2010-02-01 2010-05-24	A, A	G	G																						C			P													
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4															WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4															GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4															GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010	2010-04-08 2010-09-27	A, P	G	Y																								C					P									
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4															GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4															WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4															GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)	2010-02-15 2010-02-15	A, A	G	G																						B																
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,															GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		
							VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,															WAR	0	0	4	1	0	0	1	1	0	0	0	0						0			

CCC Type Records										CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
														Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	2009\10	2009\11	2009\12	2010\01	2010\02	2010\03	2010\04	2010\05	2010\06	2010\07	2010\08	2010\09	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
											Audits	Insp/CP	Cp/CpK								Before	After																									
					G	G	VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,															WAR	1	0	0	0	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.	2010-02-12 2010-03-07	A, A																																									
							VRT: F04 CCC: E29,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION SHIFT SOLENOID DEFECTIVE, , , ,															WAR	6	10	12	6	14	6	4	2	1	1	1	0						3			
							VRT: F04 CCC: D21,D36,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,5	SOLENOID DEFECTIVE, , , TRANSMISSION,															WAR	0	0	0	1	0	0	0	3	0	0	1	0						1			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).																																										
							VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,															GQR	0	1	0	0	1	1	0	0	0	0	0	0						6			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,															WAR	1	0	0	0	2	2	2	0	2	1	0	0						3			
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6															WAR	0	3	0	0	0	0	1	0	0	0	0	0						0			

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type		POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
			2009-04-30 2010-02-26	A, A	G	G	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6																							GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																							GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																							GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																							GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																							WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P RS: JUST DO IT	C = action TBD P = action TBD																																														
			2010-10-08 2010-10-08	P, P	Y	Y	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS I4																							GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																							WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D21 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS V6																							GQR	0	0	0	0	2	0	0	0	0	0	0	0							4		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																							WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																							GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4																							GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
	Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D RS: JUST DO IT	C = 100% of terminal wire under microscope P = reduce number of wire wraps.																																C		P										
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																							GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
			2010-04-14 2010-07-31	A, A	G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																							GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																										B															
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = . P = .	2010-02-17 2010-02-17	A, A	G	G																										B															
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																											C				P									
	Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P, P	Y	Y																																								
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																					GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																					GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																					WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																					GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
9	VRT: F04 CCC: P69,GEAR CHANGES TAKE TOO LONG TO COMPLETE Src: PVL: LPT:																																														RL	RL
	Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09 P = see pca at supplier																															C	P													
							VRT: F04 CCC: D02,D03,D21,D42,E29,P51,P59,P66,P68,P83 Src: WAR,6	TRANSMISSION RANGE SENSOR DEFECTIVE, , , ,																					WAR	1	1	2	0	0	0	0	0	0	2	0	0							2		

DP12-006 000330

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern Type / POS.C / POS.D	Critical X	CONTAINMENT / MAPPING: Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
			2009-11-26 2009-12-31	A, A	G	G	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69 P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68 P69 P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: 6F35 OBD/Calibration improvements TL: LWALDOCK SAQ2009108929 PDS: D RS: JUST DO IT	C = '- Calibration change '- Plan incorporation date at HSAP. P = 4/5/2010 KCAP 3/7/2010 HSAP	2010-04-05 2010-04-05	A, A	G	G																								B															
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69 P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59 P66 P67 P68 P69 P82 P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	P = KCAP clean date November 19th, HSAP clean date November 24th.	2009-11-24 2009-11-24	A, A	G	G																				B																			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69 P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR 21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,															WAR	7	5	2	3	1	0	1	2	0	0	0	0						0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		

CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
											Phase 1			Phase 2		Phase 3																			
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
					G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038 P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP	2009-11-19 2010-05-17	A, A	G	G																	C						P										
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4													GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Flat tow capability TL: JNEIGEBA SAQ2009082681 PDS: D RS: 6-SIGMA - DMAIC	C = new FLI for lower fluid level P = new chain baffle 1/25/10 @VDTP	2008-10-31 2010-02-10	A, A	G	G																							P										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 U377 Dipstick Tube Leak - Unseated at O-Ring TL: CFRANK3 SAQ2009089290 PDS: SP RS: G8D	C = Audited assembly processes for both I4 and V6 applications. 7/28/09 P = Single Point Lesson visual aid displayed on KCAP motor line illustrating check presence of o-ring and proper fit of tube to transmission case. 9/15/09 Lubricate dipstick tube o-ring prior to install to avoid o-ring damage. 3/1/10	2009-08-20 2010-03-01	A, A	G	G																							P										
							VRT: F04 CCC: L65,L73,P59 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION DIPSTICK TUBE REPLACED, , , ,													WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: L65,L73,L85,P66 Src: WAR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION DIPSTICK TUBE LEAK, , , ,													WAR	2	1	2	1	1	1	0	0	0	0	0	0							0		
	Title: 6F35 Molded Lead Frame TL: MDEFORE SAQ2009108925 PDS: SD RS: JUST DO IT	C = 1.) Borg Warner operator trained on dunnage handling 2.) Borg Warner to certify all modules at VDTP after sorts. P = redesign solenoid module dunnage. First redesign rejected on 3/15/2010. implement braided wire sleeve instead of shrink wrap and thermistor suppplier change. 9/8/2010 at supplier, 9/13/10 at VD, 9/30 at VO	2009-08-14 2010-09-30	A, P	G	Y																									P							
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													GQR	1	0	0	0	0	0	0	0	0	0	0	0							1		

CCC Type Records				CONC ERN STAT						CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
														Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
					G	Y	VRT: F04 CCC: E29,P59 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION LOOM DEFECTIVE, , , ,														WAR	0	1	0	0	0	2	0	0	0	0	0						0			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010																							C																
			2010-04-08 2010-12-11	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0					9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0					43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0					91			
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.																							C						P									
			2010-04-08 2010-09-27	A, P	G	Y	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0					11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0					9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0					91			
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	P = n/a roadmap adjust	2009-11-04 2009-11-04	A, A	G	G																	B																	
	Title: U377 V48 roadmap adjustment TL: JMERIDET SAQ2009103489 PDS: P RS: JUST DO IT	P = n/a roadmap adjustment only	2009-11-04 2009-11-04	A, A	G	G																	B																	
	Title: 6F35 35R Latch Valve TL: MDEFORE SAQ2009107038 PDS: SP RS: JUST DO IT	C = Borg Warner sorting for casting flash/burrs starting 11/19/09 P = Implemented predictive blade and core pin preventative maintenance to reduce wash out of latch area																					C		P															
			2009-11-19 2010-01-15	A, A	G	G	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0					43			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0					0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0					11			

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
					G	G	VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: U377 - NEGATIVE PROJECT - Linkshaft Wrong TL: JDEMART1 SAQ2010113760 PDS: P RS: 6-SIGMA - DMAIC	C = Quality Worksheet submitted 1/22. Reposted Single Point Lesson showing link shaft label color and usage. Quality Worksheet signed by all shifts supervisors/operators on 1/28. P = Additional investigation found an improvement to the broadcast sheet was required. Both HEV and Gas Link shaft callouts were listed as Green. Operator was required to determine if vehicle was HEV or gas from another location on the broadcast to determine the correct green link shaft to install. Broad cast has been changed to callout the HEV link shaft as striped Green; actually label on HEV is green with gray stripe. Further investigation found several pick lights inop and not aligned with current stock locations. 3/23: Changing striped green label to blue label to futher differentiate colors of all linkshafts. Incorporation of the blue label as 2nd permanent corrective action is - *** TRUNCATED ***.	2010-01-28 2010-02-17	A, A	G	G																			C	P															
							VRT: F04 CCC: L73,L88,P59,P66,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	AXLE LINK SHAFT WRONG, , , ,														WAR	0	0	4	0	1	0	1	0	0	1	0	0							1		
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010 P = redesign balance dam or add snap ring retainer plate	2010-01-12 2010-04-26	A, A	G	G																	C		P														
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018 P = Implement snap ring retainer Sept 30, 2010	2010-04-08 2010-10-29	A, P	G	Y																			C														
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		

Created By: tbushman

DP12-006 000334

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type		POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	Title: 6F35 Chain Snubber TL: TSINGLE SAQ2010117387 PDS: D RS: JUST DO IT	C = see SAQ2009111451 P = Implement chain snubber Jan 3, 2011	2010-01-25 2011-01-03	A, P	G	Y																																										
							VRT: F04 CCC: D21,D36,D50,E29,K01,K02,L73,P51,P59,P66,P67,P68,P83 Src: WAR,58	TRANSMISSION (AUTOMATIC) NOISY, CHIRP , , ,																								WAR	5	16	4	5	6	7	10	3	2	0	0	0						2			
							VRT: F04 CCC: K01,P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) NOISY, CHIRP , , ,																								GQR	1	0	0	0	0	0	0	0	0	0	0	0						2			
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	TRANSMISSION (AUTO/MANUAL) NOISY, CHIRP , , ,																								WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328 P = replace laser switches at station 260 with vision system Jan 18, 2010	2009-11-11 2010-02-15	A, A	G	G																																									
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																								WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: U377 Auto Trans Cooler Line Connector - wedding band type TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH ADJUST	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = New wedding band style connection like 6F50 design which has low warranty	2010-06-25 2011-01-14	A, P	G	Y																																									
							VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,																								WAR	2	1	1	2	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03 2011-01-31	A, P	G	Y																																									
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																								GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																								GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																								GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																								GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 - re-source OSS TL: SMCCLAI1 SAQ2010141830 PDS: SD RS: JUST DO IT				R	R																																									
	Title: U377 recal/friction change 2011MY MP1 TL: JMERIDET SAQ2009086603 PDS: D RS: JUST DO IT	C = 2011MY MP1 P = implementation for 2011 MY MP1 OKTB on 7-29-2010	2010-07-2 2010-07-2	A, A	G	G																																									
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																								GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																								WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			

CCC Type Records					CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																							
					G	G	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: 6F35 Center support improvements for snap ring retention TL: MDEFORE SAQ2009107018 PDS: D RS: JUST DO IT	C = Operator re-eduacation on rejects Gibbs Logic change P = see pca @ supplier entry																							P																
			2009-05-12 2010-02-19	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy P = Implement joint conditioning strategy																							C			P												
			2010-02-01 2010-05-24	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a P = bore pump pocket Aug 23, 2010																									C						P						
			2010-04-08 2010-09-27	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																						
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	0	0	0	0						19		
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP) P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)	2010-02-15 2010-02-15	A, A	G	G																			B																			
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		
							VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,														WAR	0	0	4	1	0	0	1	1	0	0	0	0						0			
							VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,														WAR	1	0	0	0	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned. P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.	2010-02-12 2010-03-07	A, A	G	G																			C	P																		
							VRT: F04 CCC: E29,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION SHIFT SOLENOID DEFECTIVE, , , ,														WAR	6	10	12	6	14	6	4	2	1	1	1	0						3		
							VRT: F04 CCC: D21,D36,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,5	SOLENOID DEFECTIVE, , , TRANSMISSION,														WAR	0	0	0	1	0	0	0	3	0	0	1	0						1		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0						0		
	Title: 6F35 OSS and TSS Hall Sensor	C = Only non fuse trimmed 665 Hall Cells are used for production																							P																		

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CCC Type Records								CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION								VALIDATION VERIFICATION			VALIDATION																						RANK STATUS	
																Phase 1			Phase 2		Phase 3																															
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern Type POS. C POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	 After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30 2010-02-26	A, A	G	G	VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,																GQR	0	1	0	0	1	1	1	0	0	0	0	0							6		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																	GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,																	WAR	1	0	0	0	2	2	2	0	2	1	0	0						3			
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , V6																	WAR	0	3	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , V6																	GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																	GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																	GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																	GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																	WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
	Title: 6F35 - clear/relearn adaptive calibration & FSA TL: LWALDOCK SAQ2010131906 PDS: P RS: JUST DO IT	C = action TBD P = action TBD	2010-10-08 2010-10-08	P, P	Y	Y																																										
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , I4																	GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																	WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D21 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , V6																	GQR	0	0	0	0	2	0	0	0	0	0	0	0							4		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , I4																	WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , I4																	GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		

CCC Type Records					CONCERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
													Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
	Title: 6F35 - NEG PROJ - on/off solenoid broken start wire TL: SMCCLAI1 SAQ2010141831 PDS: D RS: JUST DO IT	C = 100% of terminal wire under microscope P = reduce number of wire wraps.	2010-04-14 2010-07-31	A, A	G	G																				C		P														
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: 6F35 - NEG PROJ - solenoid trim characterization TL: PTOUTANT SAQ2010143536 PDS: SP RS: JUST DO IT	P = replaced cable on test stand 12-1-09 at BW	2009-12-01 2010-01-18	A, A	G	G																					C	P													
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH AD JUST	C = Monthly BSAQ roadmap prediction and maintenance. P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																							B												
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = . P = .	2010-02-17 2010-02-17	A, A	G	G																							B												
	Title: 6F35 U377 RH Differential Seal TL: JMERIDET SAQ2010114058 PDS: P RS: JUST DO IT	C = n/a - see PCA P = Press seal deeper 7-19-2010 @ VDTP 8-15-10 at KCAP																													B										
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,														WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
			2010-08-05 2010-08-15	A, A	G	G	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0							5		

Created By: tbushman

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Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: F04 CCC: L73,L88 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,																				WAR	1	1	2	0	0	0	1	0	0	0	0	0						0			
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																										C				P										
	Title: 6F35 2-3 flare or Harsh shift TL: MQUINN SAQ2010132709 PDS: D RS: JUST DO IT	C = Under investigation P = hardware fix under investigation	2011-12-19 2011-12-19	P, P	Y	Y																																							
							VRT: F04 CCC: P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																				GQR	1	0	0	0	0	0	0	0	0	0	0	0						1			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																				GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																				GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																				WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																				GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
10	VRT: F04 CCC: D02,ENGINE WOULD NOT START Src: PVL: LPT:																																												RL	RL
	Title: Battery Warranty Policy Claims Edit TL: PFURMAN SAQ2009092055 PDS: SD RS: JUST DO IT	C = Battery Warranty Policy Manual updated P = Manual edit start date	2009-10-01 2009-10-01	A, A	G	G																										B														
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , LOT ROT																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY REPLACED, , , , LOT ROT																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY REPLACED, , , , PRE DELIVERY																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , PRE DELIVERY																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			

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DP12-006 000340

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Process Validation Phase 1			Process Validation Phase 2		Process Validation Phase 3		Validation Verification		Critical X Status	Validation																		Ranking Status	
								Part(Item) Concern Type Position C Position D		Audits	Insp/CP	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	Replicated Internal Indicator After		Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Title: Remote Start No Problem Found (MDI MyKey) TL: MKAN SAQ2009105229 PDS: D RS: NON-FORD DESIGN / MANUFAC	C = In order to maintain integrity of MyKey, the engine will shutdown upon vehicle entry after a GFA Remote Start event. This forces the operator to restart the vehicle allowing the system to identify the user as Admin or MyKey. The engine shutdown feature can be disabled, but customers must be advised doing so may compromise the use of MyKey restricted features. Contact 1-800-FORD-KEY for details on how to reconfigure the GFA Remote Start Module. P = eFC to be sent out to dealers. Remote Start Manual changes to be approved and kicked off, with turnaround time of one week to complete revisions to the 37K published Remote Start Owner's manuals. Verbiage will be removed regarding the shut-down option from the RS Owner's Manual. Actions complete 12/8/2009 ahead of projected date.	2009-07-24 2009-12-08	A, A	G	G																				P																	
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	REMOTE START IMPROPER FUNCTION, , , , NO PROBLEM FOUND																WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	REMOTE START IMPROPER FUNCTION, , , , NO PROBLEM FOUND																GQR	0	0	0	0	0	0	0	0	0	0	0	0							0	
	Title: U377 Warranty Fuel Line Loose TL: DDOYLE7 SAQ2010116291 PDS: P RS: 6-SIGMA - DMAIC	C = 2/10: reposted visual aid for fuel line connections at fuel tank. 3/2: posted visual aid for fuel line connections in repair hole; one claim was for improper repair during fuel filler sender replaced. Additional claim for HEV fuel connection loose at dash. Visual aid posted. P = Adding visual aid to WES and push-click-pull on all fuel line connections to verify complete connection.	2010-03-19 2010-03-24	A, P	G	Y																				B																	
							VRT: F04 CCC: E29 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	FUEL LINE LOOSE, , , ,																WAR	0	0	0	0	1	0	0	1	0	0	0	0						0		
	Title: U377 - FUEL PUMP DRV IMPROVEMENT TL: DDOYLE7 SAQ2010139969 PDS: SP RS: NON-FORD DESIGN / MANUFAC	C = Certified parts from T2 to Kautex (T1). P = Process updated with vision equipment to detect when a DRV is disengaged.	2010-05-26 2010-05-26	A, A	G	G																			B																	
							VRT: F04 CCC: D02,D03,D21,D42,E29,E68,E70 Src: WAR,29	FUEL PUMP DEFECTIVE, , , ,																WAR	2	2	2	3	1	8	4	3	3	0	1	0						4		
	Title: Check Engine Light - Engine No Start (O101K) TL: DSCHNEI6 SAQ2010112248 PDS: SP RS: G8D	C = Obtaining parts from dealers for analysis. KTP STA contacting supplier for process review/8D. P = See ICA.	2010-08-31 2010-08-31	P, P	Y	Y																													B					
							VRT: F04 CCC: D02,D41,E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	POWERTRAIN CONTROL MODULE DEFECTIVE, , , , REPLACED																WAR	2	0	0	0	0	0	1	0	1	0	0	0						1		
	Title: Starter Defective (cross thread at C197A) TL: JSTILGE1 SAQ2010133351 PDS: P RS: JUST DO IT	C = Made revisions to both fixtures to prevent the wire harness terminal from misalignment during build up. P = Made revisions to both fixtures to prevent the wire harness terminal from misalignment during build up.	2010-05-18 2010-05-20	A, A	G	G																			B																	
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	STARTER DEFECTIVE, , , I4, NO PROBLEM FOUND																WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D02 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	STARTER DEFECTIVE, , , ,																WAR	0	0	0	0	1	0	0	0	0	0	0	0						0		
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	STARTER DEFECTIVE, , , , # 4																WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		

CCC Type Records				CONC ERN STAT							CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
															Phase 1			Phase 2		Phase 3																										
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D					Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type		POS. C	POS. D			Audits		Insp/CP	Cp/CpK							Before	After																			
	Title: V52 2009 Escape battery spike TL: TBUSHMAN SAQ2009080699 PDS: P RS: JUST DO IT	C = Increase in warranty due to batterys. P = Increase in warranty due to batterys.	2009-06-03 2009-06-03	A, A	G	G																																						
	Title: Global Port Battery Care Procedure TL: DBENNINK SAQ2010149741 PDS: D RS: JUST DO IT	C = Release of Global Battery Care Procedure P = Release of Global Battery Care Procedure	2011-02-28 2011-02-28	P, P	Y	Y																																						
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = .|P = .	2010-06-04|2010-06-04	A, A	G	G																												B											
	Title: JCI battery bent frame on negative grid (G519S) TL: DBENNINK SAQ2010115597 PDS: SP RS: JUST DO IT	C = JCI Quality alert and tool box meeting review with COS and pasting. Reviewed BiTrode Settings.|P = Install sensor on robot tooling that will read the exact position of the plate stack on the conveyor. Once the stack is detected by the robot it will retrieve and stack to pallet. Encoder project 0 Indexes plate collector drop by the nominal dimension of the plate type rather than the sensor pick read. New wire flattener design - spring load design the adjusts to thickness of plate dimension.	2010-03-01|2010-04-19	A, A	G	G																											C	P											
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , LOT ROT																											WAR	0	0	0	0	0	0	0	0	0	0	0	0					0	
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , HIGH MILEAGE																											WAR	0	0	0	0	0	0	0	0	0	0	0	0					0	
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , HIGH MILEAGE																											GQR	0	0	0	0	0	0	0	0	0	0	0	0					0	
	Title: JCI battery reverse element (G519S) TL: DBENNINK SAQ2010115614 PDS: SP RS: JUST DO IT	C = Operators, supervisors, and engineers were notified. COS was verified by Maintenance and QA to assure machines are operating correctly. Issue/posted Quality Alert to all lines.|P = Adjust Hi-Rater to better detect the problem batteries. The Bi-Trode high rate control voltage was moved from 7.9V to 7.7V and effectivley rejected trial parts and reversed elements.	2010-02-09|2010-03-25	A, A	G	G																											C	P											
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , HIGH MILEAGE																											GQR	0	0	0	0	0	0	0	0	0	0	0	0					0	
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: A.I-KANSAS CITY PLANT	BATTERY DEAD, , , , HIGH MILEAGE																											WAR	0	0	0	0	0	0	0	0	0	0	0	0					0	

DP12-006 000342

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	BATTERY DEAD, , , , LOT ROT																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: Alternator Defective (Cross Thread I4/V6) TL: JSTILGE1 SAQ2010129631 PDS: P RS: JUST DO IT	C = ECB sheet submitted to Chassis. PJO performed to ensure hand start operation being completed per OIS.|P = Implement cross thread detection. A normal run down of the fastener sees approximately 110 - 150 degrees of rotation between 1 Nm and 17.5 Nm final torque. The program will call a shot a cross thread if it sees less than 50 degrees of rotation.	2010-05-13|2010-05-13	A, A	G	G																											B														
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	ALTERNATOR DEFECTIVE, , , , # 4																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	ALTERNATOR DEFECTIVE, , , ,																					WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: U377 FUEL PUMP ABNORMAL WEAR ON COMMUTATOR TL: DDOYLE7 SAQ2010141179 PDS: SP RS: G8D	|P = Send all repaired parts back through vision station.	2010-06-02|2010-06-02	A, A	G	G																											B														
							VRT: F04 CCC: D02,D03,D21,D42,E29,E68,E70 Src: WAR,29	FUEL PUMP DEFECTIVE, , , ,																				WAR	2	2	2	3	1	8	4	3	3	0	1	0						4			
	Title: GR1 battery tester/charger rollout to FNA dealerships TL: DBENNINK SAQ2010149602 PDS: D RS: JUST DO IT	C = All dealerships in Canada completed by 11/1/2010. US additional 1260 rollout completed by 12/24/2010. Canada claims editing in place 1/30/2011, US claims editing in place 2/28/2011.|P = Same as ICA	2011-02-28|2011-02-28	P, P	Y	Y																																									
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	BATTERY DEAD, , , , HIGH MILEAGE																				WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	BATTERY DEAD, , , , HIGH MILEAGE																				GQR	0	0	0	0	0	0	0	0	0	0	0	0						0			
14	VRT: F04 CCC: P51,DIFFICULT TO OPERATE SHIFT LEVER Src: PVL: LPT:																																												RL	RL
	Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09|P = see pca at supplier	2009-11-26|2009-12-31	A, A	G	G																											C	P													
							VRT: F04 CCC: D02,D03,D21,D42,E29,P51,P59,P66,P68,P83 Src: WAR,6	TRANSMISSION RANGE SENSOR DEFECTIVE, , , ,																				WAR	1	1	2	0	0	0	0	0	0	2	0	0						2			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,29	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																				WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																				GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038|P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP																					C						P										
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4													GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
			2009-11-19|2010-05-17	A, A	G	G	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4													GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: U377 - Auto Shifter Cable Adjustment TL: CFRANK3 SAQ2010113616 PDS: P RS: 6-SIGMA - DMAIC	C = 100% Inspection added on Trim Line to ensure Shift Lever is in D on 2/1/10. SPL Posted on Trim Line directing operators to be sure Shift Lever is in D before leaving area. SPL Posted in Shift Cable End Effector attaching process (to Transmission), showing operators how to know when Manual Lever Arm is in the correct position. Both posted on 2/22/10. Coordinator inspect lock clip seated on 10 JPH. Operator notify coordinator if seating click is not heard or felt. Effective 4/19/10.|P = SPL Posted on Trim Line directing operators to be sure Shift Lever is in D before leaving area. SPL Posted in Shift Cable End Effector attaching process (to Transmission), showing operators how to know when Manual Lever Arm is in the correct position. Both posted on 2/22/10.																							B														
			2010-02-22|2010-02-22	A, A	G	G	VRT: F04 CCC: P01,P09,P51,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	GEAR SHIFT CABLE IMPROPER ADJUST, , , ,													WAR	0	0	1	2	0	2	0	1	0	0	0	0							0		
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A|P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010																									C										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
			2010-04-08|2010-12-11	A, P	G	Y	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND													WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		

Created By: tbushman

CCC Type Records				CONC ERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) / Concern / Type / POS. C / POS. D		Audits	Insp/CP	Cp/CpK								Before / After																					
					G	Y	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A|P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.																									C					P								
			2010-04-08|2010-09-27	A, P	G	Y	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83 Src: WAR,56 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,													WAR	11	20	18	17	12	9	9	2	8	1	0	0						9		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	17	13	10	9	12	8	5	0	0	0	0	0						91		
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	|P = n/a roadmap adjust	2009-11-04|2009-11-04	A, A	G	G																	B																	
	Title: U377 - Trans Shifter Light Bulb TL: JMERIDET SAQ2010110019 PDS: D RS: G8D	C = A shadow box was built, which the inspectors on the CAL Line can use to place over the Center Console, blocking out ambient light, allowing them to see if the bulb is indeed lit or burned out. Put in place on 1/21/10. INspection intiated at water test 3/24/10. 100% Visual Inspection added chassis rolls to verify PRNDL illumination end of March 2010|P = PCA: C12345609 - Shifter Team has reviewed issue with Graydon Reitz. Accepted industry for small bulbs is 0.2 R/1000. To fix issue will cost $5/vehicle - team agrees that LED will not be implemented. A new bulb/socket source is under development (Same bulb/socket source as used in Edge/Focus/Flex with about half the warranty of U377). Plan to trial 10,000 units at KCAP under alert by week of June 25th and determine if OK for full production by June 30. Will need to release for production if trial successf - *** TRUNCATED ***.																							C															
			2010-01-21|2010-10-15	A, P	G	Y	VRT: F04 CCC: P51,P59 Src: WAR,56 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER LPT: AJ-KANSAS CITY PLANT	TRANSMISSION SHIFTER DEFECTIVE, , , BULB,													WAR	17	8	7	5	8	6	2	1	2	0	0	0						2		
							VRT: F04 CCC: P51,P59 Src: GQR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	TRANSMISSION SHIFTER DEFECTIVE, , , BULB,													GQR	0	0	0	0	1	0	0	0	0	0	0	0						2		
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010|P = redesign balance dam or add snap ring retainer plate																							C				P											
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY													GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		
			2010-01-12|2010	A, A	G	G	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY													GQR	0	0	2	3	2	1	0	0	0	0	0	0						11		

CCC Type Records								CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																								RANK STATUS	
																Phase 1			Phase 2		Phase 3																															
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			0-04-26				VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018|P = Implement snap ring retainer Sept 30, 2010	2010-04-08|2010-10-29	A, P	G	Y																				C																							
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328|P = replace laser switches at station 260 with vision system Jan 18, 2010	2009-11-11|2010-02-15	A, A	G	G																		C			P																						
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement|P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03|2011-01-31	A, P	G	Y																							C																					
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 surface finish on manual valve TL: SMCCLAI1 SAQ2010143531 PDS: D RS: JUST DO IT	C = Alert issued to run parts with surface finish of less than 2.5Ra|P = drawing change to decrease surface finish spec to 2.5 Ra.	2010-07-21|2010-09-13	A, A	G	G																								C		P															
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			

CCC Type Records				CONC ERN STAT.			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
											Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO													GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy|P = Implement joint conditioning strategy																								C			P											
			2010-02-01|2010-05-24	A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4															WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4															GQR	6	2	0	2	1	1	1	1	0	0	0	0						19			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4															GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a|P = bore pump pocket Aug 23, 2010																									C			P										
			2010-04-08|2010-09-27	A, P	G	Y	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4															GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4															WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4															GQR	6	2	0	2	1	1	1	1	0	0	0	0						19			
	Title: SPDJB Replaced (Stuck in Park, no headlamps, pwr window) TL: JSTILGE1 SAQ2010113974 PDS: SP RS: GLIDEPATH	C = Customer symptoms include vehicle stuck in park, and other communication failures. September 5, 2009 Root Cause: Investigation of the particular failure mechanism determined the 5 volt regulator circuit was unstable due to high ESR (Effective Series Resistance) of the tantalum stabilization capacitor C22 provided by Kemet. Kemet has confirmed parts are out of specification for ESR, but have not been able to																							C				P											
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	POWER DISTRIBUTION BOX - FUSE_RELAY_MOD ULE DEFECTIVE															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	ADJUST	determine specific root cause. Lear SPDJB Clean-point from Kemet Suspect Lots 07/01/09 (Suspect Lots from week 51, 2008 build code) • Kemet begins 100% ESR Screening of Capacitors 11/30/09 • Kemet begins 100% Thermal Cycling of Capacitors 11/30/09 •Thermal Cycle Capacitors Implementation • Production start at Lear Apodaca 01/11/10 • Production start at Ford HAP & CAP (est.) 01/25/10 • Production start at ACH Saline (est.) 01/25/10 • Production start at For - *** TRUNCATED ***.	2009-11-30|2010-05-04	A, A	G	G	VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	POWER DISTRIBUTION BOX - FUSE_RELAY_MODULE DEFECTIVE, , , ,															GQR	0	0	0	0	0	0	0	0	0	0	0							0		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance.|P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28|2010-02-28	A, A	G	G																		B																
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = .|P = .	2010-02-17|2010-02-17	A, A	G	G																		B																
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A|P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08|2010-08-15	A, A	G	G																			C				P											
17	VRT: F04 CCC: P83,NO FORWARD/REVERSE MOVEMENT IN GEAR Src: PVL: LPT:																																					RL	RL
	Title: 6F35 TRS sensor improvement actions TL: LNAGY2 SAQ2009107298 PDS: SP RS: JUST DO IT	C = 1.) 100% thermal shock testing for voltage reg - 11/24/09 2.) 100% XRay inspections of solder joins unit already assembled/100% visual inspection of solder joins on new units - 11/26/09|P = see pca at supplier	2009-11-26|2009-12-31	A, A	G	G																							C	P										
							VRT: F04 CCC: D02,D03,D21,D42,E29,P51,P59,P66,P68,P83 Src: WAR,6	TRANSMISSION RANGE SENSOR DEFECTIVE, , , ,																WAR	1	1	2	0	0	0	0	0	0	2	0	0						2		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,8	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0						59		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0						60		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0						0		
	Title: 6F35 OBD/Calibration	C = '- Calibration change '- Plan incorporation date at HSAP.|P = 4/5/2010 KCAP 3/7/2010 HSAP																							B														

DP12-006 000348

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																			
	improvements TL: LWALDOCK SAQ2009108929 PDS: D RS: JUST DO IT		2010-04-05|2010-04-05	A, A	G	G	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 35R latch bore process TL: TSINGLE SAQ2010117394 PDS: P RS: JUST DO IT	C = saq2009108038|P = Improve latch bore process and implement high pressure deburr. Implemented 4/25 @ VDTP	2009-11-19|2010-05-17																				C						P									
				A, A	G	G	VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: 6F35 Flat tow capability TL: JNEIGEBA SAQ2009082681 PDS: D RS: 6-SIGMA - DMAIC	C = new FLI for lower fluid level|P = new chain baffle 1/25/10 @VDTP	2008-10-31|2010-02-10																					P													
				A, A	G	G	VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,														WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
	Title: U377 - Negative Project for LF Axle Halfshaft Broken TL: JDEMART1 SAQ2010112112	C = 1/15/2010. Supplier reviewed internal press data and started certifying stock. 1/27/2010. Review of KCAP press equipment showed different insertion forces between left hand and right hand halfshaft to knuckle insertion. Lowered LH insertion force to same																						C						P							

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	PDS: P RS: 6-SIGMA - DMAIC	as RH. 1/28/2010. Reduced press force more to meet preliminary manufacturing drawing that had 10kN max force requirement.|P = Force Transducer stopped working (frayed cable). Hydraulic pressure was turned up too high and the MAX Threshold reject limit was never reached. Press Station Logic has been changed to a MIN/MAX Threshold from just a MAX Threshold - so if the cable frays again the machine will not see a MIN value and will shut down. Project will be completed when a new, calibrated Force Transducer is installed into the Press Station (ETA 6/1/10).	2010-01-28|2010-06-04	A, A	G	G	VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																						WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
							VRT: F04 CCC: K02,K03,K04,L86,L88,P59,P82,P83 Src: WAR,51 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA)	AXLE HALF SHAFT BROKEN, LEFT, , ,																						WAR	0	0	22	29	0	0	0	0	0	0	0	0						0			
	Title: 6F35 Pump Filter o-ring seal TL: TSINGLE SAQ2010117380 PDS: D RS: JUST DO IT	C = N/A|P = Implement revised o-ring seal diameter March 15, 2010 Implement retention clip for filter Dec 14, 2010	2010-04-08|2010-12-11	A, P	G	Y																										C															
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																						WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																						WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																						GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: 6F35 CB1234 snap ring - case side TL: TSINGLE SAQ2010117389 PDS: D RS: JUST DO IT	C = N/A|P = implement larger diameter snap ring case-side to prevent it from unseating. Functional trial at VDTP 7/15/2010.	2010-04-08|2010-09-27	A, P	G	Y																										C									P							
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																						GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																						WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																						GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
	Title: U377 6F35 commodity level start point adjustment TL: JMERIDET SAQ2009103486 PDS: P RS: JUST DO IT	|P = n/a roadmap adjust	2009-11-04|2009-11-04	A, A	G	G																											B															
	Title: U377 V48 roadmap adjustment TL: JMERIDET SAQ2009103489 PDS: P RS: JUST DO IT	|P = n/a roadmap adjustment only	2009-11-04|2009-11-04	A, A	G	G																											B															
	Title: 6F35 C456 balance piston seal. TL: TSINGLE SAQ2010117375 PDS: D RS: JUST DO IT	C = Install snap ring in non-burr direction - manual operation Jan 12, 2010 Install snap ring in non-burr direction - new stamping April 25, 2010|P = redesign balance dam or add snap ring retainer plate																																C			P												
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																						GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																						GQR	4	12	9	8	8	5	3	1	0	0	0	0						60			

CCC Type Records				CONC ERN STAT.								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
																Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Part(Item)	Concern	Type		POS. C	POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text	Audits	Dept I = Insp/CP D = Date/Text	Insp/CP	Capability	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Before	After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2010-01-12\2010-04-26	A, A	G	G	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																							GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																							WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																							WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																							GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Center Support snap ring TL: TSINGLE SAQ2010117382 PDS: D RS: JUST DO IT	C = contained in SAQ2009107018|P = Implement snap ring retainer Sept 30, 2010	2010-04-08\2010-10-29	A, P	G	Y																												C												
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																							WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: 6F35 Oil Transfer Tube seat TL: TSINGLE SAQ2010117393 PDS: P RS: JUST DO IT	C = SAQ2009070328|P = replace laser switches at station 260 with vision system Jan 18, 2010	2009-11-11\2010-02-15	A, A	G	G																												C		P										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																							WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
	Title: U377 Auto Trans Cooler Line Connector - wedding band type TL: RGAW SAQ2010117609 PDS: P RS: GLIDEPATH AD JUST	C = Cooler system assembly/leak 3 month inspection (4/19 KCAP)|P = New wedding band style connection like 6F50 design which has low warranty	2010-06-25\2011-01-14	A, P	G	Y																												C												
							VRT: F04 CCC: L72,L73,L88,P59,P66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER LINE LEAK,																							WAR	2	1	1	2	0	1	0	0	0	0	0	0							0		
	Title: 6F35 Calibration improvements running change TL: LWALDOCK SAQ2010138785 PDS: D RS: JUST DO IT	C = N/A - ongoing calibration improvement|P = running change calibration - ongoing calibration improvements. Issues addressed include reverse engagement feel.	2010-06-03\2011-01-31	A, P	G	Y																												C												
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																							GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																							GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																							GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																							GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
	Title: 6F35 Main Control Bolt torque TL: TSINGLE SAQ2010117378 PDS: P RS: JUST DO IT	C = implement Pulse Torque strategy|P = Implement joint conditioning strategy																																C		P										
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																							WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		

CCC Type Records				CONC ERN STAT.								CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																						RANK STATUS	
																Phase 1			Phase 2		Phase 3																															
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D					Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type		POS. C	POS. D		Audits	Insp/CP	Cp/CpK								Before	After																							
			2010-02-01\2010-05-24	A, A	G	G	VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																		WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																		WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4																		GQR	6	2	0	2	1	1	1	0	0	0	0	0						19			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																		GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
	Title: 6F35 - Bore pump pocket TL: TSINGLE SAQ2010117391 PDS: P RS: JUST DO IT	C = n/a|P = bore pump pocket Aug 23, 2010	2010-04-08\2010-09-27	A, P	G	Y																										C					P									
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,																		WAR	11	20	18	17	12	9	9	2	8	1	0	0						9			
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																		GQR	1	0	1	2	1	1	0	1	0	0	0	0						10			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																		WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4																		WAR	1	1	0	0	0	1	0	0	0	0	0	0						0			
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4																		GQR	6	2	0	2	1	1	1	0	0	0	0	0						19			
	Title: U377 6F35 Trans Oil Cooler Assy Leak TL: RGAW SAQ2010117652 PDS: SP RS: G8D	C = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP) Cooler system assembly/leak 3 month inspection (4/19 KCAP)|P = Valeo added oil cooler assy pressure decay test 2/11 (2/15 KCAP)	2010-02-15\2010-02-15	A, A	G	G																										B															
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,																		GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
							VRT: F04 CCC: L73,P59,P67,P68,P69 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION FLUID COOLER HOSE LEAK,																		WAR	0	0	4	1	0	0	1	1	0	0	0	0						0			
							VRT: F04 CCC: L87 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	COOLANT RESERVOIR HOSE DEFECTIVE, , , ,																		WAR	1	0	0	0	0	1	0	0	0	0	0	0						0			
	Title: 6F35 Main Control Valve Wear C456 TL: MDEFORE SAQ2009107020 PDS: D RS: JUST DO IT	C = No ICA currently planned.|P = Nickle plated valve (2/8/2010) @VDTP remove exhaust groove (2/12/2010) @VDTP 100% clean at HSAP on 3/7/2010.																													C	P													
							VRT: F04 CCC: E29,P51,P59,P66,P67,P68,P69,P83 Src: WAR,63	TRANSMISSION SHIFT SOLENOID DEFECTIVE, , , ,																		WAR	6	10	12	6	14	6	4	2	1	1	1	0						3			

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT Containment Status	CONCERN STAT Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS C / POS D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text / Audits	Dept I = Insp/CP D = Date/Text / Insp/CP	Capability / Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	VALIDATION VERIFICATION: Replicated Internal Indicator After	VALIDATION VERIFICATION: Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	RANK STATUS: Permanent Corrective Status
	[redacted]		2010-02-12 2010-03-07	A, A	G	G	VRT: F04 CCC: D21,D36,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	SOLENOID DEFECTIVE, , , TRANSMISSION,															WAR	0	0	0	1	0	0	0	3	0	0	1	0						1			
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: D02,D10,D11,D13,D21,D36,D41,D42,D50,E29,L73,L88,P51,P59,P66,P67,P68,P69,P82,P83 Src: WAR,11 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	TRANSMISSION (AUTOMATIC) DEFECTIVE, , , ,															WAR	11	20	18	17	12	9	9	2	8	1	0	0							9		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,13 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER LPT:	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0							0		
	Title: U377 GQRS Monthly Review - Feb10 -V48 TL: MKIEFFER SAQ2010149480 PDS: D RS: GLIDEPATH ADJUST	C = Monthly BSAQ roadmap prediction and maintenance.|P = Monthly BSAQ roadmap prediction and maintenance.	2010-02-28 2010-02-28	A, A	G	G																			B																
	Title: 2010 U377 6F35 start point adjustment - TL: JMERIDET SAQ2010113226 PDS: P RS: JUST DO IT	C = .|P = .	2010-02-17 2010-02-17	A, A	G	G																			B																
	Title: 6F35 PTU seal TL: TSINGLE SAQ2010117385 PDS: D RS: JUST DO IT	C = N/A|P = implement V77 pinion seal low temp material this project is redundant to SAQ2010117602. implemented 7/19 at HSAP and 8/15 at KCAP	2010-04-08 2010-08-15	A, A	G	G																				C					P									
18	VRT: F04 CCC: D36,ENGINE HESITATES/SURGES WHEN ACCELERATING Src: PVL: LPT:																																						RL	RL
	Title: 2010MY U377 - Y-Pipe with Formed Flange TL: ENOWKA SAQ2009102181 PDS: D RS: JUST DO IT	C = Containment is to continue with counter boring the flange until the formed flat flange arrives; running change 2010MY.|P = Trial completed successfully. Waiting for production volumes.	2009-10-26 2010-05-																							C					P									
				A, P	G	Y	VRT: None CCC: None Src: GQR,0 PVL: None LPT: A,I-KANSAS CITY PLANT	ENGINE DISLIKE, SOUND QUALITY , , ,															GQR	0	0	0	0	0	0	0	0	0	0	0	0							0		

CCC Type Records				CONC ERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
												Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																				
			03				VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, , , HEGO 12															WAR	5	6	5	5	0	2	2	0	0	0	0	0						0			
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	|P = KCAP clean date November 19th, HSAP clean date November 24th.																					B																	
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,															WAR	7	5	2	3	1	0	1	2	0	0	0	0						0			
			2009-11-24|2009-11-24	A, A	G	G	VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D RS: JUST DO IT	C = No containment possible - requires a calibration change.|P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.																					B																	
							VRT: F04 CCC: D02,D21,D36,D41,D42 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE LACKS POWER, , , V6,															WAR	0	1	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6															WAR	0	3	0	0	0	0	1	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6															GQR	1	5	2	4	0	3	0	0	0	0	0	0						23			
			2010-02-10|2010-02-12	A, A	G	G	VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0						91			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D42 Src: GQR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , V6,															GQR	1	0	0	1	1	0	0	0	0	0	0	0						4			
	Title: U377 - PCV Hose SSM - Dealer Check TL: SMCDONAG SAQ2010113703 PDS: P RS: JUST DO IT	C = SPL Posted on the PCV Connection Job, showing operators that hose must be plugged into the Fresh Air Zip Tube. (Posted 1/15/10)|P = SSM Posted: 063-2010-1144: 2009-2010 Escape/Mariner - Hesitation/Surge With No Diagnostic Trouble Code. Completed on 2/23/10.	2010-02-23|2010-02-23	A, A	G	G																		B																	

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	CONCERN STAT: Containment Status	CONCERN STAT: Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type		POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	PROCESS VALIDATION Phase 2: Reaction Plans	Replication/ Containment	PROCESS VALIDATION Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator: Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = .|P = .	2010-06-04|2010-06-04	A, A	G	G																														B												
	Title: 6F35 OSS and TSS Hall Sensor change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	C = Only non fuse trimmed 665 Hall Cells are used for production|P = Implementation of Allegra 667 Hall Cell (does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30|2010-02-26	A, A	G	G																														P												
							VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,																																GQR	0	1	0	0	1	1	1	0	0	0	0	0							6		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																																GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,																																WAR	1	0	0	0	2	2	2	0	2	1	0	0							3		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6																																WAR	0	3	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6																																GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY																																GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY																																GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO																																GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND																																WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: U377 - Fresh Air Tube Attacment to ETB TL: DDOYLE7 SAQ2010141163 PDS: P RS: JUST DO IT	C = ICA - Add a SPL & a Check on the CAL Line to ensure Zip Tube is fully seated.|P = PCA - Add DC Tooling to the Worm Gear run-down. Need funding of $17,500 to make this happen.investigating	2009-12-14|2010-09-30	A, P	G	Y																														C									P				
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,																																WAR	1	0	1	0	0	1	3	1	0	0	0	0							0		
25	VRT: F04 CCC: D50,OTHER ENGINE TROUBLES Src: PVL: LPT:																																															RL	RL
	Title: 2010MY U377 - Y-Pipe with Formed Flange TL: ENOWKA	C = Containment is to continue with counter boring the flange until the formed flat flange arrives; running change 2010MY.|P = Trial completed successfully. Waiting for production volumes.																																		C							P						

CCC Type Records											CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																				RANK STATUS	
															Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	SAQ2009102181 PDS: D RS: JUST DO IT		2009-10-26\2010-05-03	A, P	G	Y	VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	ENGINE DISLIKE, SOUND QUALITY , , ,														GQR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 12														WAR	5	6	5	5	0	2	2	0	0	0	0	0							0		
	Title: Remote Start No Problem Found (MDI MyKey) TL: MKAN SAQ2009105229 PDS: D RS: NON-FORD DESIGN / MANUFAC	C = In order to maintain integrity of MyKey, the engine will shutdown upon vehicle entry after a GFA Remote Start event. This forces the operator to restart the vehicle allowing the system to identify the user as Admin or MyKey. The engine shutdown feature can be disabled, but customers must be advised doing so may compromise the use of MyKey restricted features. Contact 1-800-FORD-KEY for details on how to reconfigure the GFA Remote Start Module.|P = eFC to be sent out to dealers. Remote Start Manual changes to be approved and kicked off, with turnaround time of one week to complete revisions to the 37K published Remote Start Owner's manuals. Verbiage will be removed regarding the shut-down option from the RS Owner's Manual. Actions complete 12/8/2009 ahead of projected date.	2009-07-24\2009-12-08	A, A	G	G																	P																						
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	REMOTE START IMPROPER FUNCTION, , , , NO PROBLEM FOUND														WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	REMOTE START IMPROPER FUNCTION, , , , NO PROBLEM FOUND														GQR	0	0	0	0	0	0	0	0	0	0	0	0							0		
	Title: U377 - NEGATIVE - FUEL FILLER PIPE ROLLED O-RING JUN-JUL TL: BAITKEN SAQ2010145917 PDS: SP RS: G8D				R	R																																				
							VRT: F04 CCC: E29,E68 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	FUEL FILLER PIPE DEFECTIVE, , , ,														GQR	0	0	0	0	0	0	1	1	0	0	0	0							2		
							VRT: F04 CCC: D50,E29,E65,E68,L69 Src: WAR,94 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	FUEL FILLER PIPE DEFECTIVE, , , ,														WAR	6	1	1	3	6	3	14	52	6	1	1	0							8		
	Title: U377 - Broken Dip Stick Handles on the 2.5L Engine TL: MCAMPAN4 SAQ2009102427 PDS: P RS: JUST DO IT	C = ICA #1) Posted a SPL, directing operators not to stow the A/C Lines behind the Dip Stick Handle on 2.5L Engines. #2) Added under hood inspection on the Chassis Final Line to check for Missing and Damaged Dip Stick Handles on the 2.5L. OIS Updated directing operator to remove stick to verify it is not broken.|P = PCA #1) Chassis Underhood Inspector OIS updated, directing them to check for the Broken / Missing Dip Stick Handle. OIS updated on 11/17/09. All operators have sign-off on the new OIS Sheet as of 2/1/09.	2009-11-17\2010-02-01	A, A	G	G																	C			P																		
							VRT: F04 CCC: D50,L65 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE OIL DIPSTICK DAMAGED, , , ,														WAR	2	2	6	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D50 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE OIL DIPSTICK REPLACED, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D50 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE OIL DIPSTICK MISSING, , , ,														WAR	1	0	0	0	0	0	0	0	0	0	0	0							0		
	Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597 PDS: P RS: JUST DO IT	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points.|P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.																			B																						
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , ,														GQR	6	2	0	2	1	1	1	0	0	0	0								19		

CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
											Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS: C POS: D		Audits	Insp/CP	Cp/CpK								Before After																				
			2010-01-20\2010-01-20	A, A	G	G	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6														GQR	1	5	2	4	0	3	0	0	0	0	0	0						23		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS I4														GQR	4	1	0	0	0	0	0	0	0	0	0	0						6		
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,														WAR	1	0	1	0	0	1	3	1	0	0	0	0						0		
							VRT: F04 CCC: D13,D50 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	PCV VACUUM HOSE LOOSE, , , ,														WAR	1	2	0	1	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE V6														WAR	0	3	0	0	0	0	1	0	0	0	0	0						0		
	Title: 3.0L LH Thump TL: SSTOJCEV SAQ2010132465 PDS: P RS: 6-SIGMA - DMAIC	C = Rundown sequence modified for automatic rundown station|P = A cam hold down fixture was added to the automatic rundown station to hold the cam in place and eliminate the loads put on the caps as they are rundown. This will eliminate the cap distortion that causes the thump noise.	2009-09-04\2010-05-17																								P										
				A, A	G	G	VRT: F04 CCC: D50 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	CYLINDER HEAD DISLIKE, ADJUSTMENT , , V6,														WAR	0	1	0	2	0	2	0	0	0	0	0	0						0		
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = .|P = .	2010-06-04\2010-06-04	A, A	G	G																					B										
	Title: 2.5L VCT (U377/CD3) Negative Warranty Impact TL: LCASTI29 SAQ2010132529 PDS: P RS: JUST DO IT	C = ICAS -Vacuum installation at strategic points of engine assembly. (Oct 2009- Feb-2010) -Manually Blow off for VVT bore and galleries (Oct 2009) |P = Corrective Actions (PCA): Install new flushing nozzle in Op 110 to avoid chips getting in to the VVT Galleries (April 26th 2010) Modify the parameters of operation 110. (feed & speed) (22th Apr 2010) Next Steps: Continue monitoring of vacuums in engine assembly (Daily) Evaluate the brushes rehab in operation 90 & 125 (May 2010) Evaluate the spin direction of the cam bore cutter (May 2010) Increase the deburring pressure at the washer to 300 BAR. (May 2010)																						C			P										
			2010-02-19\2010-05-31	A, A	G	G	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS I4														GQR	4	1	0	0	0	0	0	0	0	0	0	0						6		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	1	0	0	0	0						19		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE I4														WAR	1	1	0	0	0	1	0	0	0	0	0	0						0		

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DP12-006 000357

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before	 After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
							VRT: F04 CCC: D03,D50,E19,E29 Src: WAR,23 PVL: M4-ESCAPE (LESS HYBRID) (NA)	VARIABLE CAM TIMING VALVE DEFECTIVE, , , I4,														WAR	4	2	2	0	6	1	2	2	2	1	1	0						4			
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,														WAR	0	0	0	0	0	1	4	2	13	8	1	0						22			
	Title: U377 - Fresh Air Tube Attacment to ETB TL: DDOYLE7 SAQ2010141163 PDS: P RS: JUST DO IT	C = ICA - Add a SPL & a Check on the CAL Line to ensure Zip Tube is fully seated.|P = PCA - Add DC Tooling to the Worm Gear run-down. Need funding of $17,500 to make this happen.investigating	2009-12-14\2010-09-30																					C									P							
				A, P	G	Y	VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,														WAR	1	0	1	0	0	1	3	1	0	0	0	0						0			
	Title: U377/CD3 - Negative Project - 3.0L Cylinder Head No Cleanup TL: LNEVELS SAQ2010133133 PDS: P RS: JUST DO IT	C = ICA: Nemak has had someone on line inspecting since appx. 3/22/10. ETA for Vehicle Build Date ICA is 4/5/10. |P = PCA: The official cut-off is for Engine Build Date 4/1/10. CEP-II did a recertification of all rough stock cylinder heads at Nemak while they were down the week of 4/5/10. ETA for 100% vehicle build date is 4/19/10.	2010-04-05\2010-04-19																							B														
				A, A	G	G	VRT: F04 CCC: D50,E29,L65 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	CYLINDER HEAD DEFECTIVE, , ,														WAR	0	1	0	2	2	0	1	0	1	0	0	0						1			
28	VRT: F04 CCC: L65,ENGINE LEAKS OIL Src: PVL: LPT:																																				RL	RL
	Title: U377 - PTU Leak - Loose Banjo Bolt TL: KPOWERS SAQ2009064738 PDS: P RS: 6-SIGMA - DMAIC	C = ICA #1) LassCo implemented 100% inspection of for oversized breather hole o 3/5/2009 per Doug Fuchs, Linamar Driveline Systems Quality Analyst. ICA #2) KCAP added a Clicker Wrench to the operation on 4/7/09 - 100%, and then marked with a white paint pen to certify that it was checked. ICA #3) 4/29/2009 - Added DC Tool to the operation. Still paint marking until DC tool is added to AIS box that will be tied to specific vehicle rotation. ISPC for DC Tool added on 7/13/09.|P = Plastic Vent Line could not be used, in violation of design guides for vent line. Metal 90 degree fitting being examined, used for 5R110 PTO Model vent fitting. Will need new hose, new connection to PTU back side (on line). Vent line diameter will need to increase to accomodate existing fitting. With design,vallidation and release a 11/30/2009 implementation is estimated at this - *** TRUNCATED ***.	2009-03-06\2009-12-16																						P														
				A, A	G	G	VRT: F04 CCC: L73,L88 Src: WAR,2 PVL: MR-MARINER (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,														WAR	0	1	1	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
							VRT: F04 CCC: D50,L65,L73,L85,L88,P59,P66 Src: WAR,19 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	TRANSFER CASE VENT LEAK, , , ,														WAR	4	5	4	4	1	0	1	0	0	0	0	0						0			
									Temporary Critical X generated by BSAQ			N/A| N/A								WAR																					
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,														WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
							VRT: F04 CCC: K01 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	TRANSFER CASE INSUFFICIENT FLUID, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
									Temporary Critical X generated by BSAQ -1			N/A| N/A								WAR																					
							VRT: F04 CCC: L87 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: U377 - Broken Dip Stick Handles on the 2.5L Engine	C = ICA #1) Posted a SPL, directing operators not to stow the A/C Lines behind the Dip Stick Handle on 2.5L Engines. #2) Added under hood inspection on																							C			P										

CCC Type Records				CONC ERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
												Phase 1			Phase 2		Phase 3																												
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	TL: MCAMPAN4 SAQ2009102427 PDS: P RS: JUST DO IT	the Chassis Final Line to check for Missing and Damaged Dip Stick Handles on the 2.5L. OIS Updated directing operator to remove stick to verify it is not broken.|P = PCA #1) Chassis Underhood Inspector OIS updated, directing them to check for the Broken / Missing Dip Stick Handle. OIS updated on 11/17/09. All operators have sign-off on the new OIS Sheet as of 2/1/09.	2009-11-17\2010-02-01	A, A	G	G	VRT: F04 CCC: D50,L65 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE OIL DIPSTICK DAMAGED, , , ,														WAR	2	2	6	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D50 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE OIL DIPSTICK REPLACED, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D50 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE OIL DIPSTICK MISSING, , , ,														WAR	1	0	0	0	0	0	0	0	0	0	0	0						0		
	Title: U377/CD3 - NEGATIVE PROJECT - 3.0L Oil Galley Plug Leaks TL: LNEVELS SAQ2010133148 PDS: SP RS: JUST DO IT	C = ICA: Check Eninges on Motor Line for improperly seat Oil Galley Plugs.|P = PCA: Clean date will be 4/13/10 which is the day the operator was disqualified and suspended for two weeks. 100% Clean Vehicle Build Date is 5/3/10.	2010-02-01\2010-05-03																					C			P														
				A, A	G	G	VRT: F04 CCC: L65 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	CYLINDER HEAD LEAK, , , V6,														WAR	0	0	0	0	2	0	1	1	0	0	0	0						0		
	Title: U377 D30 Cam Cover Gasket Leaks TL: DFERGUS4 SAQ2009100097 PDS: P RS: 6-SIGMA - DMAIC	C = ICA #1) Full court fresh eyes review at CEP-II week of 9/26. Team identified potential areas within the supplier (Dana), the Engine Plant, and VO that need to be addressed. Supplier to contain rolled gaskets, Engine Plant to purge line before end of day to prevent RTV Skin-Over, and VO to re-do the RTV in the T-Joints.|P = PCA is TBD PCA:Update OIS to ensure cam covers are zero torqued after RTV installation if line is backed up, before breaks, unscheduled downtime. 10/23/09 PCA:Resolved oil contamination on cam cover sealing rail at RTV bead location. 10/30/09 PCA: KCAP and HSAP revised cam cover repair process/instructed to clean and apply new RTV at t-joint when re-assembling covers during a repair. 10/1/09 PCA: Updated WorkShop Manual for service to include instructions for correct assembly sequence of cam cover gaskets (VO plants will follow same - *** TRUNCATED ***.	2009-10-16\2010-02-01																					C			P														
				A, A	G	G	VRT: F04 CCC: L65 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	VALVE COVER LEAK, , , GASKET,														WAR	0	1	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: L65 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	VALVE COVER REPLACED, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
	Title: U377 - PTU seal leak left Side TL: MSIMETKO SAQ2010116358 PDS: SP RS: G8D	C = New failure mode found for leaking transfer case seals... cut seal & contaminated seal from T2 supplier. Started containment at KCAP/CEVA 2/15/2010.|P = New Federal Mogul Seal currently filling the Pipe-Line. ETA for complete fill is 5/15/10. Permanent Corrective Actions at Federal Mogul: Cavities Tightened to Shoe (Corrects non-fills) 2/16/2010 Prep weight increased to minimize ris of non-fills 2/17/10 Press parameters optimized to prevent knitlines and splits 2/22/10 Added Instruction sheet requiring 100% inspection of five full heats before approval. 3/2/10 PPAP checklist modified to iclude verification new produt checklist has been completed. 3/5/10 Fully Certified PTUs on line at KCAP on 4/30/10.	2010-02-15\2010-04-30																					C			P														
				A, A	G	G	VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		
							VRT: F04 CCC: K01,K04,L65,L73,L85,L88,P59, P66 Src: WAR,79	TRANSFER CASE LEAK, LEFT, , SEAL,														WAR	15	13	10	22	7	3	5	3	1	0	0	0						1		
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59, P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,														WAR	10	4	5	3	12	4	6	7	6	5	3	1						15		
33	VRT: F04 CCC: L88,FRONT/REAR AXLE OR DRIVESHAFT LEAKS Src: PVL: LPT:																																						RL	RL

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before	After																			
	Title: U377 - NEG - PTU Seal Leak - Link Shaft Contamination TL: TCOULTER SAQ2010112113 PDS: SP RS: G8D	C = Supplier began certifying link shafts at KCAP by wiping dust shield cup area to remove any metal shavings. Concurrently Supplier retrained operators at their plant to wipe link shafts. 04/26/2010: Inspection moved off-line to QA area. Each part is sprayed with air hose, then brushed, then wiped. Each tray is cleaned with air hose to remove slivers prior to placing assembly inside dunnage.|P = Supplier expects to complete (2/6/10) design specifications for change to chamfer at dust shield to link shaft should to eliminate the knife edge that the dust shield travels over during assembly process. Testing of new parts expected to complete by 2/25/10. Change to link shaft will be implemented at Supplier facility (Thailand) after successful testing & ford approval. ETA for production parts is 5/31/10. 04/26/2010. New date PCA expected to be implemented at Ass - *** TRUNCATED ***.	2010-03-01|2010-06-25	A, A	G	G																				C			P									
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,														GQR	1	0	0	0	0	1	0	0	0	0	0	0						5	
							VRT: F04 CCC: K01,K04,L65,L73,L85,L88,P59,P66 Src: WAR,79 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	TRANSFER CASE LEAK, LEFT, , SEAL,																WAR	15	13	10	22	7	3	5	3	1	0	0	0						1	
	Title: 2010 V51 Aug 09 Adjustment Escape & Focus TL: JMAZUR2 SAQ2010114267 PDS: P RS: GLIDEPATH ADJUST	C = adjustment|P = adjustment	2010-03-01|2010-03-01	A, A	G	G																			B												
	Title: U377 - Negative Project for LF Axle Halfshaft Broken TL: JDEMART1 SAQ2010112112 PDS: P RS: 6-SIGMA - DMAIC	C = 1/15/2010. Supplier reviewed internal press data and started certifying stock. 1/27/2010. Review of KCAP press equipment showed different insertion forces between left hand and right hand halfshaft to knuckle insertion. Lowered LH insertion force to same as RH. 1/28/2010. Reduced press force more to meet preliminary manufacturing drawing that had 10kN max force requirement.|P = Force Transducer stopped working (frayed cable). Hydraulic pressure was turned up too high and the MAX Threshold reject limit was never reached. Press Station Logic has been changed to a MIN/MAX Threshold from just a MAX Threshold - so if the cable frays again the machine will not see a MIN value and will shut down. Project will be completed when a new, calibrated Force Transducer is installed into the Press Station (ETA 6/1/10).	2010-01-28|2010-06-04	A, A	G	G																				C			P									
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																WAR	10	4	5	3	12	4	6	7	6	5	3	1						15	
							VRT: F04 CCC: K02,K03,K04,L86,L88,P59,P82,P83 Src: WAR,51 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA)	AXLE HALF SHAFT BROKEN, LEFT, , ,																WAR	0	0	22	29	0	0	0	0	0	0	0	0						0	
	Title: 2011 Escape-Mariner Start Point Adjustment TL: DKATINAS SAQ2010112387 PDS: P RS: GLIDEPATH ADJUST	C = start point adjusted|P = start point updated	2010-02-08|2010-02-08	A, A	G	G																			B												
	Title: U377 - Axle Half Shaft Torn Boot TL: DDOYLE7 SAQ2010117651 PDS: P RS: JUST DO IT	C = S.P.L. Posted and Operators Educated to possible damage caused by improper handling of the axle half shaft.|P = Add pipe insulation to edge of half shaft press feed ramp. 5/21 padding added to edge of feed ramp.	2010-04-07|2010-05-21	A, A	G	G																			C	P											
							VRT: F04 CCC: L88 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	AXLE HALF SHAFT LEAK, , , ,																WAR	0	0	0	0	0	0	0	0	0	0	0	0						0	
	Title: U377 - PTU Leaks TL: KPOWERS SAQ2009102301 PDS: P RS: JUST DO IT	C = Removing alignment pin from PTU install station. Team agreed that the negative warranty seen with the Alignment Pin did not off-set the warranty created by mis-insalling the PTU to the Transmission (causing Seal Damage).|P = Removal of alignment pin from the PTU Assembly to Trans Process.																					B														
							VRT: F04 CCC: L73,L88 Src: WAR,2 PVL: MR-MARINER (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,																WAR	0	1	1	0	0	0	0	0	0	0	0	0						0	

Created By: tbushman

DP12-006 000360

CCC Type Records				CONC ERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2009-10-27 2009-10-27	A, A	G	G	VRT: F04 CCC: K01,K04,L65,L73,L85,L88,P59,P66 Src: WAR,79	TRANSFER CASE LEAK, LEFT, , SEAL,															WAR	15	13	10	22	7	3	5	3	1	0	0	0						1		
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,															GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,															WAR	10	4	5	3	12	4	6	7	6	5	3	1						15		
							VRT: F04 CCC: L87 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
	Title: PTU Pinion Seal Mtrl Change to V77 TL: JMAZUR2 SAQ2010117602 PDS: D RS: JUST DO IT	C = V77 change approved.|P = V77 approved	2010-05-27 2010-05-27	A, A	G	G																						B													
	Title: V51 11MY TGW Glidepath Adjustment TL: JMAZUR2 SAQ2010138828 PDS: P RS: JUST DO IT	C = 11MY TGW start point adjustment based off of 10MY verbatims.|P = 11MY TGW start point adjustment based off of 10MY verbatims.	2010-06-03 2010-06-03	A, A	G	G																							B												
	Title: Escape 2010MY Roadmap Adjustment (V51) TL: JMAZUR2 SAQ2009085861 PDS: D RS: JUST DO IT	C = 2010 Roadmap adjustment (V51)|P = Roadmap adjustment (V51)	2009-07-16 2009-07-29	A, A	G	G																																			
	Title: Add Linamar contamination spec to PTU assembly (MS10A) TL: JMAZUR2 SAQ2010113220 PDS: SP RS: JUST DO IT	C = Combination of axle and trans clutch contamination spec implemented as ICA while PTU spec developed over the next couple of months.|P = Evidence of contamination on seals from field returns. Contamination limits to be deleped by Linamar for all PTU subcomponents. Overall PTU assembly contamination spec to be developed.	2010-03-15 2010-07-31	A, A	G	G																					C			P											
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,															GQR	1	0	0	0	0	1	0	0	0	0	0	0						5		
	Title: U377 - NEGATIVE PROJECT - Axle Half Shaft Leak - Front Right TL: RROCKEL SAQ2010148575 PDS: P RS: 6-SIGMA - DMAIC	|P = Proximity switch out of position causing improper transfer of half shaft / knuckle assembly to conveyance.	2010-08-15 2010-08-15	A, A	G	G																									B										
							VRT: F04 CCC: K02,K04,L88 Src: WAR,39 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	AXLE HALF SHAFT LEAK, RIGHT, , ,															WAR	0	0	0	0	0	0	1	0	0	0	38	0						38		
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,															WAR	10	4	5	3	12	4	6	7	6	5	3	1						15		
	Title: V51 2011 Start Point Adjustment TL: JMAZUR2 SAQ2010123585 PDS: P RS: GLIDEPATH ADJUST	C = roadmap adjustment|P = roadmap adjustment	2010-05-05 2010-05-05	A, A	G	G																						B												

Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) / Concern / Type / POS. C / POS. D		Audits	Insp/CP	Cp/Cpk								Before / After																						
	Title: 09 RM Adjust Escape-Mariner TL: DKATINAS SAQ2009085260 PDS: P RS: 6-SIGMA - DMAIC	C = RM Adjust|P = RM Adjust	2009-06-01|2009-06-01	A, A	G	G																																					
	Title: 10MY PTU Linkshaft seal mtrl chg Escape/Fusion TL: JMAZUR2 SAQ2009098600 PDS: D RS: JUST DO IT	C = V72 material for linkshaft seal.|P = V72 material for linkshaft seal. 2/8/2010 U377. KCAP Started using PTUs with the new material 1:56 pm rotation 8039.	2009-11-20|2009-12-18	A, A	G	G																	C	P																			
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																	WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
							VRT: F04 CCC: L73,L88 Src: WAR,2 PVL: MR-MARINER (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X2,																	WAR	0	1	1	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: K01,K04,L65,L73,L85,L88,P59,P66 Src: WAR,73	TRANSFER CASE LEAK, LEFT, , SEAL,																	WAR	13	12	10	20	6	3	5	3	1	0	0	0						1			
							VRT: F04 CCC: L87 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , ,																	WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,																	GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
	Title: U377 - PTU seal leak left Side TL: MSIMETKO SAQ2010116358 PDS: SP RS: G8D	C = New failure mode found for leaking transfer case seals... cut seal & contaminated seal from T2 supplier. Started containment at KCAP/CEVA 2/15/2010.|P = New Federal Mogul Seal currently filling the Pipe-Line. ETA for complete fill is 5/15/10. Permanent Corrective Actions at Federal Mogul: Cavities Tightened to Shoe (Corrects non-fills) 2/16/2010 Prep weight increased to minimize ris of non-fills 2/17/10 Press parameters optimized to prevent knitlines and splits 2/22/10 Added Instruction sheet requiring 100% inspection of five full heats before approval. 3/2/10 PPAP checklist modified to iclude verification new produt checklist has been completed. 3/5/10 Fully Certified PTUs on line at KCAP on 4/30/10.	2010-02-15|2010-04-30	A, A	G	G																	C	P																			
							VRT: F04 CCC: L73 Src: GQR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) LEAK, , , ,																	GQR	1	0	0	0	0	1	0	0	0	0	0	0						5			
							VRT: F04 CCC: K01,K04,L65,L73,L85,L88,P59,P66 Src: WAR,79	TRANSFER CASE LEAK, LEFT, , SEAL,																	WAR	15	13	10	22	7	3	5	3	1	0	0	0						1			
							VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																	WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			
37	VRT: F04 CCC: D21,ENGINE STALLS Src: PVL: LPT:																																								RL	RL
	Title: U377 - FUEL PUMP DRV IMPROVEMENT TL: DDOYLE7 SAQ2010139969 PDS: SP RS: NON-FORD DESIGN / MANUFAC	C = Certified parts from T2 to Kautex (T1).|P = Process updated with vision equipment to detect when a DRV is disengaged.	2010-05-26|2010-05-26	A, A	G	G																							B														
							VRT: F04 CCC: D02,D03,D21,D42,E29,E68,E70 Src: WAR,29	FUEL PUMP DEFECTIVE, , , ,																	WAR	2	2	2	3	1	8	4	3	3	0	1	0						4			

DP12-006 000362

CCC Type Records				CONC ERN STAT					CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																			RANK STATUS	
													Phase 1			Phase 2		Phase 3																									
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	Title: Check Engine Light - Engine No Start (O101K) TL: DSCHNEI6 SAQ2010112248 PDS: SP RS: G8D	C = Obtaining parts from dealers for analysis. KTP STA contacting supplier for process review/8D.|P = See ICA.	2010-08-31|2010-08-31	P, P	Y	Y																							B													
							VRT: F04 CCC: D02,D41,E29 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	POWERTRAIN CONTROL MODULE DEFECTIVE, , , , REPLACED														WAR	2	0	0	0	0	0	1	0	1	0	0	0						1			
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = .|P = .	2010-06-04|2010-06-04	A, A	G	G																							B													
	Title: U377 - Fresh Air Tube Attacment to ETB TL: DDOYLE7 SAQ2010141163 PDS: P RS: JUST DO IT	C = ICA - Add a SPL & a Check on the CAL Line to ensure Zip Tube is fully seated.|P = PCA - Add DC Tooling to the Worm Gear run-down. Need funding of $17,500 to make this happen.investigating	2009-12-14|2010-09-30	A, P	G	Y																						C				P									
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,														WAR	1	0	1	0	0	1	3	1	0	0	0	0						0			
40	VRT: F04 CCC: D42,POOR PERFORMANCE/LACKS POWER Src: PVL: LPT:																																							RL	RL
	Title: 6F35 OSS weld issue TL: DGARRETT SAQ2009107278 PDS: SP RS: JUST DO IT	|P = KCAP clean date November 19th, HSAP clean date November 24th.	2009-11-24|2009-11-24	A, A	G	G																						B													
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND														WAR	13	8	10	10	20	27	29	33	36	7	0	0						43			
							VRT: F04 CCC: D02,D21,D42,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,21	OUTPUT SHAFT SENSOR DEFECTIVE, , , ,														WAR	7	5	2	3	1	0	1	2	0	0	0	0						0			
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY														GQR	0	0	2	3	2	1	0	0	0	0	0	0						11			
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0						59			
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P09,P51,P59,P66,P67,P68,P69,P83	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														WAR	0	0	0	0	0	0	1	0	0	0	0	0						0			
	Title: U377 - 3.0L Cold Hes/Surge Fix - 2010 RC TL: GZIMLICH SAQ2010112664 PDS: D RS: JUST DO IT	C = No containment possible - requires a calibration change.|P = Release R21 Calibration for the 3.0L Engine -- 2010 MY - PJ2. In production 100% on 2/12/10.																											B													
							VRT: F04 CCC: D02,D21,D36,D41,D42 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE LACKS POWER, , , V6,														WAR	0	1	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,														WAR	0	3	0	0	0	1	0	0	0	0	0	0						0			

CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
											Phase 1			Phase 2		Phase 3																			
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/Cpk								Before After																				
			2010-02-10 2010-02-12	A, A	G	G	VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,														GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY														GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO														GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D42 Src: GQR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , V6,														GQR	1	0	0	1	1	0	0	0	0	0	0	0							4		
	Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597 PDS: P RS: JUST DO IT	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points.|P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.																						B												
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,														GQR	6	2	0	2	1	1	1	0	0	0	0	0							19		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,														GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,														GQR	1	0	1	2	1	1	0	1	0	0	0	0							10		
			2010-01-20 2010-01-20	A, A	G	G	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , , I4,														GQR	4	1	0	0	0	0	0	0	0	0	0	0							6		
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,														WAR	1	0	1	0	0	1	3	1	0	0	0	0							0		
							VRT: F04 CCC: D13,D50 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	PCV VACUUM HOSE LOOSE, , , ,														WAR	1	2	0	1	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,														WAR	1	1	0	0	0	1	0	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,														WAR	0	3	0	0	0	0	1	0	0	0	0	0							0		
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = .|P = .	2010-06-04 2010-06-04	A, A	G	G																							B						
	Title: 6F35 OSS and TSS Hall Sensor	C = Only non fuse trimmed 665 Hall Cells are used for production|P = Implementation of Allegra 667 Hall Cell																							P										

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS: C / POS: D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
	change TL: DGARRETT SAQ2009108930 PDS: D RS: JUST DO IT	(does not utilize fuse trimming to adjust internal electrical offsets).	2009-04-30\2010-02-26	A, A	G	G	VRT: F04 CCC: D42 Src: GQR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE LACKS POWER, , , I4,														GQR	0	1	0	0	1	1	1	0	0	0	0	0							6		
							VRT: F04 CCC: P59,P66,P67,P68,P69 Src: GQR,74 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	17	13	10	9	12	8	5	0	0	0	0	0							91		
							VRT: F04 CCC: E29,L73,P59,P68,P69 Src: WAR,10 PVL: M4-ESCAPE (LESS HYBRID) (NA)	TRANSMISSION TURBINE SPEED SENSOR DEFECTIVE,															WAR	1	0	0	0	2	2	2	0	2	1	0	0							3		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,															WAR	0	3	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,															GQR	1	5	2	4	0	3	0	0	0	0	0	0							23		
							VRT: F04 CCC: P59,P66,P68 Src: GQR,50 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS ROUGH/JERKY															GQR	4	12	9	8	8	5	3	1	0	0	0	0							60		
							VRT: F04 CCC: P59,P67 Src: GQR,8 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS EARLY															GQR	0	0	2	3	2	1	0	0	0	0	0	0							11		
							VRT: F04 CCC: P67,P69 Src: GQR,46 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) SHIFT QUALITY, SHIFTS LATE/NO															GQR	12	5	5	5	9	5	4	1	0	0	0	0							59		
							VRT: F04 CCC: D13,D21,D36,D41,D42,D50,E29,L73,P51,P59,P66,P67,P68,P69,P83 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	TRANSMISSION (AUTOMATIC) DISLIKE, DESIGN , , , NO PROBLEM FOUND															WAR	13	8	10	10	20	27	29	33	36	7	0	0							43		
	Title: U377 - Fresh Air Tube Attacment to ETB TL: DDOYLE7 SAQ2010141163 PDS: P RS: JUST DO IT	C = ICA - Add a SPL & a Check on the CAL Line to ensure Zip Tube is fully seated.|P = PCA - Add DC Tooling to the Worm Gear run-down. Need funding of $17,500 to make this happen.investigating	2009-12-14\2010-09-30	A, P	G	Y																		C								P							
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	AIR CLEANER DUCT LOOSE, , , V6,															WAR	1	0	1	0	0	1	3	1	0	0	0	0							0		
73	VRT: F04 CCC: D13,ENGINE IDLES ROUGH Src: PVL: LPT:																																				RL	RL
	Title: 2009MY U377 - NEGATIVE PROJECT - Engine Idles Rough TL: RROCKEL SAQ2009093607 PDS: P RS: JUST DO IT	C = Correct the fore-aft play within the Engine Pallet, between the Powertrain and the Sub Frame.|P = Correct the Fore-Aft stack-up play that we currently experience between the Engine Pallet and the Moon Buggy Locator Pin. To do so a PM Process will need to be established and maintained in order to keep the pallets in good working order. Team is working on finalizing that PM process. * PM Process has been establish - a full time Tool Maker has been stationed on the Sanyo Line to conduct PM on the Pallets every day until they have all been completed, then all will be PM'd, Verified w/ Checking Fixture, and cleaned at																						P															
							VRT: F04 CCC: D11,D13,D42,D50,E42 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE VIBRATES, , , I4,															WAR	1	1	0	1	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,															GQR	6	2	0	2	1	1	1	0	0	0	0	0							19		

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
		least once per month (12/4/09).	2009-09-18\2010-01-11	A, A	G	G	VRT: F04 CCC: D13 Src: GQR,0 PVL: MR-MARINER (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , V6															GQR	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: D13,D50 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE MOUNT REPLACED, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D13,D50,P66 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE MOUNT DEFECTIVE, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D21,D41,E42,E43 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	EXHAUST PIPE MISALIGNED, , , ,															WAR	3	1	0	1	0	0	0	0	0	0	0	0						0		
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	ENGINE MOUNT IMPROPER ADJUST, , , V6,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	TRANSMISSION (AUTOMATIC) NOISY, UNKNOWN , , ,															GQR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: P59,P68 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE MOUNT MISALIGNED, , , V6,															WAR	0	0	0	0	0	2	0	0	0	0	0	0						0		
							VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4															WAR	0	2	0	1	0	0	3	0	0	0	0	0						0		
							VRT: F04 CCC: D13,D50,P59,P68 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT IMPROPER ADJUST, , , ,															WAR	0	0	0	0	0	1	0	0	0	0	0	0						0		
							VRT: F04 CCC: D11,D13,D50 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE IDLE NO PROBLEM FOUND, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,															WAR	0	0	0	0	0	1	4	2	13	8	1	0						22		
	Title: 2010MY U377 - Engine Mount Run Down Station Improvement TL: RROCKEL SAQ2009102419 PDS: P RS: G8D	C = 1) Post a visual aid at the Sanyo Repair Station reminding operators to check that the Front Studs are run down fully into the Front Cover. 2) Post a visual aid at same station to remind operators to check the Rear Roll Restrictor Bolt - to ensure it is fully run down. 3) As an interim, this operation will be moved to a manual run-down until the machine capability can be improved (ETA - 3/01/10).|P = Work with the VOME Team in Dearborn to come up with improvements to Station 190 so it will consistently run-down the Front Engine Mount Studs and the Rear Roll Restrictor Thru-Bolt. First permanant action of moving the I4/HEV Engine 3rd engine mount stud out of station190 automation back to an operator secure on KCAP Engine line.																							C						P							
							VRT: F04 CCC: D13 Src: WAR,0 PVL: MR-MARINER (LESS HYBRID) (NA)	ENGINE VIBRATES, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D11,D13,D42,D50,E29,E42 Src: WAR,4 PVL: M4-ESCAPE (LESS	ENGINE VIBRATES, , , I4,															WAR	1	1	0	1	0	0	1	0	0	0	0	0						0		
							VRT: F04 CCC: D13 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE VIBRATES, , , V6,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		

CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION		VALIDATION																		RANK STATUS	
											Phase 1			Phase 2		Phase 3																								
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Pre-Delivery A = Audit D = Date/Text Audits	Dept I = Insp/CP D = Date/Text Insp/CP	Capability Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator Before / After	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
			2010-03-26/2010-09-30	A, P	G	Y	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,														GQR	6	2	0	2	1	1	1	0	0	0	0							19		
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	TRANSMISSION (AUTOMATIC) NOISY, UNKNOWN , , ,															GQR	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D13,E29,E42,L66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA)	EXHAUST MISALIGNED, , , ,															WAR	2	0	3	2	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,															WAR	0	2	0	1	0	0	3	0	0	0	0							0		
							VRT: F04 CCC: D13 Src: GQR,0 PVL: MR-MARINER (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , V6,															GQR	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,															WAR	0	0	0	0	0	1	4	2	13	8	1	0					22			
	Title: U377 - Engine Mount S&R Check on Finished Vehicles TL: GBRUNKOW SAQ2010117545 PDS: P RS: JUST DO IT	C = ICA - All vehicles are checked with a Power Braking action, with unit in Reverse, to verify that the 3.0L Y-Pipe clears the Steering Rack during Engine Roll (3/29/10). SSM 063-2010-1313 issued - directing dealers how to correct for this error state (4/16/10).|P = PCA - Conduct a cross section in CAD to determine what the minimum design guide clearance should be between the Y-Pipe Flange and the Steering Rack. Then, dial in the Engine Pallets to deliver said minimum clearance. 5/12 - Master gage completed. Started dialing in the pallets... Current ETA for 100% Engine Pallet Rework is 10/31/10	2010-03-29/2010-10-31	A, P	G	Y	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,															GQR	6	2	0	2	1	1	1	1	0	0	0	0						19		
	Title: U377 - 3.0L Spark Plug Gap Issue TL: NOLMOS SAQ2009100980 PDS: P RS: G8D	C = 090827 - When notified of this issue, assembly line started to inspect all spark plugs for defective gaps before installing them into the engine. Also notified supplier and requested them to start certifying all stock. Requested spark plugs to be sent back to CEP2 for reviewed by plant team. Sent returned spark plugs to the supplier for analysis. 090904 – NGK reviewed the analysis of the returned spark plugs with CEP2. The meeting out come indicated that CEP2 was causing the closed gap by attempting to install spark plugs into the cylinder head with a spark plug already installed. |P = 090910 – Posted Quality alert visual aid over the spark plug installation job. (see attachment) 090911 – OIS sheet updated and signed off by the assembly team. (see attachments)	2009-09-08/2009-09-11	A, A	G	G	VRT: F04 CCC: D02,D10,D13,E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	SPARK PLUG REPLACED, , , ,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D13,E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	SPARK PLUG REPLACED, , , I4,															WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		

CCC Type Records						CONC ERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION							VALIDATION VERIFICATION			VALIDATION																				RANK STATUS	
														Phase 1			Phase 2		Phase 3																											
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D					Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator		Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item)	Concern	Type		POS. C	POS. D		Audits	Insp/CP	Cp/CpK							Before	After																					
	Title: U377 - NEGATIVE PROJECT - PCV Hose Disconnected TL: DDOYLE7 SAQ2010113597 PDS: P RS: JUST DO IT	C = Operator Awareness. Posted S.P.L. 1/20/2010 at both installation points.|P = Operator awareness. Follow-up e-mail to SUV Final Superintendent 2/17/2010.	2010-01-20|2010-01-20	A, A	G	G																										B													
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4																					GQR	6	2	0	2	1	1	1	1	0	0	0	0						19		
							VRT: F04 CCC: D36,D41,D43,D50 Src: GQR,15 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6,																					GQR	1	5	2	4	0	3	0	0	0	0	0	0						23		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4																					GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
							VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , , I4																					GQR	4	1	0	0	0	0	0	0	0	0	0	0						6		
							VRT: F04 CCC: D21,D36,D41,D42,D50,E29,L85 Src: WAR,7	AIR CLEANER DUCT LOOSE, , , V6,																					WAR	1	0	1	0	0	1	3	1	0	0	0	0						0		
							VRT: F04 CCC: D13,D50 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	PCV VACUUM HOSE LOOSE, , , ,																					WAR	1	2	0	1	0	0	0	0	0	0	0	0						0		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4																					WAR	1	1	0	0	0	1	0	0	0	0	0	0						0		
							VRT: F04 CCC: D36,D41 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , V6																					WAR	0	3	0	0	0	0	1	0	0	0	0	0						0		
	Title: 2.5L Engine Idles Rough - Reprocess RRR TL: TBUSHMAN SAQ2010147173 PDS: P RS: JUST DO IT	C = ICA - Secure Rear Roll Restrictor on the 2.5L 4x2 Powertrain After Engine Decking. Process to run down with Air Tool, followed by a clicker wrench, was implemented on 9/13/10. Rotation # 1094.|P = PCA - Install DC Tools and an Articulated Arm, release on CR #C12384619. ETA is 1/14/11.	2010-09-13|2011-01-14	A, P	G	Y																										C													
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4																					GQR	6	2	0	2	1	1	1	1	0	0	0	0						19		
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,																					WAR	0	0	0	0	0	1	4	2	13	8	1	0						22		
							VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4																					WAR	0	2	0	1	0	0	3	0	0	0	0	0						0		
	Title: TGW Realignment for 2011 MY TL: PPULIZZI SAQ2010138985 PDS: D RS: JUST DO IT	C = .|P = .	2010-06-04|2010-06-04	A, A	G	G																									B													
	Title: 2.5L VCT (U377/CD3) Negative Warranty Impact TL: LCASTI29	C = ICAS -Vacuum installation at strategic points of engine assembly. (Oct 2009- Feb-2010) -Manually Blow off for VVT bore and galleries (Oct 2009) |P = Corrective Actions (PCA): Install new flushing nozzle																												C			P											

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	PROCESS VALIDATION Phase 1: Workstation Analysis	Phase 1: Training/ Versatility	Phase 1: Acceptance Criteria	Phase 2: Reaction Plans	Phase 2: Replication/ Containment	Phase 3: Process Improvement	Phase 3: Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/20010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
								Part(Item) / Concern / Type / POS. C / POS. D	Critical X	Audits	Insp/CP	Cp/CpK	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Before / After	Critical X Status																											
	SAQ2010132529 PDS: P RS: JUST DO IT	in Op 110 to avoid chips getting in to the VVT Galleries (April 26th 2010) Modify the parameters of operation 110. (feed & speed) (22th Apr 2010) Next Steps: Continue monitoring of vacuums in engine assembly (Daily) Evaluate the brushes rehab in operation 90 & 125 (May 2010) Evaluate the spin direction of the cam bore cutter (May 2010) Increase the deburring pressure at the washer to 300 BAR. (May 2010)	2010-02-19\2010-05-31	A, A	G	G	VRT: F04 CCC: D03,D21 Src: GQR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, STALLS , , I4,													GQR	4	1	0	0	0	0	0	0	0	0	0						6		
							VRT: F04 CCC: D36,D41,D42,D50 Src: GQR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,													GQR	1	0	1	2	1	1	0	1	0	0	0	0						10		
							VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH , , I4,													GQR	6	2	0	2	1	1	1	0	0	0	0						19		
							VRT: F04 CCC: D36 Src: WAR,3 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, HESITATE/SURGE , , I4,													WAR	1	1	0	0	0	1	0	0	0	0	0						0		
							VRT: F04 CCC: D03,D50,E19,E29 Src: WAR,23 PVL: M4-ESCAPE (LESS HYBRID) (NA)	VARIABLE CAM TIMING VALVE DEFECTIVE, , , I4,													WAR	4	2	2	0	6	1	2	2	2	1	1	0					4		
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,													WAR	0	0	0	0	0	1	4	2	13	8	1	0					22		
	Title: U377/CD3 - Negative Project - 3.0L Cylinder Head No Cleanup TL: LNEVELS SAQ2010133133 PDS: P RS: JUST DO IT	C = ICA: Nemak has had someone on line inspecting since appx. 3/22/10. ETA for Vehicle Build Date ICA is 4/5/10. |P = PCA: The official cut-off is for Engine Build Date 4/1/10. CEP-II did a recertification of all rough stock cylinder heads at Nemak while they were down the week of 4/5/10. ETA for 100% vehicle build date is 4/19/10.	2010-04-05\2010-04-19																																							
				A, A	G	G	VRT: F04 CCC: D50,E29,L65 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	CYLINDER HEAD DEFECTIVE, , , ,													WAR	0	1	0	2	2	0	1	0	1	0	0	0					1		
83	VRT: F04 CCC: E42,UNUSUAL EXHAUST SYSTEM NOISE Src: PVL: LPT:																																						RL	RL
	Title: 2010MY U377 - Y-Pipe with Formed Flange TL: ENOWKA SAQ2009102181 PDS: D RS: JUST DO IT	C = Containment is to continue with counter boring the flange until the formed flat flange arrives; running change 2010MY.|P = Trial completed successfully. Waiting for production volumes.	2009-10-26\2010-05-03																																					
				A, P	G	Y	VRT: None CCC: None Src: GQR,0 PVL: None LPT: A-I-KANSAS CITY PLANT	ENGINE DISLIKE, SOUND QUALITY , , ,													GQR	0	0	0	0	0	0	0	0	0	0	0	0					0		
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, , , HEGO 12													WAR	5	6	5	5	0	2	2	0	0	0	0	0					0		
	Title: 2010MY U377 - Wrong Muffler Installed TL: TBUSHMAN SAQ2009102476 PDS: P RS: JUST DO IT	C = Operator training/awareness and Quality Worksheet submitted.|P = Add barcode scanning tied AIS box verifying proper part is installed. Larger Bar Code labels added to resonators on April 5, 2010	2009-10-28\2010-04-05																																					
				A, A	G	G	VRT: F04 CCC: E42,E43,L66 Src: WAR,7 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	EXHAUST RESONATOR WRONG, , , ,													WAR	1	4	0	1	0	0	0	0	0	1	0	0					1		
	Title: 2009MY U377 - NEGATIVE PROJECT - Engine Idles Rough TL: RROCKEL SAQ2009093607 PDS: P RS: JUST DO IT	C = Correct the fore-aft play within the Engine Pallet, between the Powertrain and the Sub Frame.|P = Correct the Fore-Aft stack-up play that we currently experience between the Engine Pallet and the Moon Buggy Locator Pin. To do so a PM Process will need to be established and maintained in order to keep the pallets in good working order. Team is working on finalizing that PM process. * PM Process has been																																						
							VRT: F04 CCC: D11,D13,D42,D50,E42 Src: WAR,4 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE VIBRATES, , , I4,													WAR	1	1	0	1	0	0	1	0	0	0	0	0					0		

CCC Type Records				CONC ERN STAT				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
												Phase 1			Phase 2		Phase 3																					
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
		establish - a full time Tool Maker has been stationed on the Sanyo Line to conduct PM on the Pallets every day until they have all been completed, then all will be PM'd, Verified w/ Checking Fixture, and cleaned at least once per month (12/4/09).	2009-09-18\2010-01-11	A, A	G	G	VRT: F04 CCC: D11,D13,D50 Src: GQR,14 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														GQR	6	2	0	2	1	1	1	0	0	0	0							19		
							VRT: F04 CCC: D13 Src: GQR,0 PVL: MR-MARINER (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH V6														GQR	0	0	0	0	0	0	0	0	0	0	0							1		
							VRT: F04 CCC: D13,D50 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE MOUNT REPLACED, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D13,D50,P66 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE MOUNT DEFECTIVE, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D21,D41,E42,E43 Src: WAR,5 PVL: M4-ESCAPE (LESS HYBRID) (NA)	EXHAUST PIPE MISALIGNED, , , ,														WAR	3	1	0	1	0	0	0	0	0	0	0							0		
							VRT: None CCC: None Src: WAR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	ENGINE MOUNT IMPROPER ADJUST, , , V6,														WAR	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: None CCC: None Src: GQR,0 PVL: None LPT: AJ-KANSAS CITY PLANT	TRANSMISSION (AUTOMATIC) NOISY, UNKNOWN , , ,														GQR	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: P59,P68 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE MOUNT MISALIGNED, , , V6,														WAR	0	0	0	0	0	2	0	0	0	0	0							0		
							VRT: F04 CCC: D10,D13,P59 Src: WAR,6 PVL: M4-ESCAPE (LESS HYBRID) (NA)	ENGINE ENGINE PERFORMANCE, IDLE ROUGH I4														WAR	0	2	0	1	0	0	3	0	0	0	0							0		
							VRT: F04 CCC: D13,D50,P59,P68 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT IMPROPER ADJUST, , , ,														WAR	0	0	0	0	0	1	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D50 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE IDLE NO PROBLEM FOUND, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0							0		
							VRT: F04 CCC: D11,D13,D36,D50,K03 Src: WAR,29 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	ENGINE MOUNT DISLIKE, ADJUSTMENT , , I4,														WAR	0	0	0	0	0	1	4	2	13	8	1	0						22		
	Title: 2010MY U377 - Exhaust Resonator Wrong TL: JDEMART1 SAQ2010111443 PDS: P RS: 6-SIGMA - DMAIC	C = Quality Worksheet submitted and visual posted to show difference between chrome tipped exhaust and non-chrome tip exhaust.|P = Trial run successfully using new barcode 12/18/2009. Record change required on drawing. Estimated time to get new label after drawing release 10-15 days. New Bar Code labels in plant on 04/05/2010.	2010-01-07\2010-04-05																					C			P										
				A, A	G	G	VRT: F04 CCC: E42,E43,L66 Src: WAR,6 PVL: MR-MARINER (LESS HYBRID) (NA) LPT: AJ-KANSAS CITY PLANT	EXHAUST RESONATOR WRONG, , , ,														WAR	1	3	0	1	0	0	0	0	0	1	0	0						1		
	Title: 2009MY U377 Y-Pipe Leaks	C = Currently receiving and testing warranty returns. Customer damage, repair weld failure and loose																					B														

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type		POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
	TL: ENOWKA SAQ2009089418 PDS: SD RS: JUST DO IT	flanges seen. Enginnering making a test pipe to check leak rate and location which triggers CMS with a DTC P013A and / or P013C. Testing being conducted on CMS returns which promt dealer visit. Defective CMS's noted, as well as incomplete washer crush, as well as calibration concerns.|P = Supplier Modification to Leak testing of Y-Pipe on Bank 1 flange to detect missed and leaking welds. TSB 10-3-01 issued for 2009-2010MY build prior to November 20, 2009.	2009-12-01|2009-12-01	A, A	G	G	VRT: F04 CCC: D50,E29,E42,L66,P59 Src: WAR,36 PVL: M4-ESCAPE (LESS HYBRID) (NA)	EXHAUST DOWN PIPE DEFECTIVE, , , V6,																								WAR	2	5	1	8	8	4	8	0	0	0	0	0						0			
							VRT: F04 CCC: E29 Src: WAR,2 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR DEFECTIVE, HEGO 22																								WAR	2	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: E41,E42 Src: WAR,1 PVL: M4-ESCAPE (LESS HYBRID) (NA)	EXHAUST INTERMEDIATE PIPE DEFECTIVE,																								WAR	1	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: E29 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR REPLACED, HEGO 22																								WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
							VRT: F04 CCC: D03 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR REPLACED,																								WAR	0	0	0	0	0	0	0	0	0	0	0	0						0			
	Title: 2010MY U377 - Exhaust Y-Pipe Weld Leaks at Bank 1 Flange TL: DDOYLE7 SAQ2010111650 PDS: SP RS: G8D	C = On site supplier rep started certifying stock for weld quality at KCAP.|P = Implemented 11/25/2009. Weld checked with a full pressure test to assure robustness in joint and that it is leak free.	2009-11-20|2009-11-25																											B																	
				A, A	G	G	VRT: F04 CCC: E29 Src: WAR,16 PVL: M4-ESCAPE (LESS HYBRID) (NA)	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 22																								WAR	1	2	2	7	1	2	1	0	0	0	0	0						0			
							VRT: F04 CCC: D50,E29 Src: WAR,25 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	HEATED EXHAUST GAS OXYGEN SENSOR SLOW, HEGO 12																								WAR	5	6	5	5	0	2	2	0	0	0	0	0						0			
							VRT: F04 CCC: D50,E29,E42,L66,P59 Src: WAR,41 PVL: M4-ESCAPE (LESS HYBRID) (NA) MR-MARINER	EXHAUST DOWN PIPE DEFECTIVE, , , V6,																								WAR	3	6	1	8	10	4	9	0	0	0	0	0						0			
88	VRT: F04 CCC: P82,AUTOMATIC - 4-WHEEL/ALL -WHEEL DRIVE TROUBLES Src: PVL: LPT:																																												RL	RL
	Title: 2010 V51 Aug 09 Adjustment Escape & Focus TL: JMAZUR2 SAQ2010114267 PDS: P RS: GLIDEPATH	C = adjustment|P = adjustment	2010-03-01|2010-03-01																															B													
				A, A	G	G																																										
	Title: U377 - Negative Project for LF Axle Halfshaft Broken TL: JDEMART1 SAQ2010112112 PDS: P RS: 6-SIGMA - DMAIC	C = 1/15/2010. Supplier reviewed internal press data and started certifying stock. 1/27/2010. Review of KCAP press equipment showed different insertion forces between left hand and right hand halfshaft to knuckle insertion. Lowered LH insertion force to same as RH. 1/28/2010. Reduced press force more to meet preliminary manufacturing drawing that had 10kN max force requirement.|P = Force Transducer stopped working (frayed cable). Hydraulic pressure was turned up too high and the MAX Threshold reject limit was	2010-01-28|20																												C					P										
				A, A	G	G	VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																								WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			

Rank	CCC Type Records: TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	CONCERN STAT: A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D: Part(Item)	Concern	Type	POS. C	POS. D	CONTAINMENT / MAPPING: Critical X	Pre-Delivery A = Audit D = Date/Text: Audits	Dept I = Insp/CP D = Date/Text: Insp/CP	Capability: Cp/CpK	PROCESS VALIDATION Phase 1: Workstation Analysis	Training/ Versatility	Acceptance Criteria	Phase 2: Reaction Plans	Replication/ Containment	Phase 3: Process Improvement	Error Proofing	VALIDATION VERIFICATION: Replicated Internal Indicator Before	After	Critical X Status	VALIDATION: Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	RANK STATUS: Containment Status	Permanent Corrective Status
		up too high and the MAX Threshold reject limit was never reached. Press Station Logic has been changed to a MIN/MAX Threshold from just a MAX Threshold - so if the cable frays again the machine will not see a MIN value and will shut down. Project will be completed when a new, calibrated Force Transducer is installed into the Press Station (ETA 6/1/10).	10-06-04				VRT: F04 CCC: K02,K03,K04,L86,L88,P59,P82,P83 Src: WAR,51 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA)	AXLE HALF SHAFT BROKEN, LEFT, , ,																				WAR	0	0	22	29	0	0	0	0	0	0	0	0						0			
	Title: 2011 Escape-Mariner Start Point Adjustment TL: DKATINAS SAQ2010112387 PDS: P RS: GLIDEPATH ADJUST	C = start point adjusted|P = start point updated	2010-02-08|2010-02-08	A, A	G	G																									B															
	Title: V51 11MY TGW Glidepath Adjustment TL: JMAZUR2 SAQ2010138828 PDS: P RS: JUST DO IT	C = 11MY TGW start point adjustment based off of 10MY verbatims.|P = 11MY TGW start point adjustment based off of 10MY verbatims.	2010-06-03|2010-06-03	A, A	G	G																										B													
	Title: Escape 2010MY Roadmap Adjustment (V51) TL: JMAZUR2 SAQ2009085861 PDS: D RS: JUST DO IT	C = 2010 Roadmap adjustment (V51)|P = Roadmap adjustment (V51)	2009-07-16|2009-07-29	A, A	G	G																																						
	Title: V51 2011 Start Point Adjustment TL: JMAZUR2 SAQ2010123585 PDS: P RS: GLIDEPATH ADJUST	C = roadmap adjustment|P = roadmap adjustment	2010-05-05|2010-05-05	A, A	G	G																										B													
	Title: 09 RM Adjust Escape-Mariner TL: DKATINAS SAQ2009085260 PDS: P RS: 6-SIGMA - DMAIC	C = RM Adjust|P = RM Adjust	2009-06-01|2009-06-01	A, A	G	G																																						
97	VRT: F04 CCC: K02,AXLE WHINE/HOWL/GROAN Src: PVL: LPT:																																												RL	RL
	Title: 2010 V51 Aug 09 Adjustment Escape & Focus TL: JMAZUR2 SAQ2010114267 PDS: P RS: GLIDEPATH ADJUST	C = adjustment|P = adjustment	2010-03-01|2010-03-01	A, A	G	G																										B													
	Title: U377 - Negative Project for LF Axle Halfshaft Broken TL: JDEMART1 SAQ2010112112 PDS: P RS: 6-SIGMA - DMAIC	C = 1/15/2010. Supplier reviewed internal press data and started certifying stock. 1/27/2010. Review of KCAP press equipment showed different insertion forces between left hand and right hand halfshaft to knuckle insertion. Lowered LH insertion force to same as RH. 1/28/2010. Reduced press force more to meet preliminary manufacturing drawing that had 10kN max force requirement.|P = Force Transducer stopped working (frayed cable). Hydraulic pressure was turned up too high and the MAX Threshold reject limit was	2010-01-28|20	A, A	G	G	VRT: F04 CCC: L65,L72,L73,L85,L88,P51,P59,P66,P68,P69 Src: WAR,66	TRANSMISSION (AUTOMATIC) LEAK, RIGHT, , 4X4,																						C																				WAR	10	4	5	3	12	4	6	7	6	5	3	1						15			

DP12-006 000372

CCC Type Records				CONC ERN STAT			CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION		VALIDATION																RANK STATUS	
											Phase 1			Phase 2		Phase 3																			
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																				
		up too high and the MAX Threshold reject limit was never reached. Press Station Logic has been changed to a MIN/MAX Threshold from just a MAX Threshold - so if the cable frays again the machine will not see a MIN value and will shut down. Project will be completed when a new, calibrated Force Transducer is installed into the Press Station (ETA 6/1/10).	10-06-04		G	G	VRT: F04 CCC: K02,K03,K04,L86,L88,P59,P82,P83 Src: WAR,51 PVL: M4-ESCAPE (LESS HYBRID) (NA),MR-MARINER (LESS HYBRID) (NA)	AXLE HALF SHAFT BROKEN, LEFT, , ,														WAR	0	0	22	29	0	0	0	0	0	0	0	0						0		
	Title: 2011 Escape-Mariner Start Point Adjustment TL: DKATINAS SAQ2010112387 PDS: P RS: GLIDEPATH ADJUST	C = start point adjusted|P = start point updated	2010-02-08|2010-02-08	A, A	G	G																			B												
	Title: U377 - Axle Half Shaft Torn Boot TL: DDOYLE7 SAQ2010117651 PDS: P RS: JUST DO IT	C = S.P.L. Posted and Operators Educated to possible damage caused by improper handling of the axle half shaft.|P = Add pipe insulation to edge of half shaft press feed ramp. 5/21 padding added to edge of feed ramp.	2010-04-07|2010-05-21																							C	P											
				A, A	G	G	VRT: F04 CCC: L88 Src: WAR,0 PVL: M4-ESCAPE (LESS HYBRID) (NA)	AXLE HALF SHAFT LEAK, , , ,														WAR	0	0	0	0	0	0	0	0	0	0	0	0						0		
	Title: V51 11MY TGW Glidepath Adjustment TL: JMAZUR2 SAQ2010138828 PDS: P RS: JUST DO IT	C = 11MY TGW start point adjustment based off of 10MY verbatims.|P = 11MY TGW start point adjustment based off of 10MY verbatims.	2010-06-03|2010-06-03	A, A	G	G																						B										
	Title: Escape 2010MY Roadmap Adjustment (V51) TL: JMAZUR2 SAQ2009085861 PDS: D RS: JUST DO IT	C = 2010 Roadmap adjustment (V51)|P = Roadmap adjustment (V51)	2009-07-16|2009-07-29	A, A	G	G																															
	Title: V51 2011 Start Point Adjustment TL: JMAZUR2 SAQ2010123585 PDS: P RS: GLIDEPATH ADJUST	C = roadmap adjustment|P = roadmap adjustment	2010-05-05|2010-05-05	A, A	G	G																						B										
	Title: 09 RM Adjust Escape-Mariner TL: DKATINAS SAQ2009085260 PDS: P RS: 6-SIGMA - DMAIC	C = RM Adjust|P = RM Adjust	2009-06-01|2009-06-01	A, A	G	G																															

ENDOFDATA

Source Validation C = Containment P = PCAI B = Both

Origination/Validation Source: ECB:WARRANTY COUNT,RPT:R/1000,GQR:GQRS COUNT,CTQ:CTQS,QLS:QLS,INN:Internal (#),INP:Internal (%),CPU:CPU,TGW:TGW

Concern Status: UIV:UNDER INVESTIGATION, TWO:TEAM WORKING ON, CMR:COMPLETE - MONITOR, CMM:COMPLETE - RETIRED 3MIS, CMY:COMPLETE - RETIRED HTIS

Process-Design-Supplier: P:PROCESS, D:DESIGN, SD:SUPPLIER-DESIGN, SP:SUPPLIER-PROCESS

Vehicle Line(s) / Vehicle Line Grouping:

Region(s):

Market(s):

Assembly Plant(s):

VFG(s):

VRT(s): F04-POWERTRAIN

Function(s):

Status(s): CMR-COMPLETE - MONITOR,TWO-TEAM WORKING ON,UIV-UNDER INVESTIGATION

Plant(s):

Concern Open Date From: Concern Open Date To:

Action: Type:

Created By: tbushman

CCC Type Records					CONCERN STAT.				CONTAINMENT / MAPPING				PROCESS VALIDATION						VALIDATION VERIFICATION			VALIDATION																		RANK STATUS	
													Phase 1			Phase 2		Phase 3																							
Rank	TL = Team Leader SAQ Number PDS = Process /Supply/Design RS = Resolution Scheme	(C) Containment Production (P) Permanent Corrective Action	Date	A-Actual P-Planned	Containment Status	Permanent Corrective Status	VRT = Function/VRT CCC - Cust. Concern Code Src = Origin. Source, Count PVL = Paynter Vehicle Lines LPT = Linked Plant	Part (Item) Concern / Concern Type Position A, B, C, D	Critical X	Pre-Delivery A = Audit D = Date/Text	Dept I = Insp/CP D = Date/Text	Capability	Workstation Analysis	Training/ Versatility	Acceptance Criteria	Reaction Plans	Replication/ Containment	Process Improvement	Error Proofing	Replicated Internal Indicator	Critical X Status	Source	200910	200911	200912	201001	201002	201003	201004	201005	201006	201007	201008	201009	8/29/2010	9/5/2010	9/12/2010	9/19/2010	Last 4 WKS	Last 4 MOPS	MYTD	Containment Status	Permanent Corrective Status
								Part(Item) Concern Type POS. C POS. D		Audits	Insp/CP	Cp/CpK								Before After																						

Action Date From:
Action Date To:
Fixed Start Model Year From:
Fixed Start Model Year To:
P-D-SD-SP(s):
Lead Organization(s):
Primary Indicator(s):
Affected Population Model Year(s):
Origination Source(s):

Top CCC From:	1	Top	20
Top WAR From:	1	Top	20
Top GQR From:	1	Top	20
Top QLS From:	1	Top	20
Top Other From:	0	Top	0
Part(Item):	TRUE		
Repair:	TRUE		

CONTAINMENT STATUS - LOWEST RATING FOR COMBINATION OF CONTAINMENT DATES AND CRITICAL X STATUS.

CONTAINMENT DATE STATUS CRITERIA: NO CONTAINMENT DATE = RED; CONTAINMENT PLAN DATE = YELLOW; CONTAINMENT ACTUAL DATE = GREEN.

From: Bushman, Thomas (T.S.)
Sent: Friday, September 24, 2010 1:15 PM
To: Langley, Scott (C.S.); Schiltges, Dave (D.); Chabon, Michael (W.); Selthofer, Adam (A.)
Cc: Pulizzi, Pietro (P.G.); Mapes, Jim (J.E.)
Subject: RE: ETB Projects in eBSAQ

Scott -

Attached is our latest Form-4, filtered down to ETB (currently Ranked 7th). You'll see that we are showing "GREEN" for project implementation but "RED" for actual problem containment because we have claims coming in after the last project implementation date.

We need another project (or projects) to reflect the actions taken with KSR and the Single Die ASIC.

Thanks.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Langley, Scott (C.S.)
Sent: Sunday, September 19, 2010 9:43 PM
To: Bushman, Thomas (T.S.); Schiltges, Dave (D.); Chabon, Michael (W.); Selthofer, Adam (A.)
Subject: RE: ETB Projects in eBSAQ

We should talk about this via Phone on Monday… Red/Red for what? Can I see the Form 4?
It really depends upon what level of warranty we're walking from.

I really struggle with the role of BSAQ for our commodity-level components.

It is possible to connect some level of improvement to the move to Via Systems… but there is really only about one return that can be connected to that. The rest of the improvement actions were in place and showed improvement before the Via Systems implementation.

Not sure what's intended by "the new Non-Contact Sensor." I assume we're talking about the move to KSR or the move to the Single die ASIC. Again, many actions already showed benefit. So, not sure what level of performance we're walking from, here. There are some "risk" improvements due to the technology change, but not a lot of specific claims that we can say go away that hadn't already with the process improvements at CIPSA.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Bushman, Thomas (T.S.)
Sent: Friday, September 17, 2010 12:38 PM
To: Schiltges, Dave (D.); Chabon, Michael (W.); Langley, Scott (C.S.); Selthofer, Adam (A.)
Subject: RE: ETB Projects in eBSAQ

Thanks - we need to get these into the system so we can link them in the Form 4 --- right now it is showing Red/Red.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Schiltges, Dave (D.)
Sent: Friday, September 17, 2010 11:22 AM
To: Bushman, Thomas (T.S.); Chabon, Michael (W.); Langley, Scott (C.S.); Selthofer, Adam (A.)
Subject: RE: ETB Projects in eBSAQ

Tom,
I'm not aware of these projects being generated unless Scott or Mike put them in. If not, we can put them in.

Adam,
Can you follow up on this?

Thanks!

Dave Schiltges
Supervisor D30
On-Going Product Development
Phone: 313-205-2197

From: Bushman, Thomas (T.S.)
Sent: Friday, September 17, 2010 11:42 AM
To: Schiltges, Dave (D.); Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: RE: ETB Projects in eBSAQ

Any feedback on this one?

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 15, 2010 2:33 PM
To: Schiltges, Dave (D.); Chabon, Michael (W.); Langley, Scott (C.S.)
Subject: ETB Projects in eBSAQ

Dave / Mike / Scott -

Do you guys know if we have any projects in eBSAQ for the recent ETB Actions.

Resourcing the Mother Board from VIA Systems & the new Non-Contact Sensor.

If you have those projects could you please forward the numbers to me. If not, can we get those projects put into the system?

Thanks.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Bushman, Thomas (T.S.)
Sent: Friday, May 29, 2009 6:30 PM
To: Langley, Scott (C.S.); Horbal, Colin (C.P.)
Cc: Boerger, Jim (J.G.); Chabon, Michael (W.)
Subject: RE: Final KCAP VQR presentation - 9L8E ETB

That was Jeff Wood (DOMO) that spoke up.

Sorry you guys didn't get a chance to go through it, but Eric Loeffler will be on line on Tuesday and has already told me that he is very interested to see where we are at.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Langley, Scott (C.S.)
Sent: Friday, May 29, 2009 4:04 PM
To: Horbal, Colin (C.P.); Bushman, Thomas (T.S.)
Cc: Boerger, Jim (J.G.); Chabon, Michael (W.)
Subject: RE: Final KCAP VQR presentation - 9L8E ETB

It was running behind, so Tom summarized the situation in about two minutes.
He's going to have us speak to it in another plant meeting on Tuesday.

Not sure who it was that spoke up in the beginning (plant mgr or Mfg Director), but they said enough that ETB was clearly ON THEIR RADAR.
That was good with Delphi on the phone. Delphi has been thoroughly engaged in the last couple of weeks, though. Even through their TLO/furlough week this week.

They have a clean date now for Chip timing issues. But, they may struggle to keep up with production until they get enough of the good chip (PVD2 vintage) through the pipeline. They are also working on a good screening test for the suspect chip (PVD1).

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Horbal, Colin (C.P.)
Sent: Friday, May 29, 2009 4:54 PM
To: Langley, Scott (C.S.); Bushman, Thomas (T.S.)

Subject: RE: Final KCAP VQR presentation - 9L8E ETB

How'd the VQR go?

Colin Horbal
Manager, LGDEE OPD/Quality Dept
Phone: 313-845-7581
Cell Phone: 313-805-5734
Text Page: chorbal

From: Langley, Scott (C.S.)
Sent: Thursday, May 28, 2009 1:22 AM
To: Davis, Andrae (A.L.); 'Cook, Dale K'; Shapardanis, Michael (M.S.); Rose, John A; O'Neill, Daniel P; Mikutowicz, John ; Rivas, Agustin; Contreras, Claudia Judith; Salvador, Nicte ; Rosales, Martin; Kunnen, John ; Godoy, Arquimedes ; 'Perez, Radamex'; Parkinson, Tim (T.M.); Chabon, Michael (W.); 'Scott, Geoffrey J'; 'Ruiz, Jose J.'; 'Martinez Payan, Jorge '; 'Dar, Dhruv'; 'Banna, Jim '; Bos, Ed (E.A.)
Cc: McRoy, Gitanjli (G.); Lardizabal, Sergio (S.); Boerger, Jim (J.G.); Horbal, Colin (C.P.); Schiltges, Dave (D.)
Subject: Final KCAP VQR presentation - 9L8E ETB

Here is the finalized version of the Presentation.
Thank you very much to the entire Team for the effort in the analysis over the past couple of weeks and for pulling the presentation together.
Keep up the good work. It's appreciated and we need to continue to stay focused on this.

As mentioned previously, we'll need to limit the participation in the actual VQR conference call.
I'll send the meeting notice to the appropriate folks.

Dave Schiltges, Could you forward to the appropriate folks at CEP?
Thanks.

<< File: 09MY EscMar ETB Warranty_VQR_2009527 rev A.ppt >>

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Van Nortwick, Kelvin (K.L.)
Sent: Wednesday, August 12, 2009 10:17 AM
To: Querio, Jennifer (J.); McDonagh, Scot (S.M.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

The QCN was sent to all the depots and provides them with the instructions on what to do with the stock. In this case, to return it to the supplier. That is FCSD Policy

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From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:15 AM
To: Van Nortwick, Kelvin (K.L.); McDonagh, Scot (S.M.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

I'm just looking for confirmation that the depots removed the stock from service. That's what I'm calling a "clean date". I've had past experience of repeat repairs, because stock was not removed on the date QCN was issued.

From: Van Nortwick, Kelvin (K.L.)
Sent: Wednesday, August 12, 2009 9:25 AM
To: McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

The QCN cleaned the suspect stock from the Depots for FCSD. The QCN did not contain a stated clean service date, but any stock shipped to FCSD after the QCN was issued should be certified stock. The QCN was issued by FCSD on 8/4/2009

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 11, 2009 11:54 AM
To: Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.); Van Nortwick, Kelvin (K.L.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Can Kelvin confirm clean service stock date ? Are we reworking existing service stock per Mr. Langley's directive ? Will ask Mr. Langley for feedback on converting SSM 20897 to a TSB.

OASIS SPECIAL SERVICE MESSAGE NUMBER: 20897

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :
2010 CAR : 00170 FUSION
2010 CAR : 00171 MILAN
2009 - 2010 TRUCK : 00130 ESCAPE
2009 - 2010 TRUCK : 00163 MARINER

OASIS MESSAGE :
SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING
THE 3.5L ENGINE, BUILT PRIOR TO 6/15/2009, MAY EXHIBIT A MALFUNCTION INDICATOR LIGHT(MIL) AND/OR LACKS POWER CONDITION WITH DIAGNOSTIC TROUBLE CODES P0122 AND/OR P0222. TO PROPERLY DIAGNOSE THIS CONDITION, PERFORM PC/ED PINPOINT TEST DV DIAGNOSTIC SUBROUTINE, INCLUDING CHECKING THE WIRING HARNESS CONNECTIONS FOR
PROPER SEATING. IF THE ROOT CAUSE IS UNDETERMINED, REPLACE THE ELECTRONIC THROTTLE BODY.

APPLICABLE SYMPTOM CODES :
P0122 DIAGNOSTIC TROUBLE CODE (DTC)
P0222 DIAGNOSTIC TROUBLE CODE (DTC)
698298 DRIVEABILITY MALFUNCTION INDICATOR LAMP - MIL
800000 GENERAL-PREDELIVERY RUNNING CHANGES
804000 PRE-DELIVERY

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Querio, Jennifer (J.)
Sent: Tuesday, August 11, 2009 11:22 AM
To: McDonagh, Scot (S.M.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Need confirmed good service stock clean date. QCN issue date is not same depot clean date. This concern will remain open for Escape/Mariner until depot audit confirmed complete. I'd prefer SSM replaced with TSB, at that point, as this is a final fix for supplier quality issue. We will be able to monitor future usage/containment with TSB unique labor code.

From: McDonagh, Scot (S.M.)
Sent: Monday, August 10, 2009 11:45 AM
To: Chacon, Jose (A.)
Cc: Gudino Mendoza, Martin (J.M.); Querio, Jennifer (J.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

My pleasure

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Monday, August 10, 2009 11:08 AM
To: McDonagh, Scot (S.M.)

Cc: Gudino Mendoza, Martin (J.M.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot,

The QCN on Delphi's suspect 2.5L throttle bodies is completed. We are moving forward on closing this emerging concern for both CD3XX and U377 platforms. We are monitoring field reports, and see if any repeat repairs are evident in the near future. Thanks.

Thanks for you support on closing this Cross Commodity issue.

Regards,

José Chacón
Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Van Nortwick, Kelvin (K.L.)
Sent: Tuesday, August 04, 2009 11:07 AM
To: Bozynski, John (W.)
Cc: Langley, Scott (C.S.); Rosales, Martin; 'ruben.zuniga@delphi.com'; Chacon, Jose (A.)
Subject: QCN for Delphi Parts at FCSD

John,

Attached is a completed QCN Form from Delphi for the return of 190 pcs for review and testing at their facility.

<< File: QCN Request Form.xls >>

Delphi Team

Based on this QCN FCSD will issue QR's which the depots will follow for the return of the stock to your facility for review and inspection. Your team will need to provide dispositon on the QR's which is part of the D3 when they are issued. You will also need to provide me with documentation on the results / testing of the parts. The qty on the QR maybe potentially reduced based on how many your team finds defective.

Kelvin Van Nortwick
FCSD STA Quality Engineer
KVannort@Ford.com
Phone: 313-390-3863
Fax Number: 313-390-0448
Regent Court Building 3N115
16800 Executive Plaza Drive
Dearborn, Michigan 48126

From: Chacon, Jose (A.)
Sent: Tuesday, August 18, 2009 12:55 PM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.)
Cc: Querio, Jennifer (J.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot/Scott,

Thanks for re-reviewing this portion with the team(s). At this point our program continues supporting the SSM release, since the part in question did not change physically nor an engineering change when into place. The concern with the part was a process that builds the part that got out of control and a new part number was not needed. In our perspective, creating a TSB would of increased the diagnostic time and part replacement on every repair and repeating the PCED diagnosis on every repair. In the SSM case, were we advise the dealer the throttle body in question is to replace it; however, before replacing the throttle body, it advices to check wiring and use existing PCED manual for diagnosis (This reduces resources to republish what was already published in the PCED/WSM) In the SSM case the dealer may or may not include diagnostic time, thus saving costs of the repair.

We understand both teams strive to get the most up-to-date service information available. We will work with our internal teams to review proper course of actions between SSM vs. TSB releases. This particular concern is not an SSM VS. TSB issue, we think, utilizing the best way to communicate to the dealers is by utilizing existing publications and available resources (PCED/WSM/OG etc.)

Once again thanks for your support on this matter and we continue moving forward with additional service actions.

Regards,

José Chacón
Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:41 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

FYI…
For supplier quality issues, if part number is not changed, then we need to provide a way to differentiate good/bad part (i.e. Julian date code, paint dot, etc.). That can be done in TSB with graphic showing location of marking and verbiage (example attached). QCN does not extend to dealer stock nor export market part depots. Those parts will not be scrapped and/or reworked by supplier. They will be installed in vehicle per SSM and return for repeat repair. If you specify "replace part for supplier quality issue if it meets this criteria", then you'll decrease your warranty for diagnostic time and unnecessary replacement. There is no way to monitor/control SSM usage.

<< File: TSB 09-2-3.pdf >>
Sincerely,
Jennifer Querio
Escape PVT - FCSD Product Concern Engineer
(313) 323-2381
jquerio@ford.com

From: Querio, Jennifer (J.)

Sent: Wednesday, August 12, 2009 10:14 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

I requested the QCN, because I had reports after the SSM.

I'm Ok with leaving SSM. For future reference…
TSB = final fix
SSM = information Only

From: McDonagh, Scot (S.M.)
Sent: Wednesday, August 12, 2009 9:51 AM
To: Langley, Scott (C.S.); Querio, Jennifer (J.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Thanks Scott

Jennifer/Jose- I'm not convinced this concern justifies superseding the SSM with a TSB release. Do you have CQIS reports, business case that would substantiate a TSB release or do you agree to monitor and revisit if needed ? Thanks

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, August 12, 2009 9:38 AM
To: Van Nortwick, Kelvin (K.L.); McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.); 'Zuniga, Ruben '; 'Rosales, Martin'
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Any Stock shipped with a Delphi ETB Build Date of 5/27/09 or later is certified stock.

Note that there were also previous build dates at Delphi that were entirely clean… utilized chips from a PVD2 process that is superior to the process of concern (PVD1) and has not shown any defects for the chip timing error.
ALSO NOTE that the Upper end of the failure rate on the suspect PVD1 process is expected to be 173ppm.
We absolutely need to keep that in perspective so that this is not blown out of proportion.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
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Sent: Wednesday, August 12, 2009 9:25 AM
To: McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)

Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
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To: Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.); Van Nortwick, Kelvin (K.L.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
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OASIS SPECIAL SERVICE MESSAGE NUMBER: 20897

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :
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2010 CAR : 00171 MILAN
2009 - 2010 TRUCK : 00130 ESCAPE
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OASIS MESSAGE :
SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING
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804000 PRE-DELIVERY

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Sent: Monday, August 10, 2009 11:45 AM
To: Chacon, Jose (A.)
Cc: Gudino Mendoza, Martin (J.M.); Querio, Jennifer (J.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

My pleasure

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

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Sent: Monday, August 10, 2009 11:08 AM
To: McDonagh, Scot (S.M.)
Cc: Gudino Mendoza, Martin (J.M.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

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Thanks for you support on closing this Cross Commodity issue.

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José Chacón
Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
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Sent: Tuesday, August 04, 2009 11:07 AM
To: Bozynski, John (W.)
Cc: Langley, Scott (C.S.); Rosales, Martin; 'ruben.zuniga@delphi.com'; Chacon, Jose (A.)
Subject: QCN for Delphi Parts at FCSD

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Delphi Team

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Kelvin Van Nortwick
FCSD STA Quality Engineer
KVannort@Ford.com
Phone: 313-390-3863
Fax Number: 313-390-0448
Regent Court Building 3N115
16800 Executive Plaza Drive
Dearborn, Michigan 48126

From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:41 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

FYI…
For supplier quality issues, if part number is not changed, then we need to provide a way to differentiate good/bad part (i.e. Julian date code, paint dot, etc.). That can be done in TSB with graphic showing location of marking and verbiage (example attached). QCN does not extend to dealer stock nor export market part depots. Those parts will not be scrapped and/or reworked by supplier. They will be installed in vehicle per SSM and return for repeat repair. If you specify "replace part for supplier quality issue if it meets this criteria", then you'll decrease your warranty for diagnostic time and unnecessary replacement. There is no way to monitor/control SSM usage.

Sincerely,
Jennifer Querio
Escape PVT - FCSD Product Concern Engineer
(313) 323-2381
jquerio@ford.com

From: Querio, Jennifer (J.)
Sent: Wednesday, August 12, 2009 10:14 AM
To: McDonagh, Scot (S.M.); Langley, Scott (C.S.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

I requested the QCN, because I had reports after the SSM.

I'm Ok with leaving SSM. For future reference…
TSB = final fix
SSM = information Only

From: McDonagh, Scot (S.M.)
Sent: Wednesday, August 12, 2009 9:51 AM
To: Langley, Scott (C.S.); Querio, Jennifer (J.); Chacon, Jose (A.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Thanks Scott

Jennifer/Jose- I'm not convinced this concern justifies superseding the SSM with a TSB release. Do you have CQIS reports, business case that would substantiate a TSB release or do you agree to monitor and revisit if needed ? Thanks

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Langley, Scott (C.S.)
Sent: Wednesday, August 12, 2009 9:38 AM
To: Van Nortwick, Kelvin (K.L.); McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.); 'Zuniga, Ruben '; 'Rosales, Martin'
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Any Stock shipped with a Delphi ETB Build Date of 5/27/09 or later is certified stock.

Note that there were also previous build dates at Delphi that were entirely clean… utilized chips from a PVD2 process that is superior to the process of concern (PVD1) and has not shown any defects for the chip timing error.
ALSO NOTE that the Upper end of the failure rate on the suspect PVD1 process is expected to be 173ppm.
We absolutely need to keep that in perspective so that this is not blown out of proportion.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Van Nortwick, Kelvin (K.L.)
Sent: Wednesday, August 12, 2009 9:25 AM
To: McDonagh, Scot (S.M.); Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

The QCN cleaned the suspect stock from the Depots for FCSD. The QCN did not contain a stated clean service date, but any stock shipped to FCSD after the QCN was issued should be certified stock. The QCN was issued by FCSD on 8/4/2009

From: McDonagh, Scot (S.M.)
Sent: Tuesday, August 11, 2009 11:54 AM
To: Querio, Jennifer (J.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.); Langley, Scott (C.S.); Van Nortwick, Kelvin (K.L.)
Cc: Dixon, Mark (M.R.); Cervenan, Neil (N.J.); Cowher, Terry (T.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Can Kelvin confirm clean service stock date ? Are we reworking existing service stock per Mr. Langley's directive ? Will ask Mr. Langley for feedback on converting SSM 20897 to a TSB.

OASIS SPECIAL SERVICE MESSAGE NUMBER: 20897

MESSAGE TITLE: 2009 ESCAPE/MARINER, ESCAPE/MARINER HEV, AND 2010 FUSION/MILAN, FUSION/MILAN HYBRIDS BUILT BEFORE 06/15/09 - DIAGNOSTIC TROUBLE CODES

APPLICABLE VEHICLES :
2010 CAR : 00170 FUSION

2010 CAR : 00171 MILAN
2009 - 2010 TRUCK : 00130 ESCAPE
2009 - 2010 TRUCK : 00163 MARINER

OASIS MESSAGE :
SOME 2009 ESCAPE/MARINER/HYBRID AND 2010 FUSION/MILAN/HYBRID VEHICLES, EXCLUDING
THE 3.5L ENGINE, BUILT PRIOR TO 6/15/2009, MAY EXHIBIT A MALFUNCTION INDICATOR LIGHT(MIL) AND/OR LACKS POWER CONDITION WITH DIAGNOSTIC TROUBLE CODES P0122 AND/OR P0222. TO PROPERLY DIAGNOSE THIS CONDITION, PERFORM PC/ED PINPOINT TEST DV DIAGNOSTIC SUBROUTINE, INCLUDING CHECKING THE WIRING HARNESS CONNECTIONS FOR
PROPER SEATING. IF THE ROOT CAUSE IS UNDETERMINED, REPLACE THE ELECTRONIC THROTTLE BODY.

APPLICABLE SYMPTOM CODES :
P0122 DIAGNOSTIC TROUBLE CODE (DTC)
P0222 DIAGNOSTIC TROUBLE CODE (DTC)
698298 DRIVEABILITY MALFUNCTION INDICATOR LAMP - MIL
800000 GENERAL-PREDELIVERY RUNNING CHANGES
804000 PRE-DELIVERY

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Querio, Jennifer (J.)
Sent: Tuesday, August 11, 2009 11:22 AM
To: McDonagh, Scot (S.M.); Chacon, Jose (A.); Gudino Mendoza, Martin (J.M.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Need confirmed good service stock clean date. QCN issue date is not same depot clean date. This concern will remain open for Escape/Mariner until depot audit confirmed complete. I'd prefer SSM replaced with TSB, at that point, as this is a final fix for supplier quality issue. We will be able to monitor future usage/containment with TSB unique labor code.

From: McDonagh, Scot (S.M.)
Sent: Monday, August 10, 2009 11:45 AM
To: Chacon, Jose (A.)
Cc: Gudino Mendoza, Martin (J.M.); Querio, Jennifer (J.)
Subject: RE: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

My pleasure

Scot G. McDonagh
Super-Duty PT Quality
Phone: (313)337-8091
smcdonag@ford.com

From: Chacon, Jose (A.)
Sent: Monday, August 10, 2009 11:08 AM
To: McDonagh, Scot (S.M.)
Cc: Gudino Mendoza, Martin (J.M.)
Subject: FW: QCN for Delphi Parts at FCSD - 2.5L Throttle Body Codes

Scot,

The QCN on Delphi's suspect 2.5L throttle bodies is completed. We are moving forward on closing this emerging concern for both CD3XX and U377 platforms. We are monitoring field reports, and see if any repeat repairs are evident in the near future. Thanks.

Thanks for you support on closing this Cross Commodity issue.

Regards,

José Chacón
Product Concern Engineer
Fusion/Milan/Zephyr/MKZ
Ford Customer Service Division
(313) 317-7047

From: Van Nortwick, Kelvin (K.L.)
Sent: Tuesday, August 04, 2009 11:07 AM
To: Bozynski, John (W.)
Cc: Langley, Scott (C.S.); Rosales, Martin; 'ruben.zuniga@delphi.com'; Chacon, Jose (A.)
Subject: QCN for Delphi Parts at FCSD

John,

Attached is a completed QCN Form from Delphi for the return of 190 pcs for review and testing at their facility.

<< File: QCN Request Form.xls >>

Delphi Team

Based on this QCN FCSD will issue QR's which the depots will follow for the return of the stock to your facility for review and inspection. Your team will need to provide dispositon on the QR's which is part of the D3 when they are issued. You will also need to provide me with documentation on the results / testing of the parts. The qty on the QR maybe potentially reduced based on how many your team finds defective.

Kelvin Van Nortwick
FCSD STA Quality Engineer
KVannort@Ford.com
Phone: 313-390-3863
Fax Number: 313-390-0448
Regent Court Building 3N115
16800 Executive Plaza Drive
Dearborn, Michigan 48126

From: Mikutowicz, John <john.mikutowicz@delphi.com>
Sent: Wednesday, February 16, 2011 10:39 PM
To: Parkinson, Tim (T.M.)
Cc: Chabon, Michael (W.); Porras, Jesus; Benson, Debra
Subject: RE: Six sigma project for motor issues

Tim,

Yes we'll support, & thanks for your assistance.

john

John Mikutowicz
Product Staff Engineer
Engine Air Control Valves
Delphi Corporation

email: john.mikutowicz@delphi.com
Phone: 585-359-6725
Mobile: 585-330-7675
Fax: 585-359-6338

Mailing Address:
5500 West Henrietta Road
West Henrietta, NY 14586

From: Parkinson, Tim (T.M.) [mailto:tparkin1@ford.com]
Sent: Friday, February 11, 2011 4:05 PM
To: Mikutowicz, John
Cc: Chabon, Michael (W.); Porras, Jesus; Benson, Debra
Subject: Six sigma project for motor issues

I'd like your support to do a six sigma project on the motor issues we are seeing on the 9L8E and AT4E warranty returns. I've attached an excel file with a summary of the issues, which Jesus and the team are working on. Ideally the project shouldn't require any additional work. The project will help insure we have robust corrective actions and that we sustain the improvements we make. It will help us use a data driven approach to solving the issues. I think we can accomplish this by using the weekly meeting Delphi is already having with Igarashi and by using an open issues list to help communicate with Igarashi India. We could also work through Igarashi US. As the process owner of the project, we'd ask for your assistance if we run into any barriers.

Please let me know if you'd like to support. Thanks.

<<Motor project charter.pdf>> <<2011 Delphi ETB warranty - motors.xls>>

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Certified 6-Sigma Blackbelt
LGDEE, Component C, Air Metering

****
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****

From: Chabon, Michael (W.)
Sent: Wednesday, October 28, 2009 3:46 PM
To: 'Mikutowicz, John '
Cc: Boerger, Jim (J.G.); Hall, Brent (A.); Langley, Scott (C.S.)
Subject: RE: U377 Draft VQR Agenda for 11/5/09

John, any status update ?

Michael W. Chabon

Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Chabon, Michael (W.)
Sent: Tuesday, October 27, 2009 12:37 PM
To: 'Mikutowicz, John '
Subject: FW: U377 Draft VQR Agenda for 11/5/09

John, are you aware of this KCAP on site support request for next week's VQR can Delphi support ?

Michael W. Chabon

Electronic Throttle Body Engineering Supervisor
Bldg-1 Cube 12B115
Cell/Text /Pager 313-805-8784
Ford Motor Company

From: Bushman, Thomas (T.S.)
Sent: Monday, October 26, 2009 12:22 PM
To: Horbal, Colin (C.P.); Boerger, Jim (J.G.); Schiltges, Dave (D.); Chabon, Michael (W.)
Cc: Powers, Ken (K.W.)
Subject: U377 Draft VQR Agenda for 11/5/09

Collin / Jim --

We have ETB on the U377 VQR Agenda for 11/5 as a wrap-up to where we are today. I'd like to have someone from Delphi at KCAP to help present the 8D during the VRT Presentation portion of the VQR to Jeff Wood and Graydon Reitz.

Our most critical portion of the explanation will be covering why the ICA Parts had the same number of repairs in the field as the non-ICA parts. As we agreed, it was more of a warranty avoidance

because that population of parts would have had a much higher fall-out rate than the prior month, hence the ICA truly was effective.

I'll set-up a prep-meeting so we can review. Can you please identify someone from Delphi who can come to KCAP to help with this presentation, forward to me their name(s), and I'll add them to our meeting notice for the prep-meeting.

Thanks.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

"Who is John Galt..."

From: Powers, Ken (K.W.)
Sent: Friday, October 23, 2009 4:26 PM
To: Bushman, Thomas (T.S.); Drenner, Casey (C.M.); Kote, Keshava (K.); Linde, Peter (P.A.); Pierce, Warren (W.B.); Rackers, Craig (C.J.); Granfors, John (J.)
Subject: Draft VQR Agenda

Let's discuss Monday..

<< File: Nov 5 2009 Agenda.doc >>

Ken Powers, P.E.
Escape/Tribute PVT Mgr - KCAP
(w) 816-459-1729; (c) 816-200-4928

From: Fascetti, Bob (R.J.)
Sent: Thursday, July 10, 2008 2:41 PM
To: Renwick, Rick (R.J.); Chabon, Michael (W.); Bos, Ed (E.A.); Hall, Brent (A.); Learman, Michael (M.S.); Johnson, Risa (R.A.)
Subject: RE: U377 ETB Discussion with Kip

I have to agree that your group's methodolgy in dealing with issues is the best we have. Nice work. Thanks for keeping me off these calls...

Bob Fascetti
Director, Large Gas & Diesel Engine Engineering
Powertrain Product Development
Office: 313-24-84732

From: Renwick, Rick (R.J.)
Sent: Thursday, July 10, 2008 1:27 PM
To: Chabon, Michael (W.); Bos, Ed (E.A.); Hall, Brent (A.); Learman, Michael (M.S.); Johnson, Risa (R.A.)
Cc: Fascetti, Bob (R.J.)
Subject: RE: U377 ETB Discussion with Kip

Another example of excellent work and proactive support in protecting the customer and keeping VO happy during launch.

Thank you very much for the work over break to chase this down and manage the situation.

Regards,

Rick Renwick
Chief Engineer, North American Diesel,
Gas/Diesel Component Engineering
Ford Motor Company

20000 Rotunda Dr. Dearborn MI 48124
Bldg 1, 13B100, MD #1150
External Ph: 01 313 390-9938
EMail: rrenwick@ford.com

From: Chabon, Michael (W.)
Sent: Thursday, July 10, 2008 8:33 AM
To: Renwick, Rick (R.J.)
Cc: Johnson, Risa (R.A.); Bos, Ed (E.A.); Hall, Brent (A.); Learman, Michael (M.S.)
Subject: U377 ETB Discussion with Kip

Rick, I was able to have a brief 10min discussion with Kip yesterday evening and walked him through our updated presentation material. He was pleased with our actions and efforts and asked we provided him any updates as necessary. I do not think we will need to continue the report outs.

I made it clear we are proactively reviewing all failure mechanisms which would result in a latent cracked capacitor and we will pursue any possible improvements in the controls and detection methods in our production processes.

As a follow up to your questions, we will set up a brief review for you to more thoroughly understand the teardown analysis results of the defective capacitor.

Electronic Throttle Body Engineering Supervisor
Cell/Text Pager 313-805-8784
Ford Motor Company

From: Bushman, Thomas (T.S.)
Sent: Wednesday, September 23, 2009 11:55 AM
To: Parkinson, Tim (T.M.); Langley, Scott (C.S.); Mosti, Santiago (S.I.)
Cc: Khami, Roger (R.)
Subject: RE: U377/U293 Throttle Bodies - AIS barb

Tim - this is good news. Thanks for the update.

Regards,

Thomas S. Bushman
U377 Powertrain Engineering Supervisor
Kansas City Assembly Plant
(816)459-1956 or (757)435-7442

From: Parkinson, Tim (T.M.)
Sent: Wednesday, September 23, 2009 8:07 AM
To: Langley, Scott (C.S.); Mosti, Santiago (S.I.)
Cc: Khami, Roger (R.); Bushman, Thomas (T.S.)
Subject: RE: U377/U293 Throttle Bodies - AIS barb

FYI - I expect to have 10 prototype castings next week with the revised AIS barb for the Escape/Fusion 2.5L/3.0L (all the same ETB). The first casting is complete. Delphi said that the welding and machining that was done to modify the barb worked well. We'll have a few parts for assembly trials at VO and the rest we can use for AIS blowoff testing.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Parkinson, Tim (T.M.)
Sent: Thursday, September 17, 2009 12:42 PM
To: Langley, Scott (C.S.); Mosti, Santiago (S.I.)
Cc: Khami, Roger (R.)
Subject: RE: U377/U293 Throttle Bodies

As part of revising the AIS barb, do we need to check to make sure that all the AIS's for the different applications are compatible with the ETB barb change? See the attached file.

<< File: ETB AIS barb change compatibility.xls >>

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Langley, Scott (C.S.)
Sent: Friday, August 21, 2009 11:54 AM
To: Mosti, Santiago (S.I.); Davis, Andrae (A.L.)
Cc: Parkinson, Tim (T.M.); Khami, Roger (R.)

Subject: RE: U377/U293 Throttle Bodies

Santiago,
I am glad that you contacted us.
Three engines (2.5l, 2.5l HEV, 3.0l) for both the Escape/Mariner and the Fusion/Milan utilize the same ETB…. 9L8E-9F991**-BC**
The OD is the same, but I believe the orientation of how the ETB sits within the engine package varies.
The plant has more difficulty with one of the packages more than the other.

A Separate Item =>
Via request of KCAP, we are investigating a larger front AIS Clean Air Tube "lip" on the ETB.
Delphi has confirmed feasibility to increase the lip height. But, we need to work with you and the plant to determine compatibility/Ease-of-assembly, etc.

We have been in contact with Warren Pierce and Tom Bushman at KCAP on this.

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Mosti, Santiago (S.I.)
Sent: Friday, August 21, 2009 11:26 AM
To: Davis, Andrae (A.L.)
Cc: Langley, Scott (C.S.)
Subject: U377/U293 Throttle Bodies

Andrae,

We spoke on the phone a few minutes ago. My name is Santiago Mosti and I am the D&R engineer for the U377/U293 Air Induction Sytem (AIS). My parts (rubber clean air tubes, CAT) fit into the engine's throttle body with the use of tension screw clamps. Currently we have 3 different clamps for the I4, I4 HEV, and V6. Our AIS assembly plant (Rawsonville) is asking why we have different clamps, and they are claiming that all 3 throttle bodies have the same OD at the mating surface with the CAT. I did some searching in Digital Buck and I found a few of these throttle bodies. But I need confirmation from you guys since you are the experts on these parts. Thank you!

I4 2.5L = I4 2.5L HEV = 9L8E-9F991-BB (Looking at the drawing I see an OD of 67.6mm, are the throttle bodies the same for both the I4 and I4 HEV?)

V6 3.0L = Buck tells me 9E56-9F991-AA but I cannot find this part on FordDoc.

Best Regards,

Santiago I. Mosti
Ford Motor Co.
AIS D&R Engineer
C170, CD338/334, & U377
Office: Building #2, 23M14
Cell: 313-805-7499
Email: smosti@ford.com

From: Zuniga, Ruben <ruben.zuniga@delphi.com>
Sent: Wednesday, June 16, 2010 5:42 PM
To: Langley, Scott (C.S.)
Cc: Contreras, Claudia Judith; Rosales, Martin; Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N; Carbajal, Emma; Fragozo, Manrique D; De Luna, Luis
Subject: RE: Via Systems - 9L8E implementation?
Attachments: VIA SYSTEMS ETB's ID 28098939 June-16-10.ppt

Importance: High

Hi Scott,

Please find attached is the ETB final good ID placard (4 skid each side) we started with. We have recorded first ETP Julian date code & first skid serial number as well for its traceability as follows:

- ETB serial # 101673003574
- Serial # 289031364

Please let me know if any questions.

Kind regards,

Rubén Zúñiga
GM Air Meter / Ford ETB
Customer Contact Quality Engineer
Delphi Powertrain Systems
Plant 35 Cd. Juarez, Chihuahua, Mexico
USA Work Ph. (915) 612-2804
Mex. Work Ph. (656) 649-2804
e-mail: ruben.zuniga@delphi.com

From: Langley, Scott (C.S.) [mailto:slangle1@ford.com]
Sent: Wednesday, June 16, 2010 11:50 AM
To: Contreras, Claudia Judith; Zuniga, Ruben; Rosales, Martin
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: RE: Via Systems - 9L8E implementation?

Thanks Claudia.
Did we previously agree upon some placarding to identify the first shipments?
Even if not, we should.... some sort of identification on the outside of the pallets.... that would allow the Engine plants to make a clean break.
We should refer to the approval documentation (SREA?) for any other conditions or specifics.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: Contreras, Claudia Judith [mailto:Claudia.Judith.Contreras@delphi.com]
Sent: Wednesday, June 16, 2010 1:20 PM
To: Langley, Scott (C.S.); Zuniga, Ruben; Rosales, Martin
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: RE: Via Systems - 9L8E implementation?

Scott
Yes, yesterday I talked with PC&L and we received around 8400 pieces with cipsa board. Production start today using the TPS with Via system board.
The first shipments will be between June, 17 2010 and June, 18 2010.

From: Langley, Scott (C.S.) [mailto:slangle1@ford.com]
Sent: Wednesday, June 16, 2010 8:52 AM
To: Contreras, Claudia Judith; Zuniga, Ruben; Rosales, Martin
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: Via Systems - 9L8E implementation?

Claudia,

As a follow-up to our conversation yesterday, could you confirm where in the pipeline is the changeover to the Via Systems board and when we expect the first shipments of effected ETBs?

Thanks Much.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

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****

DELPHI

ELECTRONIC THROTTLE BODY VIA SYSTEMS CHANGE IMPLEMENTATION

Ford PN: 9L8E-9F991-BC

Delphi P/N 28098939

From: Rosales, Martin <martin.rosales@delphi.com>
Sent: Wednesday, June 16, 2010 1:59 PM
To: Langley, Scott (C.S.); Contreras, Claudia Judith; Zuniga, Ruben; Chacon, Araceli
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: RE: Via Systems - 9L8E implementation?

Scott: I agree with you.

I will provide direction to start putting placards to establish the clean point for Via Systems introduction for the first shipments.

We also know which is the first ETB serial number that content Via systems board.

Ruben: please follow up on this request and inform all team as well.

Regards

Martin Rosales
Delphi Powertrain- Juarez
Plant Quality/SQE Manager
mobile phone 52-1-656-311-4909
(USA) 915-612-2833
email:martin.rosales@delphi.com

From: Langley, Scott (C.S.) [mailto:slangle1@ford.com]
Sent: Wednesday, June 16, 2010 11:50 AM
To: Contreras, Claudia Judith; Zuniga, Ruben; Rosales, Martin
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: RE: Via Systems - 9L8E implementation?

Thanks Claudia.
Did we previously agree upon some placarding to identify the first shipments?
Even if not, we should.... some sort of identification on the outside of the pallets.... that would allow the Engine plants to make a clean break.
We should refer to the approval documentation (SREA?) for any other conditions or specifics.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

DP12-006 000404

From: Contreras, Claudia Judith [mailto:Claudia.Judith.Contreras@delphi.com]
Sent: Wednesday, June 16, 2010 1:20 PM
To: Langley, Scott (C.S.); Zuniga, Ruben; Rosales, Martin
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: RE: Via Systems - 9L8E implementation?

Scott
Yes, yesterday I talked with PC&L and we received around 8400 pieces with cipsa board. Production start today using the TPS with Via system board.
The first shipments will be between June, 17 2010 and June, 18 2010.

From: Langley, Scott (C.S.) [mailto:slangle1@ford.com]
Sent: Wednesday, June 16, 2010 8:52 AM
To: Contreras, Claudia Judith; Zuniga, Ruben; Rosales, Martin
Cc: Rose, John A; Banna, Jim; Chabon, Michael (W.); O'Neill, Daniel P; Bos, Ed (E.A.); Davis, Andrae (A.L.); Parkinson, Tim (T.M.); Khanna, Karam V; Magers, William N
Subject: Via Systems - 9L8E implementation?

Claudia,

As a follow-up to our conversation yesterday, could you confirm where in the pipeline is the changeover to the Via Systems board and when we expect the first shipments of effected ETBs?

Thanks Much.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

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Note: If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

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****

From: O'Day, Michael (M.J.)
Sent: Friday, September 30, 2011 11:00 AM
To: Langley, Scott (C.S.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

I sent data yesterday showing totally unstable idle. Engine speed also looked "hashy" during a run-up.

Most every customer I get involved with has a description that is not too accurate. I got involved because neutral out makes us chase the transmission issues. John Rozanski has swapped a couple t-bodies lateely.

Andrea may want to start with John R or set up some kind of conference call between a few of us.

From: Langley, Scott (C.S.)
Sent: Friday, September 30, 2011 10:29 AM
To: O'Day, Michael (M.J.); Pulay, Kirk (K.); Rozanski, John (J.P.); Cowher, Terry (T.)
Cc: Davis, Andrae (A.L.); Chabon, Michael (W.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

John,
Andrae will be following to get the story behind this? .

I don't understand "neutraling out"…. There is an FMEM if there is truly a throttle body DTC, but it doesn't go into neutral.
And if there are ETB Hardware issues, there should be an ETB DTC.
Do we have data to say it's going into neutral.

Do I recall correctly that this already has a throttle body changed?

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg (for Engine Components)
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: O'Day, Michael (M.J.)
Sent: Friday, September 30, 2011 10:05 AM
To: Langley, Scott (C.S.); Pulay, Kirk (K.)
Subject: FW: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

FYI. I'm not involved with this, but received this note. I thought you'd want to know the end of the story….or at least so far it's the end.

From: Rozanski, John (J.P.)
Sent: Friday, September 30, 2011 10:03 AM
To: O'Day, Michael (M.J.); Cowher, Terry (T.)
Subject: FW: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Update, The dealer confirmed the Customer's complaint of neutraling out as no throttle response. They confirmed there is a throttle body concern on this unit.

Thanks for all the assistance guys

From: O'Day, Michael (M.J.)
Sent: Thursday, September 29, 2011 2:19 PM
To: Rozanski, John (J.P.)
Cc: Cowher, Terry (T.); Pulay, Kirk (K.); Langley, Scott (C.S.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Data shows that engine is running bad. I would be looking at swapping engine parts. Do we still have ISC or what with an ETC system? The TEAM looks exactly like it did on Monday when I looked at it….no addl entries. It's a Sept 09 build date with no dealer visits before this.

Maybe Terry or the others have some thoughts. I included one .rec file and a word file of 3 files collected by the customer.

I don't think these were from the dealer techs, as they were all 3 collected Tues am (I gave the veh a recorder on Monday am) at 6:34 am, 6:35 am and 6:36 am.
I take it that it doesn't repeat for the techs.
<< File: Vehicle at Elder Ford_adr files 9_29_11.doc >> << File: 2011-09-27-063456.rec >>
John, why would AWS be empty? I would recommend a stall test and a cal update for everything before going too much further. I assumed that this had been to the dealer many time before.

From: Rozanski, John (J.P.)
Sent: Thursday, September 29, 2011 1:07 PM
To: O'Day, Michael (M.J.)
Cc: Cowher, Terry (T.)
Subject: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

<< File: elderka55076 >>

Mike, Here is the TEAM and on this unit and I will bring you the flight recorder today as well. The canister purge valve is not stuck according to the dealer.

From: Davis, Andrae (A.L.)
Sent: Tuesday, October 04, 2011 4:50 PM
To: Chabon, Michael (W.); Pulay, Kirk (K.); Langley, Scott (C.S.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

As FYI I Hot Processed the ETBs from Redacted for Relevance & 1FMCU0DG6AK[redacted] today.

Andrae Davis
Powertrain Engineering
Ford Motor Company
Email: adavis2@ford.com
Phone: (313) 805-8786

From: Rozanski, John (J.P.)
Sent: Monday, October 03, 2011 9:26 PM
To: O'Day, Michael (M.J.); Davis, Andrae (A.L.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Hi Mike, Andrae, I am sorry it took me so long as I am in Louisville on the Escape launch right now and have been on the road all day and had E Mail issues earlier .

Here is the info you requested,

Elder Ford P&A Code 02697-9

Service MGR Joe Kerbath 248-597-5147

Vin #[redacted] RO #[redacted] Dealer was going to replace throttle body (I will confirm the vehicle has been returned to the Customer as of Friday it was still at the dealer Mike.)

Vin #[redacted] RO#[redacted] Dealer replaced throttle body as they confirmed a no throttle response condition on road test. The driveability Tech found the TB to have a actual throttle angle of 20% and a desired throttle angle of 10% It also had a DTC in memory for a throttle body malfunction.

Vin # K[redacted] RO #[redacted] I road tested this unit and found the floor shifter to have a heavy bag hanging on it so I suggested to the dealer that perhaps the Customer did not have the transmission completely in the detent and given all the weight of the attached bag perhaps it popped back to Neutral on the highway and that was the sound they heard? (I will get the status on this one from Elder as well Mike.)

From: O'Day, Michael (M.J.)
Sent: Monday, October 03, 2011 9:45 AM
To: Davis, Andrae (A.L.); Rozanski, John (J.P.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

I was trying to get all this straight this am too, so it's ironic you ask.

We actually have had three vehicles all at Elder Ford recently. John has asked me to be involved for reviewing TEAM and help with follow-up.

Two of these had TEAM data which support a torque issue (TORQUE_FMFLG), while all 3 of them were customer complaints about neutraling out or loss of engine power.

John, please see if your recollection matches my summary and then supply RO's as well. I think that there should be two throttle bodies from Elder that may be of interest to Andrea. The third vehicle below is still waiting on ADR data. I think that I've got the correct VIN's here.

Redacted for Relevance

1FMCU0DG6AK[redacted] - Customer complaint about neutraling out or loss of highway gear. Would key off and be ok. Flight recorder data that I collected shows very unstable engine speed. Dealer later confirmed it a t-body issue (not sure how). This TEAM data showed torque_fmflg set like the vehicle above, but was on 15 different power ups.

1FMCU93G79K[redacted] - This vehicle supposedly made a popping noise and lost gears. The customer shut off the vehicle and things were back to normal. I have not rec'd back this flight recorder yet. This did not have torque_fmflg set in the data, although it sounds similar to VIN[redacted] by description. The popping noise may be telling us it went into failure mode.

One of our goals out of this will be to try and understand how we can keep the engine and trans issues separate. If we are really having dealerships swap transmissions for what could have been a t-body swap in the first place, then we'd like to figure out how to make that happen. Thanks, Mike

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To: Rozanski, John (J.P.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); O'Day, Michael (M.J.); Pulay, Kirk (K.); Cowher, Terry (T.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Hi John

As per our discussion today, please let me know the full vehicle VIN# , dealership RO#, phone number and a contact person so that I can Hot Process this ETB (which was replaced on this vehicle).

Thank you for providing me with the information that DTC code 2111 was generated for this return.

Andrae Davis
Powertrain Engineering
Ford Motor Company
Email: adavis2@ford.com
Phone: (313) 805-8786

From: Langley, Scott (C.S.)
Sent: Friday, September 30, 2011 10:29 AM
To: O'Day, Michael (M.J.); Pulay, Kirk (K.); Rozanski, John (J.P.); Cowher, Terry (T.)
Cc: Davis, Andrae (A.L.); Chabon, Michael (W.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

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Andrae will be following to get the story behind this? .

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Do we have data to say it's going into neutral.

Do I recall correctly that this already has a throttle body changed?

Sincerely,

Scott Langley
PD Supervisor - Component C Current Quality
***& Rawsonville Resident Engrg** (for Engine Components)*
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

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FYI. I'm not involved with this, but received this note. I thought you'd want to know the end of the story….or at least so far it's the end.

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To: O'Day, Michael (M.J.); Cowher, Terry (T.)
Subject: FW: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Update, The dealer confirmed the Customer's complaint of neutraling out as no throttle response. They confirmed there is a throttle body concern on this unit.

Thanks for all the assistance guys

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Cc: Cowher, Terry (T.); Pulay, Kirk (K.); Langley, Scott (C.S.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Data shows that engine is running bad. I would be looking at swapping engine parts. Do we still have ISC or what with an ETC system? The TEAM looks exactly like it did on Monday when I looked at it….no addl entries. It's a Sept 09 build date with no dealer visits before this.

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To: O'Day, Michael (M.J.)
Cc: Cowher, Terry (T.)
Subject: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

<< File: elderka55076 >>

Mike, Here is the TEAM and on this unit and I will bring you the flight recorder today as well. The canister purge valve is not stuck according to the dealer.

From: Pulay, Kirk (K.)
Sent: Monday, October 03, 2011 11:04 AM
To: O'Day, Michael (M.J.); Rozanski, John (J.P.)
Cc: Cowher, Terry (T.); Langley, Scott (C.S.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Although there are not any throttle parameters in this data, it does confirm a code was set (DTC_CNT -> 1) and the system enters FMEM mode and it was due to IPC or ETC (TQ_SOURCE -> 11). This code should remain in pending status for 40 OBD drive cycles and should be able to be retrieved via IDS.

Kirk Pulay
Component C - Hardware/Controls Interface
Building 1, 2nd Floor, Cubical 12B098
Phone: (313) 805-9370
Fax: (313) 248-9026

From: O'Day, Michael (M.J.)
Sent: Thursday, September 29, 2011 2:19 PM
To: Rozanski, John (J.P.)
Cc: Cowher, Terry (T.); Pulay, Kirk (K.); Langley, Scott (C.S.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

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Mike, Here is the TEAM and on this unit and I will bring you the flight recorder today as well. The canister purge valve is not stuck according to the dealer.

From: Davis, Andrae (A.L.)
Sent: Thursday, October 06, 2011 2:34 PM
To: Rozanski, John (J.P.); O'Day, Michael (M.J.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # K[redacted]

I cannot submit a Hot Request for this part because the request was not submitted within 2 days of the claim paid date. Therefore I will focus on the other 2 parts that are currently in process on their way back to me.

Thanks

Andrae Davis
Powertrain Engineering
Ford Motor Company
Email: adavis2@ford.com
Phone: (313) 805-8786

From: Rozanski, John (J.P.)
Sent: Wednesday, October 05, 2011 3:24 PM
To: Davis, Andrae (A.L.); O'Day, Michael (M.J.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # K[redacted]

I checked with Elder and they indicated they have the throttle body

---

From: Davis, Andrae (A.L.)
Sent: Wednesday, October 05, 2011 12:54 PM
To: O'Day, Michael (M.J.); Rozanski, John (J.P.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # K[redacted]

It is highly likely that this part has already been scrapped. The window for hot processing part returned is 2 days. The repair date for this return was Sept 20. Since this is a 2009MY Escape there is no active 700 tag.

I have already hot processed Vin [redacted] & [redacted] an should be receiving these ETBs within a week or so.

Thanks

Andrae Davis
Powertrain Engineering
Ford Motor Company
Email: adavis2@ford.com
Phone: (313) 805-8786

From: O'Day, Michael (M.J.)
Sent: Wednesday, October 05, 2011 12:00 PM
To: Rozanski, John (J.P.); Davis, Andrae (A.L.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # K[redacted]

Andrae, this is another part if you are interested in pursuing.

From: Rozanski, John (J.P.)

Sent: Wednesday, October 05, 2011 10:53 AM
To: O'Day, Michael (M.J.); Davis, Andrae (A.L.)
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # K[redacted]

Throttle Body Mike

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Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # K[redacted]

I have an old note on another vehicle at Elder Ford. VIN - 1fmcu03g39k[redacted] and I had a note that suggested it was being reviewed for throttle body. I'm not sure if that ever happened. Do you have notes on this or feedback from Joe or someone at Elder for this vehicle?

Thanks, Mike

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Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Pulay, Kirk (K.); Cowher, Terry (T.); McClain, Shawn (S.M.)
Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

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Service MGR Joe Kerbath 248-597-5147

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Redacted for Relevance

control system - stuck closed

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Subject: RE: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

Hi John

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Ford Motor Company
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From: Rozanski, John (J.P.)
Sent: Thursday, September 29, 2011 1:07 PM
To: O'Day, Michael (M.J.)
Cc: Cowher, Terry (T.)
Subject: Vin # AK[redacted] Elder Ford 2010 Escape Neutrals at Highway Speeds

<< File: elderka55076 >>

Mike, Here is the TEAM and on this unit and I will bring you the flight recorder today as well. The canister purge valve is not stuck according to the dealer.

From: Langley, Scott (C.S.)
Sent: Wednesday, November 18, 2009 4:50 PM
To: 'O'Neill, Daniel P'
Cc: Sant, David W
Subject: RE: Warranty for Via

Dan,
My apologies for missing yesterday's meeting... got pulled into two other critical items just before the meeting.
I did escape in time to join you guys for about two minutes... not even enough time to state my presence!
I did give Mike S. some commentary on the new format... I'll let him feed that back to you, but overall it looks good.

The R/1000 data does correlate to our two known issues. I'll ask Mike S. to forward that to you as I know he has run it.

Mike,
If you don't have it all together, provide them with the individual plots. It would be good to have one 9L8E stack chart covering both Fusion/Milan and Escape/Mariner.

Sincerely,
Scott Langley
PD Supervisor - Component C Current Quality
& Rawsonville Resident Engrg - Engine
(Components = Air Metering, Fuel Metering, Ignition, ESMs)
Ford Motor Company - Bldg #1
cell: 313-805-8789
email: slangle1@ford.com

From: O'Neill, Daniel P [mailto:daniel.p.o.neill@delphi.com]
Sent: Wednesday, November 18, 2009 8:18 AM
To: Langley, Scott (C.S.)
Cc: Sant, David W
Subject: Warranty for Via

Scott any thoughts on my email form yesterday. Also Mike C said at our meeting yesterday that you (Ford) were taking another look at how to calc the failure rate for the via – any news there?

Daniel P. O'Neill
Design Engineer
Electronic Throttle Body
Delphi Powertrain Systems
Mail code: 146-Hen-530
5500 W. Henrietta Rd.
W. Henrietta, NY 14623

Phone: (585) 359-6628

Fax: (585) 359-6338
E-mail: Daniel.P.O.Neill@Delphi.com

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From: Benson, Debra <debra.benson@delphi.com>
Sent: Friday, February 04, 2011 2:18 PM
To: Parkinson, Tim (T.M.); Langley, Scott (C.S.); Shapardanis, Michael (M.S.)
Cc: Sant, David W
Subject: RE: WEP&R for 9L8E TNI Warranty Returns
Attachments: Photos AR[redacted].xls

Tim/Mike/Scott,
Attached is an example of the part photos taken to capture the pre-test condition of each part.
Please let me know if you have questions or concerns or if you would like additional part files.
Thanks,
Deb

Photos AR[redacted].xls

Debra Benson
Sr. Product Engineer - Air Control Products
Delphi Corporation
Rochester, New York
(585)359-6775

-----Original Appointment-----
From: Benson, Debra
Sent: Friday, January 28, 2011 2:37 PM
To: Benson, Debra; Sant, David W; Garling, Kris; McKay, Troy; 'Parkinson, Tim (T.M.)'; Langley, Scott (C.S.); Shapardanis, Mike
Cc: Scott, Geoffrey J
Subject: WEP&R for 9L8E TNI Warranty Returns
When: Friday, February 04, 2011 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: CRUSNYHEN, Staff Conf Room (conf line 800-399-3280, passcode 5853596775)

2/3 Update: Added action items from initial meetings, latest WEP&R file & web link.

This is a follow-up meeting to review the test plan for TNI warranty returns.

We have completed the action items identified during initial meetings held in October. I'd like to review them so we are all together on the status for each and are in agreement to proceed with the testing.

Action items from 10/18/2010 meeting:

1) Review the addition of the subjective test for end play and slack zone(do we already have it). If we do not want to remove the cover can we do a subjective measurement and record the results?
2) Document connector shark fin and ribs with a picture for each part.
3) Add tabs for each of the 3 new plant returns and the 2 control parts for pre test data in WEP&R
4) Get dither test data for control parts and add to the Ford Dither Test excel file
5) Check to make sure we have applied the lesson learned from the KSR DD on the 60mm PVP&R (update cycle center & crimp tool)
6) Check to make sure we capture stuck valve data if a code is not set
7) Decide if we should send a motor back to IG that is a 2111 & 2112 but did not go through the KLT

8) Review criteria for adding lubricant to the motor connector. Now that we are including P2111 and P2112 we may be masking an failure mechanism
9) The cells and tabs that are red need some follow up before they can go back to white.
10) Update the Fast KLT worksheet to document the temp/time profile used.
<< File: WEPR-Fast KLT Testing of P2135 P2111 P2112 Error Codes 30NO2010.xls >>
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~~~~~~

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~~~~~~

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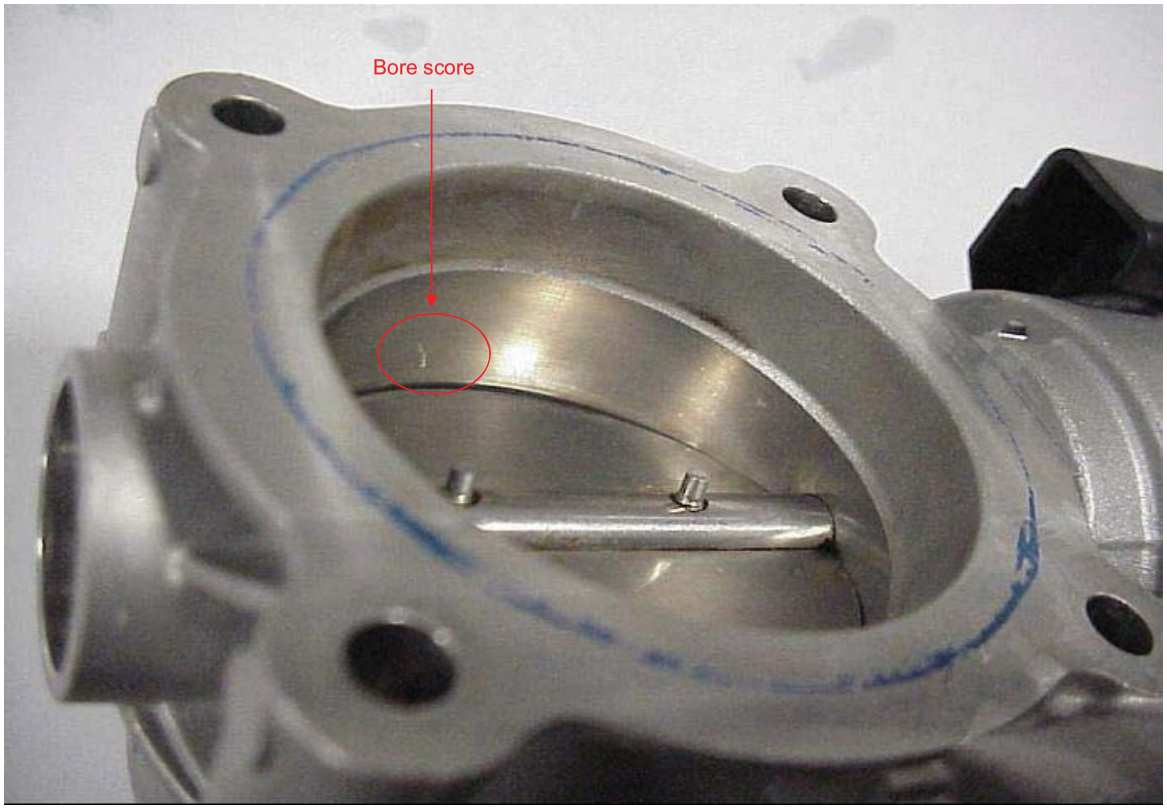
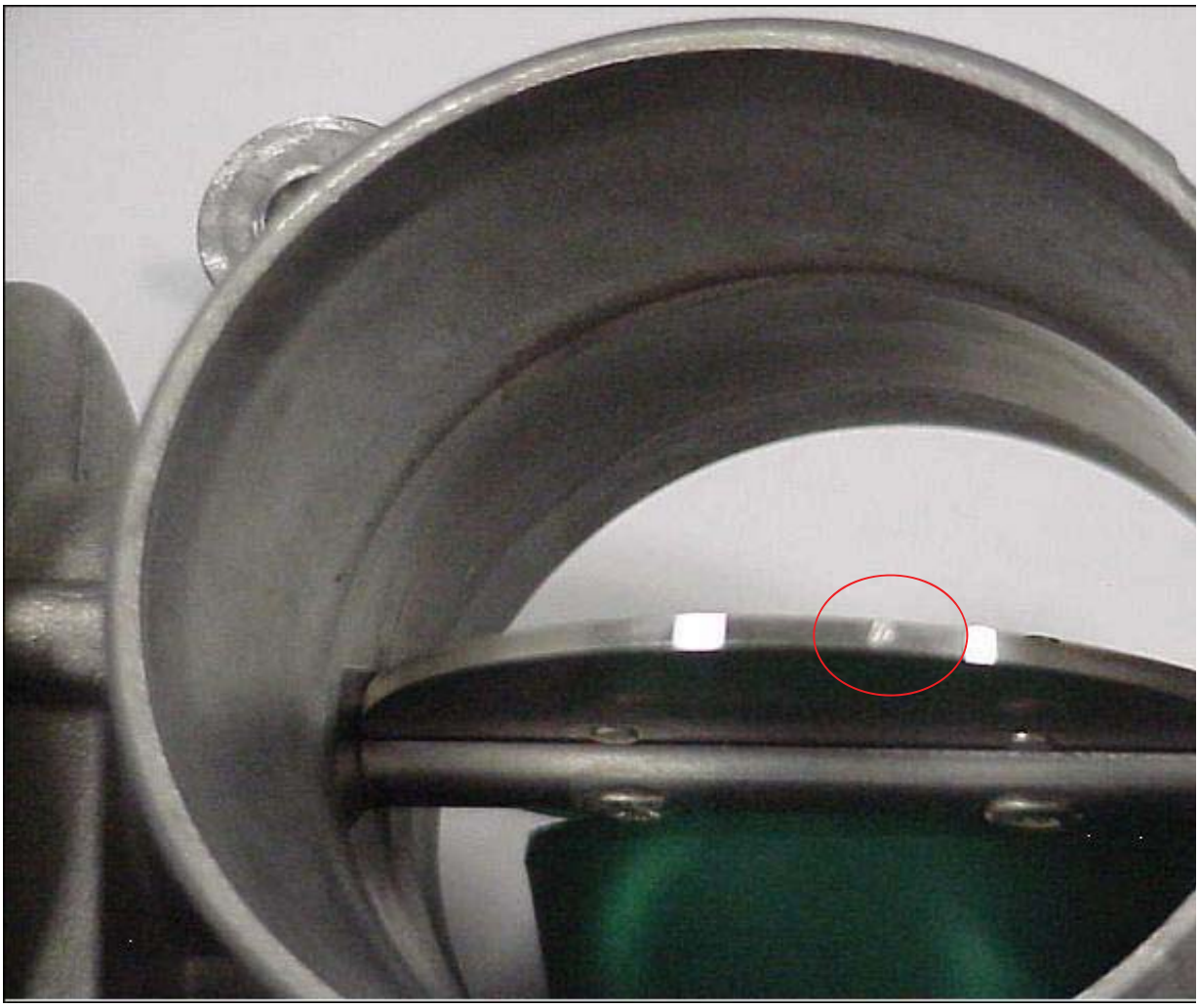
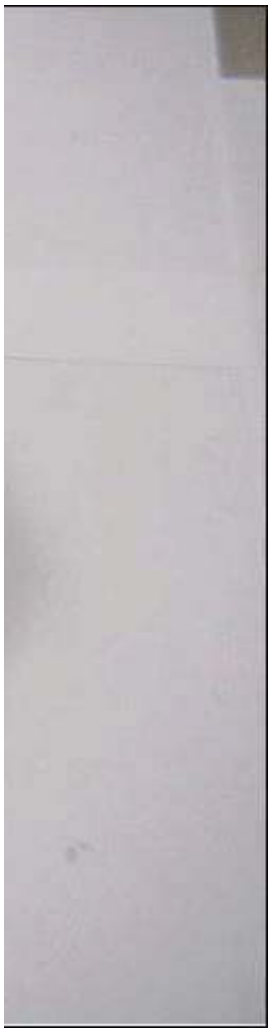
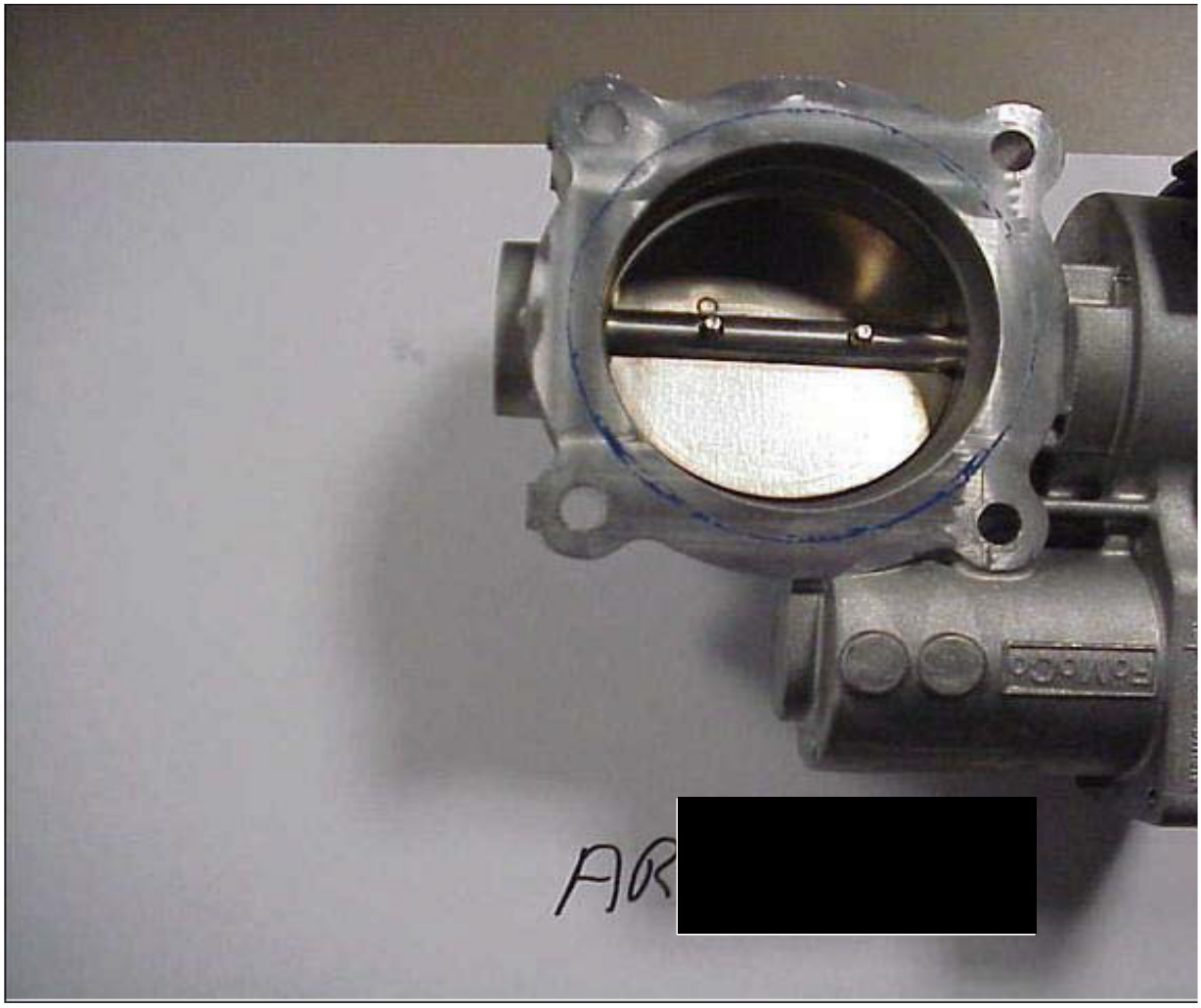

Bore score

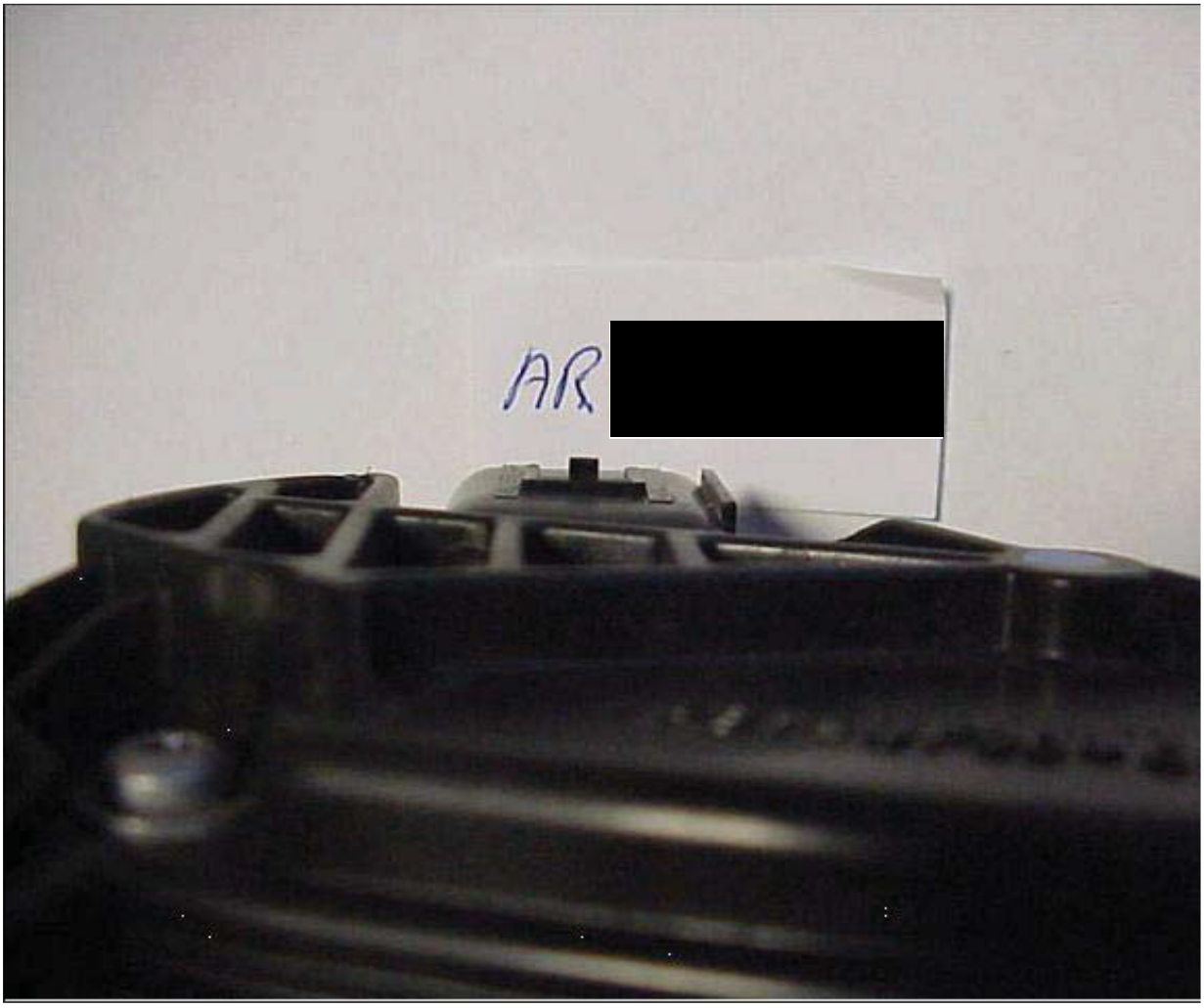


AR




AR

G27N


AR

From: Rose, John A <john.a.rose@delphi.com>
Sent: Tuesday, May 25, 2010 4:39 PM
To: Chabon, Michael (W.); Langley, Scott (C.S.); Parkinson, Tim (T.M.)
Cc: Banna, Jim; O'Neill, Daniel P; Kanauer, William H; Zuniga, Ruben; Contreras, Claudia Judith; Porras, Jesus; Rosales, Martin
Subject: Serial Numbers of Suspect Parts at CEP1 - AT4E
Attachments: Suspect Part Serial Numbers at CEP1.xls

All,

Attached , is a file that contains serial numbers of the rejected parts starting from the first day of sorting at CEP1.

John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

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Suspect Part Serial Numbers at CEP1

1	101194007126
2	101234001175
3	101234001159
4	101234001075
5	101324002106
6	101324002078
7	101324001993
8	101234001041
9	101324002029
10	101324002049
11	101324002137
12	101234001055
13	101234001068
14	101234001522
15	101234001736
16	101194003698
17	101234001559
18	101234001563
19	101194003811
20	101194006111
21	101194003911
22	101194002133
23	101194003729
24	101194003744
25	101194003722
26	101274003969
27	101274003452
28	101274003415
29	101274003492
30	101274003461
31	101274003433
32	101274004591
33	101274004782
34	101274004699
35	101094002860
36	101274004664
37	101194006657
38	101274004780
39	101274004771
40	101274009729
41	101094002904
42	101274004845
43	101274004733
44	101374001995
45	101274004799
46	101274004797
47	101274004831

From: Bos, Ed (E.A.)
Sent: Monday, March 01, 2010 1:28 PM
To: 'Salvador, Nicte '
Cc: Chabon, Michael (W.); Parkinson, Tim (T.M.); Hall, Brent (A.)
Subject: Signed PVPR for Via Systems
Attachments: Document.pdf

Here is the signed copy of the Via Systems PVPR. Thanks for all the hard work on this.

I would like to have this item covered in one of the recurring meetings. There is one important item to close on this from our vantage point, namely the control limits for PTH thickness, as we have been discussing recently. Please don't let this fall off the table.

Thanks

Edward A. Bos
Six Sigma Black Belt
Air-Metering Senior Engineer, Component C, LGDEE
Cell: 313-805-8782
ebos@ford.com

-----Original Message-----
From: Bos, Ed (E.A.)
Sent: Monday, March 01, 2010 1:23 PM
To: Bos, Ed (E.A.)
Subject:

Please open the attached document. This document was digitally sent to you using an HP Digital Sending device.

PROCESS VERIFICATION PLAN AND REPORT

Original Date:	8/27/2009
Revision Date:	2/23/2010

System	Assembly	Program	Design Engineer
Electronic Throttle Control	Throttle Position Sensor	60mm TPS	
Subsystem	**Component**	**Latest Design Level**	**Concurred:**
Electronic Throttle Body	Printed Circuit Board from Via Systems	TPS 28110494 Rev-6, ETB 28098939 Rev-7	

			Design	Sample Size		Start Timing		Completion		
Test Name/Source	Acceptance Criteria	Test Results	Level	Req'd	Tested	Scheduled	Actual	Scheduled	Actual	Remarks

Test Plan Approval

E. Bos
Ford CPMT leader

Mike Chabon
Air Metering Supervisor

Brent Hall
Air Metering Technical Specialist

Nicte Salvador
Delphi Product Engineer

Dan O'Neill
Delphi Product Engineer

PVP&R Conditional Concurrence *

E. Bos
Ford CPMT leader

Mike Chabon
Air Metering Supervisor

Brent Hall
Air Metering Technical Specialist

Nicte Salvador
Delphi Product Engineer

Dan O'Neill
Delphi Product Engineer

* Further actions needed on lines 31, 67, 76 and 95 of PVP&P document.

PVP&R Final Concurrence

E. Bos — 3/1/2010
Ford CPMT leader

Mike Chabon — 3/1/10
Air Metering Supervisor

Brent Hall — 01MAR2010
Air Metering Technical Specialist

Nicte Salvador — 23/FE/10
Delphi Product Engineer

Dan O'Neill — 23/FE/10
Delphi Product Engineer

From: Rose, John A <john.a.rose@delphi.com>
Sent: Tuesday, October 27, 2009 12:20 PM
To: Porras, Jesus ; Ruiz, Jose J.; Rosales, Martin; Aranda, Alberto ; Mikutowicz, John ; Banna, Jim ; Magers, William N; Smith, Brian D
Cc: Chabon, Michael (W.); Langley, Scott (C.S.); Shapardanis, Michael (M.S.); Parkinson, Tim (T.M.)
Subject: SREA - New Supplier for Aluminum Valve - APPROVED
Attachments: SREA - new supplier for aluminum valve-1 (2) (2).doc

All,

Attached, is the approved SREA for the Aluminum Valve. Please see Dave Ferguson's comments in the Functional Trial Requirements and Approvals section of the SREA.

John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

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Supplier SREA number (optional) – optional format GSDB site code – date (example: TH59B-20Feb08) _____

SREA Form – Change Sub-supplier for aluminum raw material. Submission

Date _____

Change Type Production Parts/Product

Production parts/product ◉ Yes ○ No

Manufacturing process or site/location change ○ Yes ◉ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ○ Yes ◉ No **b)** Material Changed? ○ Yes ◉ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ○ Yes ◉ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert or equivalent) ○ Yes ◉ No

Change Type Service-Unique Parts/Product

Service-Unique parts/product (FCSD): ○ Yes ◉ No

Manufacturing process or site/location change: ○ Yes ◉ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ○ Yes ◉ No b) Material Changed? ○ Yes ◉ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ○ Yes ◉ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert) ○ Yes ◉ No

Supplier and Part/product Information (all types of changes)

SUPPLIER NAME AND ADDRESS /E-MAIL __MAIL Delphi Sistemas Electricos y Conmutadores Juarez MX; ruben.zuniga@delphi.com

MANUFACTURING SITE CODE _G273N _____

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ○ Yes ◉ No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS
9L8E-9F991-BC (DELPHI PN 28098939)

SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED? ○ Yes ◉ No

AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221) I4 AND D30 PROGRAMS (2.5L)

AFFECTED FORD PLANTS
CHIHUAHUA, MEXICO AND CLEVELAND OHIO, USA

Site / Location Changes

○ Yes ◉ No SITE CHANGE OF TIER 1 OR OF FORD-DIRECTED SUB SUPPLIER

○ Yes ◉ No SITE CHANGE OF NON FORD-DIRECTED SUB-SUPPLIERS**

○ Yes ◉ No SITE CHANGE OF SHIP POINT (for either above)

NEW SITE/LOCATION NAME AND ADDRESS

*Note: the following may not apply to the type of site/location change marked***

MANUFACTURING SITE CODE OF NEW SITE/LOCATION _____

Q1 STATUS OF NEW SITE/LOCATION _____

Purpose & Description of Change

Our Supplier GVS FILTER TECHNOLOGY Located in Indianapolis, IN, submitted an SCR to change the raw material sub-supplier for the aluminum part number 28096451, affecting the ETB 9L8E-9F991-BC. The reason for the change is due to quality and delivery problems to GVS.
Current supplier PROMETCO situated in Elgin, IL USA 60133
Proposed Supplier UNITED ALUMINUM CORPORATION situated in North Haven, CT 06473.

Supplier: Complete the following Change Implementation Plan

Change Implementation Plan, applicable to all changes

	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings				
Component tolerance stack-up				
Supplier installation drawings				
Supplier engineering specification				
Material Specification	yes	Jes us Porras		
Supplier Component DFMEA				
Supplier System DFMEA				
Supplier Component DV Test(s)				
Process Flow Chart				
Supplier Component PFMEA**				
Supplier System PFMEA				
Process Sheets				
Operator Instruction Sheets				
Gauge Revisions				
Control Plan				
Gauge R&R Study				
PV Test plan**				
Supplier Production Trial Run	yes	Jes us Porras		
Tier 2+ Supplier Effect				
Service application				
Logistics / Shipping				
Tooling revisions/movement				
Facility changes				
Bank/Inventory required?**				*Quantity* _____

Supplier SREA number (optional) – optional format GSDB site code – date (example: TH59B-20Feb08) _____

	PPAP submission	yes	Ru ben Zuñiga		
	Post-PPAP Functional Trial at Ford Plant				

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.

I affirm that the above and any attached information fully describe the proposed change. No changes will be implemented without Ford Approval.

Name	**Title**	**Signature**	**e-mail**

Telephone		Proposed Implementation date of the change:	Tier 1 approval of sub tier change request

Approval of this SREA is granted upon the understanding that it is advisory in nature and in no manner changes the Seller's original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and / or inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above. Should such changes result in less than satisfactory performance than that experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency

SREA Form – Approvals

Ford approvals for changes affecting production parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE /S/ Miguel Morfin *Miguel Morfin* 10/13/09 ALLOW DELPHI TO CHANGE SUB-SUPPLIER OF RAW MATERIAL ALUMINUM FROM PROMETCO TO UNITED ALUMINUM CORP.	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE /S/ Michael Chabon *Michael Chabon* 10/13/09 Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE /S/ Dave Schiltges *Dave Schiltges* 10/15/09 /S/ James Maurer *James Maurer* 10/15/09	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE S/S Dave Ferguson *Dave Ferguson* 10/27/09 J. Marinelarena *J. Marinelarena* /S/ 10/16/2009 E. Urquidi *E. Urquidi* /S/ 10/19/09
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

Ford approvals for changes affecting Service-Unique Parts (part and site Q1 status determines signatures required)

	STA Pro	duct Development Engineering	Buyer
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Supervisor PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Manager PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE

Additional Ford approvals as needed for changes affecting parts to PTO, VO or FCSD

For changes affecting heat treat	For material changes
Heat Treat Process Specialist PRINT NAME SIGNATURE DATE	Materials Engineer PRINT NAME SIGNATURE DATE

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection

PPAP at sub-supplier and material testing – Miguel Morfin.	

Functional Trial Requirements and Approvals

Functional Trial Requirements Product Development Plant Resident(s) to complete. (This form is for communication between the Product Development Plant Resident and the supplier)				
Plant Name / Program	Trial Run Quantity	Expected In Plant Date	Notes	Trial Run of PPAP approved parts acceptable Product Development Plant Resident Printed Name and Signature and Date
CEP2	0			Dave Ferguson (10/27/09)

From: Rose, John A <john.a.rose@delphi.com>
Sent: Monday, August 24, 2009 11:40 PM
To: Martinez Payan, Jorge ; Rosales, Martin; Ruiz, Jose J.; Contreras, Claudia Judith; Zuniga, Ruben ; Magers, William N; D'Elia, George; O'Neill, Daniel P
Cc: Chabon, Michael (W.); Parkinson, Tim (T.M.); Davis, Andrae (A.L.); Langley, Scott (C.S.); Kunnen, John
Subject: SREA for Increased Capacity at Igarashi - APPROVED
Attachments: SREA - Increased Capacity.doc

Importance: High

All,

The attached SREA for Increased Capacity is now approved. I received the final approvals today from Jim Maurer, Dave Ferguson and Juan Marinelarena. Please adhere to Miguel Morfin's (STA) comments listed in the approval section.

John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

****

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**********USMITRY-MX05**********

Supplier SREA number (optional) – optional format GSDB site code – date (example: TH59B-20Feb08) _____

SREA Form - Description of proposed change

Submission Date _____

Change Type Production Parts/Product

Production parts/product ◉ Yes ○ No

Manufacturing process or site/location change ◉ Yes ○ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ○ Yes ◉ No **b)** Material Changed? ○ Yes ◉ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ○ Yes ◉ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert or equivalent) ○ Yes ◉ No

Change Type Service-Unique Parts/Product

Service-Unique parts/product (FCSD): ○ Yes ◉ No

Manufacturing process or site/location change: ○ Yes ◉ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ○ Yes ◉ No b) Material Changed? ○ Yes ◉ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ○ Yes ◉ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert) ○ Yes ◉ No

Supplier and Part/product Information (all types of changes)

SUPPLIER NAME AND ADDRESS /E-MAIL Delphi Sistemas Electricos y Conmutadores Juarez MX; ruben.zuniga@delphi.com

MANUFACTURING SITE CODE _G273N_____

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ○ Yes ◉ No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS
9L8E-9F991-BC (DELPHI PN 28098939)

SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED? ○ Yes ◉ No

AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221)
I4 AND D30 PROGRAMS (2.5L)

AFFECTED FORD PLANTS
_CHIHUAHUA, MEXICO AND CLEVELAND OHIO, USA

Site / Location Changes

○ Yes ◉ No SITE CHANGE OF TIER 1 OR OF FORD-DIRECTED SUB SUPPLIER

○ Yes ◉ No SITE CHANGE OF NON FORD-DIRECTED SUB-SUPPLIERS**

○ Yes ◉ No SITE CHANGE OF SHIP POINT (for either above)

NEW SITE/LOCATION NAME AND ADDRESS

*Note: the following may not apply to the type of site/location change marked***

MANUFACTURING SITE CODE OF NEW SITE/LOCATION _____

Q1 STATUS OF NEW SITE/LOCATION _____

Purpose & Descrip-tion of Change

Delphi Primary Part Number 28110494 TPS manufactured by IGARASHI MOTOR SALES USA LLC. Igarashi is proposing 2 changes to their current assembly process in order to increase production output. The 1st change is to add an additional UV curing station for the potting application. The second proposal involves modifying the Air Leak/Programming/engraving station to separate the programming part of the operation since it has the highest cycle time. This will allow a better process flow and increased output.
Reason for Change: This is a Value stream cycle time improvement (increasing total output to meet production demands)

Supplier: Complete the following Change Implementation Plan

Change Implementation Plan, applicable to all changes

	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings	No			
Component tolerance stack-up	No			
Supplier installation drawings	No			
Supplier engineering specification	No			
Material Specification	No			
Supplier Component DFMEA	No			
Supplier System DFMEA	No			
Supplier Component DV Test(s)	No			
Process Flow Chart	Yes			
Supplier Component PFMEA**	YES			
Supplier System PFMEA	No			
Process Sheets	No			
Operator Instruction Sheets	Yes			
Gauge Revisions	No			
Control Plan	No			
Gauge R&R Study	No			
PV Test plan**	No			
Supplier Production Trial Run	No			
Tier 2+ Supplier Effect	No			
Service application	No			
Logistics / Shipping	No			
Tooling revisions/movement	No			
Facility changes	No			
Bank/Inventory required?**	*No*			*Quantity* _____
PPAP submission	Yes			
Post-PPAP Functional Trial at Ford Plant	No	Mr. RK @ Igarashi	10 days after SREA approval	

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.

I affirm that the above and any attached information fully describe the proposed change. No changes will be implemented without Ford Approval.

Name **Title** **Signature** **e-mail**

Telephone _____ Proposed Implementation date of the change: _____ Tier 1 approval of sub tier change request _____

Approval of this SREA is granted upon the understanding that it is advisory in nature and in no manner changes the Seller's original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and / or inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above. Should such changes result in less than satisfactory performance than that experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency

Supplier SREA number (optional) – optional format GSDB site code – date (example: TH59B-20Feb08) _____

SREA Form – Approvals

Ford approvals for changes affecting production parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE /s/ Miguel Morfin *Miguel Morfin* 8/19/09 Allow Delphi to increase capacity at subsupplier (ETB) Igarashi a) additional UV. station b) Mod. UV Leak station	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE /s/ Michael Chabon *Michael Chabon* 7/31/09 Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE /s/ Dave Schiltges *Dave Schiltges* 8/20/09 /S/ Jim Maurer *Jim Maurer* 8/24/09	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE /S/ Dave Ferguson *Dave Ferguson* 8/24/09 /S/ Juan Marinelarena *Juan Marinelarena* 8/24/09
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

Ford approvals for changes affecting Service-Unique Parts (part and site Q1 status determines signatures required)

	STA Pro	duct Development Engineering	Buyer
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Supervisor PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Manager PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE

Additional Ford approvals as needed for changes affecting parts to PTO, VO or FCSD

For changes affecting heat treat	For material changes
Heat Treat Process Specialist PRINT NAME SIGNATURE DATE	Materials Engineer PRINT NAME SIGNATURE DATE

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection

PPAP Level 3, Delphi to Igarashi. M.A. Morfin Aug. 19, 2009	

Functional Trial Requirements and Approvals

Functional Trial Requirements Product Development Plant Resident(s) to complete. (This form is for communication between the Product Development Plant Resident and the supplier)				
Plant Name / Program	Trial Run Quantity	Expected In Plant Date	Notes	Trial Run of PPAP approved parts acceptable Product Development Plant Resident Printed Name and Signature and Date
	0			Dave Ferguson – August 24, 2009

From: Parkinson, Tim (T.M.)
Sent: Friday, October 02, 2009 6:35 AM
To: Chabon, Michael (W.); Langley, Scott (C.S.)
Cc: Rose, John (J.A.)
Subject: SREA for Via Systems
Attachments: SREA for Via systems.tif; SREA - Viasystems PCB.doc

Here's the SREA for Via Systems. I entered this into the SREA tracking sheet.

Tim Parkinson
tparkin1@ford.com (313) 805-8795
Ford Motor Company
LG&D Engine Engineering, Comp. C, Air Metering

From: Rose, John A [mailto:john.a.rose@delphi.com]
Sent: Tuesday, September 29, 2009 10:01 AM
To: Parkinson, Tim (T.M.)
Cc: Porras, Jesus
Subject: FW:

Tim,

Jesus has up-dated the attached SREA, per your suggestions.

Please let us know if we need to address the SREA any further.

Thanks,
John

John Rose
Customer Resident Applications Engineer - ETB
Delphi - Customer Technology Center Michigan (CTCM)
3000 University Drive
Auburn Hills, MI 48326
Office Phone: 248-836-0585
Cell: 810-623-6785

From: Porras, Jesus
Sent: Friday, September 25, 2009 2:03 PM
To: Rose, John A
Subject: FW:

John:
The SREA was updated.

Regards,
JP

From: Aranda, Alberto
Sent: Friday, September 25, 2009 11:31 AM
To: Porras, Jesus
Subject: RE:

Archivos actualizados

Alberto Aranda
Supplier Quality Coordinator
Delphi Powertrain
SEC Plant 35
US Ph. (915) 612-2979
MX Ph. (656) 649-2979
MX Cell (656) 638-1280
[dialing from the US: 011 52 (1656) 638-1280]

From: Porras, Jesus
Sent: Friday, September 25, 2009 11:25 AM
To: Aranda, Alberto
Subject:

****

Note: If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

****

SREA Form – TPS with ViaSystems PCB Submission Date :09SE09

Change Type Production Parts/Product

Production parts/product ☑ Yes ☐ No

Manufacturing process or site/location change ☑ Yes ☐ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☑ No **b)** Material Changed? ☐ Yes ☑ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ☐ Yes ☑ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert or equivalent) ☐ Yes ☑ No

Change Type Service-Unique Parts/Product

Service-Unique parts/product (FCSD): ☐ Yes ☑ No

Manufacturing process or site/location change: ☐ Yes ☑ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☑ No b) Material Changed? ☐ Yes ☑ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ☐ Yes ☑ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert) ☐ Yes ☑ No

Supplier and Part/product Information (all types of changes)

SUPPLIER NAME AND ADDRESS /E-MAIL Delphi Sistemas Electricos y Conmutadores Juarez MX; ruben.zuniga@delphi.com

MANUFACTURING SITE CODE _G273N_____

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ☐ Yes ☑ No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS

∇ 9L8E-9F991-BC (DELPHI PN 28098939) (Inv. Delta)

SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED? ☑ Yes ☐ No

AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221)

I4 AND D30 PROGRAMS (2.5L)

AFFECTED FORD PLANTS

CHIHUAHUA, MEXICO AND CLEVELAND OHIO, USA

Site / Location Changes

☐ Yes ☑ No SITE CHANGE OF TIER 1 OR OF FORD-DIRECTED SUB SUPPLIER

☑ Yes ☐ No SITE CHANGE OF NON FORD-DIRECTED SUB-SUPPLIERS**

☐ Yes ☑ No SITE CHANGE OF SHIP POINT (for either above)

NEW SITE/LOCATION NAME AND ADDRESS

Via Systems (China)

*Note: the following may not apply to the type of site/location change marked***

MANUFACTURING SITE CODE OF NEW SITE/LOCATION _____

Q1 STATUS OF NEW SITE/LOCATION _____

Purpose & Description of Change

Delphi component TPS with Primary Part Number 28110494 TPS manufactured by IGARASHI MOTOR SALES USA LLC. Igarashi's PCB assembly supplier is Avalon. This request is being written to change Avalon's bare board supplier from Cipsa (Bangalore, India) to Viasystems (China).
The reason for this request is
a) Cipsa no longer wants to be the supplier for the PCB
b) Delphi wants to moves to a C7000 certified PCB supplier (meeting electronics standards)

Supplier: Complete the following Change Implementation Plan

Change Implementation Plan, applicable to all changes

	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings	No			
Component tolerance stack-up	No			
Supplier installation drawings	No			
Supplier engineering specification	No			
Material Specification	No			
Supplier Component DFMEA	No			
Supplier System DFMEA	No			
Supplier Component DV Test(s)	No			
Process Flow Chart	Yes	Ruben Zuñiga		
Supplier Component PFMEA**	Yes	Jesus Porras		
Supplier System PFMEA	No			
Process Sheets	Yes	Ruben Zuñiga		
Operator Instruction Sheets	Yes	Ruben Zuñiga		
Gauge Revisions	Yes	Ruben Zuñiga		
Control Plan	Yes	Ruben Zuñiga		
Gauge R&R Study	Yes	Ruben Zuñiga		
PV Test plan**	Yes	Arquimides Godoy		
Supplier Production Trial Run	Yes	Jesus Porras		
Tier 2+ Supplier Effect	No			
Service application	No			
Logistics / Shipping	No			
Tooling revisions/movement	No			
Facility changes	No			
Bank/Inventory required?**	No			
PPAP submission	Yes	Ruben Zuñiga		
Post-PPAP Functional Trial at Ford Plant	Yes	Ruben Zuñiga		

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.

I affirm that the above and any attached information fully describe the proposed change. No changes will be implemented without Ford Approval.

Name **Title** **Signature** **e-mail**

Telephone _____ Proposed Implementation date of the change: _____ Tier 1 approval of sub tier change request _____

Approval of this SREA is granted upon the understanding that it is advisory in nature and in no manner changes the Seller's original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and / or inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above. Should such changes result in less than satisfactory performance than that experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency

Ford approvals for changes affecting production parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

Ford approvals for changes affecting Service-Unique Parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Buyer
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Supervisor PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Manager PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE

Additional Ford approvals as needed for changes affecting parts to PTO, VO or FCSD

For changes affecting heat treat	For material changes
Heat Treat Process Specialist PRINT NAME SIGNATURE DATE	Materials Engineer PRINT NAME SIGNATURE DATE

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection

Functional Trial Requirements and Approvals

Functional Trial Requirements Product Development Plant Resident(s) to complete. (This form is for communication between the Product Development Plant Resident and the supplier)				
Plant Name / Program	Trial Run Quantity	Expected In Plant Date	Notes	Trial Run of PPAP approved parts acceptable Product Development Plant Resident Printed Name and Signature and Date

SREA Form – TPS with ViaSystems PCB Submission Date :09SE09

Change Type Production Parts/Product

Production parts/product ☒ Yes ☐ No

Manufacturing process or site/location change ☒ Yes ☐ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☒ No b) Material Changed? ☐ Yes ☒ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ☐ Yes ☒ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert or equivalent) ☐ Yes ☒ No

Change Type Service-Unique Parts/Product

Service-Unique parts/product (FCSD): ☐ Yes ☒ No

Manufacturing process or site/location change: ☐ Yes ☒ No (If YES is checked, please answer a & b below)

a) Heat Treat Affected? ☐ Yes ☒ No b) Material Changed? ☐ Yes ☒ No

Non WERS Access Supplier Change Request for Supplier Initiated Design Change or Request to Ship part/product with a temporary specification

a) Supplier-initiated **design** change (Request for WERS Concern Release) ☐ Yes ☒ No

b) Request to ship **part/product with a temporary specification** to Ford (Request for WERS Alert) ☐ Yes ☒ No

Supplier and Part/product Information (all types of changes)

SUPPLIER NAME AND ADDRESS /E-MAIL Delphi Sistemas Electricos y Conmutadores Juarez M[illegible]: ruben.zuniga@delphi.com

MANUFACTURING SITE CODE _G273N_____

SUB-SUPPLIER or FORD-DIRECTED SUB SUPPLIER SREA? ☐ Yes ☒ No Q1 STATUS OF SUPPLIER AS SHOWN IN SIM

FORD AND/OR SUPPLIER PART NAME AND PART NUMBER OF ASSEMBLY AND ITS COMPONENTS	SAFETY / REGULATORY PART (INVERTED DELTA) AFFECTED?
∇ 9L8E-9F991-BC (DELPHI PN 28098939) (Inv. Delta)	☒ Yes ☐ No
AFFECTED VEHICLE LINES or POWERTRAIN PROGRAMS (Program code eg. V229, P221) I4 AND D30 PROGRAMS (2.5L)	AFFECTED FORD PLANTS CHIHUAHUA, MEXICO AND CLEVELAND OHIO, USA

Site / Location Changes

☐ Yes ☒ No SITE CHANGE OF TIER 1 OR OF FORD-DIRECTED SUB SUPPLIER

☒ Yes ☐ No SITE CHANGE OF NON FORD-DIRECTED SUB-SUPPLIERS**

☐ Yes ☒ No SITE CHANGE OF SHIP POINT (for either above)

NEW SITE/LOCATION NAME AND ADDRESS
Via Systems (China)

*Note: the following may not apply to the type of site/location change marked***

MANUFACTURING SITE CODE OF NEW SITE/LOCATION _____

Q1 STATUS OF NEW SITE/LOCATION _____

Purpose & Description of Change

Delphi component TPS with Primary Part Number 28110494 TPS manufactured by IGARASHI MOTOR SALES USA LLC. Igarashi's PCB assembly supplier is Avalon. This request is being written to change Avalon's bare board supplier from Cipsa (Bangalore, India) to Viasystems (China).
The reason for this request is
a) Cipsa no longer wants to be the supplier for the PCB
b) Delphi wants to moves to a C7000 certified PCB supplier (meeting electronics standards)

Supplier: Complete the following Change Implementation Plan

Change Implementation Plan, applicable to all changes

	Required for this change? Yes or No	Responsible	Planned Completion Date	Comments
Supplier Layout/Detail/Assy. Drawings	No			
Component tolerance stack-up	No			
Supplier installation drawings	No			
Supplier engineering specification	No			
Material Specification	No			
Supplier Component DFMEA	No			
Supplier System DFMEA	No			
Supplier Component DV Test(s)	No			
Process Flow Chart	Yes	Ruben Zuñiga		
Supplier Component PFMEA**	Yes	Jesus Porras		
Supplier System PFMEA	No			
Process Sheets	Yes	Ruben Zuñiga		
Operator Instruction Sheets	Yes	Ruben Zuñiga		
Gauge Revisions	Yes	Ruben Zuñiga		
Control Plan	Yes	Ruben Zuñiga		
Gauge R&R Study	Yes	Ruben Zuñiga		
PV Test plan**	Yes	Arquimides Godov		
Supplier Production Trial Run	Yes	Jesus Porras		
Tier 2+ Supplier Effect	No			
Service application	No			
Logistics / Shipping	No			
Tooling revisions/movement	No			
Facility changes	No			
Bank/Inventory required?**	No			
PPAP submission	Yes	Ruben Zuñiga		
Post-PPAP Functional Trial at Ford Plant	Yes	Ruben Zuñiga		

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.

I affirm that the above and any attached information fully describe the proposed change. No changes will be implemented without Ford Approval.

Name **Title** **Signature** **e-mail**

Telephone _____ Proposed Implementation date of the change: _____ Tier 1 approval of sub tier change request _____

Approval of this SREA is granted upon the understanding that it is advisory in nature and in no manner changes the Seller's original responsibility for ensuring that all characteristics, designated in the applicable engineering specification and / or inherent in the samples as originally tested and approved, are maintained. Seller accepts full responsibility for the changes or types of changes listed above. Should such changes result in less than satisfactory performance than that experienced with the originally approved item, Seller will fully reimburse the Buyer for all expenses incurred to correct the deficiency

Ford approvals for changes affecting production parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Product Development Plant Resident
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE M.A. Mejia Miguel Mejia Sep 9, 2009 allow Delphi to use subsupplier ViaSystem as New supplier of PCB board	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Product Engineer System Supervisor (PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Manager PRINT NAME SIGNATURE DATE	Design and Release Manager (parts to VO plant) -OR- Component Supervisor (parts to PTO plant) PRINT NAME SIGNATURE DATE Chief Functional Engineer (parts to VO plant) OR Product Engr. System Supv (parts to PTO plant) PRINT NAME SIGNATURE DATE	Lead PVT Manager (parts to VO plant) OR- Lead Resident Engineer (parts to PTO plant) PRINT NAME SIGNATURE DATE

Ford approvals for changes affecting Service-Unique Parts (part and site Q1 status determines signatures required)

	STA	Product Development Engineering	Buyer
Non inverted delta parts from Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Supervisor PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE
inverted delta (▼) parts or any parts from non-Q1 supplier sites	STA Engineer PRINT NAME SIGNATURE DATE	FCSD Engineer PRINT NAME SIGNATURE DATE FCSD Engineering Manager PRINT NAME SIGNATURE DATE	FCSD Buyer PRINT NAME SIGNATURE DATE

Additional Ford approvals as needed for changes affecting parts to PTO, VO or FCSD

For changes affecting heat treat	For material changes
Heat Treat Process Specialist PRINT NAME SIGNATURE DATE	Materials Engineer PRINT NAME SIGNATURE DATE

Qualifying condition(s) of acceptance (For example additional testing required)	Reason for rejection
Dip & R approved by P.D. eng. (Ford) and Fd PPAP from ViaSystem, M.A. Mejia Sep 9 2009	

Functional Trial Requirements and Approvals

Functional Trial Requirements
Product Development Plant Resident(s) to complete.
(This form is for communication between the Product Development Plant Resident and the supplier)

Plant Name / Program	Trial Run Quantity	Expected In Plant Date	Notes	Trial Run of PPAP approved parts acceptable Product Development Plant Resident Printed Name and Signature and Date

Subject:	Updated: Delphi 9L8E - VQR Prep.
Location:	Conference Call: 313.621.3673, PC:32932041
Start:	Wed 5/27/2009 11:30 AM
End:	Wed 5/27/2009 12:30 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Organizer:	Langley, Scott (C.S.)
Required Attendees:	Langley, Scott (C.S.); Davis, Andrae (A.L.); 'Cook, Dale K'; Shapardanis, Michael (M.S.); Rose, John A; O'Neill, Daniel P; Mikutowicz, John ; Rivas, Agustin; Contreras, Claudia Judith; Salvador, Nicte ; Rosales, Martin; Kunnen, John ; Godoy, Arquimedes ; 'Perez, Radamex'
Optional Attendees:	Parkinson, Tim (T.M.); Chabon, Michael (W.); 'Scott, Geoffrey J'; 'Ruiz, Jose J.'

When: Wednesday, May 27, 2009 11:30 AM-12:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Conference Call: 313.621.3673, PC:32932041

~~*~*~*~*~*~*~*~*~*

We'll need to efficiently review the presentation and determine required updates with responsibility.

Key action items to update as we review the presentation:

- Complete list of '09 Esc/Mar/HEV claims and Redacted for Relevance
- What TPS dates go with Melexis clean dates on "Melexis Chip - Digital Timing Error?"
- What TPS date goes with Avalon clean date on "Insufficient PCB Solder?"
- What is the correct Avalon clean date?
- Update Paynter chart listing the logical order of clean dates.
- Note both the Supplier & Component when listing a clean date.
- Melexis analysis results on (2) returned pcs received on Sunday?
  - VIN ___K[redacted] ?
  - VIN ___K[redacted] ?
- Updates on other recent returns
- The list of KCAP Returns with ETB build dates of Dec'08 and after.
- The list of Fusion Warranty returns with ETB build dates of Dec'08 and after.

Prevent Recurrence items

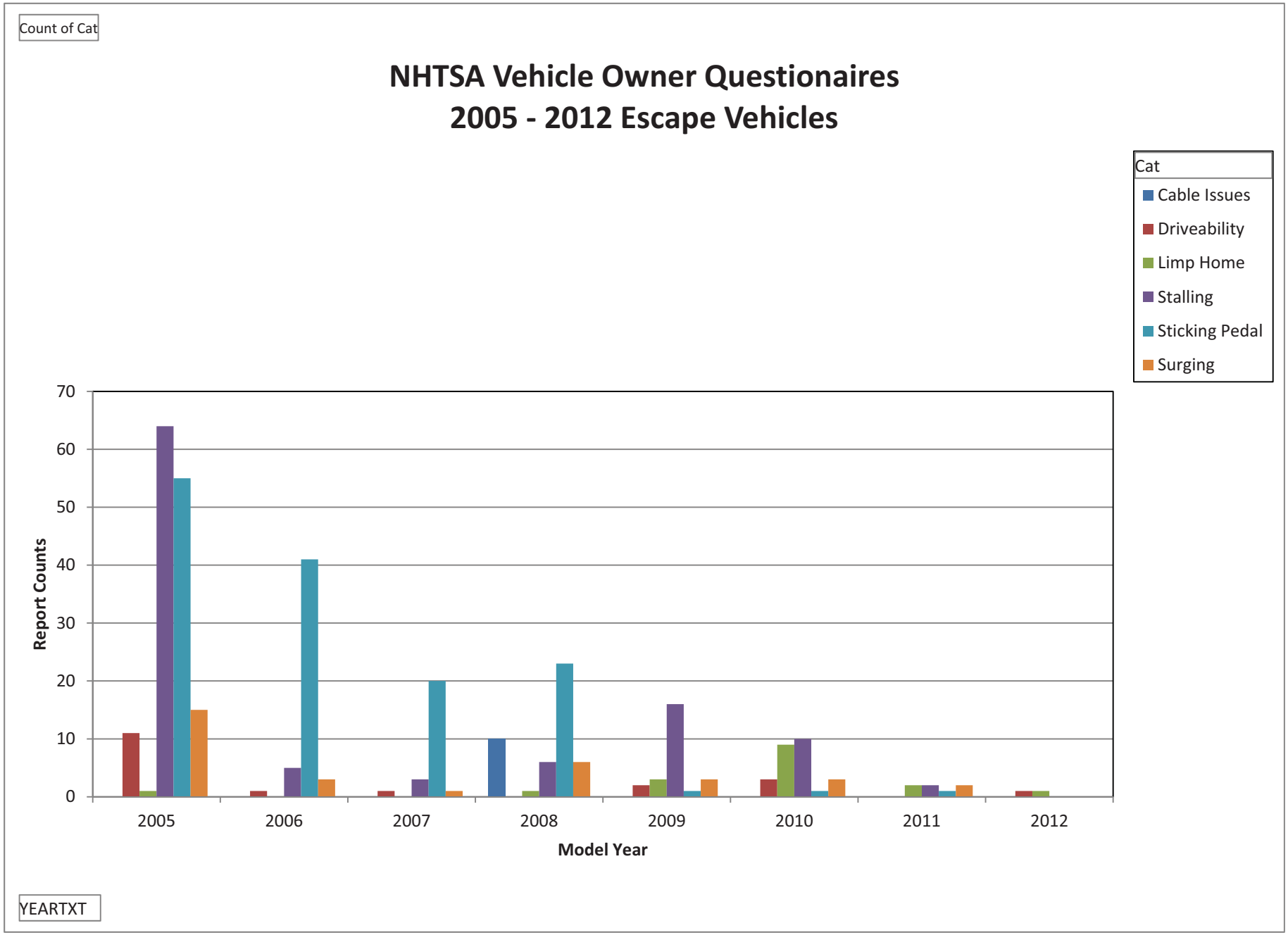
- Did Melexis originally PPAP with PVD1 & PVD2?
- How do we change our future approach to purging suspect components in the pipeline?
- Create/Update/Review 8D for every return… weekly => detailed review; Monthly => summarized review.

Southeastern Michigan: 62.13673 (1FORD)

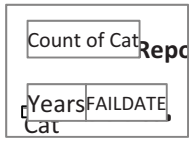
Non FordNet Access

Toll (International): +1.313.621.3673
Toll-free: 1.888.621.3673

PROFILE #(MEETING ID):32932041

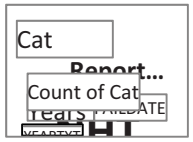

Count of Cat
NHTSA Vehicle Owner Questionaires
2005 - 2012 Escape Vehicles
Cat
Cable Issues
Driveability
Limp Home
Stalling
Sticking Pedal
Surging
70
60
50
40
30
20
10
0
Report Counts
2005
2006
2007
2008
2009
2010
2011
2012
Model Year
YEARTXT

Count of Cat	Cat						
YEARTXT	Cable Issues	Driveability	Limp Home	Stalling	Sticking Pedal	Surging	Grand Total
2005		11	1	64	55	15	146
2006		1		5	41	3	50
2007		1		3	20	1	25
2008	10		1	6	23	6	46
2009		2	3	16	1	3	25
2010		3	9	10	1	3	26
2011			2	2	1	2	7
2012		1	1				2
Grand Total	10	19	17	106	142	33	327


Count of Cat
Repo
Years
FAILDATE
Cat

Count of Cat		Cat							
Years	FAILDATE	Cable Issues	Duplicate	Limp Home	Stalling	Sticking Pedal	Surging		Grand Total
<6/3/2004	<6/3/2004								
2004	Jan								
	Feb								
	Mar								
	Apr								
	May								
	Jun								
	Jul								
	Aug								
	Sep								
	Oct								
	Nov							1	1
	Dec					2		1	3
2005	Jan							1	1
	Feb								
	Mar					1	1	1	3
	Apr							1	1
	May								
	Jun					1			1
	Jul								
	Aug						1		1
	Sep								
	Oct							1	1
	Nov								
	Dec					1			1
2006	Jan			4			1	1	6
	Feb						1		1
	Mar						1		1
	Apr			1				2	3
	May			1				1	2
	Jun						1		1
	Jul			2		1			3
	Aug			1		1	1		3
	Sep					1	1		2
	Oct			1			1		2
	Nov						2		2
	Dec					1	3		4
2007	Jan						1		1
	Feb								
	Mar							1	1
	Apr						1		1
	May								
	Jun								
	Jul			1			1		2
	Aug								
	Sep		1				1		2
	Oct			1		1	1		3
	Nov					1			1
	Dec			1		1	1		3
2008	Jan					1	4	1	6
	Feb			1		1	2		4
	Mar		1				2		3
	Apr							1	1
	May						1		1
	Jun					1	1	1	3
	Jul		1						1
	Aug								
	Sep					1	2		3
	Oct					1	1		2
	Nov			1					1
	Dec								
2009	Jan			1			4	1	6
	Feb				1	1	4		6
	Mar					1			1
	Apr			1			4		5
	May					2	1		3
	Jun		1	1		2		1	5
	Jul						3		3
	Aug				1				1
	Sep			1			1		2
	Oct					2	4	1	7
	Nov		1	1			7		9
	Dec					1	7	1	9
2010	Jan			1		1	5		7
	Feb			4		2	4		10
	Mar			3		1	5		9
	Apr			1			3		4
	May			2		2	3	1	8
	Jun			1		2	2	1	6
	Jul					1	1	1	3
	Aug			2		3	1	1	7
	Sep			2			3		5
	Oct		2	1		4	4		11
	Nov			1		1	6		8
	Dec			3		1	11		15

2011	Jan		2		3	6		11
	Feb				1	3		4
	Mar				4			4
	Apr				3			3
	May				5	2	3	10
	Jun		3		1	1	1	6
	Jul		1		2	1	1	5
	Aug	1			1		1	3
	Sep		1		1	1	1	4
	Oct	1	2		3	4		10
	Nov		3		3	1	1	8
	Dec		1		2	1		4
2012	Jan	1	3		2	2	1	9
	Feb		1		4	2	1	8
	Mar			1	6			7
	Apr		3		4			7
	May		2		2			4
	Jun		6	3	6			15
	Jul		4	5	5	1	1	16
	Aug		6	6	4	1		17
	Sep							
	Oct							
	Nov							
	Dec							
>8/28/2012	>8/28/2012							
Grand Total		10	79	17	106	142	33	387

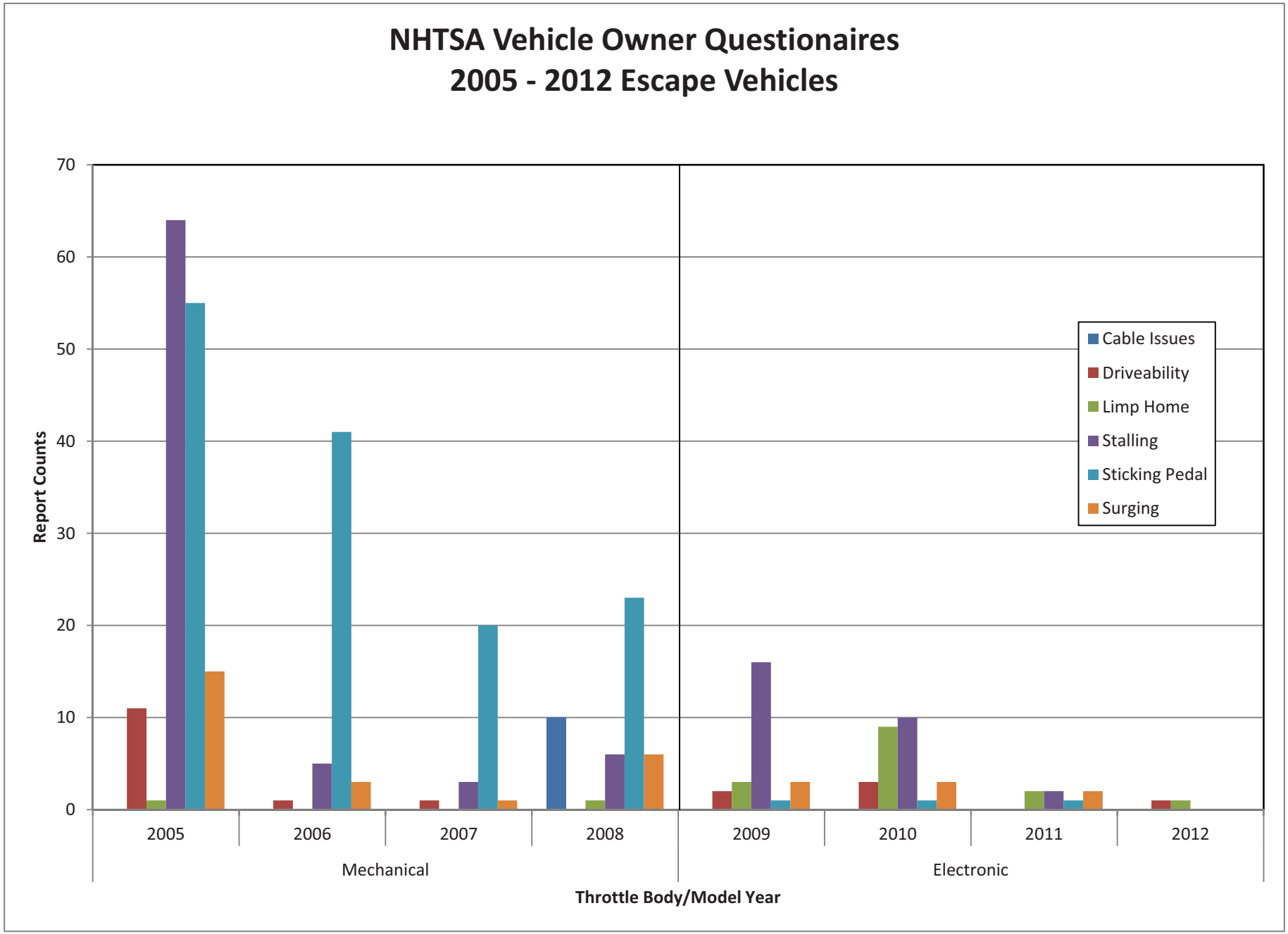

Cat
Report...
Count of Cat
Years
ATE

Cat	(Multiple Items)

Count of Cat		YEARTXT				
Years	FAILDATE	2009	2010	2011	2012	Grand Total
2009	Jan					
	Feb					
	Mar					
	Apr					
	May					
	Jun		1			1
	Jul					
	Aug					
	Sep					
	Oct					
	Nov					
	Dec			1		1
2010	Jan			1		1
	Feb					
	Mar		1			1
	Apr			1		1
	May		2			2
	Jun		1	1		2
	Jul			1		1
	Aug		2	1		3
	Sep			1		1
	Oct		1			1
	Nov		1			1
	Dec					
2011	Jan					
	Feb					
	Mar			1		1
	Apr				1	1
	May				1	1
	Jun		2			2
	Jul			1		1
	Aug					
	Sep		1			1
	Oct		1	1		2
	Nov		1		1	2
	Dec		1		1	2
2012	Jan				1	1
	Feb		1		1	2
	Mar			4		4
	Apr		1	1		2
	May			1		1
	Jun		2	3	1	6
	Jul		2	3	1	6
	Aug		4	4	1	9
	Sep					
	Oct					
	Nov					
	Dec					
Grand Total			25	26	7	2	60

NHT...
100
Cus

Count of Cat		
Cat	YEARTXT	Total
Cable Issues	2005	
	2006	
	2007	
	2008	10
	2009	
	2010	
	2011	
	2012	
Cable Issues Total		10
Driveability	2005	11
	2006	1
	2007	1
	2008	
	2009	2
	2010	3
	2011	
	2012	1
Driveability Total		19
Limp Home	2005	1
	2006	
	2007	
	2008	1
	2009	3
	2010	9
	2011	2
	2012	1
Limp Home Total		17
Stalling	2005	64
	2006	5
	2007	3
	2008	6
	2009	16
	2010	10
	2011	2
	2012	
Stalling Total		106
Sticking Ped	2005	55
	2006	41
	2007	20
	2008	23
	2009	1
	2010	1
	2011	1
	2012	
Sticking Pedal Total		142
Surging	2005	15
	2006	3
	2007	1
	2008	6
	2009	3
	2010	3
	2011	2
	2012	
Surging Total		33
Grand Total		327


NHTSA Vehicle Owner Questionaires
2005 - 2012 Escape Vehicles
Report Counts
70
60
50
40
30
20
10
0
Cable Issues
Driveability
Limp Home
Stalling
Sticking Pedal
Surging
2005
2006
2007
2008
2009
2010
2011
2012
Mechanical
Electronic
Throttle Body/Model Year

Count of Cat		Cat						
Throttle Body	YEARTXT	Cable Issues	Driveability	Limp Home	Stalling	Sticking Pedal	Surging	Grand Total
Mechanical	2005		11	1	64	55	15	146
	2006		1		5	41	3	50
	2007		1		3	20	1	25
	2008	10		1	6	23	6	46
Mechanical Total		10	13	2	78	139	25	267
Electronic	2009		2	3	16	1	3	25
	2010		3	9	10	1	3	26
	2011			2	2	1	2	7
	2012		1	1				2
Electronic Total			6	15	28	3	8	60
Grand Total		10	19	17	106	142	33	327

Inquiry	ODINO	MFR_NAM	MAKET	YEART	MODELTX	VIN	CRA	FAILDATE	FIF	IN	DE	COMPDES	CITY	STA	LDATE	DATEA	MILES	OCC	RI	C.	SUMMARY	Cat	Dup	Source	All	All	Alle	Alle	Throttle Body
DP12-006	10152994	FORD MO	FORD	2005	ESCAPE		Y	3/2/2006	N			OTHER	FREMONT	CA	3/2/2006	3/8/2006		1			2005 ESC/	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10257928	FORD MO	FORD	2005	ESCAPE		N	2/6/2009	N			POWER T	PORTLAN	OR	2/6/2009	2/6/2009		1			LETTER C	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10176437	FORD MO	FORD	2005	ESCAPE		N	12/5/2006	N			VEHICLE	UNKNOWI	DC	12/5/2006	12/12/2006		1			2005 ESC/	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10101895	FORD MO	FORD	2005	ESCAPE		Y	11/22/2004	N	0	0	VEHICLE	FAIRFIELI	PA	12/1/2004	12/1/2004	8800	2			WHILE PU	Surging		NHTSA VOQ	Y		0	0	Mechanical
DP12-006	10103073	FORD MO	FORD	2005	ESCAPE		N	12/9/2004	N	0	0	ENGINE A	ABINGDO	VA	12/16/2004	12/16/2004	8000	2			I WAS DRI	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10110516	FORD MO	FORD	2005	ESCAPE		N	2/9/2005	N			POWER T	CEDAR R/	IA	2/14/2005	2/14/2005	500	1			VEHICLE I	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10115885	FORD MO	FORD	2005	ESCAPE		Y	3/24/2005	N	0	0	POWER T	COLORAC	CO	3/25/2005	3/25/2005	9000	1			WHILE PU	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10117496	FORD MO	FORD	2005	ESCAPE		N	3/24/2005	N	0	0	VEHICLE	BALTIMOI	MD	4/6/2005	4/6/2005	10500	3			VEHICLE /	Surging		NHTSA VOQ			0	0	Mechanical
DP12-006	10145037	FORD MO	FORD	2005	ESCAPE		N	12/9/2005	N			ENGINE A	VANCOUV	WA	12/12/2005	12/12/2005	25000	1			DT: THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10149625	FORD MO	FORD	2005	ESCAPE		N	2/7/2006	N			FUEL SYS	PHILA	PA	2/7/2006	2/7/2006	5000	1			FUEL MILI	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10165825	FORD MO	FORD	2005	ESCAPE		N	6/26/2006	N			POWER T	APPLE VA	CA	8/14/2006	8/16/2006	4800	1			2005 FOR	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10174258	FORD MO	FORD	2005	ESCAPE		N	11/14/2006	N	0	0	POWER T	TALLAHAS	FL	11/25/2006	11/25/2006	27000	2			THE TRAN	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10176373	FORD MO	FORD	2005	ESCAPE		N	12/18/2006	N	0	0	VEHICLE	CLENDEN	WV	12/18/2006	12/18/2006		10			GAS PED/	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10214409	FORD MO	FORD	2005	ESCAPE		N	1/3/2008	N			ENGINE A	MILTON	VT	1/10/2008	1/10/2008		1			I BOUGHT	Driveability		NHTSA VOQ			0	0	Mechanical
DP12-006	10260746	FORD MO	FORD	2005	ESCAPE		N	2/14/2008	N	0	0	VEHICLE	KEYSTON	FL	3/4/2009	3/4/2009		1			2005 FOR	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10219625	FORD MO	FORD	2005	ESCAPE		N	2/25/2008	N			ENGINE A	PRINCE G	VA	2/28/2008	2/28/2008		1			MY 2005 F	Driveability		NHTSA VOQ			0	0	Mechanical
DP12-006	10281465	FORD MO	FORD	2005	ESCAPE		N	8/4/2008	N			ENGINE A	LAKE PLE	NY	8/23/2009	8/23/2009		1			I HAVE A	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10294131	FORD MO	FORD	2005	ESCAPE		N	1/1/2009	N			POWER T	PHILADEL	PA	12/1/2009	12/1/2009	72000				TL* THE C	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10280333	FORD MO	FORD	2005	ESCAPE		N	7/26/2009	N			POWER T	NOKESVII	VA	8/13/2009	8/13/2009	93255	1			TAKING O	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10448938	FORD MO	FORD	2005	ESCAPE		N	10/19/2009	N			VEHICLE	LANHAM	MD	2/22/2012	2/22/2012	30	1			FIRST TIN	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10289782	FORD MO	FORD	2005	ESCAPE		N	10/25/2009	N			FUEL SYS	S LEBANC	OH	10/26/2009	10/26/2009	42500	1			I OWN A 2	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10290404	FORD MO	FORD	2005	ESCAPE		Y	10/30/2009	N			VEHICLE	ST PAUL	MN	10/30/2009	10/30/2009	60000				TL* THE C	Surging		NHTSA VOQ	Y		0	0	Mechanical
DP12-006	10293677	FORD MO	FORD	2005	ESCAPE		N	11/26/2009	N			VEHICLE	KENANSV	NC	11/27/2009	11/27/2009	104000	1			ACCELER	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10334098	FORD MO	FORD	2005	ESCAPE		N	11/28/2009	N			VEHICLE	BELLEVIL	MI	6/1/2010	6/1/2010		1			WE HAD T	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10295103	FORD MO	FORD	2005	ESCAPE		N	12/9/2009	N			VEHICLE	HAMILTOI	NJ	12/9/2009	12/9/2009	75000	1			ACCELER	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10384672	FORD MO	FORD	2005	ESCAPE		N	1/7/2010	N			POWER T	CHANDLE	AZ	2/27/2011	2/27/2011		5			DRIVING \	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10384672	FORD MO	FORD	2005	ESCAPE		N	1/7/2010	N			POWER T	CHANDLE	AZ	2/27/2011	2/27/2011		5			DRIVING \	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10334700	FORD MO	FORD	2005	ESCAPE		N	6/2/2010	N			FUEL SYS	EAGLE LA	MN	6/5/2010	6/5/2010	43000	1			THE GAS	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10334700	FORD MO	FORD	2005	ESCAPE		N	6/2/2010	N			VEHICLE	EAGLE LA	MN	6/5/2010	6/5/2010	43000	1			THE GAS	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10372570	FORD MO	FORD	2005	ESCAPE		N	6/27/2010	N			ENGINE A	MATTHEW	NC	12/27/2010	12/27/2010	90000				TL*THE C	Driveability		NHTSA VOQ			0	0	Mechanical
DP12-006	10346210	FORD MO	FORD	2005	ESCAPE		N	7/28/2010	N			POWER T	MD. CITY	MD	7/29/2010	7/29/2010	2519	1			2005 FOR	Driveability		NHTSA VOQ			0	0	Mechanical
DP12-006	10378591	FORD MO	FORD	2005	ESCAPE		N	8/3/2010	N			ENGINE A	SAINT PAI	MN	1/25/2011	1/25/2011	84000				TL* THE C	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10435052	FORD MO	FORD	2005	ESCAPE		N	9/8/2010	N			VEHICLE	BATTLE C	MI	11/9/2011	11/9/2011	80000	1			STICKING	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10435052	FORD MO	FORD	2005	ESCAPE		N	9/8/2010	N			FUEL SYS	BATTLE C	MI	11/9/2011	11/9/2011	80000	1			STICKING	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10373537	FORD MO	FORD	2005	ESCAPE		N	10/1/2010	N			ENGINE A	VAN NUYS	CA	12/30/2010	12/30/2010	75000				TL*THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10369102	FORD MO	FORD	2005	ESCAPE		N	12/1/2010	N			FUEL SYS	MN	MN	12/3/2010	12/3/2010	110000	1			WHEN WE	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10369102	FORD MO	FORD	2005	ESCAPE		N	12/1/2010	N			VEHICLE	MN	MN	12/3/2010	12/3/2010	110000	1			WHEN WE	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10443788	FORD MO	FORD	2005	ESCAPE		N	12/13/2010	N			VEHICLE	MIDDLETO	OH	1/14/2012	1/14/2012	110000	1			THE FIRS	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10443788	FORD MO	FORD	2005	ESCAPE		N	12/13/2010	N			ENGINE A	MIDDLETO	OH	1/14/2012	1/14/2012	110000	1			THE FIRS	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10385050	FORD MO	FORD	2005	ESCAPE		N	2/1/2011	N			VEHICLE	FPO	AE	2/24/2011	2/24/2011					IT FEELS	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10384755	FORD MO	FORD	2005	ESCAPE		N	2/21/2011	N			ENGINE A	LENOX	MA	2/28/2011	2/28/2011	117000				TL*THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10403174	FORD MO	FORD	2005	ESCAPE		N	3/23/2011	N			POWER T	WILLIAMS	PA	5/20/2011	5/20/2011		1			EMAIL FR	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10403174	FORD MO	FORD	2005	ESCAPE		N	3/23/2011	N			ENGINE A	WILLIAMS	PA	5/20/2011	5/20/2011		1			EMAIL FR	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10399138	FORD MO	FORD	2005	ESCAPE		N	4/29/2011	N			ENGINE A	GETTYSB	PA	5/4/2011	5/4/2011	54000				TL*THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10400918	FORD MO	FORD	2005	ESCAPE		N	5/8/2011	N			ENGINE A	ONTARIO	CA	5/15/2011	5/15/2011		1			2005 FOR	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10433381	FORD MO	FORD	2005	ESCAPE		N	11/1/2011	N			ENGINE A	WASHING	DC	11/1/2011	11/1/2011		1			2005 FOR	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10443136	FORD MO	FORD	2005	ESCAPE		N	1/9/2012	N			ENGINE A	TUNKHAN	PA	1/9/2012	1/9/2012	71000				TL* THE (	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10446892	FORD MO	FORD	2005	ESCAPE		N	2/6/2012	N			ENGINE A	ELKS GR(	CA	2/6/2012	2/6/2012	123000				TL* THE C	Driveability		NHTSA VOQ			0	0	Mechanical
DP12-006	10448012	FORD MO	FORD	2005	ESCAPE		N	2/11/2012	N			ENGINE A	YORK	PA	2/15/2012	2/15/2012	158000	1			MY WIFE \	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10448012	FORD MO	FORD	2005	ESCAPE		N	2/11/2012	N			POWER T	YORK	PA	2/15/2012	2/15/2012	158000	1			MY WIFE \	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10453937	FORD MO	FORD	2005	ESCAPE		N	3/5/2012	N			ENGINE A	HIGH POI	NC	4/3/2012	4/3/2012	220000	1			DRIVING /	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10452098	FORD MO	FORD	2005	ESCAPE		N	3/18/2012	N			ENGINE A	COVINGTI	KY	3/18/2012	3/18/2012		2			2ND SPAF	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10455509	FORD MO	FORD	2005	ESCAPE		N	4/3/2012	N	0	0	VEHICLE	ELIZABET	NC	4/17/2012	4/17/2012	80000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10457358	FORD MO	FORD	2005	ESCAPE		N	4/28/2012	N			ENGINE A	ANTIOCH	CA	5/3/2012	5/3/2012	90000	1			I WAS HE/	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10465222	FORD MO	FORD	2005	ESCAPE		N	7/9/2012	N	0	0	POWER T	MAULDIN	SC	7/11/2012	7/11/2012	24000	1			THE VEHI	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10467134	FORD MO	FORD	2005	ESCAPE		N	7/21/2012	N	0	0	ENGINE A	OVIEDO	FL	7/23/2012	7/23/2012	130000	1			WHILE DF	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10472059	FORD MO	FORD	2005	ESCAPE		N	8/12/2012	N	0	0	ENGINE	BROOKLY	NY	8/23/2012	8/23/2012	82000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10211492	FORD MO	FORD	2005	ESCAPE	11111111111	N	12/6/2007	N	0	0	POWER T	STAFFOR	TX	12/11/2007	12/11/2007	52000	1			I BOUGHT	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10211492	FORD MO	FORD	2005	ESCAPE	11111111111	N	12/6/2007	N	0	0	POWER T	STAFFOR	TX	12/11/2007	12/11/2007	52000	1			I BOUGHT	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10214163	FORD MO	FORD	2005	ESCAPE	1FMCU02Z25K	N	12/2/2007	N	0	0	VEHICLE	SAN JOSE	CA	1/8/2008	1/8/2008		10			GAS PED/	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10317708	FORD MO	FORD	2005	ESCAPE	1FMCU02Z25K	N	3/5/2010	N			FUEL SYS	LINDEN	CA	3/8/2010	3/8/2010	40000	4			FORD ES(	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10370867	FORD MO	FORD	2005	ESCAPE	1FMCU02Z25K	N	11/10/2010	N			VEHICLE	DEER PAI	TX	12/16/2010	12/16/2010	20000	1			THE ACCI	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10280528	FORD MO	FORD	2005	ESCAPE	1FMCU02Z55K	N	8/8/2009	N			ENGINE A	BALTIMOI	MD	8/15/2009	8/15/2009	43000	1			2005 FOR	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10325129	FORD MO	FORD	2005	ESCAPE	1FMCU02Z55K	N	4/10/2010	N			FUEL SYS	DULUTH	GA	4/12/2010	4/12/2010	76000				TL*THE C	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10436671	FORD MO	FORD	2005	ESCAPE	1FMCU03105D	N	11/8/2011	N			POWER T	PALESTIN	TX	11/21/2011	11/21/2011	151000	1			DRIVING I	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10458526	FORD MO	FORD	2005	ESCAPE	1FMCU03125K	N	6/1/2005	N	0	0	ENGINE	KANSAS (	MO	5/15/2012	5/15/2012	26000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10418575	FORD MO	FORD	2005	ESCAPE	1FMCU03135D	N	7/29/2011	N			ENGINE A	NORTH M	SC	8/11/2011	8/11/2011	120000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10122132	FORD MO	FORD	2005	ESCAPE	1FMCU03175K	N	3/5/2005	N			ENGINE A	CLEVELAI	NC	7/8/2005	5/25/2005	11000	7			DT: WHILE	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10138011	FORD MO	FORD	2005	ESCAPE	1FMCU03185K	N	8/8/2005	N			POWER T	SAN DIEG	CA	9/28/2005	9/28/2005	6710	2			PURCHAS	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10466359	FORD MO	FORD	2005	ESCAPE	1FMCU03185K	N	7/10/2010	N	0	0	VEHICLE	LA FAYET	IN	7/18/2012	7/18/2012	140000				TL* THE C	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10322780	FORD MO	FORD	2005	ESCAPE	1FMCU03195K	N	3/23/2010	Y			ENGINE A	TOMBALL	TX	3/30/2010	3/30/2010	117000	1			VEHICLE I	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10465328	FORD MO	FORD	2005	ESCAPE	1FMCU031X5K	N	6/22/2012	N	0	0	FUEL/PRC	LITTLE RC	AR	7/11/2012	7/11/2012	94587	1			WE WERE	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10465328	FORD MO	FORD	2005	ESCAPE	1FMCU031X5K	N	6/22/2012	N	0	0	ENGINE	LITTLE RC	AR	7/11/2012	7/11/2012	94587	1			WE WERE	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10465328	FORD MO	FORD	2005	ESCAPE	1FMCU031X5K	N	6/22/2012	N	0	0	POWER T	LITTLE RC	AR	7/11/2012	7/11/2012	94587	1			WE WERE	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10446830	FORD MO	FORD	2005	ESCAPE	1FMCU04115K	N	2/6/2012	N			ENGINE A	SAN DIEM	CA	2/6/2012	2/6/2012	53423				TL* THE C	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10427611	FORD MO	FORD	2005	ESCAPE	1FMCU04195K	N	8/1/2011	N			POWER T	BRANDON	MS	9/27/2011	9/27/2011	107741				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10273119	FORD MO	FORD	2005	ESCAPE	1FMCU041X5K	N	6/1/2009	N			POWER T	LAKELANI	FL	6/8/2009	6/8/2009	81034	1			RECENTL	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10467996	FORD MO	FORD	2005	ESCAPE	1FMCU041X5K	N	7/26/2012	N	0	0	VEHICLE	ABILENE	TX	7/27/2012	7/27/2012	93000	1			ENTERIN(	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10433981	FORD MO	FORD	2005	ESCAPE	1FMCU92Z05K	N	4/30/2007	N			VEHICLE	MORRIS	PA	11/2/2011	11/2/2011	29987	1			THE G/	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10466779	FORD MO	FORD	2005	ESCAPE	1FMCU92Z25K	N	2/15/2009	N	0	0	VEHICLE	GLENWO(	MD	7/20/2012	7/20/2012	100000	1			CAR SITS	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10321263	FORD MO	FORD	2005	ESCAPE	1FMCU92Z85K	N	3/19/2010	N			VEHICLE	RUTHER (	VA	3/21/2010	3/21/2010	92217	1			I LIVE IN \	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10450209	FORD MO	FORD	2005	ESCAPE	1FMCU93115D	N	2/25/2012	N			ENGINE A	ELMA	WA	3/4/2012	3/4/2012	187000	1			SUDDEN I	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10081702	FORD MO	FORD	2005	ESCAPE	1FMCU93125K	N	6/3/2004	N			POWER T	RAMSEY	NJ	7/12/2004	7/12/2004	4556	14			INTERMIT	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10456446	FORD MO	FORD	2005	ESCAPE	1FMCU93145K	N	2/25/2012	N			ENGINE A	CHARLOT	NC	4/25/2012	4/25/2012	100839	1			OUR 2005	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10472945	FORD MO	FORD	2005	ESCAPE	1FMCU93165K	N	8/18/2012	N	0	0	VEHICLE	HAMILTOI	MT	8/29/2012	8/29/2012	88545	1			ON AUGU	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10216395	FORD MO	FORD	2005	ESCAPE	1FMCU931X5K	N	1/29/2008	N	0	0	FUEL SYS	PHILADEL	PA	1/29/2008	1/29/2008	39000	10			I AM HAVI	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10339071	FORD MO	FORD	2005	ESCAPE	1FMCU931X5K	N	6/12/2010	N			ENGINE A	SOUTH PC	OH	6/18/2010	6/18/2010	102585				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10394286	FORD MO	FORD	2005	ESCAPE	1FMCU931X5K	N	4/4/2011	N			ENGINE A	SPRINGFI	OR	4/5/2011	4/5/2011	146300	1			I STARTEI	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10446246	FORD MO	FORD	2005	ESCAPE	1FMCU94125K	N	1/24/2012	N			ENGINE A	HOUSTON	MN	2/2/2012	2/2/2012	127000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10259422	FORD MO	FORD	2005	ESCAPE	1FMCU94145K	N	2/20/2009	N			FUEL SYS	COMMACI	NY	2/20/2009	2/20/2009	55000	1			I HAVE A	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10445211	FORD MO	FORD	2005	ESCAPE	1FMCU94145K	N	10/21/2009	N			ENGINE A	HONOKA/	HI	1/25/2012	1/25/2012	80000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10405300	FORD MO	FORD	2005	ESCAPE	1FMCU94165K	N	5/20/2011	N			ENGINE A	HAZEL GF	AL	6/6/2011	6/6/2011	143000	1			NOTHING	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10105665	FORD MO	FORD	2005	ESCAPE	1FMCU96H55K	N	12/17/2004	N	0	0	POWER T	DARIEN	CT	1/3/2005	1/3/2005	170	1			CAR SEIZ	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10447284	FORD MO	FORD	2005	ESCAPE	1FMCU96HX5K	N	2/6/2012	Y			ENGINE A	SAN LEAN	CA	2/9/2012	2/9/2012	80000				TL* THE C	Stalling		NHTSA VOQ			0	0	Mechanical
DP12-006	10121498	FORD MO	FORD	2005	ESCAPE	1FMYU02143K	N	3/2/2005	N			VEHICLE	OKEECHC	FL	5/2/2005	5/16/2005		1			CONSUMI	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10454948	FORD MO	FORD	2005	ESCAPE	1FMYU02Z05K	N	2/6/2006	N			VEHICLE	BOILING S	SC	4/12/2012	4/12/2012	10000	1			OUR GAS	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10196816	FORD MO	FORD	2005	ESCAPE	1FMYU02Z05K	N	7/2/2007	Y	0	0	ENGINE A	DEXTER	MI	7/19/2007	7/19/2007	50000	1			TL*-THE C	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10310330	FORD MO	FORD	2005	ESCAPE	1FMYU02Z05K	N	2/11/2010	N			FUEL SYS	LANCAST	TX	2/14/2010	2/14/2010	84000	1			THE ACCI	Duplicate		NHTSA VOQ			0	0	Mechanical
DP12-006	10310330	FORD MO	FORD	2005	ESCAPE	1FMYU02Z05K	N	2/11/2010	N			VEHICLE	LANCAST	TX	2/14/2010	2/14/2010	84000	1			THE ACCI	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10468395	FORD MO	FORD	2005	ESCAPE	1FMYU02Z15K	N	11/18/2006	N	0	0	VEHICLE	OAK PARI	MI	7/31/2012	7/31/2012	20000	1			TL* THE C	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10347547	FORD MO	FORD	2005	ESCAPE	1FMYU02Z15K	N	7/30/2010	N			POWER T	HATILLO	PR	8/5/2010	8/5/2010	49700	1			2005 FOR	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10379136	FORD MO	FORD	2005	ESCAPE	1FMYU02Z15K	N	1/11/2011	N	0	0	VEHICLE	DEEPWA1	MO	1/12/2011	1/24/2011	77378	1			ACCELER	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10107868	FORD MO	FORD	2005	ESCAPE	1FMYU02Z25K	N	1/8/2005	N	0	0	POWER T	TALLAHAS	FL	1/25/2005	1/25/2005	1326	1			TRANSMI	Not Responsive		NHTSA VOQ			0	0	Mechanical
DP12-006	10172360	FORD MO	FORD	2005	ESCAPE	1FMYU02Z25K	N	11/1/2006	N			VEHICLE	MAMMOTI	WV	11/1/2006	11/1/2006	56393	1			DT*: THE	Sticking Pedal		NHTSA VOQ			0	0	Mechanical
DP12-006	10243052	FORD MO	FORD	2005	ESCAPE	1FMYU02Z25K	N	9/21/2008	N	0	0	ENGINE A	MILTON	WI	9/22/2008	9/22/2008	94100	1			2005 FOR	Not Responsive		NHTSA VOQ			0	0	Mechanical

DP12-006	10273222	FORD MO	FORD	2005	ESCAPE	1FMYU02Z35K	N	6/16/2008	N	0	0	ENGINE A	ALLENTO\	MI	6/9/2009	6/9/2009	62000	1	TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10292358	FORD MO	FORD	2005	ESCAPE	1FMYU02Z35K	N	10/30/2009	N			VEHICLE S	SAINT LOI	MO	11/16/2009	11/16/2009		1	1. THE PA	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10276770	FORD MO	FORD	2005	ESCAPE	1FMYU02Z45D	N	6/22/2009	N			POWER T	WEST BL(	MI	7/14/2009	7/14/2009	49000	1	WHILE ON	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10280978	FORD MO	FORD	2005	ESCAPE	1FMYU02Z45K	N	7/17/2009	N			VEHICLE S	UPLAND	CA	8/19/2009	8/19/2009	97000		TL*THE C	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10306357	FORD MO	FORD	2005	ESCAPE	1FMYU02Z45K	N	2/4/2010	N			VEHICLE S	MIZE	MS	2/5/2010	2/5/2010		1	I RECENT	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10306357	FORD MO	FORD	2005	ESCAPE	1FMYU02Z45K	N	2/4/2010	N			FUEL SYS	MIZE	MS	2/5/2010	2/5/2010		1	I RECENT	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10430839	FORD MO	FORD	2005	ESCAPE	1FMYU02Z45K	N	10/17/2011	N			VEHICLE S	KANSAS (	KS	10/19/2011	10/19/2011		1	ACCELEF	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10369859	FORD MO	FORD	2005	ESCAPE	1FMYU02Z55K	N	12/10/2010	N			FUEL SYS	LAUDERH	FL	12/10/2010	12/10/2010		1	DURING (	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10369859	FORD MO	FORD	2005	ESCAPE	1FMYU02Z55K	N	12/10/2010	N			VEHICLE S	LAUDERH	FL	12/10/2010	12/10/2010		1	DURING (	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10397005	FORD MO	FORD	2005	ESCAPE	1FMYU02Z55K	N	4/9/2011	N			ENGINE A	WYANDO"	MI	4/21/2011	4/21/2011			TL* THE C	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10440147	FORD MO	FORD	2005	ESCAPE	1FMYU02Z65D	N	3/15/2006	N			VEHICLE S	SAN JOSE	CA	12/16/2011	12/16/2011	35000	1	I BOUGHT	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10160141	FORD MO	FORD	2005	ESCAPE	1FMYU02Z65K	N	6/14/2006	N	0	0	ENGINE A	LEONARD	TX	6/19/2006	6/19/2006	44800	1	ENGINE P	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10302121	FORD MO	FORD	2005	ESCAPE	1FMYU02Z65K	N	1/24/2010	N			VEHICLE S	LEANDER	TX	1/24/2010	1/24/2010	35000	1	MY 2005 F	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10362806	FORD MO	FORD	2005	ESCAPE	1FMYU02Z75D	N	5/15/2009	N			FUEL SYS	TAYLOR	MI	10/28/2010	10/28/2010	36000	5	TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10171155	FORD MO	FORD	2005	ESCAPE	1FMYU02Z75K	N	8/4/2005	N			VEHICLE S	DINGMAN	PA	10/18/2006	10/18/2006	20	500	I HAVE A	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10152044	FORD MO	FORD	2005	ESCAPE	1FMYU02Z75K	N	3/6/2006	N			POWER T	SAN ANT(	TX	3/6/2006	3/6/2006	4440	1	DT*: THE	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10451748	FORD MO	FORD	2005	ESCAPE	1FMYU02Z75K	N	9/7/2007	N			VEHICLE S	KANSAS (	MO	3/15/2012	3/15/2012	60000	1	A FEW YE	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10308360	FORD MO	FORD	2005	ESCAPE	1FMYU02Z75K	N	1/6/2010	N			VEHICLE S	BELMONT	MA	2/10/2010	2/10/2010	50000	1	I OWN A 2	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10269920	FORD MO	FORD	2005	ESCAPE	1FMYU02Z85K	N	3/16/2008	N			VEHICLE S	FEDERAL	WA	5/26/2009	5/26/2009	25000	1	THE ACCE	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10244458	FORD MO	FORD	2005	ESCAPE	1FMYU02Z85K	N	10/4/2008	N	0	0	VEHICLE S	NEWTON	IA	10/6/2008	10/6/2008	72760	1	ON 9-9-08	Sticking Pedal	NHTSA	VOQ	Y	0	0	Mechanical						
DP12-006	10277921	FORD MO	FORD	2005	ESCAPE	1FMYU02Z85K	N	2/1/2009	N	0	0	VEHICLE S	MENOMO	WI	7/22/2009	7/22/2009	35000		TL*THE C	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10418612	FORD MO	FORD	2005	ESCAPE	1FMYU02Z85K	N	8/8/2011	N			POWER T	KETTERIN	OH	8/11/2011	8/11/2011	47000	1	COMPLET	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10422826	FORD MO	FORD	2005	ESCAPE	1FMYU02Z85K	N	8/24/2011	N			POWER T	KETTERIN	OH	8/31/2011	8/31/2011	47000	1	LOUD SQI	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10436750	FORD MO	FORD	2005	ESCAPE	1FMYU02Z85K	N	11/20/2011	N			VEHICLE S	STRASBU	OH	11/22/2011	11/22/2011	103000		TL* THE C	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10161888	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95D	N	6/7/2006	N	1	0	VEHICLE S	SCOTTSD	AZ	7/8/2006	7/8/2006	3700	1	THE CRUI	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10466347	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95D	N	12/1/2006	N	0	0	VEHICLE S	FOWLER\	MI	7/18/2012	7/18/2012		1	WHEN TH	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10264432	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95K	N	2/1/2009	N	0	0	FUEL SYS	CLARKSV	TN	4/7/2009	4/7/2009	20000	1	MY 2005 F	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10296032	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95K	N	12/10/2009	N			FUEL SYS	DEARBOF	MI	12/16/2009	12/16/2009	144000	1	GAS PET/	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10313917	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95K	N	1/18/2010	N			VEHICLE S	LUTZ	FL	2/24/2010	2/24/2010	83000		TL*THE C	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10372144	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95K	N	12/11/2010	N			VEHICLE S	BRUNSWI	OH	12/22/2010	12/22/2010	50000	1	THE ACCE	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10442032	FORD MO	FORD	2005	ESCAPE	1FMYU02Z95K	N	11/19/2011	N			POWER T	LOS ANGE	CA	1/1/2012	1/1/2012	96680	1	1. ON OR	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10300337	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX5D	N	1/8/2008	N			VEHICLE S	ALTOONA	PA	1/19/2010	1/19/2010	45000	1	THE GAS	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10123709	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX5K	N	5/30/2005	N	0	0	OTHER	COPPERA	TX	5/31/2005	5/31/2005	788	2	RUBBER I	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10219739	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX5K	N	2/29/2008	N	0	0	FUEL SYS	TUCSON	AZ	2/29/2008	2/29/2008	42750	2	TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10398518	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX5K	N	5/2/2011	N			VEHICLE S	AUSTIN	TX	5/2/2011	5/2/2011	55000	1	AS WITH I	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10323210	FORD MO	FORD	2005	ESCAPE	1FMYU03105K	N	2/27/2010	Y			ENGINE A	NAYLOR	GA	3/31/2010	3/31/2010	147000		TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10394099	FORD MO	FORD	2005	ESCAPE	1FMYU03105K	N	3/14/2011	N			ENGINE A	LEXINGTC	KY	4/3/2011	4/3/2011	84312	1	WHILE DF	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10466366	FORD MO	FORD	2005	ESCAPE	1FMYU03105K	N	11/10/2011	N	0	0	VEHICLE S	AIKEN	SC	7/18/2012	7/18/2012	88500	1	THE VEHI	Surging	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10445866	FORD MO	FORD	2005	ESCAPE	1FMYU03105K	N	11/23/2011	Y	0	0	ENGINE A	TRINIDAD	CA	1/30/2012	1/30/2012	100000	1	#5 SPARK	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10445866	FORD MO	FORD	2005	ESCAPE	1FMYU03105K	N	11/23/2011	Y	0	0	FUEL SYS	TRINIDAD	CA	1/30/2012	1/30/2012	100000	1	#5 SPARK	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10468145	FORD MO	FORD	2005	ESCAPE	1FMYU03105K	N	7/24/2012	N	0	0	ENGINE	INDIAN R(	FL	7/29/2012	7/29/2012	141300	1	WAS ON /	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10144769	FORD MO	FORD	2005	ESCAPE	1FMYU03115K	N	5/30/2005	N			FUEL SYS	OTTAWA	IL	12/8/2005	12/8/2005	2000	1	DT: THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10433588	FORD MO	FORD	2005	ESCAPE	1FMYU03115K	N	10/29/2011	N			POWER T	NORMAN	OK	10/30/2011	10/30/2011	84503	1	DRIVING /	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10433588	FORD MO	FORD	2005	ESCAPE	1FMYU03115K	N	10/29/2011	N			ENGINE A	NORMAN	OK	10/30/2011	10/30/2011	84503	1	DRIVING /	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10466640	FORD MO	FORD	2005	ESCAPE	1FMYU03115K	N	7/11/2012	N	0	0	VEHICLE S	ROCHEST	NY	7/19/2012	7/19/2012	150000	1	WHILE DF	Surging	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10466640	FORD MO	FORD	2005	ESCAPE	1FMYU03115K	N	7/11/2012	N	0	0	ENGINE	ROCHEST	NY	7/19/2012	7/19/2012	150000	1	WHILE DF	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10163065	FORD MO	FORD	2005	ESCAPE	1FMYU03125K	N	6/26/2006	N			POWER T	APPLE VA	CA	7/21/2006	7/21/2006		1	DT*: THE	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10363318	FORD MO	FORD	2005	ESCAPE	1FMYU03125K	N	10/26/2010	N	0	0	ENGINE A	WEST ME	AR	10/27/2010	10/27/2010	104362		IGNITION	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10269028	FORD MO	FORD	2005	ESCAPE	1FMYU03135K	N	5/15/2008	N	0	0	POWER T	LOUISVILI	KY	5/18/2009	5/18/2009	30000	1	TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10362798	FORD MO	FORD	2005	ESCAPE	1FMYU03135K	N	10/23/2010	N			ENGINE A	INDEPENI	MO	10/28/2010	10/28/2010	105000		TL*THE C	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10403293	FORD MO	FORD	2005	ESCAPE	1FMYU03135K	N	5/20/2011	N			ENGINE A	LITTLE RI\	SC	5/23/2011	5/23/2011	104000		I AM A WE	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10443171	FORD MO	FORD	2005	ESCAPE	1FMYU03135K	N	1/5/2012	N	0	0	ENGINE A	HASKELL	OK	1/9/2012	1/9/2012	58000	1	TL* THE C	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10260866	FORD MO	FORD	2005	ESCAPE	1FMYU03145K	N	3/4/2009	N			POWER T	DEXTER	MI	3/5/2009	3/5/2009	66000	1	TRANSMI!	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10444660	FORD MO	FORD	2005	ESCAPE	1FMYU03145K	N	1/1/2011	N			POWER T	AVON	OH	1/20/2012	1/20/2012	67064	1	TL* THE C	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10444660	FORD MO	FORD	2005	ESCAPE	1FMYU03145K	N	1/1/2011	N			ENGINE A	AVON	OH	1/20/2012	1/20/2012	67064	1	TL* THE C	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10435367	FORD MO	FORD	2005	ESCAPE	1FMYU03155K	N	10/18/2011	N	0	0	ENGINE A	ARCADIA	CA	11/12/2011	11/12/2011	91855	1	THIS 2005	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10435367	FORD MO	FORD	2005	ESCAPE	1FMYU03155K	N	10/18/2011	N	0	0	POWER T	ARCADIA	CA	11/12/2011	11/12/2011	91855	1	THIS 2005	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10184813	FORD MO	FORD	2005	ESCAPE	1FMYU03175K	N	3/12/2007	N	0	0	ENGINE A	LEBANON	IN	3/12/2007	3/12/2007	6000	3	I HAVE HA	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10456586	FORD MO	FORD	2005	ESCAPE	1FMYU03185K	N	8/10/2010	N			ENGINE A	ORLANDC	FL	4/26/2012	4/26/2012	140000		TL* THE C	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10410299	FORD MO	FORD	2005	ESCAPE	1FMYU03185K	N	7/1/2011	N			POWER T	MIAMI	FL	7/2/2011	7/2/2011	92000	1	THIS CON	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10438938	FORD MO	FORD	2005	ESCAPE	1FMYU03185K	N	11/16/2011	N			ENGINE A	CHICAGO	IL	12/7/2011	12/7/2011	112670		IN MY 200	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10192232	FORD MO	FORD	2005	ESCAPE	1FMYU03195D	N	3/26/2007	Y	2	0	ENGINE A	N. CHARL	SC	6/1/2007	6/1/2007		1	THIS CAS	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10144756	FORD MO	FORD	2005	ESCAPE	1FMYU031X5K	N	10/18/2005	N			VEHICLE S	LAKE WO(	OH	12/8/2005	12/8/2005	7795	1	DT: THE C	Surging	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10401026	FORD MO	FORD	2005	ESCAPE	1FMYU031X5K	Y	7/7/2010	N			ENGINE A	QUEBEC	00	5/16/2011	5/16/2011	90000	1	THE COM	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10295127	FORD MO	FORD	2005	ESCAPE	1FMYU03Z95K	N	12/6/2009	N			VEHICLE S	ABERDEE	MD	12/9/2009	12/9/2009	55000	1	I HAVE A /	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10302902	FORD MO	FORD	2005	ESCAPE	1FMYU04105K	N	12/20/2009	N			VEHICLE S	LANCAST	CA	1/28/2010	1/28/2010	169000	4	FORD ES(	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10145442	FORD MO	FORD	2005	ESCAPE	1FMYU04115K	N	12/16/2005	N			FUEL SYS	RED CREI	NY	12/16/2005	12/16/2005		2	DT: THE (	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10155329	FORD MO	FORD	2005	ESCAPE	1FMYU04115K	N	4/13/2006	N			VEHICLE S	ROYAL OA	MI	4/13/2006	4/13/2006	32812	1	DT*: THE	Surging	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10446075	FORD MO	FORD	2005	ESCAPE	1FMYU04155K	N	11/4/2011	N			POWER T	BEDFORD	TX	1/31/2012	1/31/2012	22800	1	RUBBING	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10401595	FORD MO	FORD	2005	ESCAPE	1FMYU04175K	N	5/2/2011	N			ENGINE A	APPLETO	WI	5/12/2011	5/12/2011		1	EMAIL FR	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10110811	FORD MO	FORD	2005	ESCAPE	1FMYU04182K	N	12/1/2004	N			POWER T	PLAINS	MT	1/27/2005	2/17/2005		1	THE VEHI	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10158100	FORD MO	FORD	2005	ESCAPE	1FMYU92Z05D	N	5/23/2006	N			POWER T	GALESBU	IL	5/23/2006	5/23/2006	31000	1	DT*: THE	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10158100	FORD MO	FORD	2005	ESCAPE	1FMYU92Z05D	N	5/23/2006	N			VEHICLE S	GALESBU	IL	5/23/2006	5/23/2006	31000	1	DT*: THE	Surging	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10265575	FORD MO	FORD	2005	ESCAPE	1FMYU92Z05K	N	4/15/2009	N	0	0	POWER T	COON RA	MN	4/16/2009	4/16/2009	38900	1	2005 FOR	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10367448	FORD MO	FORD	2005	ESCAPE	1FMYU92Z35K	N	10/10/2006	N			VEHICLE S	SELLERS\	PA	11/18/2010	11/18/2010	15000		THE GAS	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10260011	FORD MO	FORD	2005	ESCAPE	1FMYU92Z35K	N	2/21/2009	N	0	0	POWER T	CUYAHOC	OH	2/26/2009	2/26/2009	51150	1	NO MAJOI	Limp Home	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10353585	FORD MO	FORD	2005	ESCAPE	1FMYU92Z35K	N	9/1/2010	N			VEHICLE S	LOCKPOR	NY	9/2/2010	9/2/2010	83005	1	MY GAS F	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10353585	FORD MO	FORD	2005	ESCAPE	1FMYU92Z35K	N	9/1/2010	N			FUEL SYS	LOCKPOR	NY	9/2/2010	9/2/2010	83005	1	MY GAS F	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10439030	FORD MO	FORD	2005	ESCAPE	1FMYU92Z45K	N	12/7/2011	N			VEHICLE S	WEXFORI	PA	12/8/2011	12/8/2011	42000	1	TL* THE C	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10465461	FORD MO	FORD	2005	ESCAPE	1FMYU92Z45K	N	4/20/2012	N	0	0	POWER T	CHATTAN	TN	7/12/2012	7/12/2012	101000	1	OUR 2005	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10240499	FORD MO	FORD	2005	ESCAPE	1FMYU92Z55K	N	4/26/2008	N			POWER T	SYRACUS	NY	8/31/2008	8/31/2008	4700	1	MINE DID	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10244405	FORD MO	FORD	2005	ESCAPE	1FMYU92Z55K	N	9/27/2008	N			VEHICLE S	MANASSA	VA	10/5/2008	10/5/2008	70000	1	2005 FOR	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10448365	FORD MO	FORD	2005	ESCAPE	1FMYU92Z55K	N	1/7/2011	N			VEHICLE S	SAN ANT(	TX	2/17/2012	2/17/2012		1	WHILE DF	Sticking Pedal	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10368286	FORD MO	FORD	2005	ESCAPE	1FMYU92Z65D	N	11/26/2010	N			POWER T	BROOKLY	NY	11/30/2010	11/30/2010	28000	1	TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10466409	FORD MO	FORD	2005	ESCAPE	1FMYU92Z85K	N	7/6/2011	N	0	0	VEHICLE S	ALTOONA	PA	7/18/2012	7/18/2012	69000		TL* THE C	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10424009	FORD MO	FORD	2005	ESCAPE	1FMYU93105D	N	9/1/2011	N			ENGINE A	BRENTW(	NY	9/6/2011	9/6/2011	111000	1	CATALYTI	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10462364	FORD MO	FORD	2005	ESCAPE	1FMYU93105D	N	6/14/2012	N	0	0	ENGINE	PAVILION	NY	6/20/2012	6/20/2012	151000	1	WHILE DF	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10230091	FORD MO	FORD	2005	ESCAPE	1FMYU93105K	N	5/2/2008	Y	0	0	ENGINE A	VA BEACH	VA	6/6/2008	6/6/2008	39000	1	ABOUT 6	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10327340	FORD MO	FORD	2005	ESCAPE	1FMYU93105K	N	3/3/2010	N			ENGINE A	LEWISTOI	NY	4/25/2010	4/25/2010	104000	1	2005 FOR	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10457424	FORD MO	FORD	2005	ESCAPE	1FMYU93105K	N	5/31/2011	N			ENGINE A	DRUMS	PA	5/3/2012	5/3/2012	97600	1	I WAS ON	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10262131	FORD MO	FORD	2005	ESCAPE	1FMYU93115K	N	2/21/2009	N	0	0	FUEL SYS	CEDAR HI	MO	3/17/2009	3/17/2009	86709	1	THERE W	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10454461	FORD MO	FORD	2005	ESCAPE	1FMYU93115K	N	3/25/2012	N			ENGINE A	SAINT PE"	FL	4/8/2012	4/8/2012	64000	1	MY CARS	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10147152	FORD MO	FORD	2005	ESCAPE	1FMYU93125K	N	1/6/2006	N	0	0	VEHICLE S	POSTVILL	IA	1/7/2006	1/7/2006	5000	5	MY 2005 F	Surging	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10111332	FORD MO	FORD	2005	ESCAPE	1FMYU93135D	Y	12/9/2004	N	0	0	VEHICLE S	RYE	NY	3/8/2005	2/10/2005		2	WHILE DF	Surging	NHTSA	VOQ	Y	0	0	Mechanical						
DP12-006	10265230	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	8/22/2007	N	0	0	POWER T	THREE OA	MI	4/14/2009	4/14/2009	66395	1	FROM THI	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10265300	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	4/8/2009	N	0	0	POWER T	THREE OA	MI	4/14/2009	4/14/2009	88000	1	I HAVE PF	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10389388	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	1/20/2010	N	0	0	ENGINE A	ABERDEE	WA	3/2/2011	3/9/2011	68000		THE PROI	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10403860	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	5/25/2011	N			POWER T	POTTERS	MO	5/31/2011	5/31/2011	107000		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10455126	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	4/9/2012	N			ENGINE A	MIDLAND	NC	4/13/2012	4/13/2012	120000		TL* THE C	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10467100	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	7/20/2012	N	0	0	POWER T	ANN ARB(	MI	7/23/2012	7/23/2012	129000	1	WHILE DF	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10467100	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	7/20/2012	N	0	0	ENGINE	ANN ARB(	MI	7/23/2012	7/23/2012	129000	1	WHILE DF	Duplicate	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10467100	FORD MO	FORD	2005	ESCAPE	1FMYU93135K	N	7/20/2012	N	0	0	VEHICLE S	ANN ARB(	MI	7/23/2012	7/23/2012	129000	1	WHILE DF	Stalling	NHTSA	VOQ		0	0	Mechanical						
DP12-006	10360488	FORD MO	FORD	2005	ESCAPE	1FMYU93145D	N	10/8/2010	N			POWER T	FORT BRA	CA	10/14/2010	10/14/2010	82000		I OWN A 2	Stalling	NHTSA	VOQ		0	0	Mechanical						

DP12-006	10105801	FORD MO	FORD	2005	ESCAPE	1FMYU93165K	N		1/2/2005	N	0	0	ENGINE A	ALLEN PA	MI	1/5/2005	1/5/2005	1400	2	TWO TIME	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10375434	FORD MO	FORD	2005	ESCAPE	1FMYU93165K	N		3/17/2010	N			ENGINE A	OTTAWA	00	1/10/2011	1/10/2011	66000	1	WHILE VA	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10143641	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		6/22/2005	N			OTHER	SMYRNA	NY	11/25/2005	11/25/2005		2	DT: THE (	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10162076	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		7/9/2006	N	0	0	FUEL SYS	SHERWO(	OR	7/11/2006	7/11/2006	2000	12	NEW 2005	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10162076	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		7/9/2006	N	0	0	ENGINE A	SHERWO(	OR	7/11/2006	7/11/2006	2000	12	NEW 2005	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10162076	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		7/9/2006	N	0	0	POWER T	SHERWO(	OR	7/11/2006	7/11/2006	2000	12	NEW 2005	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10296190	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		1/17/2007	N			POWER T	NEW MAR	WV	12/17/2009	12/17/2009	30000	1	TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10304400	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		6/1/2009	N			VEHICLE S	HIGHLAN(	IL	2/3/2010	2/3/2010	18000	3	I HAVE A 2	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10452396	FORD MO	FORD	2005	ESCAPE	1FMYU93175K	N		3/11/2011	N			ENGINE A	FULLERT(	NE	3/20/2012	3/20/2012	130000	2	MARCH 2(	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10156427	FORD MO	FORD	2005	ESCAPE	1FMYU93185K	N		4/27/2006	N			VEHICLE S	TIMONIUM	MD	4/29/2006	4/29/2006	18000	1	HAVE REA	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10102328	FORD MO	FORD	2005	ESCAPE	1FMYU93195D	N		10/12/2004	N			ENGINE A	PEABODY	MA	12/7/2004	12/7/2004	2400	4	OIL LEAK	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10438579	FORD MO	FORD	2005	ESCAPE	1FMYU93195K	N		12/1/2006	N			ENGINE A	HUNTING	NY	12/5/2011	12/5/2011	55000		TL* THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10242198	FORD MO	FORD	2005	ESCAPE	1FMYU93195K	N		9/11/2008	N	0	0	ENGINE A	MOUNT JU	TN	9/15/2008	9/15/2008	100000	1	WHILE DR	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10140840	FORD MO	FORD	2005	ESCAPE	1FMYU931X5K	N		4/1/2005	N			VEHICLE S	VACAVILL	CA	10/26/2005	10/26/2005		4	DT: THE (	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10289478	FORD MO	FORD	2005	ESCAPE	1FMYU931X5K	N		10/19/2009	N			ENGINE A	FRAMING	MA	10/23/2009	10/23/2009	96500	1	OVER THI	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10330091	FORD MO	FORD	2005	ESCAPE	1FMYU931X5K	N		5/11/2010	N			FUEL SYS	MILROY	PA	5/12/2010	5/12/2010		1	2005 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10367777	FORD MO	FORD	2005	ESCAPE	1FMYU931X5K	N		10/20/2010	N			ENGINE A	JEFFERS(	MO	11/24/2010	11/24/2010	89362	1	TRAVELIN	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10455527	FORD MO	FORD	2005	ESCAPE	1FMYU931X5K	N		4/17/2012	N			ENGINE A	STANTON	VA	4/17/2012	4/17/2012	82000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10295616	FORD MO	FORD	2005	ESCAPE	1FMYU93Z45K	N		11/16/2009	N			VEHICLE S	LAS VEGA	NV	12/14/2009	12/14/2009	55236	1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10400987	FORD MO	FORD	2005	ESCAPE	1FMYU94105K	N		5/11/2010	N			ENGINE A	LEWIS RU	PA	5/16/2011	5/16/2011	100000		TL* THE C	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10409548	FORD MO	FORD	2005	ESCAPE	1FMYU94105K	N		3/23/2011	N			POWER T	WILLIAMS	PA	6/28/2011	6/28/2011		3	LETTER F	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10215132	FORD MO	FORD	2005	ESCAPE	1FMYU94125K	N		1/15/2008	N	0	0	VEHICLE S	BLACK CA	AZ	1/16/2008	1/16/2008	110000	50	CRUISE C	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10332376	FORD MO	FORD	2005	ESCAPE	1FMYU94125K	N		5/21/2010	N			ENGINE A	CUMBERL	RI	5/26/2010	5/26/2010	79000		TL*THE C	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10450634	FORD MO	FORD	2005	ESCAPE	1FMYU94135K	N		3/2/2012	N			ENGINE A	SHELBY	NC	3/7/2012	3/7/2012	150000		TL* THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10460239	FORD MO	FORD	2005	ESCAPE	1FMYU94135K	N		5/28/2012	N	0	0	ENGINE	COHOES	NY	6/1/2012	6/1/2012	75000	1	MY CAR S	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10460239	FORD MO	FORD	2005	ESCAPE	1FMYU94135K	N		5/28/2012	N	0	0	POWER T	COHOES	NY	6/1/2012	6/1/2012	75000	1	MY CAR S	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10104884	FORD MO	FORD	2005	ESCAPE	1FMYU94145K	N		12/20/2004	N			FUEL SYS	PORTLAN	OR	1/1/2005	1/1/2005		1	WE PURC	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246444	FORD MO	FORD	2005	ESCAPE	1FMYU94145K	N		10/3/2008	N	0	0	POWER T	LIBERTY	NY	10/22/2008	10/22/2008	86000	1	I WAS DRI	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10381102	FORD MO	FORD	2005	ESCAPE	1FMYU94165K	N		12/14/2010	N			ENGINE A	WILLIAMS	PA	2/8/2011	2/8/2011	79000	1	IN DECEM	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10381102	FORD MO	FORD	2005	ESCAPE	1FMYU94165K	N		12/14/2010	N			ENGINE A	WILLIAMS	PA	2/8/2011	2/8/2011	79000	1	IN DECEM	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10447522	FORD MO	FORD	2005	ESCAPE	1FMYU94185K	N		6/19/2009	N			POWER T	ALTAMON	TN	2/11/2012	2/11/2012	130000	1	WAS DIVI	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10361334	FORD MO	FORD	2005	ESCAPE	1FMYU94195K	N		5/5/2009	N			ENGINE A	ACCORD	NY	10/20/2010	10/20/2010	85000		TL*THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10169383	FORD MO	FORD	2005	ESCAPE	1FMYU941X5K	N		9/15/2006	N			ENGINE A	ASTORIA	NY	9/27/2006	9/27/2006	22000	3	DT*: THE (	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10314408	FORD MO	FORD	2005	ESCAPE	1FMYU941X5K	N		2/4/2010	N			POWER T	WALDORF	MD	2/25/2010	2/25/2010	87000	1	I HAVE A 2	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10330186	FORD MO	FORD	2005	ESCAPE	1FMYU941X5K	N		5/12/2010	N			ENGINE A	HOWARD	OH	5/12/2010	5/12/2010	118000	1	WHILE DR	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10179483	FORD MO	FORD	2005	ESCAPE	1FMZK021X5G	N		1/2/2007	N	0	0	FUEL SYS	GLENDAL	AZ	1/23/2007	1/23/2007	0	3	TL *- THE	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10191100	FORD MO	FORD	2006	ESCAPE		N		8/3/2006	N			VEHICLE S	BEREA	OH	5/3/2007	5/14/2007		6	2006 FOR	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10191100	FORD MO	FORD	2006	ESCAPE		N		8/3/2006	N			ENGINE A	BEREA	OH	5/3/2007	5/14/2007		6	2006 FOR	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10228161	FORD MO	FORD	2006	ESCAPE		N		10/5/2006	N			POWER T	WEST HA	CT	5/19/2008	5/19/2008		1	I HAVE HA	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10228161	FORD MO	FORD	2006	ESCAPE		N		10/5/2006	N			ENGINE A	WEST HA	CT	5/19/2008	5/19/2008		1	I HAVE HA	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467907	FORD MO	FORD	2006	ESCAPE		N		1/1/2008	N	0	0	VEHICLE S	LACONIA	NH	7/27/2012	7/27/2012	50000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246623	FORD MO	FORD	2006	ESCAPE		N		10/10/2008	N	0	0	POWER T	COLUMBI/	SC	10/24/2008	10/24/2008	120105	1	FOR THE	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10259794	FORD MO	FORD	2006	ESCAPE		N		2/24/2009	N	0	0	POWER T	ORTONVII	MI	2/24/2009	2/24/2009	39000	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10265069	FORD MO	FORD	2006	ESCAPE		N		4/13/2009	N	0	0	FUEL SYS	PARADISE	TX	4/13/2009	4/13/2009	33000	1	THE FOO	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10274379	FORD MO	FORD	2006	ESCAPE		N		6/19/2009	N			POWER T	ST THOM/	00	6/19/2009	6/19/2009	91000	1	2006 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10275948	FORD MO	FORD	2006	ESCAPE		N		7/1/2009	N			POWER T	BOSTON	MA	7/7/2009	7/7/2009	38000	1	BLOWN TI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10363827	FORD MO	FORD	2006	ESCAPE		N		11/3/2009	N	0	0	VEHICLE S	KATONAH	NY	11/3/2010	11/3/2010	70000		TL*THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10311644	FORD MO	FORD	2006	ESCAPE		N		1/2/2010	N			VEHICLE S	SMITHFIE	KY	2/18/2010	2/18/2010		1	2006 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10366943	FORD MO	FORD	2006	ESCAPE		N		5/1/2010	N			FUEL SYS	LUMSDEN	00	11/20/2010	11/20/2010		1	CAN NOT	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10352616	FORD MO	FORD	2006	ESCAPE		N		8/27/2010	N			FUEL SYS	WESTERV	OH	8/29/2010	8/29/2010	50000	1	FUEL TAN	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10376819	FORD MO	FORD	2006	ESCAPE		N		10/1/2010	N			VEHICLE S	AUBURN	WA	1/15/2011	1/15/2011	55000	1	2006 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10362234	FORD MO	FORD	2006	ESCAPE		N		10/25/2010	N			VEHICLE S	KANSAS (	MO	10/25/2010	10/25/2010			T	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10370796	FORD MO	FORD	2006	ESCAPE		N		12/15/2010	N			VEHICLE S	KNOXVILL	TN	12/15/2010	12/15/2010	109000	1	DRIVING (	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10372642	FORD MO	FORD	2006	ESCAPE		N		12/28/2010	N			VEHICLE S	KNOXVILL	TN	12/28/2010	12/28/2010	110000	1	I REPORT	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10442332	FORD MO	FORD	2006	ESCAPE		N		1/4/2011	N			VEHICLE S	KNOXVILL	TN	1/4/2012	1/4/2012	70000	1	DURING T	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10375408	FORD MO	FORD	2006	ESCAPE		N		1/8/2011	N			VEHICLE S	ABINGDO	MD	1/10/2011	1/10/2011	66000	12	ACCELER	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10404256	FORD MO	FORD	2006	ESCAPE		N		6/1/2011	N			ENGINE A	CONESUS	NY	6/2/2011	6/2/2011	110000	1	LESS THA	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10405989	FORD MO	FORD	2006	ESCAPE		N		6/9/2011	N			POWER T	CAMDENT	MO	6/11/2011	6/11/2011	80000	1	HAVE A 2(	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10446093	FORD MO	FORD	2006	ESCAPE		N		1/30/2012	N			POWER T	CANTON	OH	2/1/2012	2/1/2012	83333		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10451393	FORD MO	FORD	2006	ESCAPE		N		2/1/2012	N			VEHICLE S	BARTOW	FL	3/13/2012	3/13/2012	170000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10375056	FORD MO	FORD	2006	ESCAPE	1FMCU02Z66K	N		12/2/2010	N			POWER T	MALIBU	CA	1/7/2011	1/7/2011	61000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10376069	FORD MO	FORD	2006	ESCAPE	1FMCU02Z86K	N		1/7/2009	N			VEHICLE S	WASHING	DC	1/9/2011	1/9/2011	20000		GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10208786	FORD MO	FORD	2006	ESCAPE	1FMCU03116K	N		11/6/2007	N	0	0	ENGINE A	HERNAND	FL	11/13/2007	11/13/2007	80000	7	TL*THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246616	FORD MO	FORD	2006	ESCAPE	1FMCU03116K	N		12/7/2007	N	0	0	POWER T	COLUMBI/	SC	10/24/2008	10/24/2008	95703	1	SUV STAL	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246620	FORD MO	FORD	2006	ESCAPE	1FMCU03116K	N		6/2/2008	N	0	0	ENGINE A	COLUMBI/	SC	10/24/2008	10/24/2008	99716	1	ENGINE F	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246622	FORD MO	FORD	2006	ESCAPE	1FMCU03116K	N		10/13/2008	N	0	0	POWER T	COLUMBI/	SC	10/24/2008	10/24/2008	119612	1	SUV WOU	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246905	FORD MO	FORD	2006	ESCAPE	1FMCU03116K	N		10/27/2008	N	0	0	POWER T	COLUMBI/	SC	10/28/2008	10/28/2008	120220	1	FOR THE	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10342631	FORD MO	FORD	2006	ESCAPE	1FMCU03Z96K	N		7/12/2009	N			VEHICLE S	MOUNT JO	PA	7/12/2010	7/12/2010	80000		TL*THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10401888	FORD MO	FORD	2006	ESCAPE	1FMCU92Z66K	N		4/10/2008	N	0	0	VEHICLE S	BEL AIR	MD	5/16/2011	5/16/2011	32410		WHEN I A	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10289507	FORD MO	FORD	2006	ESCAPE	1FMCU93166K	N		7/9/2009	N			FUEL SYS	FARMING	NY	10/23/2009	10/23/2009	46000	1	I OWN A 2	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10288736	FORD MO	FORD	2006	ESCAPE	1FMCU93176K	N		9/28/2009	N			POWER T	PRINCE A	00	10/17/2009	10/17/2009	60655	1	MY TRANS	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467644	FORD MO	FORD	2006	ESCAPE	1FMCU93186K	N		7/16/2012	N	0	0	ENGINE	SANDY HO	NN	7/25/2012	7/25/2012	60000		TL* THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10447724	FORD MO	FORD	2006	ESCAPE	1FMFU17586L	N		11/23/2011	N			POWER T	GAINSVIL	FL	2/13/2012	2/13/2012	18000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10451433	FORD MO	FORD	2006	ESCAPE	1FMYU02Z06K	N		3/1/2007	N			VEHICLE S	BARDS TO	KY	3/13/2012	3/13/2012	18000		TL* THE C	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10263249	FORD MO	FORD	2006	ESCAPE	1FMYU02Z06K	N		1/23/2009	N	0	0	ENGINE A	STRONGS	OH	3/27/2009	3/27/2009	33392		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10322416	FORD MO	FORD	2006	ESCAPE	1FMYU02Z06K	N		11/6/2009	N			FUEL SYS	ROCKTON	IL	3/26/2010	3/26/2010	62564		WHEN I T/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10183107	FORD MO	FORD	2006	ESCAPE	1FMYU02Z16K	N		9/2/2006	N	0	0	VEHICLE S	PITTSBUR	PA	2/21/2007	2/21/2007	12553	1	ACCELER	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10183108	FORD MO	FORD	2006	ESCAPE	1FMYU02Z16K	N		2/5/2007	N	0	0	ENGINE A	PITTSBUR	PA	2/21/2007	2/21/2007	16578	1	LOUD NO	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10258786	FORD MO	FORD	2006	ESCAPE	1FMYU02Z26K	N		6/18/2006	N			VEHICLE S	LEXINGTO	SC	2/16/2009	2/16/2009	18000	1	I HAVE A 2	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10365896	FORD MO	FORD	2006	ESCAPE	1FMYU02Z26K	N		5/1/2010	N			VEHICLE S	FIFE	WA	11/16/2010	11/16/2010	55000	1	2006 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10366070	FORD MO	FORD	2006	ESCAPE	1FMYU02Z26K	N		11/6/2010	N	0	0	FUEL SYS	CLEARWA	FL	11/6/2010	11/9/2010	63350		AT APPRO	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10412016	FORD MO	FORD	2006	ESCAPE	1FMYU02Z36K	N		12/1/2010	N			ENGINE A	VINELANI	NJ	7/12/2011	7/12/2011	47000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z46K	N		1/2/2006	N			VEHICLE S	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z46K	N		1/2/2006	N			VEHICLE S	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z46K	N		1/2/2006	N			FUEL SYS	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z46K	N		1/2/2006	N			ENGINE A	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10232590	FORD MO	FORD	2006	ESCAPE	1FMYU02Z46K	N		6/22/2008	N			VEHICLE S	WINTERV	NC	6/28/2008	6/28/2008	38400	1	THE ACCE	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467867	FORD MO	FORD	2006	ESCAPE	1FMYU02Z46K	N		2/1/2011	N	0	0	VEHICLE S	GULFPOR	MS	7/26/2012	7/26/2012	60000	1	THE GAS	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10471253	FORD MO	FORD	2006	ESCAPE	1FMYU02Z56K	N		8/17/2006	N	0	0	VEHICLE S	INDIANPO	IN	8/17/2012	8/17/2012	97000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10255158	FORD MO	FORD	2006	ESCAPE	1FMYU02Z56K	N		1/15/2009	N	0	0	VEHICLE S	SPENCER	OH	1/15/2009	1/15/2009	52408	1	FORD ES	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10423957	FORD MO	FORD	2006	ESCAPE	1FMYU02Z56K	N		10/1/2010	N			VEHICLE S	MISSOUR	TX	9/6/2011	9/6/2011	45000	1	MY GAS P	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10423957	FORD MO	FORD	2006	ESCAPE	1FMYU02Z56K	N		10/1/2010	N			FUEL SYS	MISSOUR	TX	9/6/2011	9/6/2011	45000	1	MY GAS P	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10184031	FORD MO	FORD	2006	ESCAPE	1FMYU02Z76K	N		3/2/2007	N	0	0	POWER T	STEENS	MS	3/2/2007	3/2/2007	10000	3	MY 2006 F	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10363722	FORD MO	FORD	2006	ESCAPE	1FMYU02Z76K	N		12/1/2009	N			POWER T	PLAINFIEI	IL	11/2/2010	11/2/2010	72000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10372149	FORD MO	FORD	2006	ESCAPE	1FMYU02Z76K	N		6/1/2010	N			VEHICLE S	BRUNSWI	OH	12/22/2010	12/22/2010	45000	1	THE ACCE	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467851	FORD MO	FORD	2006	ESCAPE	1FMYU02Z86K	N		1/7/2008	N	0	0	VEHICLE S	JACKSON	GA	7/26/2012	7/26/2012	35000	1	ON THIS F	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10244047	FORD MO	FORD	2006	ESCAPE	1FMYU02Z86K	N		9/30/2008	N	0	0	VEHICLE S	BEAUMON	TX	9/30/2008	9/30/2008	66806		TL*THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10466503	FORD MO	FORD	2006	ESCAPE	1FMYU02Z86K	N		7/15/2010	N	0	0	VEHICLE S	SAN JOSE	CA	7/18/2012	7/18/2012	80000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10361691	FORD MO	FORD	2006	ESCAPE	1FMYU02Z86K	N		10/21/2010	N			VEHICLE S	LOMBARD	IL	10/22/2010	10/22/2010	58703	1	1. DURIN	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10423824	FORD MO	FORD	2006	ESCAPE	1FMYU02Z86K	N		9/4/2011	N			VEHICLE S	JACKSON	GA	9/6/2011	9/6/2011		9	MY 2006 F	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10304739	FORD MO	FORD	2006	ESCAPE	1FMYU02Z95K	N		11/22/2009	N			POWER T	BRIDGEVI	IL	2/3/2010	2/3/2010	40000	1	THE GAS	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10304739	FORD MO	FORD	2006	ESCAPE	1FMYU02Z95K	N		11/22/2009	N			VEHICLE S	BRIDGEVI	IL	2/3/2010	2/3/2010	40000	1	THE GAS	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10288884	FORD MO	FORD	2006	ESCAPE	1FMYU02Z96K	N		5/11/2009	N			VEHICLE S	ROGERS\	AL	10/18/2009	10/18/2009	65000	1	I AM BUYI	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10286006	FORD MO	FORD	2006	ESCAPE	1FMYU02Z96K	N		9/1/2009	N			ENGINE A	WEIRTON	WV	10/1/2009	10/1/2009	44000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10470878	FORD MO	FORD	2006	ESCAPE	1FMYU02ZX6K	N		1/1/2012	N	0	0	VEHICLE S	CHICAGO	IL	8/16/2012	8/16/2012	50000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10264474	FORD MO	FORD	2006	ESCAPE	1FMYU03106K	N		4/6/2009	N	0	0	POWER T	BEDMINS	NJ	4/8/2009	4/8/2009	64000	1	THE TOR(	Not Responsive	NHTSA	VOQ	0	0	Mechanical

DP12-006	10216597	FORD MO	FORD	2006	ESCAPE	1FMYU03126K	N	1/25/2008	N	0	0	POWER T	CORNELIU	NC	1/31/2008	1/31/2008	59550	99	AFTER TR	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10466533	FORD MO	FORD	2006	ESCAPE	1FMYU03176K	N	2/8/2011	N	0	0	VEHICLE	VAN ALST	TX	7/18/2012	7/18/2012	135000	1	WITH THE	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10466350	FORD MO	FORD	2006	ESCAPE	1FMYU03Z06K	N	4/6/2012	N	0	0	ENGINE	MESA	AZ	7/18/2012	7/18/2012	76000	1	MY FAMIL	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10343612	FORD MO	FORD	2006	ESCAPE	1FMYU03Z16K	N	1/31/2008	N			VEHICLE	WESLEY (	FL	7/16/2010	7/16/2010	38500	1	WHEN TH	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10292657	FORD MO	FORD	2006	ESCAPE	1FMYU03Z66K	N	11/16/2009	N			POWER T	JEFFERS(	GA	11/18/2009	11/18/2009	84000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10381084	FORD MO	FORD	2006	ESCAPE	1FMYU03Z66K	N	2/6/2011	N			VEHICLE	SAINT LOI	MO	2/8/2011	2/8/2011	54574	1	TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10232700	FORD MO	FORD	2006	ESCAPE	1FMYU04132K	N	5/24/2006	Y	0	0	VEHICLE	ANGOLA	NY	6/30/2008	6/30/2008	86000	1	I OWN A 2	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10450241	FORD MO	FORD	2006	ESCAPE	1FMYU92Z16K	N	3/3/2012	N			POWER T	BALTIMOF	MD	3/4/2012	3/4/2012	103700	1	FORD ES(	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10291312	FORD MO	FORD	2006	ESCAPE	1FMYU92Z36K	N	3/1/2008	N			VEHICLE	NORTHAM	PA	11/7/2009	11/7/2009	46000	1	AT ABOU	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10374606	FORD MO	FORD	2006	ESCAPE	1FMYU92Z46K	N	7/2/2008	N			ENGINE A	FAIRLESS	PA	1/4/2011	1/4/2011	46000	1	AT 9 MON	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10374612	FORD MO	FORD	2006	ESCAPE	1FMYU92Z46K	N	10/1/2009	N			VEHICLE	FAIRLESS	PA	1/4/2011	1/4/2011		1	MY GAS P	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10236499	FORD MO	FORD	2006	ESCAPE	1FMYU92Z66K	N	7/25/2008	N			POWER T	LEVITTOV	PA	7/31/2008	7/31/2008	65000	1	I WAS PUI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10252501	FORD MO	FORD	2006	ESCAPE	1FMYU92Z76K	N	11/27/2008	Y	0	0	ENGINE A	SLIGO	PA	12/22/2008	12/22/2008	59000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10226773	FORD MO	FORD	2006	ESCAPE	1FMYU92Z86K	N	5/5/2008	N	0	0	VEHICLE	JESSUP	MD	5/6/2008	5/6/2008	30000	1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10240077	FORD MO	FORD	2006	ESCAPE	1FMYU92ZX6K	N	7/13/2008	N	0	0	POWER T	SALEM	NJ	8/28/2008	8/28/2008	82000	1	AIR COND	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10196438	FORD MO	FORD	2006	ESCAPE	1FMYU93106K	N	7/9/2007	N	0	0	ENGINE A	HOLDEN	MA	7/16/2007	7/16/2007	16197	1	TL*THE C	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10196438	FORD MO	FORD	2006	ESCAPE	1FMYU93106K	N	7/9/2007	N	0	0	VEHICLE	HOLDEN	MA	7/16/2007	7/16/2007	16197	1	TL*THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10281027	FORD MO	FORD	2006	ESCAPE	1FMYU93106K	N	8/16/2009	Y			VEHICLE	LAWNSIDI	NJ	8/19/2009	8/19/2009	86000	1	I WAS DRI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10386614	FORD MO	FORD	2006	ESCAPE	1FMYU93106K	N	12/22/2010	N			POWER T	PLAIN CIT	UT	3/6/2011	3/6/2011	110000	1	ABOUT A	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10399268	FORD MO	FORD	2006	ESCAPE	1FMYU93126K	N	4/24/2011	N			POWER T	MODESTO	CA	5/5/2011	5/5/2011	65000	1	THE 2006	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10361744	FORD MO	FORD	2006	ESCAPE	1FMYU93136K	N	10/6/2006	N			FUEL SYS	PRESTON	MD	10/22/2010	10/22/2010	2		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10438508	FORD MO	FORD	2006	ESCAPE	1FMYU93136K	N	8/25/2008	N			POWER T	CAMA	CA	12/4/2011	12/4/2011		1	MY VEHIC	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10253706	FORD MO	FORD	2006	ESCAPE	1FMYU93136K	Y	10/7/2008	N	3	1	VEHICLE	MARTINS\	VA	1/4/2009	1/4/2009	29400	1	I WAS DRI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10356639	FORD MO	FORD	2006	ESCAPE	1FMYU93136K	N	9/15/2010	N			POWER T	LORAIN	OH	9/20/2010	9/20/2010	48037		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10365103	FORD MO	FORD	2006	ESCAPE	1FMYU93136K	N	11/2/2010	N			ENGINE A	SOUTH HA	NJ	11/9/2010	11/9/2010	71000	1	MY WIFE \	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10450589	FORD MO	FORD	2006	ESCAPE	1FMYU93166K	N	10/26/2010	N			POWER T	LEWISTOI	ME	3/7/2012	3/7/2012	68000	3	TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10404301	FORD MO	FORD	2006	ESCAPE	1FMYU93166K	N	3/15/2011	N			POWER T	LEWISTOI	ME	6/3/2011	6/3/2011	67000	1	TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10246786	FORD MO	FORD	2006	ESCAPE	1FMYU93186K	N	10/22/2008	N	0	0	FUEL SYS	GRANDVII	MO	10/27/2008	10/27/2008	41000	1	2006 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10284882	FORD MO	FORD	2006	ESCAPE	1FMYU93186K	N	9/22/2009	N			POWER T	HOUSTON	TX	9/22/2009	9/22/2009	58000	1	FRONT W	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10336536	FORD MO	FORD	2006	ESCAPE	1FMYU93186K	N	6/9/2010	N			POWER T	BROCKTC	MA	6/15/2010	6/15/2010	40000	1	DRIVING (	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10469685	FORD MO	FORD	2006	ESCAPE	1FMYU93196K	N	1/1/2006	N	0	0	POWER T	AMHERST	OH	8/8/2012	8/8/2012		1	THE TRU	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10469685	FORD MO	FORD	2006	ESCAPE	1FMYU93196K	N	1/1/2006	N	0	0	ENGINE	AMHERST	OH	8/8/2012	8/8/2012		1	THE TRU	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10249487	FORD MO	FORD	2006	ESCAPE	1FMYU93196K	N	9/28/2008	N	0	0	POWER T	GRAHAMS	NY	11/21/2008	11/21/2008	35860	1	SINCE BU	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10249487	FORD MO	FORD	2006	ESCAPE	1FMYU93196K	N	9/28/2008	N	0	0	ENGINE A	GRAHAMS	NY	11/21/2008	11/21/2008	35860	1	SINCE BU	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10249487	FORD MO	FORD	2006	ESCAPE	1FMYU93196K	N	9/28/2008	N	0	0	VEHICLE	GRAHAMS	NY	11/21/2008	11/21/2008	35860	1	SINCE BU	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10411969	FORD MO	FORD	2006	ESCAPE	1FMYU93196K	N	7/11/2011	N			POWER T	ST. MARY	WV	7/12/2011	7/12/2011	53900		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10341234	FORD MO	FORD	2006	ESCAPE	1FMYU931X6K	N	4/24/2010	N	0	0	ENGINE A	SUGARLC	CA	7/2/2010	7/2/2010	42175		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10399295	FORD MO	FORD	2006	ESCAPE	1FMYU931X6K	N	3/30/2011	N			POWER T	MATICK	MA	5/6/2011	5/6/2011	76000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10440115	FORD MO	FORD	2006	ESCAPE	1FMYU93Z06K	N	6/19/2011	N			VEHICLE	GREENW(	IN	12/16/2011	12/16/2011	45000	1	I HAVE A	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10440115	FORD MO	FORD	2006	ESCAPE	1FMYU93Z06K	N	6/19/2011	N			FUEL SYS	GREENW(	IN	12/16/2011	12/16/2011	45000	1	I HAVE A	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10259388	FORD MO	FORD	2006	ESCAPE	1FMYU93ZX6K	N	1/2/2009	N	0	0	VEHICLE	MACUNGI	PA	2/19/2009	2/19/2009	63500	1	ACCELER	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10362238	FORD MO	FORD	2006	ESCAPE	1FMYU94126K	N	10/21/2010	N			POWER T	RICHMON	VA	10/25/2010	10/25/2010	75700	1	VEHICLE '	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10297801	FORD MO	FORD	2006	ESCAPE	1FMYU94166K	N	12/24/2009	N			POWER T	LEVITTOV	PA	1/2/2010	1/2/2010	51287	1	WHILE DR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10424052	FORD MO	FORD	2006	ESCAPE	1FMYU94186K	N	9/5/2011	N			POWER T	HARRISOI	VA	9/7/2011	9/7/2011	64000	1	2006 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10155665	FORD MO	FORD	2006	ESCAPE	1FMYV031X6K	N	4/18/2006	N	0	0	VEHICLE	CLEVELAI	OH	4/19/2006	4/19/2006	500	1	DT*: THE	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10155665	FORD MO	FORD	2006	ESCAPE	1FMYV031X6K	N	4/18/2006	N	0	0	ENGINE A	CLEVELAI	OH	4/19/2006	4/19/2006	500	1	DT*: THE	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10297989	FORD MO	FORD	2007	ESCAPE		N	10/12/2007	N			VEHICLE	MOREHE/	KY	1/4/2010	1/4/2010	16000		TL* THE C	Driveability	NHTSA	VOQ	0	0	Mechanical
DP12-006	10289059	FORD MO	FORD	2007	ESCAPE		N	10/18/2007	N			FUEL SYS	MCDONOI	GA	10/20/2009	10/20/2009		1	HAVE 200	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10253791	FORD MO	FORD	2007	ESCAPE		N	12/31/2008	N	0	0	POWER T	STEWART	NJ	1/5/2009	1/5/2009	43000	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10255078	FORD MO	FORD	2007	ESCAPE		N	1/13/2009	N	0	0	POWER T	SEAVILLE	NJ	1/14/2009	1/14/2009	28500	1	I WAS PUI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10469142	FORD MO	FORD	2007	ESCAPE		N	7/1/2009	N	0	0	VEHICLE	REDMONI	WA	8/3/2012	8/3/2012		1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10281339	FORD MO	FORD	2007	ESCAPE		N	8/4/2009	N			POWER T	CHARLOT	NC	8/21/2009	8/21/2009	37000	1	A PIECE I	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10296404	FORD MO	FORD	2007	ESCAPE		N	12/15/2009	N			FUEL SYS	BROOKHA	NY	12/18/2009	12/18/2009	30000	1	FORD ES(	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10320648	FORD MO	FORD	2007	ESCAPE		N	3/18/2010	N			VEHICLE	SAVANNA	GA	3/18/2010	3/18/2010	35000	1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467861	FORD MO	FORD	2007	ESCAPE		N	11/8/2010	N	0	0	VEHICLE	MCKINNE	TX	7/26/2012	7/26/2012	86000	1	THE GAS	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467861	FORD MO	FORD	2007	ESCAPE		N	11/8/2010	N	0	0	FUEL/PRC	MCKINNE	TX	7/26/2012	7/26/2012	86000	1	THE GAS	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10366983	FORD MO	FORD	2007	ESCAPE		N	11/21/2010	N			FUEL SYS	LIVONIA	MI	11/21/2010	11/21/2010	60000	1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10375245	FORD MO	FORD	2007	ESCAPE		N	1/8/2011	N			FUEL SYS	GOBLES	MI	1/8/2011	1/8/2011	35000	1	2007 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10399602	FORD MO	FORD	2007	ESCAPE		N	5/4/2011	N	0	0	ENGINE A	TERRELL	TX	5/9/2011	5/9/2011	66000	1	I OWN A 2	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10437246	FORD MO	FORD	2007	ESCAPE	1FMCU02Z87K	Y	11/4/2011	N	1		POWER T	BEVERLY	FL	11/25/2011	11/25/2011	73010	1	I WAS PAI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10307656	FORD MO	FORD	2007	ESCAPE	1FMCU03ZX8K	N	2/3/2010	N			ENGINE A	ST. CLAIR	MI	2/8/2010	2/8/2010	34166	1	FLUID LE/	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10255708	FORD MO	FORD	2007	ESCAPE	1FMCU04157K	N	10/5/2007	N	0	0	ENGINE A	LITTLE RC	AR	1/20/2009	1/20/2009	21731	6	TL*THE C	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10255708	FORD MO	FORD	2007	ESCAPE	1FMCU04157K	N	10/5/2007	N	0	0	POWER T	LITTLE RC	AR	1/20/2009	1/20/2009	21731	6	TL*THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10462281	FORD MO	FORD	2007	ESCAPE	1FMCU59HX7K	N	6/15/2012	N	0	0	ENGINE	GREENW(	IN	6/19/2012	6/19/2012	100400	1	PULLED A	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10186645	FORD MO	FORD	2007	ESCAPE	1FMCU93177K	N	2/28/2007	N	0	0	OTHER	HACKENS	NJ	3/31/2007	3/31/2007		1	WE PURC	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10198819	FORD MO	FORD	2007	ESCAPE	1FMCU93187K	N	7/23/2007	N	1	0	POWER T	GUILFORI	CT	8/8/2007	8/8/2007	41	1	TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10392394	FORD MO	FORD	2007	ESCAPE	1FMY102Z77R	N	3/19/2011	N			ENGINE A	FRANKFO	IL	3/21/2011	3/21/2011	64000	1	ON 3/19/2	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10313502	FORD MO	FORD	2007	ESCAPE	1FMYU02Z07K	N	2/22/2010	N			VEHICLE	WACO	TX	2/24/2010	2/24/2010	65000	1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10313502	FORD MO	FORD	2007	ESCAPE	1FMYU02Z07K	N	2/22/2010	N			ENGINE A	WACO	TX	2/24/2010	2/24/2010	65000	1	GAS PED/	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10420910	FORD MO	FORD	2007	ESCAPE	1FMYU02Z07K	N	8/20/2011	N			ENGINE A	LINCOLN	RI	8/22/2011	8/22/2011	59000	1	I WAS DRI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10470921	FORD MO	FORD	2007	ESCAPE	1FMYU02Z17K	N	10/1/2011	N	0	0	VEHICLE	TUCSON	AZ	8/1/2012	8/9/2012		4	WHILE DR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10329823	FORD MO	FORD	2007	ESCAPE	1FMYU02Z27K	N	4/16/2009	N			VEHICLE	LAS VEGA	NV	5/10/2010	5/10/2010	79000	1	THROTTL	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10329823	FORD MO	FORD	2007	ESCAPE	1FMYU02Z27K	N	4/16/2009	N			FUEL SYS	LAS VEGA	NV	5/10/2010	5/10/2010	79000	1	THROTTL	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10360975	FORD MO	FORD	2007	ESCAPE	1FMYU02Z27K	N	9/19/2010	N			VEHICLE	FAIR PLA\	SC	10/18/2010	10/18/2010	32000	1	2007 ESC/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10433671	FORD MO	FORD	2007	ESCAPE	1FMYU02Z47K	N	1/15/2007	N			VEHICLE	SAN ANTO	TX	10/31/2011	10/31/2011	2000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10428168	FORD MO	FORD	2007	ESCAPE	1FMYU02Z57K	N	10/1/2011	N			VEHICLE	CHAPIN	SC	10/1/2011	10/1/2011	100000	1	ANYTIME	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10310283	FORD MO	FORD	2007	ESCAPE	1FMYU02Z67K	N	2/9/2010	N			VEHICLE	MARCOLA	OR	2/14/2010	2/14/2010	72000	1	ON 02/09/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10325133	FORD MO	FORD	2007	ESCAPE	1FMYU02Z67K	N	3/15/2010	N			FUEL SYS	DULUTH	GA	4/12/2010	4/12/2010			TL*THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10372663	FORD MO	FORD	2007	ESCAPE	1FMYU02ZX7K	N	12/7/2010	N			VEHICLE	WEST ALL	WI	12/28/2010	12/28/2010	45000	1	I OWN A 2	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10206088	FORD MO	FORD	2007	ESCAPE	1FMYU49H87K	N	10/1/2007	N			OTHER	WEST PAI	FL	10/11/2007	10/15/2007		1	2007 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10468333	FORD MO	FORD	2007	ESCAPE	1FMYU92Z37K	N	10/15/2010	N	0	0	FUEL/PRC	PRINCE F	MD	7/30/2012	7/30/2012	52000	1	WHEN TH	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10279069	FORD MO	FORD	2007	ESCAPE	1FMYU92Z57K	N	1/1/2009	N			FUEL SYS	AMHERST	NH	8/2/2009	8/2/2009		1	THE SUV	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10279069	FORD MO	FORD	2007	ESCAPE	1FMYU92Z57K	N	1/1/2009	N			VEHICLE	AMHERST	NH	8/2/2009	8/2/2009		1	THE SUV	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10301823	FORD MO	FORD	2007	ESCAPE	1FMYU92Z77K	N	1/20/2010	N			VEHICLE	HASTINGS	NY	1/22/2010	1/22/2010	0	1	2007 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10259416	FORD MO	FORD	2007	ESCAPE	1FMYU92ZX7K	N	2/19/2009	N	0	0	VEHICLE	CARLISLE	PA	2/20/2009	2/20/2009	46000	1	ACCELER	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10373611	FORD MO	FORD	2007	ESCAPE	1FMYU93107K	N	10/1/2009	N			FUEL SYS	RIVERHEA	NY	12/31/2010	12/31/2010	32000	1	MY VEHIC	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10307922	FORD MO	FORD	2007	ESCAPE	1FMYU93107K	N	12/27/2009	N			POWER T	MEDFORI	MA	2/9/2010	2/9/2010	21500	1	WHEN I W	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10193738	FORD MO	FORD	2007	ESCAPE	1FMYU93187K	N	1/10/2007	N	0	0	FUEL SYS	HAMBUR(	NY	6/19/2007	6/19/2007	45	10	SINC E PL	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10409093	FORD MO	FORD	2007	ESCAPE	1FMYU93197K	N	4/22/2011	N			POWER T	NEW HYD	NY	6/27/2011	6/27/2011		1	TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10298938	FORD MO	FORD	2007	ESCAPE	1FMYU94187K	N	7/15/2009	N			VEHICLE	STETTLEF	00	1/10/2010	1/10/2010	50	1	2007 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10257490	FORD MO	FORD	2007	ESCAPE	1FMYU941X7K	N	1/16/2009	N	0	0	VEHICLE	MERRITTA	GA	2/4/2009	2/4/2009	44000		TL*THE C	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10379261	FORD MO	FORD	2007	ESCAPE	1J4FA39S82P	N	1/10/2009	N			POWER T	BRUNSWI	OH	1/27/2011	1/27/2011	20000	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10303873	FORD MO	FORD	2008	ESCAPE		N	1/28/2010	N			POWER T	KUNKLET	PA	1/28/2010	1/28/2010		1	LETTER F	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10257233	FORD MO	FORD	2008	ESCAPE		N	1/4/2009	N	0	0	POWER T	SAINT LOI	MO	2/2/2009	2/2/2009	40000	1	I BROUGH	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10256671	FORD MO	FORD	2008	ESCAPE		N	1/10/2009	N			POWER T	SALEM	UT	1/28/2009	1/28/2009	48000	1	TOTAL TR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10266867	FORD MO	FORD	2008	ESCAPE		N	2/1/2009	N	0	0	POWER T	WASHING	MI	4/27/2009	4/27/2009	18000	1	I HAD COI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10258569	FORD MO	FORD	2008	ESCAPE		N	2/10/2009	N	0	0	POWER T	MECHANI	NY	2/13/2009	2/13/2009	16650	1	MY 2008 F	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10260721	FORD MO	FORD	2008	ESCAPE		N	2/28/2009	N			POWER T	MONTICEI	GA	3/4/2009	3/4/2009		1	WE BOUG	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10266865	FORD MO	FORD	2008	ESCAPE		N	4/24/2009	N	0	0	VEHICLE	WASHING	MI	4/27/2009	4/27/2009	20650	1	I WAS AC(	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10277619	FORD MO	FORD	2008	ESCAPE		N	7/16/2009	N			POWER T	ALLENDAI	MI	7/21/2009	7/21/2009	48000	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10286632	FORD MO	FORD	2008	ESCAPE		N	8/1/2009	N			ENGINE A	FAIRLAWI	OH	10/7/2009	10/7/2009	40000	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10286632	FORD MO	FORD	2008	ESCAPE		N	8/1/2009	N			POWER T	FAIRLAWI	OH	10/7/2009	10/7/2009	40000	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10314990	FORD MO	FORD	2008	ESCAPE		N	8/19/2009	N			POWER T	WINDSOR	CA	2/28/2010	2/28/2010	39000	1	GIRLFRIE	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10314990	FORD MO	FORD	2008	ESCAPE		N	8/19/2009	N			POWER T	WINDSOR	CA	2/28/2010	2/28/2010	39000	1	GIRLFRIE	Limp Home	NHTSA	VOQ	0	0	Mechanical
DP12-006	10370760	FORD MO	FORD	2008	ESCAPE		N	9/15/2009	N			FUEL SYS	FENTON	MI	12/15/2010	12/15/2010	40000		TL*THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10290269	FORD MO	FORD	2008	ESCAPE		N	9/22/2009	N			POWER T	NORMAL	IL	10/29/2009	10/29/2009	42000	1	MY 2008 F	Duplicate	NHTSA	VOQ	0	0	Mechanical

DP12-006	10290269	FORD MO	FORD	2008	ESCAPE			N	9/22/2009	N		ENGINE A	NORMAL	IL	10/29/2009	10/29/2009	42000	1	MY 2008 F	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10301975	FORD MO	FORD	2008	ESCAPE			N	10/10/2009	N		POWER T	CARY	NC	1/22/2010	1/22/2010		1	I HAVE A :	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10290036	FORD MO	FORD	2008	ESCAPE			N	10/27/2009	N		POWER T	SPRINGBO	OH	10/27/2009	10/27/2009	41250	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10315015	FORD MO	FORD	2008	ESCAPE			N	12/6/2009	N		VEHICLE :	SMITHTO\	NY	2/28/2010	2/28/2010		1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10294784	FORD MO	FORD	2008	ESCAPE			N	12/7/2009	N		POWER T	BEVERLY	MI	12/7/2009	12/7/2009		1	2008 ESC/	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10302989	FORD MO	FORD	2008	ESCAPE			N	1/14/2010	N		POWER T	BELLEVIL	IL	1/28/2010	1/28/2010	51703		DEVELOP	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10327914	FORD MO	FORD	2008	ESCAPE			N	1/20/2010	N		ENGINE A	MILLSTAD	IL	4/28/2010	4/28/2010	40000	1	I PURCHA	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10303537	FORD MO	FORD	2008	ESCAPE			N	1/29/2010	N		POWER T	LAURENS	NY	2/1/2010	2/1/2010	40000	1	PURCHAS	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10315479	FORD MO	FORD	2008	ESCAPE			N	2/3/2010	N		ENGINE A	ISLAND L/	IL	3/2/2010	3/2/2010	38000	1	I BOUGHT	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10314546	FORD MO	FORD	2008	ESCAPE			N	2/26/2010	N		POWER T	WAYNE	WV	2/26/2010	2/26/2010	42000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10315092	FORD MO	FORD	2008	ESCAPE			N	2/28/2010	N		POWER T	DULUTH	GA	3/1/2010	3/1/2010	51	2	HAVE A 2	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10332625	FORD MO	FORD	2008	ESCAPE			N	5/26/2010	N		POWER T	HAMPTON	VA	5/28/2010	5/28/2010	20000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10359205	FORD MO	FORD	2008	ESCAPE			N	5/30/2010	N		VEHICLE :	HAMPSTE	NC	10/5/2010	10/5/2010	28000	1	I OWN A 2	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10471254	FORD MO	FORD	2008	ESCAPE			N	8/17/2010	N	0	0 VEHICLE :	INDIANAP	IN	8/17/2012	8/17/2012	94000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10362213	FORD MO	FORD	2008	ESCAPE			N	10/23/2010	N		VEHICLE :	SHEBOYG	WI	10/25/2010	10/25/2010	38000	1	WHEN DR	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10369651	FORD MO	FORD	2008	ESCAPE			N	12/4/2010	N		VEHICLE :	HYATTSV	MD	12/8/2010	12/8/2010	78000	1	I HAVE A :	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10371194	FORD MO	FORD	2008	ESCAPE			N	12/13/2010	N		VEHICLE :	WERNERS	PA	12/19/2010	12/19/2010	45000	1	2008 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10375107	FORD MO	FORD	2008	ESCAPE			N	1/2/2011	N		FUEL SYS	SHORELIN	WA	1/7/2011	1/7/2011	58000	1	A BINDIN(	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10393922	FORD MO	FORD	2008	ESCAPE			N	1/5/2011	N		ENGINE A	SCHENEC	NY	4/1/2011	4/1/2011	51000		TL* THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10393568	FORD MO	FORD	2008	ESCAPE			N	2/28/2011	N		POWER T	CHESAPE	VA	3/29/2011	3/29/2011	38300		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10399999	FORD MO	FORD	2008	ESCAPE			N	5/10/2011	N		POWER T	EL PASO	TX	5/11/2011	5/11/2011	28700		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10444419	FORD MO	FORD	2008	ESCAPE			N	10/11/2011	N		VEHICLE :	CLINTON	NC	1/18/2012	1/18/2012			TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10432495	FORD MO	FORD	2008	ESCAPE			N	10/12/2011	N		POWER T	HIGHLAN(	NJ	10/23/2011	10/23/2011	104000	1	WHILE DF	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10435600	FORD MO	FORD	2008	ESCAPE			N	11/10/2011	N		POWER T	BLUFFDAI	UT	11/14/2011	11/14/2011	76000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10439129	FORD MO	FORD	2008	ESCAPE			N	12/7/2011	N		ENGINE A	SUNRISE	FL	12/9/2011	12/9/2011		1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10452506	FORD MO	FORD	2008	ESCAPE			N	3/15/2012	N		POWER T	CASTLE R	CO	3/21/2012	3/21/2012	80000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10468296	FORD MO	FORD	2008	ESCAPE			N	6/9/2012	N	0	0 VEHICLE :	NEW BOS	MI	7/30/2012	7/30/2012	65000	1	I HAD BEE	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10468296	FORD MO	FORD	2008	ESCAPE			N	6/9/2012	N	0	0 ENGINE	NEW BOS	MI	7/30/2012	7/30/2012	65000	1	I HAD BEE	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10471841	FORD MO	FORD	2008	ESCAPE			N	7/20/2012	N	0	0 POWER T	VIRGINIA	VA	8/22/2012	8/22/2012	60000	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10418249	FORD MO	FORD	2008	ESCAPE	1FMCU02Z48K	N		8/4/2011	N		POWER T	HUMACAC	PR	8/9/2011	8/9/2011	76617	1	THE FORI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10202069	FORD MO	FORD	2008	ESCAPE	1FMCU02Z68K	N		9/1/2007	N	0	0 FUEL SYS	ATLANTA	GA	9/6/2007	9/6/2007	340	1	I PURCHA	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10276794	FORD MO	FORD	2008	ESCAPE	1FMCU02Z68K	N		6/1/2009	N	0	0 VEHICLE :	ATLANTA	GA	7/14/2009	7/14/2009	29500		TL*THE C	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10276794	FORD MO	FORD	2008	ESCAPE	1FMCU02Z68K	N		6/1/2009	N	0	0 VEHICLE :	ATLANTA	GA	7/14/2009	7/14/2009	29500		TL*THE C	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10366988	FORD MO	FORD	2008	ESCAPE	1FMCU02Z68K	N		11/20/2010	N		VEHICLE :	COLUMBU	OH	11/21/2010	11/21/2010	65210	1	08 FORD I	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10260909	FORD MO	FORD	2008	ESCAPE	1FMCU02Z78K	N		3/22/2008	N	0	0 VEHICLE :	MASON	OH	3/6/2009	3/6/2009	8000	1	MY 2008 F	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10419422	FORD MO	FORD	2008	ESCAPE	1FMCU02Z88K	N		8/14/2011	N		VEHICLE :	HIGH POI	NC	8/15/2011	8/15/2011	81000	1	2ND INST/	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467921	FORD MO	FORD	2008	ESCAPE	1FMCU02Z98K	N		11/1/2009	N	0	0 VEHICLE :	MOORES\	NC	7/27/2012	7/27/2012	5000		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10245263	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX8K	N		10/11/2008	N		FUEL SYS	BAY POIN	CA	10/13/2008	10/13/2008	19821	1	SATURDA	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10273233	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX8K	N		6/4/2009	N		POWER T	CINCINNA	OH	6/9/2009	6/9/2009	40000	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10303293	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX8K	N		12/17/2009	N		VEHICLE :	GRAND IS	NY	1/30/2010	1/30/2010	40165	1	MY GAS F	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10394266	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX8K	N		4/2/2011	N		POWER T	WHITE PL	MD	4/5/2011	4/5/2011	96000		TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10285168	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		9/24/2009	N		POWER T	MANHATT	IL	9/24/2009	9/24/2009	42853	1	TRANS FL	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10291503	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		11/9/2009	N		POWER T	VERSAILL	MO	11/9/2009	11/9/2009	38000	1	MY 2008 F	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10296745	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		12/21/2009	N		POWER T	CHATHAM	LA	12/22/2009	12/22/2009		1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10369348	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		10/2/2010	N		POWER T	APO	AE	12/6/2010	12/6/2010	70000	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10359267	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		10/4/2010	N		VEHICLE :	LYNCHBU	VA	10/5/2010	10/5/2010	67000	1	MY GAS F	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10407036	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		5/1/2011	N		POWER T	FLORENC	AZ	6/15/2011	6/15/2011		1	MY FORD	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10445886	FORD MO	FORD	2008	ESCAPE	1FMCU03108K	N		1/30/2012	N		VEHICLE :	ROCHEST	MI	1/30/2012	1/30/2012	90000		TL* THE C	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10386765	FORD MO	FORD	2008	ESCAPE	1FMCU03118K	N		3/1/2011	N		POWER T	TX	TX	3/7/2011	3/7/2011	42000	1	I RECENT	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10400593	FORD MO	FORD	2008	ESCAPE	1FMCU03118K	N		5/1/2011	N		POWER T	SAN ANT(	TX	5/12/2011	5/12/2011	46167	1	LAST YEA	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10460847	FORD MO	FORD	2008	ESCAPE	1FMCU03128K	N		7/31/2008	N	0	0 VEHICLE :	HUNTING	CA	6/6/2012	6/6/2012	11152	2	TL* THE C	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10317364	FORD MO	FORD	2008	ESCAPE	1FMCU03128K	N		1/10/2010	N		POWER T	LEXINGT(	KY	3/6/2010	3/6/2010	58000	1	THE CAR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10317364	FORD MO	FORD	2008	ESCAPE	1FMCU03128K	N		1/10/2010	N		ENGINE A	LEXINGT(	KY	3/6/2010	3/6/2010	58000	1	THE CAR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10317395	FORD MO	FORD	2008	ESCAPE	1FMCU03128K	N		3/4/2010	N		POWER T	SATELLIT	FL	3/6/2010	3/6/2010	40925	1	CAR STAF	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10401046	FORD MO	FORD	2008	ESCAPE	1FMCU03128K	N		4/10/2011	N		ENGINE A	OLATHE	KS	5/16/2011	5/16/2011	64865	1	I HAVE A :	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10307681	FORD MO	FORD	2008	ESCAPE	1FMCU03138K	N		2/1/2010	N		POWER T	GROSSE I	MI	2/9/2010	2/9/2010	27412	1	LEASED 2	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10354641	FORD MO	FORD	2008	ESCAPE	1FMCU03138K	N		9/4/2010	N		POWER T	CELEBRA	FL	9/9/2010	9/9/2010	70000	1	AFTER ST	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10370712	FORD MO	FORD	2008	ESCAPE	1FMCU03138K	N		11/24/2010	N		POWER T	MARSHAL	IA	12/15/2010	12/15/2010	72771	1	I BOUGHT	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10386819	FORD MO	FORD	2008	ESCAPE	1FMCU03138K	N		3/1/2011	N		ENGINE A	BESSEME	AL	3/8/2011	3/8/2011	38900		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10393753	FORD MO	FORD	2008	ESCAPE	1FMCU03158K	N		3/21/2011	N		VEHICLE :	CINCINNA	OH	3/30/2011	3/30/2011	26500		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10433841	FORD MO	FORD	2008	ESCAPE	1FMCU03158K	N		10/25/2011	N		POWER T	ARTESIA	NM	11/1/2011	11/1/2011		1	HTTP://WV	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10249877	FORD MO	FORD	2008	ESCAPE	1FMCU03168K	N		11/25/2008	N		POWER T	OAK FORE	IL	11/25/2008	11/25/2008	20800	1	BEEN NO	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10252969	FORD MO	FORD	2008	ESCAPE	1FMCU03168K	N		12/28/2008	N	0	0 POWER T	CHULA VI	CA	12/28/2008	12/28/2008	17031	1	TODAY I I	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10374711	FORD MO	FORD	2008	ESCAPE	1FMCU03168K	N		12/1/2010	N		POWER T	VISALIA	CA	1/5/2011	1/5/2011	51000	1	A/C COND	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10374711	FORD MO	FORD	2008	ESCAPE	1FMCU03168K	N		12/1/2010	N		ENGINE A	VISALIA	CA	1/5/2011	1/5/2011	51000	1	A/C COND	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10445016	FORD MO	FORD	2008	ESCAPE	1FMCU03178K	N		12/1/2011	N	0	0 POWER T	MEMPHIS	TN	1/24/2012	1/24/2012	59000	1	FOUND PI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10298998	FORD MO	FORD	2008	ESCAPE	1FMCU03188K	N		12/26/2009	N		POWER T	TRUSSVIL	AL	1/11/2010	1/11/2010	37500	1	LEAKING `	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10316664	FORD MO	FORD	2008	ESCAPE	1FMCU03188K	N		3/1/2010	N		ENGINE A	SOUTH PI	TN	3/4/2010	3/4/2010	29000	1	THE AC/C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10398026	FORD MO	FORD	2008	ESCAPE	1FMCU03188K	N		4/11/2011	N		POWER T	LAMPASA	TX	4/27/2011	4/27/2011	44000	1	TRANSMI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10318283	FORD MO	FORD	2008	ESCAPE	1FMCU03198K	N		1/20/2010	N		POWER T	FENTON	MI	3/9/2010	3/9/2010	37000	1	VEHICLE I	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10318283	FORD MO	FORD	2008	ESCAPE	1FMCU03198K	N		1/20/2010	N		ENGINE A	FENTON	MI	3/9/2010	3/9/2010	37000	1	VEHICLE I	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10287232	FORD MO	FORD	2008	ESCAPE	1FMCU031X8K	N		10/13/2009	N		POWER T	SIERRA V	AZ	10/13/2009	10/13/2009	51175	1	THROUGH	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10300139	FORD MO	FORD	2008	ESCAPE	1FMCU031X8K	N		1/5/2010	N		POWER T	WENDELL	NC	1/18/2010	1/18/2010	44000	1	THE TRAN	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10445043	FORD MO	FORD	2008	ESCAPE	1FMCU037X9K	N		1/23/2012	N		POWER T	CHICAGO	IL	1/24/2012	1/24/2012	38000	1	MY CAR A	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10445043	FORD MO	FORD	2008	ESCAPE	1FMCU037X9K	N		1/23/2012	N		VEHICLE :	CHICAGO	IL	1/24/2012	1/24/2012	38000	1	MY CAR A	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10316908	FORD MO	FORD	2008	ESCAPE	1FMCU03Z08K	N		2/20/2008	N		FUEL SYS	BUSHKILL	PA	3/4/2010	3/4/2010	26512	1	MY 2008 E	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10316908	FORD MO	FORD	2008	ESCAPE	1FMCU03Z08K	N		2/20/2008	N		ENGINE A	BUSHKILL	PA	3/4/2010	3/4/2010	26512	1	MY 2008 E	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10368991	FORD MO	FORD	2008	ESCAPE	1FMCU03Z08K	N		10/23/2010	Y	0	0 ENGINE A	SAN DIEG	CA	12/2/2010	12/2/2010	46843	1	CAR BURI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10413741	FORD MO	FORD	2008	ESCAPE	1FMCU03Z08K	N		7/20/2011	N		VEHICLE :	FLORISSA	MO	7/20/2011	7/20/2011	120000	1	ACCELER	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10421163	FORD MO	FORD	2008	ESCAPE	1FMCU03Z08K	N		8/17/2011	N		ENGINE A	MIDDLET(	OH	8/23/2011	8/23/2011	68100	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10421163	FORD MO	FORD	2008	ESCAPE	1FMCU03Z08K	N		8/17/2011	N		POWER T	MIDDLET(	OH	8/23/2011	8/23/2011	68100	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10312328	FORD MO	FORD	2008	ESCAPE	1FMCU03Z18K	N		2/18/2010	N		POWER T	CORNELI(	NC	2/20/2010	2/20/2010	48000	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10312328	FORD MO	FORD	2008	ESCAPE	1FMCU03Z18K	N		2/18/2010	N		POWER T	CORNELI(	NC	2/20/2010	2/20/2010	48000	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10458868	FORD MO	FORD	2008	ESCAPE	1FMCU03Z18K	N		10/12/2011	N	0	0 VEHICLE :	EAS POIN	MI	5/17/2012	5/17/2012	56000		TL* THE C	Cable Issues	NHTSA	VOQ	0	0	Mechanical
DP12-006	10224978	FORD MO	FORD	2008	ESCAPE	1FMCU03Z38K	N		4/2/2008	N		FUEL SYS	LOS ANGE	CA	4/18/2008	4/18/2008	2800	1	SLOSHIN(	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10283368	FORD MO	FORD	2008	ESCAPE	1FMCU03Z38K	N		9/7/2009	N		POWER T	DEPTFOR	NJ	9/9/2009	9/9/2009	41800	1	2008 FOR	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10437603	FORD MO	FORD	2008	ESCAPE	1FMCU03Z48K	N		11/27/2011	N		VEHICLE :	GARYSBU	NC	11/28/2011	11/28/2011	36100		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10363556	FORD MO	FORD	2008	ESCAPE	1FMCU03Z58K	N		11/1/2010	N		VEHICLE :	EASTAMP	NJ	11/1/2010	11/1/2010	42000	1	ON MY 20	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10374792	FORD MO	FORD	2008	ESCAPE	1FMCU03Z58K	N		12/5/2010	N		POWER T	OPALOCK	FL	1/5/2011	1/5/2011	68000	1	TL*THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10443489	FORD MO	FORD	2008	ESCAPE	1FMCU03Z58K	N		12/7/2010	N		VEHICLE :	SRPING L	NC	1/11/2012	1/11/2012			TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10461189	FORD MO	FORD	2008	ESCAPE	1FMCU03Z58K	N		5/16/2012	N	0	0 POWER T	HOLLY	MI	6/11/2012	6/11/2012	62000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10322637	FORD MO	FORD	2008	ESCAPE	1FMCU03Z68K	N		3/29/2010	N		VEHICLE :	ATCO	NJ	3/29/2010	3/29/2010	350000	1	TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10322637	FORD MO	FORD	2008	ESCAPE	1FMCU03Z68K	N		3/29/2010	N		ENGINE A	ATCO	NJ	3/29/2010	3/29/2010	350000	1	TL* THE C	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10255926	FORD MO	FORD	2008	ESCAPE	1FMCU03Z78K	N		1/19/2009	N	0	0 POWER T	CALGARY	00	1/21/2009	1/21/2009	13500	1	THE VEHI	Not Responsive	NHTSA	VOQ	0	0	Mechanical
DP12-006	10326573	FORD MO	FORD	2008	ESCAPE	1FMCU03Z78K	N		4/20/2010	N		VEHICLE :	HARRISOI	MI	4/20/2010	4/20/2010	72000	1	MY WIFE \	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10326573	FORD MO	FORD	2008	ESCAPE	1FMCU03Z78K	N		4/20/2010	N		FUEL SYS	HARRISOI	MI	4/20/2010	4/20/2010	72000	1	MY WIFE \	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10442217	FORD MO	FORD	2008	ESCAPE	1FMCU03Z78K	N		1/3/2011	N		VEHICLE :	CALAMAZ	MI	1/3/2012	1/3/2012	22800		TL* THE C	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10467978	FORD MO	FORD	2008	ESCAPE	1FMCU03Z78K	N		7/8/2011	N	0	0 VEHICLE :	CORPUS (	TX	7/27/2012	7/27/2012	49000		TL* THE C	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10372004	FORD MO	FORD	2008	ESCAPE	1FMCU03Z88K	N		12/6/2010	N		VEHICLE :	MILFORD	MI	12/21/2010	12/21/2010	35000	1	2008 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10374437	FORD MO	FORD	2008	ESCAPE	1FMCU03Z88K	N		12/10/2010	N		VEHICLE :	BIRMINGH	AL	1/3/2011	1/3/2011	28500		2008 FOR	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10329838	FORD MO	FORD	2008	ESCAPE	1FMCU03Z98K	N		5/2/2010	N		VEHICLE :	SOUTH R(	MI	5/11/2010	5/11/2010	86500	1	GAS PED/	Sticking Pedal	NHTSA	VOQ	0	0	Mechanical
DP12-006	10329838	FORD MO	FORD	2008	ESCAPE	1FMCU03Z98K	N		5/2/2010	N		FUEL SYS	SOUTH R(	MI	5/11/2010	5/11/2010	86500	1	GAS PED/	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10426759	FORD MO	FORD	2008	ESCAPE	1FMCU03Z98K	N		9/17/2011	N		VEHICLE :	BURBANK	CA	9/22/2011	9/22/2011	30000		TL* THE C	Surging	NHTSA	VOQ	0	0	Mechanical
DP12-006	10310892	FORD MO	FORD	2008	ESCAPE	1FMCU03ZX8K	N		2/8/2010	N		ENGINE A	SAN JOSE	CA	2/16/2010	2/16/2010	49000		TL* THE C	Duplicate	NHTSA	VOQ	0	0	Mechanical
DP12-006	10310892	FORD MO	FORD	2008	ESCAPE	1FMCU03ZX8K	N		2/8/2010	N		POWER T	SAN JOSE	CA	2/16/2010	2/16/2010	49000		TL* THE C	Stalling	NHTSA	VOQ	0	0	Mechanical
DP12-006	10398419	FORD MO	FORD	2008	ESCAPE	1FMCU03ZX8K	N		4/1/2011	N		ENGINE A	CICERO	IN	5/1/2011	5/1/2011	37099	1	MY ISSUE	Not Responsive	NHTSA	VOQ	0	0	Mechanical

DP12-006	10304625	FORD MO	FORD	2008	ESCAPE	1FMCU04108K	N		1/30/2010	N			POWER T	OXNARD	CA	2/3/2010	2/3/2010	29750	1	TRANSMI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10314541	FORD MO	FORD	2008	ESCAPE	1FMCU04108K	N		2/15/2010	N			POWER T	FALLBRO	CA	2/26/2010	2/26/2010	92000	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10252015	FORD MO	FORD	2008	ESCAPE	1FMCU04118K	N		12/6/2008	N			POWER T	ISANTI	MN	12/16/2008	12/16/2008	40000	1	IN DECEM	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10261822	FORD MO	FORD	2008	ESCAPE	1FMCU04118K	N		3/14/2009	N	0	0	VEHICLE	ISANTI	MN	3/14/2009	3/14/2009	46469	1	MY WIFE	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10283836	FORD MO	FORD	2008	ESCAPE	1FMCU04118K	N		9/8/2009	N			POWER T	FRANKFO	KY	9/13/2009	9/13/2009	21776	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10283836	FORD MO	FORD	2008	ESCAPE	1FMCU04118K	N		9/8/2009	N			ENGINE A	FRANKFO	KY	9/13/2009	9/13/2009	21776	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10438850	FORD MO	FORD	2008	ESCAPE	1FMCU04118K	N		12/1/2011	N			POWER T	PIKEVILLE	NC	12/7/2011	12/7/2011	54000	1	I PURCHA	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10314638	FORD MO	FORD	2008	ESCAPE	1FMCU04138K	N		2/25/2010	N			POWER T	DUNCAN	OK	2/26/2010	2/26/2010	35400		TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10287128	FORD MO	FORD	2008	ESCAPE	1FMCU04148K	N		10/10/2009	N			POWER T	MANNING	SC	10/12/2009	10/12/2009	38000	1	THE TRAI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10292977	FORD MO	FORD	2008	ESCAPE	1FMCU04148K	N		11/13/2009	N			POWER T	EDINBURG	IN	11/20/2009	11/20/2009	46000	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10437802	FORD MO	FORD	2008	ESCAPE	1FMCU04148K	N		11/28/2011	N			POWER T	NEW ORL	LA	11/30/2011	11/30/2011		1	I WAS IN	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10437802	FORD MO	FORD	2008	ESCAPE	1FMCU04148K	N		11/28/2011	N			POWER T	NEW ORL	LA	11/30/2011	11/30/2011		1	I WAS IN	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10318510	FORD MO	FORD	2008	ESCAPE	1FMCU04158K	N		2/28/2010	N			ENGINE A	TALLAHAS	FL	3/10/2010	3/10/2010	42000	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10318510	FORD MO	FORD	2008	ESCAPE	1FMCU04158K	N		2/28/2010	N			POWER T	TALLAHAS	FL	3/10/2010	3/10/2010	42000	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10466399	FORD MO	FORD	2008	ESCAPE	1FMCU04158K	N		7/17/2012	N	0	0	POWER T	HUGHESV	MD	7/18/2012	7/18/2012	105000	1	I HAVE A	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10282888	FORD MO	FORD	2008	ESCAPE	1FMCU04168K	N		8/8/2009	N			POWER T	SAN FRAN	CA	9/4/2009	9/4/2009	36000		TL*THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10298279	FORD MO	FORD	2008	ESCAPE	1FMCU04188K	N		1/4/2010	N			POWER T	RIVERVIE	MI	1/5/2010	1/5/2010	42000		TL*THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10316262	FORD MO	FORD	2008	ESCAPE	1FMCU04198K	N		3/3/2010	N			POWER T	HUMBLE	TX	3/3/2010	3/3/2010	48410	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10396789	FORD MO	FORD	2008	ESCAPE	1FMCU041X8K	N		4/19/2011	N			POWER T	AURORA	IL	4/19/2011	4/19/2011	36451	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10261734	FORD MO	FORD	2008	ESCAPE	1FMCU49H28K	N		3/3/2009	N			POWER T	ANNAPOL	MD	3/13/2009	3/13/2009	50000	1	2008 FOR	Stalling	NHTSA VOQ		0	0	Mechanical
DP12-006	10468351	FORD MO	FORD	2008	ESCAPE	1FMCU49H48K	N		7/25/2012	N	0	0	POWER T	SEVERN	MD	7/30/2012	7/30/2012	85000		TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10232366	FORD MO	FORD	2008	ESCAPE	1FMCU49H88K	N		6/26/2008	N	0	0	ENGINE A	FRANKLIN	NY	6/26/2008	6/26/2008	39148		TL*THE C	Stalling	NHTSA VOQ		0	0	Mechanical
DP12-006	10217017	FORD MO	FORD	2008	ESCAPE	1FMCU49H98K	N		1/25/2008	N	0	0	ENGINE A	BETHPAG	NY	2/5/2008	2/5/2008	1771	3	TOTAL HY	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10256083	FORD MO	FORD	2008	ESCAPE	1FMCU92Z08K	N		1/14/2009	N	0	0	POWER T	BURNSVIL	MN	1/23/2009	1/23/2009	33000	1	I HAVE A	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10256871	FORD MO	FORD	2008	ESCAPE	1FMCU92Z28K	N		1/15/2009	N			POWER T	BURNSVIL	MN	1/29/2009	1/29/2009	27100	1	VEHICLE	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10259339	FORD MO	FORD	2008	ESCAPE	1FMCU92Z28K	N		2/11/2009	N			POWER T	BURNSVIL	MN	2/19/2009	2/19/2009	26408	1	THIS IS A	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10316107	FORD MO	FORD	2008	ESCAPE	1FMCU92Z38K	N		11/10/2009	N			POWER T	TOWSON	MD	3/3/2010	3/3/2010	47990	1	TL*THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10303423	FORD MO	FORD	2008	ESCAPE	1FMCU92Z38K	N		1/30/2010	N			FUEL SYS	MOUNTVIL	PA	1/31/2010	1/31/2010	13000	1	GAS PEDA	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10441333	FORD MO	FORD	2008	ESCAPE	1FMCU92Z38K	N		5/13/2011	N			POWER T	SWARTHM	PA	12/27/2011	12/27/2011	35000		TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10443578	FORD MO	FORD	2008	ESCAPE	1FMCU92Z48K	N		12/16/2011	N			POWER T	WEST NE	PA	1/12/2012	1/12/2012	45170	1	I NOTICEI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10446862	FORD MO	FORD	2008	ESCAPE	1FMCU92Z68K	N		12/2/2011	N			VEHICLE	FLORENC	VT	2/6/2012	2/6/2012	35643		TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10399186	FORD MO	FORD	2008	ESCAPE	1FMCU92Z78K	N		5/5/2011	N			FUEL SYS	LACEY	WA	5/5/2011	5/5/2011	42000	1	MY THRO	Sticking Pedal	NHTSA VOQ		0	0	Mechanical
DP12-006	10232539	FORD MO	FORD	2008	ESCAPE	1FMCU93108K	N		4/26/2008	N	0	0	POWER T	HOWELL	NJ	6/27/2008	6/27/2008	10		ON LEAVI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10278793	FORD MO	FORD	2008	ESCAPE	1FMCU93108K	N		7/19/2009	N			POWER T	BERLIN	NJ	7/30/2009	7/30/2009	25663	1	CAR IN RE	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10292629	FORD MO	FORD	2008	ESCAPE	1FMCU93108K	N		11/14/2009	N			VEHICLE	PORTLAN	MI	11/17/2009	11/17/2009	42000	1	RECENTL	Cable Issues	NHTSA VOQ		0	0	Mechanical
DP12-006	10317841	FORD MO	FORD	2008	ESCAPE	1FMCU93108K	N		2/1/2010	N			POWER T	BERLIN	NJ	3/8/2010	3/8/2010	32567	1	LEAK IN T	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10250713	FORD MO	FORD	2008	ESCAPE	1FMCU93118K	N		10/1/2008	N	0	0	POWER T	CHANHAN	MN	12/4/2008	12/4/2008	4800		TL*THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10260697	FORD MO	FORD	2008	ESCAPE	1FMCU93118K	N		2/9/2009	N	0	0	POWER T	STEUBEN	OH	3/4/2009	3/4/2009	43641	1	I AM FILIN	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10312034	FORD MO	FORD	2008	ESCAPE	1FMCU93118K	N		2/18/2010	N			POWER T	MINNETO	MN	2/19/2010	2/19/2010	37500	1	AUTOMAT	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10468020	FORD MO	FORD	2008	ESCAPE	1FMCU93118K	N		8/30/2011	N	0	0	POWER T	BYESVILL	OH	7/27/2012	7/27/2012	82000		TL* THE C	Surging	NHTSA VOQ		0	0	Mechanical
DP12-006	10265916	FORD MO	FORD	2008	ESCAPE	1FMCU93128K	N		1/12/2009	N	0	0	POWER T	PARK CIT	UT	4/17/2009	4/17/2009	35000	1	I PURCHA	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10259518	FORD MO	FORD	2008	ESCAPE	1FMCU93128K	N		2/18/2009	N			POWER T	BROOKLY	CT	2/21/2009	2/21/2009	41000	1	WE BOUG	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10259680	FORD MO	FORD	2008	ESCAPE	1FMCU93128K	N		2/19/2009	N	0	0	POWER T	BROOKLY	CT	2/23/2009	2/23/2009	41000		TL*THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10279701	FORD MO	FORD	2008	ESCAPE	1FMCU93128K	N		8/6/2009	N			POWER T	INDIANA	PA	8/7/2009	8/7/2009	21000	1	I HAVE TC	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10414930	FORD MO	FORD	2008	ESCAPE	1FMCU93128K	N		7/24/2011	N			VEHICLE	MINOA	NY	7/24/2011	7/24/2011	46600	1	GAS PEDA	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10471758	FORD MO	FORD	2008	ESCAPE	1FMCU93128K	N		8/20/2012	N	0	0	POWER T	FAIRFAX	VA	8/21/2012	8/21/2012	77500	1	VEHICLE	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10281158	FORD MO	FORD	2008	ESCAPE	1FMCU93138K	N		8/19/2009	N			POWER T	LITTLETO	CO	8/20/2009	8/20/2009	44381	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10281158	FORD MO	FORD	2008	ESCAPE	1FMCU93138K	N		8/19/2009	N			POWER T	LITTLETO	CO	8/20/2009	8/20/2009	44381	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10293070	FORD MO	FORD	2008	ESCAPE	1FMCU93138K	N		11/4/2009	N			POWER T	MONTGOI	NY	11/20/2009	11/20/2009	40000	1	LEAKING	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10316781	FORD MO	FORD	2008	ESCAPE	1FMCU93138K	N		3/1/2010	N			ENGINE A	HOBOKEN	NJ	3/4/2010	3/4/2010	40000	1	CAR STAF	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10316781	FORD MO	FORD	2008	ESCAPE	1FMCU93138K	N		3/1/2010	N			POWER T	HOBOKEN	NJ	3/4/2010	3/4/2010	40000	1	CAR STAF	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10462824	FORD MO	FORD	2008	ESCAPE	1FMCU93138K	N		2/20/2012	N	0	0	VEHICLE	GRAND F	ND	6/23/2012	6/23/2012	85000	1	WHEN DR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10267363	FORD MO	FORD	2008	ESCAPE	1FMCU93148K	N		4/20/2009	N	0	0	POWER T	ALGONQU	IL	4/30/2009	4/30/2009	43000	1	THE 2008	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10267363	FORD MO	FORD	2008	ESCAPE	1FMCU93148K	N		4/20/2009	N	0	0	ENGINE A	ALGONQU	IL	4/30/2009	4/30/2009	43000	1	THE 2008	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10378846	FORD MO	FORD	2008	ESCAPE	1FMCU93148K	N		12/13/2010	N			POWER T	WOODSID	NY	1/26/2011	1/26/2011	68567	1	THE CAR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10426918	FORD MO	FORD	2008	ESCAPE	1FMCU93148K	N		9/21/2011	N			POWER T	LEWIS CE	OH	9/23/2011	9/23/2011	37000	1	DEFECTIV	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10249477	FORD MO	FORD	2008	ESCAPE	1FMCU93158K	N		11/20/2008	N	0	0	POWER T	SPRINGFI	OH	11/21/2008	11/21/2008	50707	1	TRANSMI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10258757	FORD MO	FORD	2008	ESCAPE	1FMCU93158K	N		2/10/2009	N			POWER T	AVOCA	AR	2/16/2009	2/16/2009	15561	1	HAVE A 2	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10307532	FORD MO	FORD	2008	ESCAPE	1FMCU93158K	N		12/14/2009	N			POWER T	SALEM	AR	2/8/2010	2/8/2010	38117	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10433810	FORD MO	FORD	2008	ESCAPE	1FMCU93158K	N		10/30/2011	N			POWER T	TRENTON	OH	11/1/2011	11/1/2011	25000	1	PURCHAS	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10433810	FORD MO	FORD	2008	ESCAPE	1FMCU93158K	N		10/30/2011	N			ENGINE A	TRENTON	OH	11/1/2011	11/1/2011	25000	1	PURCHAS	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10307613	FORD MO	FORD	2008	ESCAPE	1FMCU93168K	N		1/25/2010	N			POWER T	BROWNS	IL	2/8/2010	2/8/2010	38500	1	I HAVE A	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10305007	FORD MO	FORD	2008	ESCAPE	1FMCU93168K	N		1/30/2010	N			POWER T	WIMBERL	TX	2/4/2010	2/4/2010	51400	1	WE OWN	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10310919	FORD MO	FORD	2008	ESCAPE	1FMCU93178K	N		2/13/2010	N			ENGINE A	SUSSEX	NJ	2/16/2010	2/16/2010	43000	1	OVER THI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10310919	FORD MO	FORD	2008	ESCAPE	1FMCU93178K	N		2/13/2010	N			POWER T	SUSSEX	NJ	2/16/2010	2/16/2010	43000	1	OVER THI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10448616	FORD MO	FORD	2008	ESCAPE	1FMCU93178K	N		2/20/2012	N			VEHICLE	HARRISBU	PA	2/21/2012	2/21/2012	53300		TL* THE C	Sticking Pedal	NHTSA VOQ		0	0	Mechanical
DP12-006	10452525	FORD MO	FORD	2008	ESCAPE	1FMCU93178K	N		3/15/2012	N	0	0	POWER T	WEST BEI	WI	3/21/2012	3/21/2012	58930	1	TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10268468	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		5/11/2009	N			POWER T	SAVANNA	GA	5/12/2009	5/12/2009	44500	1	I BOUGHT	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10281349	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		5/30/2009	N			POWER T	DAHLONE	GA	8/21/2009	8/21/2009	37500	1	TRANSMI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10289947	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		10/26/2009	N			POWER T	AURORA	CO	10/27/2009	10/27/2009	37000	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10293393	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		11/13/2009	N			ENGINE A	BAY VILLA	OH	11/24/2009	11/24/2009	49000	1	THE AC/C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10306981	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		1/28/2010	N			POWER T	FREEPOR	OH	2/6/2010	2/6/2010	39555	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10316703	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		2/1/2010	N			POWER T	SAMMAMI	WA	3/4/2010	3/4/2010	28000	1	1) LIMITEI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10316703	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		2/1/2010	N			ENGINE A	SAMMAMI	WA	3/4/2010	3/4/2010	28000	1	1) LIMITEI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10325937	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		4/15/2010	N			POWER T	ZIMMERM	MN	4/16/2010	4/16/2010	60328	1	RECENTL	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10461721	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		1/25/2012	N	0	0	POWER T	HOWELL	MI	6/14/2012	6/14/2012	102000	1	I WAS DRI	Surging	NHTSA VOQ		0	0	Mechanical
DP12-006	10461721	FORD MO	FORD	2008	ESCAPE	1FMCU93188K	N		1/25/2012	N	0	0	VEHICLE	HOWELL	MI	6/14/2012	6/14/2012	102000	1	I WAS DRI	Duplicate	NHTSA VOQ		0	0	Mechanical
DP12-006	10268215	FORD MO	FORD	2008	ESCAPE	1FMCU93198K	N		5/7/2009	N			POWER T	SAN CARL	CA	5/8/2009	5/8/2009	14444	1	I BOUGHT	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10280351	FORD MO	FORD	2008	ESCAPE	1FMCU93198K	N		7/8/2009	N			POWER T	TACOMA	WA	8/13/2009	8/13/2009	52000	1	CONDENS	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10314862	FORD MO	FORD	2008	ESCAPE	1FMCU93198K	N		8/1/2009	N			POWER T	KAILUA	HI	2/27/2010	2/27/2010	41000	1	FOR NO A	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10283031	FORD MO	FORD	2008	ESCAPE	1FMCU93198K	N		9/3/2009	N			POWER T	RIVERVIE	FL	9/6/2009	9/6/2009	40000	1	TRANSMI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10293794	FORD MO	FORD	2008	ESCAPE	1FMCU93198K	N		11/27/2009	N			POWER T	LANDER	WY	11/28/2009	11/28/2009	46300	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10369184	FORD MO	FORD	2008	ESCAPE	1FMCU93198K	N		6/1/2010	N			POWER T	ODESSA	TX	12/4/2010	12/4/2010	49500	1	I HAVE A	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10217789	FORD MO	FORD	2008	ESCAPE	1FMCU931X8K	N		2/11/2008	N	0	0	ENGINE A	SIERRA V	AZ	2/12/2008	2/12/2008	1235	2	AFTER CC	Stalling	NHTSA VOQ		0	0	Mechanical
DP12-006	10298421	FORD MO	FORD	2008	ESCAPE	1FMCU931X8K	N		1/4/2010	N			POWER T	MAPLEWO	NJ	1/6/2010	1/6/2010	37800	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10424369	FORD MO	FORD	2008	ESCAPE	1FMCU93Z38K	N		9/3/2011	N			POWER T	DANVILLE	CA	9/8/2011	9/8/2011	57550		TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10424483	FORD MO	FORD	2008	ESCAPE	1FMCU93Z38K	N		9/4/2011	N			ENGINE A	DANVILLE	CA	9/9/2011	9/9/2011	59500		TL* THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10390332	FORD MO	FORD	2008	ESCAPE	1FMCU93Z58K	N		3/11/2011	N			POWER T	CAIRO	NY	3/16/2011	3/16/2011	77000	1	I OWN A 2	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10368118	FORD MO	FORD	2008	ESCAPE	1FMCU93Z88K	N		11/29/2010	N			VEHICLE	BUFFALO	NY	11/29/2010	11/29/2010	44582	1	I WAS DRI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10434245	FORD MO	FORD	2008	ESCAPE	1FMCU93Z88K	N		10/4/2011	N			POWER T	COLLEGE	PA	11/4/2011	11/4/2011		1	I HAD PUF	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10409107	FORD MO	FORD	2008	ESCAPE	1FMCU93ZX8K	Y		5/15/2011	N	0	0	VEHICLE	STAMFOR	CT	6/27/2011	6/27/2011	33252	1	IMPORTA	Surging	NHTSA VOQ	Y	0	0	Mechanical
DP12-006	10407083	FORD MO	FORD	2008	ESCAPE	1FMCU93ZX8K	Y		5/15/2011	N	1		VEHICLE	STANFOR	CT	6/16/2011	6/16/2011	31000		TL* THE C	Surging	VOQ	NHTSA VOQ		0	0	Mechanical
DP12-006	10249091	FORD MO	FORD	2008	ESCAPE	1FMCU94128K	N		11/16/2008	N	0	0	POWER T	BELLE PL	MN	11/18/2008	11/18/2008	43245	1	SUNDAY I	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10255420	FORD MO	FORD	2008	ESCAPE	1FMCU94138K	N		1/16/2008	N	0	0	POWER T	NEW YOR	NY	1/17/2009	1/17/2009	5000	1	TRANSMI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10314636	FORD MO	FORD	2008	ESCAPE	1FMCU94148K	N		2/9/2010	N			POWER T	MAYSLAN	NJ	2/26/2010	2/26/2010	21000	1	TCCF TRA	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10326319	FORD MO	FORD	2008	ESCAPE	1FMCU94148K	N		4/5/2010	N			POWER T	SAINT MIC	MN	4/19/2010	4/19/2010	29300		TL*-THE C	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10326588	FORD MO	FORD	2008	ESCAPE	1FMCU94158K	N		12/29/2009	N			POWER T	MILFORD	NH	4/20/2010	4/20/2010	13160	3	NO PRIOF	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10324179	FORD MO	FORD	2008	ESCAPE	1FMCU94158K	N		4/5/2010	N			POWER T	LONGUEU	00	4/7/2010	4/7/2010	12600	1	FORD ESC	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10324179	FORD MO	FORD	2008	ESCAPE	1FMCU94158K	N		4/5/2010	N			POWER T	LONGUEU	00	4/7/2010	4/7/2010	12600	1	FORD ESC	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10401120	FORD MO	FORD	2008	ESCAPE	1FMCU94158K	N		5/13/2011	N			POWER T	SOUTHGA	MI	5/16/2011	5/16/2011	14065	1	I TOOK M	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10272648	FORD MO	FORD	2008	ESCAPE	1FMCU94168K	N		5/7/2009	N			POWER T	ROCKVILL	MD	6/2/2009	6/2/2009	29000	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10315073	FORD MO	FORD	2008	ESCAPE	1FMCU94168K	N		2/25/2010	N			POWER T	WINFIELD	WV	3/1/2010	3/1/2010	39500	1	2008 FOR	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10251247	FORD MO	FORD	2008	ESCAPE	1FMCU94178K	N		11/23/2008	N	0	0	POWER T	NASHUA	NH	12/9/2008	12/9/2008	40	1	TRANSMI	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10192718	FORD MO	FORD	2008	ESCAPE	4F2CZ96158K	N		6/7/2007	N			OTHER	LINCOLN	NE	6/7/2007	6/7/2007			THE NEW	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10295747	FORD MO	FORD	2008	ESCAPE	99999999999	N		10/20/2009	N			POWER T	IRVINE	CA	12/15/2009	12/15/2009	40000	1	MY 2008 F	Not Responsive	NHTSA VOQ		0	0	Mechanical
DP12-006	10308355	FORD MO	FORD	2009	ESCAPE		N		3/8/2009	N			VEHICLE	NOVI	MI	2/10/2010	2/10/2010	40	1	THE GAS	Not Responsive	NHTSA VOQ		0	0	Electronic

DP12-006	10311976	FORD MO	FORD	2009	ESCAPE			N	9/1/2009	N			POWER T	LINCOLN	ME	2/19/2010	2/19/2010	400	1	AT THE SI	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10319122	FORD MO	FORD	2009	ESCAPE			N	3/12/2010	N			POWER T	WAUKEGA	IL	3/12/2010	3/12/2010	20000	1	AT THE SI	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10319122	FORD MO	FORD	2009	ESCAPE			N	3/12/2010	N			VEHICLE :	WAUKEGA	IL	3/12/2010	3/12/2010	20000	1	AT THE SI	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10322123	FORD MO	FORD	2009	ESCAPE			N	3/22/2010	N			POWER T	AJAX	00	3/25/2010	3/25/2010	8700		WHILE TR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10348077	FORD MO	FORD	2009	ESCAPE			N	4/8/2010	N			ENGINE A	BETHESD	MD	8/8/2010	8/8/2010		1	CONTINU	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10346209	FORD MO	FORD	2009	ESCAPE			N	6/19/2010	N	0	0	VEHICLE :	RICHMON	CA	7/29/2010	7/29/2010	3000	1	A FEW MC	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10364630	FORD MO	FORD	2009	ESCAPE			N	11/1/2010	N			ENGINE A	TUCSON	AZ	11/3/2010	11/3/2010		1	2009 FOR	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10408259	FORD MO	FORD	2009	ESCAPE			N	6/1/2011	N			VEHICLE :	LEXINGTO	OH	6/21/2011	6/21/2011		5	LETTER F	Surging	NHTSA	VOQ		0	0	Electronic
DP12-006	10408259	FORD MO	FORD	2009	ESCAPE			N	6/1/2011	N			FUEL SYS	LEXINGTO	OH	6/21/2011	6/21/2011		5	LETTER F	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10408259	FORD MO	FORD	2009	ESCAPE			N	6/1/2011	N			ENGINE A	LEXINGTO	OH	6/21/2011	6/21/2011		5	LETTER F	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10446632	FORD MO	FORD	2009	ESCAPE			N	12/12/2011	N			POWER T	LELAND	NC	2/4/2012	2/4/2012	60000	1	THE TRAN	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10471210	FORD MO	FORD	2009	ESCAPE			N	8/1/2012	N	0	0	FUEL/PRC	RALEIGH	NC	8/16/2012	8/16/2012	108000	1	WHILE TR	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10471210	FORD MO	FORD	2009	ESCAPE			N	8/1/2012	N	0	0	VEHICLE :	RALEIGH	NC	8/16/2012	8/16/2012	108000	1	WHILE TR	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10471529	FORD MO	FORD	2009	ESCAPE			N	8/19/2012	N	0	0	POWER T	FISHERS	IN	8/20/2012	8/20/2012	31000	1	I WAS DRI	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10347754	FORD MO	FORD	2009	ESCAPE	1FMCU02719K		N	7/9/2010	N			ENGINE A	MILFORD	NJ	8/6/2010	8/6/2010	13600	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10369652	FORD MO	FORD	2009	ESCAPE	1FMCU02719K		N	7/10/2010	N			ENGINE A	KINGSLAN	GA	12/8/2010	12/8/2010	28000		TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10344689	FORD MO	FORD	2009	ESCAPE	1FMCU02759K		N	7/13/2010	N			POWER T	SAN LUIS	00	7/22/2010	7/22/2010	14000	1	FORD SC	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10358981	FORD MO	FORD	2009	ESCAPE	1FMCU02779K		N	10/3/2010	N			POWER T	MIAMI	FL	10/4/2010	10/4/2010	4000		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10433497	FORD MO	FORD	2009	ESCAPE	1FMCU02789K		N	11/1/2010	N			POWER T	LYONS	GA	10/28/2011	10/28/2011	58000	3	SIGNIFICA	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10334213	FORD MO	FORD	2009	ESCAPE	1FMCU02799K		N	10/12/2009	N			POWER T	CHESTER	VA	6/2/2010	6/2/2010	5184		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10420602	FORD MO	FORD	2009	ESCAPE	1FMCU03719K		N	8/15/2010	N			POWER T	BATON RO	LA	8/18/2011	8/18/2011	8260		WHILE BE	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10426293	FORD MO	FORD	2009	ESCAPE	1FMCU03739K		N	9/11/2011	N			POWER T	INKSTER	MI	9/19/2011	9/19/2011	36200	2	I WAS DRI	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10355636	FORD MO	FORD	2009	ESCAPE	1FMCU03779K		N	9/8/2010	N			POWER T	PARMA	OH	9/14/2010	9/14/2010	27080	1	I PURCHA	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10320640	FORD MO	FORD	2009	ESCAPE	1FMCU037X9K		N	4/29/2009	N			POWER T	RIVERVIE	MI	3/18/2010	3/18/2010	10000	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10407808	FORD MO	FORD	2009	ESCAPE	1FMCU037X9K		N	6/2/2011	N	0	0	FUEL SYS	TEMPERA	MI	6/14/2011	6/14/2011	24466	1	WHILE DR	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10365014	FORD MO	FORD	2009	ESCAPE	1FMCU03G19K		N	10/18/2010	N			ENGINE A	MARION	IA	11/8/2010	11/8/2010	26000	1	GOT HOM	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10360179	FORD MO	FORD	2009	ESCAPE	1FMCU03G29K		N	9/30/2010	N			POWER T	ALEXAND	VA	10/12/2010	10/12/2010	20000	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10469929	FORD MO	FORD	2009	ESCAPE	1FMCU03G29K		N	7/18/2012	N	0	0	VEHICLE :	SUGAR HI	GA	8/9/2012	8/9/2012	46354	1	WHILE DR	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10442512	FORD MO	FORD	2009	ESCAPE	1FMCU03G49K		N	10/7/2011	N			POWER T	EAST PRA	MO	1/5/2012	1/5/2012	41500	1	REPEATE	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10393722	FORD MO	FORD	2009	ESCAPE	1FMCU03G59K		N	1/20/2011	N			POWER T	SAINT LOI	MO	3/30/2011	3/30/2011	14000	1	I WAS AC	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10470846	FORD MO	FORD	2009	ESCAPE	1FMCU03G59K		N	8/10/2012	N	0	0	FUEL/PRC	CARROLL	TX	8/15/2012	8/15/2012	75094	1	WHILE DR	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10470846	FORD MO	FORD	2009	ESCAPE	1FMCU03G59K		N	8/10/2012	N	0	0	POWER T	CARROLL	TX	8/15/2012	8/15/2012	75094	1	WHILE DR	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10470846	FORD MO	FORD	2009	ESCAPE	1FMCU03G59K		N	8/10/2012	N	0	0	VEHICLE :	CARROLL	TX	8/15/2012	8/15/2012	75094	1	WHILE DR	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10369252	FORD MO	FORD	2009	ESCAPE	1FMCU03G79K		N	5/18/2010	N			POWER T	SHELBY	NE	12/5/2010	12/5/2010	16339	1	THIS 2009	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10466625	FORD MO	FORD	2009	ESCAPE	1FMCU03G79K		N	5/25/2010	N	0	0	ENGINE	WASHING	DC	7/19/2012	7/19/2012		1	I WAS SIT	Surging	NHTSA	VOQ		0	0	Electronic
DP12-006	10466625	FORD MO	FORD	2009	ESCAPE	1FMCU03G79K		N	5/25/2010	N	0	0	FUEL/PRC	WASHING	DC	7/19/2012	7/19/2012		1	I WAS SIT	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10441387	FORD MO	FORD	2009	ESCAPE	1FMCU03G99K		N	5/18/2010	N			POWER T	WOODLAN	CA	12/27/2011	12/27/2011	9626		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10456815	FORD MO	FORD	2009	ESCAPE	1FMCU03G99K		N	4/2/2012	N			ENGINE A	INDIANAP	IN	4/29/2012	4/29/2012	32791	1	INTERMI	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10456815	FORD MO	FORD	2009	ESCAPE	1FMCU03G99K		N	4/2/2012	N			POWER T	INDIANAP	IN	4/29/2012	4/29/2012	32791	1	INTERMI	Driveability	NHTSA	VOQ		0	0	Electronic
DP12-006	10452751	FORD MO	FORD	2009	ESCAPE	1FMCU04769K		N	8/29/2010	N			ENGINE A	GURNEE	IL	3/23/2012	3/23/2012	18400	2	THE TRAI	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10452751	FORD MO	FORD	2009	ESCAPE	1FMCU04769K		N	8/29/2010	N			VEHICLE :	GURNEE	IL	3/23/2012	3/23/2012	18400	2	THE TRAI	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10293379	FORD MO	FORD	2009	ESCAPE	1FMCU04G19K		N	6/4/2009	N			POWER T	ORCHARI	MI	11/24/2009	11/24/2009		3	TL* THE (	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10348696	FORD MO	FORD	2009	ESCAPE	1FMCU04G29K		N	6/18/2009	N	0	0	ENGINE A	CHARLES	SC	8/11/2010	8/11/2010	15000		TL*THE C	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10289719	FORD MO	FORD	2009	ESCAPE	1FMCU04G49K		N	10/11/2009	N			POWER T	EMERY	SD	10/25/2009	10/25/2009	14000	2	PURCHAS	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10470286	FORD MO	FORD	2009	ESCAPE	1FMCU04G49K		N	8/7/2012	N	0	0	POWER T	CORAL SF	FL	8/12/2012	8/12/2012	49082	1	WAS DRI\	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10470286	FORD MO	FORD	2009	ESCAPE	1FMCU04G49K		N	8/7/2012	N	0	0	ENGINE	CORAL SF	FL	8/12/2012	8/12/2012	49082	1	WAS DRI\	Limp Home	NHTSA	VOQ		0	0	Electronic
DP12-006	10467679	FORD MO	FORD	2009	ESCAPE	1FMCU04G79K		N	7/21/2012	N	0	0	POWER T	DAYTON	OH	7/25/2012	7/25/2012	34200	1	I HAVE OV	Limp Home	NHTSA	VOQ		0	0	Electronic
DP12-006	10351658	FORD MO	FORD	2009	ESCAPE	1FMCU04G89K		N	8/15/2010	N			POWER T	HAMPTON	VA	8/25/2010	8/25/2010	22000	1	AFTER A I	Surging	NHTSA	VOQ		0	0	Electronic
DP12-006	10430500	FORD MO	FORD	2009	ESCAPE	1FMCU04GX9K		N	9/26/2011	N			VEHICLE :	ORANGE	FL	10/17/2011	10/17/2011	37200	1	THIS IS T(	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10430500	FORD MO	FORD	2009	ESCAPE	1FMCU04GX9K		N	9/26/2011	N			ENGINE A	ORANGE	FL	10/17/2011	10/17/2011	37200	1	THIS IS T(	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10432487	FORD MO	FORD	2009	ESCAPE	1FMCU04GX9K		N	10/22/2011	N	0	0	VEHICLE :	BROOKLY	NY	10/23/2011	10/23/2011	44431	6	THE ACCE	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10248396	FORD MO	FORD	2009	ESCAPE	1FMCU49399K		N	11/10/2008	N	0	0	ENGINE A	UNION	MO	11/10/2008	11/10/2008	950	1	THIS CON	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10248396	FORD MO	FORD	2009	ESCAPE	1FMCU49399K		N	11/10/2008	N	0	0	ENGINE A	UNION	MO	11/10/2008	11/10/2008	950	1	THIS CON	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10269676	FORD MO	FORD	2009	ESCAPE	1FMCU93729K		N	5/5/2009	N			POWER T	MANNSVII	NY	5/22/2009	5/22/2009	2000	1	09 FORD I	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10436758	FORD MO	FORD	2009	ESCAPE	1FMCU93779K		N	6/30/2011	N			POWER T	HAGAMAN	NY	11/22/2011	11/22/2011	20000	2	TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10316934	FORD MO	FORD	2009	ESCAPE	1FMCU93G19K		N	2/28/2010	N			POWER T	JERSEY C	NJ	3/4/2010	3/4/2010	18000	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10346286	FORD MO	FORD	2009	ESCAPE	1FMCU93G29K		N	7/2/2010	Y			POWER T	PULASKI	VA	7/30/2010	7/30/2010	24064		TL*THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10430013	FORD MO	FORD	2009	ESCAPE	1FMCU93G29K		N	9/29/2011	N	0	0	POWER T	CAMPBEL	WI	10/13/2011	10/13/2011	22741		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10354371	FORD MO	FORD	2009	ESCAPE	1FMCU93G49K		N	8/25/2009	N			POWER T	DRUMS	PA	9/7/2010	9/7/2010	16500	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10348495	FORD MO	FORD	2009	ESCAPE	1FMCU93G69K		N	8/7/2010	N			VEHICLE :	SAULT ST	00	8/10/2010	8/10/2010	22000	2	VEHICLE /	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10348495	FORD MO	FORD	2009	ESCAPE	1FMCU93G69K		N	8/7/2010	N			POWER T	SAULT ST	00	8/10/2010	8/10/2010	22000	2	VEHICLE /	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10470371	FORD MO	FORD	2009	ESCAPE	1FMCU93G69K		N	6/12/2012	N	0	0	VEHICLE :	DEARBOF	MI	8/13/2012	8/13/2012	51500		TL* THE C	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10345964	FORD MO	FORD	2009	ESCAPE	1FMCU93G79K		N	4/18/2009	N			POWER T	OCEAN SI	NY	7/28/2010	7/28/2010	2		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10456915	FORD MO	FORD	2009	ESCAPE	1FMCU93G79K		N	11/16/2011	N			ENGINE A	RUTLAND	OH	4/30/2012	4/30/2012	20000		TL* THE C	Driveability	NHTSA	VOQ		0	0	Electronic
DP12-006	10437666	FORD MO	FORD	2009	ESCAPE	1FMCU93G79K		N	11/23/2011	N			POWER T	COLUMBU	OH	11/29/2011	11/29/2011	31500	1	TRANSMI	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10437666	FORD MO	FORD	2009	ESCAPE	1FMCU93G79K		N	11/23/2011	N			POWER T	COLUMBU	OH	11/29/2011	11/29/2011	31500	1	TRANSMI	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10462379	FORD MO	FORD	2009	ESCAPE	1FMCU93G79K		N	6/16/2012	N	0	0	POWER T	CHICAGO	IL	6/20/2012	6/20/2012	58000	1	DRIVING I	Limp Home	NHTSA	VOQ		0	0	Electronic
DP12-006	10369378	FORD MO	FORD	2009	ESCAPE	1FMCU93G89K		N	10/15/2010	N			POWER T	LOWPOIN	IL	12/6/2010	12/6/2010	24000		TL* THE C	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10292582	FORD MO	FORD	2009	ESCAPE	1FMCU93G99K		N	6/3/2009	N			POWER T	ST PETER	FL	11/17/2009	11/17/2009	1400	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10422641	FORD MO	FORD	2009	ESCAPE	1FMCU93G99K		N	10/26/2010	N			POWER T	ENGLEWO	FL	8/30/2011	8/30/2011	14000	4	TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10438795	FORD MO	FORD	2009	ESCAPE	1FMCU93G99K		N	12/5/2011	N			ENGINE A	YORK	PA	12/6/2011	12/6/2011	36000		TL* THE (	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10336109	FORD MO	FORD	2009	ESCAPE	1FMCU94729K		N	3/17/2010	N			ENGINE A	BETHESD	MD	6/13/2010	6/13/2010	500	1	2009 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10324851	FORD MO	FORD	2009	ESCAPE	1FMCU94G79K		N	3/5/2010	N			POWER T	KENMORE	WA	4/10/2010	4/10/2010	14516	1	LEFT FRO	Sticking Pedal	NHTSA	VOQ		0	0	Electronic
DP12-006	10456107	FORD MO	FORD	2009	ESCAPE	IFMCU03G69K		N	2/16/2012	N			ENGINE A	JACKSON	MS	4/23/2012	4/23/2012	99535	1	THE DAY /	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10317573	FORD MO	FORD	2010	ESCAPE			N	3/8/2010	N			POWER T	UNKNOWI	DC	3/8/2010	3/8/2010		1	2010 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10323173	FORD MO	FORD	2010	ESCAPE			N	3/30/2010	N			POWER T	WONDER	IL	3/30/2010	3/30/2010		1	2010 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10365633	FORD MO	FORD	2010	ESCAPE			N	12/19/2009	N			POWER T	DERBY	CT	11/14/2010	11/14/2010	3000	1	PURCHAS	Surging	NHTSA	VOQ		0	0	Electronic
DP12-006	10434026	FORD MO	FORD	2010	ESCAPE			N	4/1/2010	N	0	0	POWER T	WEST BL(	MI	11/2/2011	11/2/2011	12000		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10372075	FORD MO	FORD	2010	ESCAPE			Y	6/16/2010	N	2	0	VEHICLE :	FAYETTE\	NC	12/22/2010	12/22/2010	19000		TL* THE C	Surging	NHTSA	VOQ		0	0	Electronic
DP12-006	10449203	FORD MO	FORD	2010	ESCAPE			N	8/1/2010	N			VEHICLE :	NORTH AI	NJ	2/24/2012	2/24/2012	20000		TL* THE C	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10350929	FORD MO	FORD	2010	ESCAPE			N	8/19/2010	N			ENGINE A	LEBANON	PA	8/19/2010	8/19/2010		1	2010 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10373119	FORD MO	FORD	2010	ESCAPE			N	12/1/2010	N			ENGINE A	OCALA	FL	12/28/2010	12/28/2010		1	S10 DIRE(	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10465364	FORD MO	FORD	2010	ESCAPE			N	7/12/2011	N	0	0	POWER T	BENTON	KY	7/12/2012	7/12/2012	20000		TL* THE C	Driveability	NHTSA	VOQ		0	0	Electronic
DP12-006	10420929	FORD MO	FORD	2010	ESCAPE			N	8/8/2011	N			POWER T	WINTER F	FL	8/22/2011	8/22/2011	1200	1	2010 FOR	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10457760	FORD MO	FORD	2010	ESCAPE			N	5/3/2012	N			VEHICLE :	RICHMON	GA	5/8/2012	5/8/2012	48000	1	I WAS DRI	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10472734	FORD MO	FORD	2010	ESCAPE			N	8/24/2012	N	0	0	FUEL/PRC	DALLAS	TX	8/28/2012	8/28/2012	40450	1	WHILE DR	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10472734	FORD MO	FORD	2010	ESCAPE			N	8/24/2012	N	0	0	POWER T	DALLAS	TX	8/28/2012	8/28/2012	40450	1	WHILE DR	Limp Home	NHTSA	VOQ		0	0	Electronic
DP12-006	10410891	FORD MO	FORD	2010	ESCAPE	1FMCU0C74AK		N	6/30/2011	N			POWER T	WILMINGT	NC	7/7/2011	7/7/2011		1	THE AUT(	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10434933	FORD MO	FORD	2010	ESCAPE	1FMCU0C75AK		N	10/31/2011	N			ENGINE A	LAGRANG	KY	11/8/2011	11/8/2011	51302	1	AT STOP I	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10434933	FORD MO	FORD	2010	ESCAPE	1FMCU0C75AK		N	10/31/2011	N			FUEL SYS	LAGRANG	KY	11/8/2011	11/8/2011	51302	1	AT STOP I	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10361088	FORD MO	FORD	2010	ESCAPE	1FMCU0D71AK		N	10/5/2010	N			POWER T	SOUTH CH	WV	10/18/2010	10/18/2010	18000	1	TRANSMI	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10458462	FORD MO	FORD	2010	ESCAPE	1FMCU0D74AK		N	5/8/2012	N	0	0	POWER T	ASHBURN	VA	5/14/2012	5/14/2012	32700	1	I TOOK M	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10458462	FORD MO	FORD	2010	ESCAPE	1FMCU0D74AK		N	5/8/2012	N	0	0	VEHICLE :	ASHBURN	VA	5/14/2012	5/14/2012	32700	1	I TOOK M	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10347401	FORD MO	FORD	2010	ESCAPE	1FMCU0D75AK		N	3/19/2010	N			POWER T	HARTSVIL	SC	8/5/2010	8/5/2010	1000	1	TL* THE C	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10347401	FORD MO	FORD	2010	ESCAPE	1FMCU0D75AK		N	3/19/2010	N			VEHICLE :	HARTSVIL	SC	8/5/2010	8/5/2010	1000	1	TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10445066	FORD MO	FORD	2010	ESCAPE	1FMCU0D75AK		N	9/11/2010	N			POWER T	WAGONEI	OK	1/24/2012	1/24/2012	1200	1	THE VEHI	Driveability	NHTSA	VOQ		0	0	Electronic
DP12-006	10316436	FORD MO	FORD	2010	ESCAPE	1FMCU0D77AK		N	1/14/2010	N			POWER T	YUBA CIT	CA	3/4/2010	3/4/2010	242	1	I PURCHA	Driveability	NHTSA	VOQ		0	0	Electronic
DP12-006	10433752	FORD MO	FORD	2010	ESCAPE	1FMCU0D79AK		N	11/1/2010	N			POWER T	AMES	IA	11/1/2011	11/1/2011	28000	1	THE LEFT	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10455262	FORD MO	FORD	2010	ESCAPE	1FMCU0D79AK		N	3/14/2012	N			ENGINE A	COVENTR	RI	4/14/2012	4/14/2012	50000	1	WHILE DR	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10339220	FORD MO	FORD	2010	ESCAPE	1FMCU0D7XAK		N	6/19/2010	N			POWER T	DEMARES	NJ	6/20/2010	6/20/2010	7700	1	I HAVE A /	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10463435	FORD MO	FORD	2010	ESCAPE	1FMCU0DG1AK		N	6/16/2010	N	0	0	POWER T	VIRGINIA	VA	6/28/2012	6/28/2012	57000		TL* THE C	Not Responsive	NHTSA	VOQ		0	0	Electronic
DP12-006	10347563	FORD MO	FORD	2010	ESCAPE	1FMCU0DG1AK		N	7/11/2010	N			ENGINE A	GRANITE	IL	8/5/2010	8/5/2010	5000	1	ENGINE R	Surging	NHTSA	VOQ		0	0	Electronic
DP12-006	10462246	FORD MO	FORD	2010	ESCAPE	1FMCU0DG2AK		N	12/21/2011	N	0	0	ENGINE	MELBOUF	FL	6/19/2012	6/19/2012	38000	1	I HAD JUS	Duplicate	NHTSA	VOQ		0	0	Electronic
DP12-006	10466695	FORD MO	FORD	2010	ESCAPE	1FMCU0DG2AK		N	6/19/2012	N	0	0	POWER T	HOUSTON	TX	7/20/2012	7/20/2012	53000	1	DRIVING (	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10461708	FORD MO	FORD	2010	ESCAPE	1FMCU0DG3AK		N	3/24/2012	N	0	0	VEHICLE :	CUMMING	GA	6/14/2012	6/14/2012	38000		TL* THE C	Stalling	NHTSA	VOQ		0	0	Electronic
DP12-006	10339243	FORD MO	FORD	2010	ESCAPE	1FMCU0DG4AK		N	4/1/2010	N			POWER T	LAGUNA I	CA	6/20/2010	6/20/2010	3000	1	ON MARC	Sticking Pedal	NHTSA	VOQ		0	0	Electronic

DP12-006	10471281	FORD MO	FORD	2010	ESCAPE	1FMCU0DG4AK	N	8/3/2012	N	0	0	VEHICLE S	RALEIGH	NC	8/17/2012	8/17/2012	45000	1	WHILE TR	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10460744	FORD MO	FORD	2010	ESCAPE	1FMCU0DG5AK	N	6/3/2012	N	0	0	POWER T	WEST MO	LA	6/6/2012	6/6/2012	2800	2	TL* THE C	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10460744	FORD MO	FORD	2010	ESCAPE	1FMCU0DG5AK	N	6/3/2012	N	0	0	VEHICLE S	WEST MO	LA	6/6/2012	6/6/2012	2800	2	TL* THE C	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10464092	FORD MO	FORD	2010	ESCAPE	1FMCU0DG7AK	N	3/1/2012	N	0	0	VEHICLE S	LEBANON	TN	7/3/2012	7/3/2012	37000		TL* THE C	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10462340	FORD MO	FORD	2010	ESCAPE	1FMCU0DG9AK	N	6/9/2010	N	0	0	POWER T	LOUISVILI	KY	6/19/2012	6/19/2012	28000		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10406176	FORD MO	FORD	2010	ESCAPE	1FMCU0DGXAK	N	4/5/2011	N			POWER T	NEW POR	CA	6/13/2011	6/13/2011	43000	2	TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10423609	FORD MO	FORD	2010	ESCAPE	1FMCU0E78AK	N	8/1/2011	N	0	0	POWER T	SUN CITY	FL	8/31/2011	8/31/2011	12300		WHILE DR	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10422293	FORD MO	FORD	2010	ESCAPE	1FMCU0E78AK	N	8/26/2011	N			POWER T	SUN CITY	FL	8/27/2011	8/27/2011	12000	2	WHILE DR	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10462744	FORD MO	FORD	2010	ESCAPE	1FMCU0EG0AK	N	4/14/2012	N	0	0	ENGINE	NORMAN	OK	6/22/2012	6/22/2012	42000	2	I WAS GO	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10462744	FORD MO	FORD	2010	ESCAPE	1FMCU0EG0AK	N	4/14/2012	N	0	0	POWER T	NORMAN	OK	6/22/2012	6/22/2012	42000	2	I WAS GO	Stalling	NHTSA	VOQ	0	0	Electronic
DP12-006	10348307	FORD MO	FORD	2010	ESCAPE	1FMCU0EG1AK	N	4/13/2010	N			ENGINE A	MANHATT	KS	8/9/2010	8/9/2010	5000	1	PURCHAS	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10356941	FORD MO	FORD	2010	ESCAPE	1FMCU0EG1AK	N	9/20/2010	N			POWER T	OZARK	AL	9/22/2010	9/22/2010	5000	1	I PURCHA	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10469338	FORD MO	FORD	2010	ESCAPE	1FMCU0EG7AK	N	7/4/2012	N	0	0	VEHICLE S	SPRING	TX	8/6/2012	8/6/2012	68200		TL* THE C	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10469319	FORD MO	FORD	2010	ESCAPE	1FMCU0EG8AK	N	8/6/2012	N	0	0	POWER T	PLANO	TX	8/6/2012	8/6/2012	49305	1	DRIVING (	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10392323	FORD MO	FORD	2010	ESCAPE	1FMCU0EG9AK	N	3/21/2011	N			ENGINE A	ATLANTA	GA	3/21/2011	3/21/2011	8500	1	WAS STO	Stalling	NHTSA	VOQ	0	0	Electronic
DP12-006	10453652	FORD MO	FORD	2010	ESCAPE	1FMCU0EGXAK	N	3/11/2012	N			ENGINE A	MERCED	CA	3/31/2012	3/31/2012	21700	1	WHILE MA	Stalling	NHTSA	VOQ	0	0	Electronic
DP12-006	10445789	FORD MO	FORD	2010	ESCAPE	1FMCU5K36AK	N	1/2/2012	N			FUEL SYS	ARLINGT(	TX	1/29/2012	1/29/2012	19215	1	WHEN RE	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10380532	FORD MO	FORD	2010	ESCAPE	1FMCU5K39AK	N	1/31/2011	N	0	0	POWER T	REDDING	CA	1/31/2011	2/1/2011	16415		DRIVING (	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10380532	FORD MO	FORD	2010	ESCAPE	1FMCU5K39AK	N	1/31/2011	N	0	0	ENGINE A	REDDING	CA	1/31/2011	2/1/2011	16415		DRIVING (	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10310756	FORD MO	FORD	2010	ESCAPE	1FMCU93G89K	N	2/12/2010	N			POWER T	AJAX	00	2/16/2010	2/16/2010	15000	1	I HAVE HA	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10344590	FORD MO	FORD	2010	ESCAPE	1FMCU94G19K	N	7/19/2010	N			VEHICLE S	WARREN	MI	7/21/2010	7/21/2010	4292	1	NO ACCEI	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10450461	FORD MO	FORD	2010	ESCAPE	1FMCU9DG0AK	N	4/30/2010	Y	0	0	POWER T	NUTLEY	NJ	3/6/2012	3/6/2012	864		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10331736	FORD MO	FORD	2010	ESCAPE	1FMCU9DG4AK	N	5/25/2010	N			POWER T	CATONSV	MD	5/25/2010	5/25/2010		1	2010 FOR	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10467000	FORD MO	FORD	2010	ESCAPE	1FMCU9DG4AK	N	7/7/2012	N	0	0	POWER T	BOONTON	NJ	7/23/2012	7/23/2012	57000	3	A LIGHT I	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10357011	FORD MO	FORD	2010	ESCAPE	1FMCU9DG6AK	N	8/20/2010	N			POWER T	IRWIN	PA	9/22/2010	9/22/2010	11000	1	MY 2010 F	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10468391	FORD MO	FORD	2010	ESCAPE	1FMCU9DG7AK	N	5/18/2012	N	0	0	POWER T	ROSLYN	PA	7/31/2012	7/31/2012	38068	1	MY 2010 F	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10470100	FORD MO	FORD	2010	ESCAPE	1FMCU9EG2AK	N	8/9/2012	N	0	0	POWER T	MANASSA	VA	8/10/2012	8/10/2012	50000	1	WHILE DR	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10472685	FORD MO	FORD	2010	ESCAPE	1FMCU9EG9AK	N	5/14/2010	N	0	0	ENGINE A	MACOMB	MI	8/27/2012	8/27/2012	41900	1	A/C NOT (	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10463859	FORD MO	FORD	2010	ESCAPE	1FMCU9EGXAK	N	6/20/2012	N	0	0	POWER T	GAITHERS	MD	7/1/2012	7/1/2012	42471	1	DRIVER W	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10463859	FORD MO	FORD	2010	ESCAPE	1FMCU9EGXAK	N	6/20/2012	N	0	0	ENGINE	GAITHERS	MD	7/1/2012	7/1/2012	42471	1	DRIVER W	Stalling	NHTSA	VOQ	0	0	Electronic
DP12-006	10466803	FORD MO	FORD	2010	ESCAPE	IFMCU9DG1AK	N	7/4/2012	N	0	0	POWER T	LA CROSS	WI	7/20/2012	7/20/2012	29000	1	WHILE DR	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10396790	FORD MO	FORD	2011	ESCAPE		N	4/4/2011	N			ENGINE A	LEON	WV	4/19/2011	4/19/2011	2800		TL*THE C	Stalling	NHTSA	VOQ	0	0	Electronic
DP12-006	10459291	FORD MO	FORD	2011	ESCAPE		N	7/1/2011	N	0	0	ENGINE A	1783	PR	5/22/2012	5/22/2012	600	1	ON THE 5	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10470391	FORD MO	FORD	2011	ESCAPE		N	7/9/2012	N	0	0	POWER T	SAN FRAN	CA	8/13/2012	8/13/2012	9330	1	-HARSH J	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10410559	FORD MO	FORD	2011	ESCAPE	1FMCU0D75BK	N	7/3/2011	N	0	0	POWER T	PUNTA G(	FL	7/5/2011	7/5/2011	3750		TL* THE C	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10456253	FORD MO	FORD	2011	ESCAPE	1FMCU0D76BK	N	2/2/2012	N	0	0	VEHICLE S	HOUSTON	TX	4/23/2012	4/23/2012	3100		WHEN AP	Surging	NHTSA	VOQ	0	0	Electronic
DP12-006	10462444	FORD MO	FORD	2011	ESCAPE	1FMCU0DG9BK	N	6/12/2012	N	0	0	POWER T	KNOXVILL	TN	6/20/2012	6/20/2012	28848	1	WHILE I W	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10462444	FORD MO	FORD	2011	ESCAPE	1FMCU0DG9BK	N	6/12/2012	N	0	0	ENGINE	KNOXVILL	TN	6/20/2012	6/20/2012	28848	1	WHILE I W	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10467167	FORD MO	FORD	2011	ESCAPE	1FMCU0EG8BK	N	7/23/2012	N	0	0	VEHICLE S	ST. PETEF	FL	7/23/2012	7/23/2012	27000	1	WHILE TR	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10467167	FORD MO	FORD	2011	ESCAPE	1FMCU0EG8BK	N	7/23/2012	N	0	0	POWER T	ST. PETEF	FL	7/23/2012	7/23/2012	27000	1	WHILE TR	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10438666	FORD MO	FORD	2011	ESCAPE	1FMCU4K30BK	N	12/1/2011	N			FUEL SYS	CROCKET	TX	12/5/2011	12/5/2011	10340	1	AS I WAS	Stalling	NHTSA	VOQ	0	0	Electronic
DP12-006	10444773	FORD MO	FORD	2011	ESCAPE	1FMCU9C70BK	N	11/22/2010	N			POWER T	FAIRBORI	OH	1/22/2012	1/22/2012	2000	3	WHEN VE	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10456976	FORD MO	FORD	2011	ESCAPE	1FMCU9EG3BK	N	1/23/2012	N			VEHICLE S	BAYSIDE	NY	5/1/2012	5/1/2012		1	LAST YEA	Sticking Pedal	NHTSA	VOQ	0	0	Electronic
DP12-006	10456976	FORD MO	FORD	2011	ESCAPE	1FMCU9EG3BK	N	1/23/2012	N			FUEL SYS	BAYSIDE	NY	5/1/2012	5/1/2012		1	LAST YEA	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10456976	FORD MO	FORD	2011	ESCAPE	1FMCU9EG3BK	N	1/23/2012	N			POWER T	BAYSIDE	NY	5/1/2012	5/1/2012		1	LAST YEA	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10415991	FORD MO	FORD	2011	ESCAPE	1FMCU9EG5BK	N	7/23/2011	N	0	0	POWER T	DEERFIEL	IL	7/26/2011	7/27/2011	7600	1	WHILE TC	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10413951	FORD MO	FORD	2011	ESCAPE	1J4GZ5850WC	Y	5/14/2011	N			VEHICLE S	WILMINGT	NC	7/21/2011	7/21/2011	50	1	TL* THE C	Surging	NHTSA	VOQ	0	0	Electronic
DP12-006	10472691	FORD MO	FORD	2012	ESCAPE		N	8/27/2012	N	0	0	ENGINE	DARIEN	IL	8/27/2012	8/27/2012	1000	1	WHEN DR	Limp Home	NHTSA	VOQ	0	0	Electronic
DP12-006	10472691	FORD MO	FORD	2012	ESCAPE		N	8/27/2012	N	0	0	POWER T	DARIEN	IL	8/27/2012	8/27/2012	1000	1	WHEN DR	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10462911	FORD MO	FORD	2012	ESCAPE	1FMCU0D72CK	Y	6/10/2012	N	0	0	POWER T	WOODST(	MD	6/24/2012	6/24/2012	3500	1	VEHICLE '	Not Responsive	NHTSA	VOQ	0	0	Electronic
DP12-006	10449214	FORD MO	FORD	2012	ESCAPE	1FMCU9DG1CK	N	11/30/2011	N	0	0	ENGINE A	WOLFEBC	NH	2/24/2012	2/24/2012	500	1	TL* THE C	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10449214	FORD MO	FORD	2012	ESCAPE	1FMCU9DG1CK	N	11/30/2011	N	0	0	POWER T	WOLFEBC	NH	2/24/2012	2/24/2012	500	1	TL* THE C	Duplicate	NHTSA	VOQ	0	0	Electronic
DP12-006	10449214	FORD MO	FORD	2012	ESCAPE	1FMCU9DG1CK	N	11/30/2011	N	0	0	VEHICLE S	WOLFEBC	NH	2/24/2012	2/24/2012	500	1	TL* THE C	Driveability	NHTSA	VOQ	0	0	Electronic

Inquiry	ODINO	MFR_NAM	MAKET	YEAR	MODELTX	VIN	CR	FAILDATE	FIF	INJ	DE	COMPDES	CITY	STA	LDATE	DATEA	MILES	OC	FC	SUMMARY	Ca	D	Source	Alle	All	Alle	All
DP12-006	10152994	FORD MO	FORD	2005	ESCAPE		Y	1/1/1901	N			OTHER	FREMONT	CA	3/2/2006	3/8/2006		1		2005 ESC	Z		NHTSA	VOQ		0	0
DP12-006	10257928	FORD MO	FORD	2005	ESCAPE		N	1/1/1901	N			POWER TI	PORTLAN	OR	2/6/2009	2/6/2009		1		LETTER O	Z		NHTSA	VOQ		0	0
DP12-006	10176437	FORD MO	FORD	2005	ESCAPE		N	1/1/1901	N			VEHICLE S	UNKNOWI	DC	12/5/2006	12/12/2006		1		2005 ESC	E		NHTSA	VOQ		0	0
DP12-006	10101895	FORD MO	FORD	2005	ESCAPE		Y	11/22/2004	N	0	0	VEHICLE S	FAIRFIELI	PA	12/1/2004	12/1/2004	8800	2		WHILE PU	B		NHTSA	VCY		0	0
DP12-006	10103073	FORD MO	FORD	2005	ESCAPE		N	12/9/2004	N	0	0	ENGINE A	ABINGDOI	VA	12/16/2004	12/16/2004	8000	2		I WAS DRI	A		NHTSA	VOQ		0	0
DP12-006	10110516	FORD MO	FORD	2005	ESCAPE		N	2/9/2005	N			POWER TI	CEDAR R/	IA	2/14/2005	2/14/2005	500	1		VEHICLE I	Z		NHTSA	VOQ		0	0
DP12-006	10115885	FORD MO	FORD	2005	ESCAPE		Y	3/24/2005	N	0	0	POWER TI	COLORAD	CO	3/25/2005	3/25/2005	9000	1		WHILE PU	Z		NHTSA	VOQ		0	0
DP12-006	10117496	FORD MO	FORD	2005	ESCAPE		N	3/24/2005	N	0	0	VEHICLE S	BALTIMOI	MD	4/6/2005	4/6/2005	10500	3		VEHICLE /	B		NHTSA	VOQ		0	0
DP12-006	10145037	FORD MO	FORD	2005	ESCAPE		N	12/9/2005	N			ENGINE A	VANCOUV	WA	12/12/2005	12/12/2005	25000	1		DT: THE C	A		NHTSA	VOQ		0	0
DP12-006	10149625	FORD MO	FORD	2005	ESCAPE		N	2/7/2006	N			FUEL SYS	PHILA	PA	2/7/2006	2/7/2006	5000	1		FUEL MILI	Z		NHTSA	VOQ		0	0
DP12-006	10165825	FORD MO	FORD	2005	ESCAPE		N	6/26/2006	N			POWER TI	APPLE VA	CA	8/14/2006	8/16/2006	4800	1		2005 FORI	Z		NHTSA	VOQ		0	0
DP12-006	10174258	FORD MO	FORD	2005	ESCAPE		N	11/14/2006	N	0	0	POWER TI	TALLAHAS	FL	11/25/2006	11/25/2006	27000	2		THE TRAN	Z		NHTSA	VOQ		0	0
DP12-006	10176373	FORD MO	FORD	2005	ESCAPE		N	12/18/2006	N	0	0	VEHICLE S	CLENDEN	WV	12/18/2006	12/18/2006		10		GAS PED/	E		NHTSA	VOQ		0	0
DP12-006	10214409	FORD MO	FORD	2005	ESCAPE		N	1/3/2008	N			ENGINE A	MILTON	VT	1/10/2008	1/10/2008		1		I BOUGHT	C		NHTSA	VOQ		0	0
DP12-006	10260746	FORD MO	FORD	2005	ESCAPE		N	2/14/2008	N	0	0	VEHICLE S	KEYSTON	FL	3/4/2009	3/4/2009		1		2005 FORI	E		NHTSA	VOQ		0	0
DP12-006	10219625	FORD MO	FORD	2005	ESCAPE		N	2/25/2008	N			ENGINE A	PRINCE G	VA	2/28/2008	2/28/2008		1		MY 2005 F	C		NHTSA	VOQ		0	0
DP12-006	10281465	FORD MO	FORD	2005	ESCAPE		N	8/4/2008	N			ENGINE A	LAKE PLE	NY	8/23/2009	8/23/2009		1		I HAVE A	Z		NHTSA	VOQ		0	0
DP12-006	10294131	FORD MO	FORD	2005	ESCAPE		N	1/1/2009	N			POWER TI	PHILADEL	PA	12/1/2009	12/1/2009	72000			TL* THE C	Z		NHTSA	VOQ		0	0
DP12-006	10280333	FORD MO	FORD	2005	ESCAPE		N	7/26/2009	N			POWER TI	NOKESVIL	VA	8/13/2009	8/13/2009	93255	1		TAKING O	Z		NHTSA	VOQ		0	0
DP12-006	10448938	FORD MO	FORD	2005	ESCAPE		N	10/19/2009	N			VEHICLE S	LANHAM	MD	2/22/2012	2/22/2012	30	1		FIRST TIM	E		NHTSA	VOQ		0	0
DP12-006	10289782	FORD MO	FORD	2005	ESCAPE		N	10/25/2009	N			FUEL SYS	S LEBANC	OH	10/26/2009	10/26/2009	42500	1		I OWN A 2	E		NHTSA	VOQ		0	0
DP12-006	10290404	FORD MO	FORD	2005	ESCAPE		Y	10/30/2009	N			VEHICLE S	ST PAUL	MN	10/30/2009	10/30/2009	60000			TL* THE C	B		NHTSA	VCY		0	0
DP12-006	10293677	FORD MO	FORD	2005	ESCAPE		N	11/26/2009	N			VEHICLE S	KENANSV	NC	11/27/2009	11/27/2009	104000	1		ACCELER	E		NHTSA	VOQ		0	0
DP12-006	10334098	FORD MO	FORD	2005	ESCAPE		N	11/28/2009	N			VEHICLE S	BELLEVILI	MI	6/1/2010	6/1/2010		1		WE HAD T	E		NHTSA	VOQ		0	0
DP12-006	10295103	FORD MO	FORD	2005	ESCAPE		N	12/9/2009	N			VEHICLE S	HAMILTOI	NJ	12/9/2009	12/9/2009	75000	1		ACCELER	E		NHTSA	VOQ		0	0
DP12-006	10384672	FORD MO	FORD	2005	ESCAPE		N	1/7/2010	N			POWER TI	CHANDLE	AZ	2/27/2011	2/27/2011		5		DRIVING \	Z		NHTSA	VOQ		0	0
DP12-006	10384672	FORD MO	FORD	2005	ESCAPE		N	1/7/2010	N			POWER TI	CHANDLE	AZ	2/27/2011	2/27/2011		5		DRIVING \	D		NHTSA	VOQ		0	0
DP12-006	10334700	FORD MO	FORD	2005	ESCAPE		N	6/2/2010	N			FUEL SYS	EAGLE LA	MN	6/5/2010	6/5/2010	43000	1		THE GAS	D		NHTSA	VOQ		0	0
DP12-006	10334700	FORD MO	FORD	2005	ESCAPE		N	6/2/2010	N			VEHICLE S	EAGLE LA	MN	6/5/2010	6/5/2010	43000	1		THE GAS	E		NHTSA	VOQ		0	0
DP12-006	10372570	FORD MO	FORD	2005	ESCAPE		N	6/27/2010	N			ENGINE A	MATTHEW	NC	12/27/2010	12/27/2010	90000			TL*THE C	C		NHTSA	VOQ		0	0
DP12-006	10346210	FORD MO	FORD	2005	ESCAPE		N	7/28/2010	N			POWER TI	MD. CITY	MD	7/29/2010	7/29/2010	2519	1		2005 FORI	C		NHTSA	VOQ		0	0
DP12-006	10378591	FORD MO	FORD	2005	ESCAPE		N	8/3/2010	N			ENGINE A	SAINT PAI	MN	1/25/2011	1/25/2011	84000			TL* THE C	Z		NHTSA	VOQ		0	0
DP12-006	10435052	FORD MO	FORD	2005	ESCAPE		N	9/8/2010	N			VEHICLE S	BATTLE C	MI	11/9/2011	11/9/2011	80000	1		STICKING	E		NHTSA	VOQ		0	0
DP12-006	10435052	FORD MO	FORD	2005	ESCAPE		N	9/8/2010	N			FUEL SYS	BATTLE C	MI	11/9/2011	11/9/2011	80000	1		STICKING	D		NHTSA	VOQ		0	0
DP12-006	10373537	FORD MO	FORD	2005	ESCAPE		N	10/1/2010	N			ENGINE A	VAN NUYS	CA	12/30/2010	12/30/2010	75000			TL*THE C	A		NHTSA	VOQ		0	0
DP12-006	10369102	FORD MO	FORD	2005	ESCAPE		N	12/1/2010	N			FUEL SYS	MN	MN	12/3/2010	12/3/2010	110000	1		WHEN WE	D		NHTSA	VOQ		0	0
DP12-006	10369102	FORD MO	FORD	2005	ESCAPE		N	12/1/2010	N			VEHICLE S	MN	MN	12/3/2010	12/3/2010	110000	1		WHEN WE	E		NHTSA	VOQ		0	0
DP12-006	10443788	FORD MO	FORD	2005	ESCAPE		N	12/13/2010	N			VEHICLE S	MIDDLETO	OH	1/14/2012	1/14/2012	110000	1		THE FIRS	Z		NHTSA	VOQ		0	0
DP12-006	10443788	FORD MO	FORD	2005	ESCAPE		N	12/13/2010	N			ENGINE A	MIDDLETO	OH	1/14/2012	1/14/2012	110000	1		THE FIRS	A		NHTSA	VOQ		0	0
DP12-006	10385050	FORD MO	FORD	2005	ESCAPE		N	2/1/2011	N			VEHICLE S	FPO	AE	2/24/2011	2/24/2011				IT FEELS I	E		NHTSA	VOQ		0	0
DP12-006	10384755	FORD MO	FORD	2005	ESCAPE		N	2/21/2011	N			ENGINE A	LENOX	MA	2/28/2011	2/28/2011	117000			TL*THE C	A		NHTSA	VOQ		0	0
DP12-006	10403174	FORD MO	FORD	2005	ESCAPE		N	3/23/2011	N			POWER TI	WILLIAMS	PA	5/20/2011	5/20/2011		1		EMAIL FRI	Z		NHTSA	VOQ		0	0
DP12-006	10403174	FORD MO	FORD	2005	ESCAPE		N	3/23/2011	N			ENGINE A	WILLIAMS	PA	5/20/2011	5/20/2011		1		EMAIL FRI	Z		NHTSA	VOQ		0	0
DP12-006	10399138	FORD MO	FORD	2005	ESCAPE		N	4/29/2011	N			ENGINE A	GETTYSBI	PA	5/4/2011	5/4/2011	54000			TL*THE C	A		NHTSA	VOQ		0	0
DP12-006	10400918	FORD MO	FORD	2005	ESCAPE		N	5/8/2011	N			ENGINE A	ONTARIO	CA	5/15/2011	5/15/2011		1		2005 FORI	Z		NHTSA	VOQ		0	0
DP12-006	10433381	FORD MO	FORD	2005	ESCAPE		N	11/1/2011	N			ENGINE A	WASHING	DC	11/1/2011	11/1/2011		1		2005 FORI	A		NHTSA	VOQ		0	0
DP12-006	10443136	FORD MO	FORD	2005	ESCAPE		N	1/9/2012	N			ENGINE A	TUNKHAN	PA	1/9/2012	1/9/2012	71000			TL* THE C	Z		NHTSA	VOQ		0	0
DP12-006	10446892	FORD MO	FORD	2005	ESCAPE		N	2/6/2012	N			ENGINE A	ELKS GR	CA	2/6/2012	2/6/2012	123000			TL* THE C	C		NHTSA	VOQ		0	0
DP12-006	10448012	FORD MO	FORD	2005	ESCAPE		N	2/11/2012	N			ENGINE A	YORK	PA	2/15/2012	2/15/2012	158000	1		MY WIFE \	D		NHTSA	VOQ		0	0
DP12-006	10448012	FORD MO	FORD	2005	ESCAPE		N	2/11/2012	N			POWER TI	YORK	PA	2/15/2012	2/15/2012	158000	1		MY WIFE \	A		NHTSA	VOQ		0	0
DP12-006	10453937	FORD MO	FORD	2005	ESCAPE		N	3/5/2012	N			ENGINE A	HIGH POI	NC	4/3/2012	4/3/2012	220000	1		DRIVING /	A		NHTSA	VOQ		0	0
DP12-006	10452098	FORD MO	FORD	2005	ESCAPE		N	3/18/2012	N			ENGINE A	COVINGT	KY	3/18/2012	3/18/2012		2		2ND SPAF	Z		NHTSA	VOQ		0	0
DP12-006	10455509	FORD MO	FORD	2005	ESCAPE		N	4/3/2012	N	0	0	VEHICLE S	ELIZABET	NC	4/17/2012	4/17/2012	80000			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10457358	FORD MO	FORD	2005	ESCAPE		N	4/28/2012	N			ENGINE A	ANTIOCH	CA	5/3/2012	5/3/2012	90000	1		I WAS HE/	D		NHTSA	VOQ		0	0
DP12-006	10465222	FORD MO	FORD	2005	ESCAPE		N	7/9/2012	N	0	0	POWER TI	MAULDIN	SC	7/11/2012	7/11/2012	24000	1		THE VEHI	Z		NHTSA	VOQ		0	0
DP12-006	10467134	FORD MO	FORD	2005	ESCAPE		N	7/21/2012	N	0	0	ENGINE A	OVIEDO	FL	7/23/2012	7/23/2012	130000	1		WHILE DR	A		NHTSA	VOQ		0	0
DP12-006	10472059	FORD MO	FORD	2005	ESCAPE		N	8/12/2012	N	0	0	ENGINE	BROOKLY	NY	8/23/2012	8/23/2012	82000			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10211492	FORD MO	FORD	2005	ESCAPE	1111111111	N	12/6/2007	N	0	0	POWER TI	STAFFORI	TX	12/11/2007	12/11/2007	52000	1		I BOUGHT	Z		NHTSA	VOQ		0	0
DP12-006	10211492	FORD MO	FORD	2005	ESCAPE	1111111111	N	12/6/2007	N	0	0	POWER TI	STAFFORI	TX	12/11/2007	12/11/2007	52000	1		I BOUGHT	D		NHTSA	VOQ		0	0
DP12-006	10214163	FORD MO	FORD	2005	ESCAPE	1FMCU02Z2	N	12/2/2007	N	0	0	VEHICLE S	SAN JOSE	CA	1/8/2008	1/8/2008		10		GAS PED/	E		NHTSA	VOQ		0	0
DP12-006	10317708	FORD MO	FORD	2005	ESCAPE	1FMCU02Z2	N	3/5/2010	N			FUEL SYS	LINDEN	CA	3/8/2010	3/8/2010	40000	4		FORD ESC	E		NHTSA	VOQ		0	0
DP12-006	10370867	FORD MO	FORD	2005	ESCAPE	1FMCU02Z2	N	11/10/2010	N			VEHICLE S	DEER PAF	TX	12/16/2010	12/16/2010	20000	1		THE ACCE	E		NHTSA	VOQ		0	0
DP12-006	10280528	FORD MO	FORD	2005	ESCAPE	1FMCU02Z5	N	8/8/2009	N			ENGINE A	BALTIMOI	MD	8/15/2009	8/15/2009	43000	1		2005 FORI	Z		NHTSA	VOQ		0	0
DP12-006	10325129	FORD MO	FORD	2005	ESCAPE	1FMCU02Z5	N	4/10/2010	N			FUEL SYS	DULUTH	GA	4/12/2010	4/12/2010	76000			TL*THE C	E		NHTSA	VOQ		0	0
DP12-006	10436671	FORD MO	FORD	2005	ESCAPE	1FMCU0310	N	11/8/2011	N			POWER TI	PALESTIN	TX	11/21/2011	11/21/2011	151000	1		DRIVING I	A		NHTSA	VOQ		0	0
DP12-006	10458526	FORD MO	FORD	2005	ESCAPE	1FMCU0312	N	6/1/2005	N	0	0	ENGINE	KANSAS C	MO	5/15/2012	5/15/2012	26000			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10418575	FORD MO	FORD	2005	ESCAPE	1FMCU0313	N	7/29/2011	N			ENGINE A	NORTH M	SC	8/11/2011	8/11/2011	120000			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10122132	FORD MO	FORD	2005	ESCAPE	1FMCU0317	N	3/5/2005	N			ENGINE A	CLEVELAI	NC	7/8/2005	5/25/2005	11000	7		DT: WHILE	A		NHTSA	VOQ		0	0
DP12-006	10138011	FORD MO	FORD	2005	ESCAPE	1FMCU0318	N	8/8/2005	N			POWER TI	SAN DIEG	CA	9/28/2005	9/28/2005	6710	2		PURCHAS	Z		NHTSA	VOQ		0	0
DP12-006	10466359	FORD MO	FORD	2005	ESCAPE	1FMCU0318	N	7/10/2010	N	0	0	VEHICLE S	LA FAYET	IN	7/18/2012	7/18/2012	140000			TL* THE C	Z		NHTSA	VOQ		0	0
DP12-006	10322780	FORD MO	FORD	2005	ESCAPE	1FMCU0319	N	3/23/2010	Y			ENGINE A	TOMBALL	TX	3/30/2010	3/30/2010	117000	1		VEHICLE I	Z		NHTSA	VOQ		0	0
DP12-006	10465328	FORD MO	FORD	2005	ESCAPE	1FMCU031X	N	6/22/2012	N	0	0	FUEL/PRC	LITTLE RC	AR	7/11/2012	7/11/2012	94587	1		WE WERE	D		NHTSA	VOQ		0	0
DP12-006	10465328	FORD MO	FORD	2005	ESCAPE	1FMCU031X	N	6/22/2012	N	0	0	ENGINE	LITTLE RC	AR	7/11/2012	7/11/2012	94587	1		WE WERE	A		NHTSA	VOQ		0	0
DP12-006	10465328	FORD MO	FORD	2005	ESCAPE	1FMCU031X	N	6/22/2012	N	0	0	POWER TI	LITTLE RC	AR	7/11/2012	7/11/2012	94587	1		WE WERE	D		NHTSA	VOQ		0	0
DP12-006	10446830	FORD MO	FORD	2005	ESCAPE	1FMCU0411	N	2/6/2012	N			ENGINE A	SAN DIEM	CA	2/6/2012	2/6/2012	53423			TL* THE C	Z		NHTSA	VOQ		0	0
DP12-006	10427611	FORD MO	FORD	2005	ESCAPE	1FMCU0419	N	8/1/2011	N			POWER TI	BRANDON	MS	9/27/2011	9/27/2011	107741			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10273119	FORD MO	FORD	2005	ESCAPE	1FMCU041X	N	6/1/2009	N			POWER TI	LAKELANI	FL	6/8/2009	6/8/2009	81034	1		RECENTL	Z		NHTSA	VOQ		0	0
DP12-006	10467996	FORD MO	FORD	2005	ESCAPE	1FMCU041X	N	7/26/2012	N	0	0	VEHICLE S	ABILENE	TX	7/27/2012	7/27/2012	93000	1		ENTERING	E		NHTSA	VOQ		0	0
DP12-006	10433981	FORD MO	FORD	2005	ESCAPE	1FMCU92Z0	N	4/30/2007	N			VEHICLE S	MORRIS	PA	11/2/2011	11/2/2011	29987	1		THE G/	E		NHTSA	VOQ		0	0
DP12-006	10466779	FORD MO	FORD	2005	ESCAPE	1FMCU92Z2	N	2/15/2009	N	0	0	VEHICLE S	GLENWOO	MD	7/20/2012	7/20/2012	100000	1		CAR SITS	E		NHTSA	VOQ		0	0
DP12-006	10321263	FORD MO	FORD	2005	ESCAPE	1FMCU92Z8	N	3/19/2010	N			VEHICLE S	RUTHER (	VA	3/21/2010	3/21/2010	92217	1		I LIVE IN \	Z		NHTSA	VOQ		0	0
DP12-006	10450209	FORD MO	FORD	2005	ESCAPE	1FMCU9311	N	2/25/2012	N			ENGINE A	ELMA	WA	3/4/2012	3/4/2012	187000	1		SUDDEN I	A		NHTSA	VOQ		0	0
DP12-006	10081702	FORD MO	FORD	2005	ESCAPE	1FMCU9312	N	6/3/2004	N			POWER TI	RAMSEY	NJ	7/12/2004	7/12/2004	4556	14		INTERMIT	Z		NHTSA	VOQ		0	0
DP12-006	10456446	FORD MO	FORD	2005	ESCAPE	1FMCU9314	N	2/25/2012	N			ENGINE A	CHARLOT	NC	4/25/2012	4/25/2012	100839	1		OUR 2005	Z		NHTSA	VOQ		0	0
DP12-006	10472945	FORD MO	FORD	2005	ESCAPE	1FMCU9316	N	8/18/2012	N	0	0	VEHICLE S	HAMILTOI	MT	8/29/2012	8/29/2012	88545	1		ON AUGU	E		NHTSA	VOQ		0	0
DP12-006	10216395	FORD MO	FORD	2005	ESCAPE	1FMCU931X	N	1/29/2008	N	0	0	FUEL SYS	PHILADEL	PA	1/29/2008	1/29/2008	39000	10		I AM HAVI	Z		NHTSA	VOQ		0	0
DP12-006	10339071	FORD MO	FORD	2005	ESCAPE	1FMCU931X	N	6/12/2010	N			ENGINE A	SOUTH PO	OH	6/18/2010	6/18/2010	102585			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10394286	FORD MO	FORD	2005	ESCAPE	1FMCU931X	N	4/4/2011	N			ENGINE A	SPRINGFI	OR	4/5/2011	4/5/2011	146300	1		I STARTEI	Z		NHTSA	VOQ		0	0
DP12-006	10446246	FORD MO	FORD	2005	ESCAPE	1FMCU9412	N	1/24/2012	N			ENGINE A	HOUSTON	MN	2/2/2012	2/2/2012	127000			TL* THE C	A		NHTSA	VOQ		0	0
DP12-006	10259422	FORD MO	FORD	2005	ESCAPE	1FMCU9414	N	2/20/2009	N			FUEL SYS	COMMACI	NY	2/20/2009	2/20/2009	55000	1		I HAVE A	Z		NHTSA	VOQ		0	0
DP12-006	10445211	FORD MO	FORD	2005	ESCAPE	1FMCU9414	N	10/21/2009	N			ENGINE A	HONOKAA	HI	1/25/2012	1/25/2012	80000			TL* THE C	A		NHTSA	VOQ		0	0

DP12-006	10405300	FORD MO	FORD	2005	ESCAPE	1FMCU9416	N	5/20/2011	N			ENGINE A	HAZEL GF	AL	6/6/2011	6/6/2011	143000	1	NOTHING	A	NHTSA	VOQ		0	0					
DP12-006	10105665	FORD MO	FORD	2005	ESCAPE	1FMCU96H5	N	12/17/2004	N	0	0	POWER TI	DARIEN	CT	1/3/2005	1/3/2005	170	1	CAR SEIZI	A	NHTSA	VOQ		0	0					
DP12-006	10447284	FORD MO	FORD	2005	ESCAPE	1FMCU96HX	Y	2/6/2012	Y			ENGINE A	SAN LEAN	CA	2/9/2012	2/9/2012	80000		TL* THE C	A	NHTSA	VOQ		0	0					
DP12-006	10121498	FORD MO	FORD	2005	ESCAPE	1FMYU0214	N	3/2/2005	N			VEHICLE S	OKEECHO	FL	5/2/2005	5/16/2005		1	CONSUME	E	NHTSA	VOQ		0	0					
DP12-006	10454948	FORD MO	FORD	2005	ESCAPE	1FMYU02Z0	N	2/6/2006	N			VEHICLE S	BOILING S	SC	4/12/2012	4/12/2012	10000	1	OUR GAS	E	NHTSA	VOQ		0	0					
DP12-006	10196816	FORD MO	FORD	2005	ESCAPE	1FMYU02Z0	N	7/2/2007	Y	0	0	ENGINE A	DEXTER	MI	7/19/2007	7/19/2007	50000	1	TL*-THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10310330	FORD MO	FORD	2005	ESCAPE	1FMYU02Z0	N	2/11/2010	N			FUEL SYS	LANCASTI	TX	2/14/2010	2/14/2010	84000	1	THE ACCE	D	NHTSA	VOQ		0	0					
DP12-006	10310330	FORD MO	FORD	2005	ESCAPE	1FMYU02Z0	N	2/11/2010	N			VEHICLE S	LANCASTI	TX	2/14/2010	2/14/2010	84000	1	THE ACCE	E	NHTSA	VOQ		0	0					
DP12-006	10468395	FORD MO	FORD	2005	ESCAPE	1FMYU02Z1	N	11/18/2006	N	0	0	VEHICLE S	OAK PARI	MI	7/31/2012	7/31/2012	20000	1	TL* THE C	E	NHTSA	VOQ		0	0					
DP12-006	10347547	FORD MO	FORD	2005	ESCAPE	1FMYU02Z1	N	7/30/2010	N			POWER TI	HATILLO	PR	8/5/2010	8/5/2010	49700	1	2005 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10379136	FORD MO	FORD	2005	ESCAPE	1FMYU02Z1	N	1/11/2011	N	0	0	VEHICLE S	DEEPWAT	MO	1/12/2011	1/24/2011	77378	1	ACCELER	E	NHTSA	VOQ		0	0					
DP12-006	10107868	FORD MO	FORD	2005	ESCAPE	1FMYU02Z2	N	1/8/2005	N	0	0	POWER TI	TALLAHAS	FL	1/25/2005	1/25/2005	1326	1	TRANSMI	Z	NHTSA	VOQ		0	0					
DP12-006	10172360	FORD MO	FORD	2005	ESCAPE	1FMYU02Z2	N	11/1/2006	N			VEHICLE S	MAMMOTH	WV	11/1/2006	11/1/2006	56393	1	DT*: THE	E	NHTSA	VOQ		0	0					
DP12-006	10243052	FORD MO	FORD	2005	ESCAPE	1FMYU02Z2	N	9/21/2008	N	0	0	ENGINE A	MILTON	WI	9/22/2008	9/22/2008	94100	1	2005 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10273222	FORD MO	FORD	2005	ESCAPE	1FMYU02Z3	N	6/16/2008	N	0	0	ENGINE A	ALLENTO	MI	6/9/2009	6/9/2009	62000	1	TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10292358	FORD MO	FORD	2005	ESCAPE	1FMYU02Z3	N	10/30/2009	N			VEHICLE S	SAINT LOI	MO	11/16/2009	11/16/2009		1	1. THE PA	E	NHTSA	VOQ		0	0					
DP12-006	10276770	FORD MO	FORD	2005	ESCAPE	1FMYU02Z4	N	6/22/2009	N			POWER TI	WEST BL	MI	7/14/2009	7/14/2009	49000	1	WHILE ON	Z	NHTSA	VOQ		0	0					
DP12-006	10280978	FORD MO	FORD	2005	ESCAPE	1FMYU02Z4	N	7/17/2009	N			VEHICLE S	UPLAND	CA	8/19/2009	8/19/2009	97000		TL*THE C	E	NHTSA	VOQ		0	0					
DP12-006	10306357	FORD MO	FORD	2005	ESCAPE	1FMYU02Z4	N	2/4/2010	N			VEHICLE S	MIZE	MS	2/5/2010	2/5/2010		1	I RECENT	E	NHTSA	VOQ		0	0					
DP12-006	10306357	FORD MO	FORD	2005	ESCAPE	1FMYU02Z4	N	2/4/2010	N			FUEL SYS	MIZE	MS	2/5/2010	2/5/2010		1	I RECENT	D	NHTSA	VOQ		0	0					
DP12-006	10430839	FORD MO	FORD	2005	ESCAPE	1FMYU02Z4	N	10/17/2011	N			VEHICLE S	KANSAS C	KS	10/19/2011	10/19/2011		1	ACCELEF	E	NHTSA	VOQ		0	0					
DP12-006	10369859	FORD MO	FORD	2005	ESCAPE	1FMYU02Z5	N	12/10/2010	N			FUEL SYS	LAUDERH	FL	12/10/2010	12/10/2010		1	DURING C	D	NHTSA	VOQ		0	0					
DP12-006	10369859	FORD MO	FORD	2005	ESCAPE	1FMYU02Z5	N	12/10/2010	N			VEHICLE S	LAUDERH	FL	12/10/2010	12/10/2010		1	DURING C	E	NHTSA	VOQ		0	0					
DP12-006	10397005	FORD MO	FORD	2005	ESCAPE	1FMYU02Z5	N	4/9/2011	N			ENGINE A	WYANDOT	MI	4/21/2011	4/21/2011			TL* THE C	A	NHTSA	VOQ		0	0					
DP12-006	10440147	FORD MO	FORD	2005	ESCAPE	1FMYU02Z6	N	3/15/2006	N			VEHICLE S	SAN JOSE	CA	12/16/2011	12/16/2011	35000	1	I BOUGHT	E	NHTSA	VOQ		0	0					
DP12-006	10160141	FORD MO	FORD	2005	ESCAPE	1FMYU02Z6	N	6/14/2006	N	0	0	ENGINE A	LEONARD	TX	6/19/2006	6/19/2006	44800	1	ENGINE P	Z	NHTSA	VOQ		0	0					
DP12-006	10302121	FORD MO	FORD	2005	ESCAPE	1FMYU02Z6	N	1/24/2010	N			VEHICLE S	LEANDER	TX	1/24/2010	1/24/2010	35000	1	MY 2005 F	E	NHTSA	VOQ		0	0					
DP12-006	10362806	FORD MO	FORD	2005	ESCAPE	1FMYU02Z7	N	5/15/2009	N			FUEL SYS	TAYLOR	MI	10/28/2010	10/28/2010	36000	5	TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10171155	FORD MO	FORD	2005	ESCAPE	1FMYU02Z7	N	8/4/2005	N			VEHICLE S	DINGMAN	PA	10/18/2006	10/18/2006	20	##	I HAVE A	E	NHTSA	VOQ		0	0					
DP12-006	10152044	FORD MO	FORD	2005	ESCAPE	1FMYU02Z7	N	3/6/2006	N			POWER TI	SAN ANTO	TX	3/6/2006	3/6/2006	4440	1	DT*: THE	Z	NHTSA	VOQ		0	0					
DP12-006	10451748	FORD MO	FORD	2005	ESCAPE	1FMYU02Z7	N	9/7/2007	N			VEHICLE S	KANSAS C	MO	3/15/2012	3/15/2012	60000	1	A FEW YE	E	NHTSA	VOQ		0	0					
DP12-006	10308360	FORD MO	FORD	2005	ESCAPE	1FMYU02Z7	N	1/6/2010	N			VEHICLE S	BELMONT	MA	2/10/2010	2/10/2010	50000	1	I OWN A 2	E	NHTSA	VOQ		0	0					
DP12-006	10269920	FORD MO	FORD	2005	ESCAPE	1FMYU02Z8	N	3/16/2008	N			VEHICLE S	FEDERAL	WA	5/26/2009	5/26/2009	25000	1	THE ACCE	E	NHTSA	VOQ		0	0					
DP12-006	10244458	FORD MO	FORD	2005	ESCAPE	1FMYU02Z8	N	10/4/2008	N	0	0	VEHICLE S	NEWTON	IA	10/6/2008	10/6/2008	72760	1	ON 9-9-08	E	NHTSA	VCY		0	0					
DP12-006	10277921	FORD MO	FORD	2005	ESCAPE	1FMYU02Z8	N	2/1/2009	N	0	0	VEHICLE S	MENOMOI	WI	7/22/2009	7/22/2009	35000		TL*THE C	E	NHTSA	VOQ		0	0					
DP12-006	10418612	FORD MO	FORD	2005	ESCAPE	1FMYU02Z8	N	8/8/2011	N			POWER TI	KETTERIN	OH	8/11/2011	8/11/2011	47000	1	COMPLET	Z	NHTSA	VOQ		0	0					
DP12-006	10422826	FORD MO	FORD	2005	ESCAPE	1FMYU02Z8	N	8/24/2011	N			POWER TI	KETTERIN	OH	8/31/2011	8/31/2011	47000	1	LOUD SQU	Z	NHTSA	VOQ		0	0					
DP12-006	10436750	FORD MO	FORD	2005	ESCAPE	1FMYU02Z8	N	11/20/2011	N			VEHICLE S	STRASBU	OH	11/22/2011	11/22/2011	103000		TL* THE C	E	NHTSA	VOQ		0	0					
DP12-006	10161888	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	6/7/2006	N	1	0	VEHICLE S	SCOTTSD	AZ	7/8/2006	7/8/2006	3700	1	THE CRUI	Z	NHTSA	VOQ		0	0					
DP12-006	10466347	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	12/1/2006	N	0	0	VEHICLE S	FOWLERV	MI	7/18/2012	7/18/2012		1	WHEN TH	E	NHTSA	VOQ		0	0					
DP12-006	10264432	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	2/1/2009	N	0	0	FUEL SYS	CLARKSV	TN	4/7/2009	4/7/2009	20000	1	MY 2005 F	E	NHTSA	VOQ		0	0					
DP12-006	10296032	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	12/10/2009	N			FUEL SYS	DEARBOR	MI	12/16/2009	12/16/2009	144000	1	GAS PETA	E	NHTSA	VOQ		0	0					
DP12-006	10313917	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	1/18/2010	N			VEHICLE S	LUTZ	FL	2/24/2010	2/24/2010	83000		TL*THE C	E	NHTSA	VOQ		0	0					
DP12-006	10372144	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	12/11/2010	N			VEHICLE S	BRUNSWI	OH	12/22/2010	12/22/2010	50000	1	THE ACCE	E	NHTSA	VOQ		0	0					
DP12-006	10442032	FORD MO	FORD	2005	ESCAPE	1FMYU02Z9	N	11/19/2011	N			POWER TI	LOS ANGE	CA	1/1/2012	1/1/2012	96680	1	1. ON OR	Z	NHTSA	VOQ		0	0					
DP12-006	10300337	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX	N	1/8/2008	N			VEHICLE S	ALTOONA	PA	1/19/2010	1/19/2010	45000	1	THE GAS	E	NHTSA	VOQ		0	0					
DP12-006	10123709	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX	N	5/30/2005	N	0	0	OTHER	COPPERA	TX	5/31/2005	5/31/2005	788	2	RUBBER F	Z	NHTSA	VOQ		0	0					
DP12-006	10219739	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX	N	2/29/2008	N	0	0	FUEL SYS	TUCSON	AZ	2/29/2008	2/29/2008	42750	2	TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10398518	FORD MO	FORD	2005	ESCAPE	1FMYU02ZX	N	5/2/2011	N			VEHICLE S	AUSTIN	TX	5/2/2011	5/2/2011	55000	1	AS WITH I	E	NHTSA	VOQ		0	0					
DP12-006	10323210	FORD MO	FORD	2005	ESCAPE	1FMYU0310	N	2/27/2010	Y			ENGINE A	NAYLOR	GA	3/31/2010	3/31/2010	147000		TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10394099	FORD MO	FORD	2005	ESCAPE	1FMYU0310	N	3/14/2011	N			ENGINE A	LEXINGTO	KY	4/3/2011	4/3/2011	84312	1	WHILE DR	A	NHTSA	VOQ		0	0					
DP12-006	10466366	FORD MO	FORD	2005	ESCAPE	1FMYU0310	N	11/10/2011	N	0	0	VEHICLE S	AIKEN	SC	7/18/2012	7/18/2012	88500	1	THE VEHI	B	NHTSA	VOQ		0	0					
DP12-006	10445866	FORD MO	FORD	2005	ESCAPE	1FMYU0310	N	11/23/2011	Y	0	0	ENGINE A	TRINIDAD	CA	1/30/2012	1/30/2012	100000	1	#5 SPARK	Z	NHTSA	VOQ		0	0					
DP12-006	10445866	FORD MO	FORD	2005	ESCAPE	1FMYU0310	N	11/23/2011	Y	0	0	FUEL SYS	TRINIDAD	CA	1/30/2012	1/30/2012	100000	1	#5 SPARK	Z	NHTSA	VOQ		0	0					
DP12-006	10468145	FORD MO	FORD	2005	ESCAPE	1FMYU0310	N	7/24/2012	N	0	0	ENGINE	INDIAN RO	FL	7/29/2012	7/29/2012	141300	1	WAS ON A	A	NHTSA	VOQ		0	0					
DP12-006	10144769	FORD MO	FORD	2005	ESCAPE	1FMYU0311	N	5/30/2005	N			FUEL SYS	OTTAWA	IL	12/8/2005	12/8/2005	2000	1	DT: THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10433588	FORD MO	FORD	2005	ESCAPE	1FMYU0311	N	10/29/2011	N			POWER TI	NORMAN	OK	10/30/2011	10/30/2011	84503	1	DRIVING A	Z	NHTSA	VOQ		0	0					
DP12-006	10433588	FORD MO	FORD	2005	ESCAPE	1FMYU0311	N	10/29/2011	N			ENGINE A	NORMAN	OK	10/30/2011	10/30/2011	84503	1	DRIVING A	Z	NHTSA	VOQ		0	0					
DP12-006	10466640	FORD MO	FORD	2005	ESCAPE	1FMYU0311	N	7/11/2012	N	0	0	VEHICLE S	ROCHEST	NY	7/19/2012	7/19/2012	150000	1	WHILE DR	B	NHTSA	VOQ		0	0					
DP12-006	10466640	FORD MO	FORD	2005	ESCAPE	1FMYU0311	N	7/11/2012	N	0	0	ENGINE	ROCHEST	NY	7/19/2012	7/19/2012	150000	1	WHILE DR	D	NHTSA	VOQ		0	0					
DP12-006	10163065	FORD MO	FORD	2005	ESCAPE	1FMYU0312	N	6/26/2006	N			POWER TI	APPLE VA	CA	7/21/2006	7/21/2006		1	DT*: THE	Z	NHTSA	VOQ		0	0					
DP12-006	10363318	FORD MO	FORD	2005	ESCAPE	1FMYU0312	N	10/26/2010	N	0	0	ENGINE A	WEST MEI	AR	10/27/2010	10/27/2010	104362		IGNITION	Z	NHTSA	VOQ		0	0					
DP12-006	10269028	FORD MO	FORD	2005	ESCAPE	1FMYU0313	N	5/15/2008	N	0	0	POWER TI	LOUISVILL	KY	5/18/2009	5/18/2009	30000	1	TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10362798	FORD MO	FORD	2005	ESCAPE	1FMYU0313	N	10/23/2010	N			ENGINE A	INDEPENI	MO	10/28/2010	10/28/2010	105000		TL*THE C	A	NHTSA	VOQ		0	0					
DP12-006	10403293	FORD MO	FORD	2005	ESCAPE	1FMYU0313	N	5/20/2011	N			ENGINE A	LITTLE RI	SC	5/23/2011	5/23/2011	104000		I AM A WE	A	NHTSA	VOQ		0	0					
DP12-006	10443171	FORD MO	FORD	2005	ESCAPE	1FMYU0313	N	1/5/2012	N	0	0	ENGINE A	HASKELL	OK	1/9/2012	1/9/2012	58000	1	TL* THE C	A	NHTSA	VOQ		0	0					
DP12-006	10260866	FORD MO	FORD	2005	ESCAPE	1FMYU0314	N	3/4/2009	N			POWER TI	DEXTER	MI	3/5/2009	3/5/2009	66000	1	TRANSMI	Z	NHTSA	VOQ		0	0					
DP12-006	10444660	FORD MO	FORD	2005	ESCAPE	1FMYU0314	N	1/1/2011	N			POWER TI	AVON	OH	1/20/2012	1/20/2012	67064	1	TL* THE C	D	NHTSA	VOQ		0	0					
DP12-006	10444660	FORD MO	FORD	2005	ESCAPE	1FMYU0314	N	1/1/2011	N			ENGINE A	AVON	OH	1/20/2012	1/20/2012	67064	1	TL* THE C	A	NHTSA	VOQ		0	0					
DP12-006	10435367	FORD MO	FORD	2005	ESCAPE	1FMYU0315	N	10/18/2011	N	0	0	ENGINE A	ARCADIA	CA	11/12/2011	11/12/2011	91855	1	THIS 2005	D	NHTSA	VOQ		0	0					
DP12-006	10435367	FORD MO	FORD	2005	ESCAPE	1FMYU0315	N	10/18/2011	N	0	0	POWER TI	ARCADIA	CA	11/12/2011	11/12/2011	91855	1	THIS 2005	A	NHTSA	VOQ		0	0					
DP12-006	10184813	FORD MO	FORD	2005	ESCAPE	1FMYU0317	N	3/12/2007	N	0	0	ENGINE A	LEBANON	IN	3/12/2007	3/12/2007	6000	3	I HAVE HA	Z	NHTSA	VOQ		0	0					
DP12-006	10456586	FORD MO	FORD	2005	ESCAPE	1FMYU0318	N	8/10/2010	N			ENGINE A	ORLANDO	FL	4/26/2012	4/26/2012	140000		TL* THE C	A	NHTSA	VOQ		0	0					
DP12-006	10410299	FORD MO	FORD	2005	ESCAPE	1FMYU0318	N	7/1/2011	N			POWER TI	MIAMI	FL	7/2/2011	7/2/2011	92000	1	THIS COM	A	NHTSA	VOQ		0	0					
DP12-006	10438938	FORD MO	FORD	2005	ESCAPE	1FMYU0318	N	11/16/2011	N			ENGINE A	CHICAGO	IL	12/7/2011	12/7/2011	112670		IN MY 200	A	NHTSA	VOQ		0	0					
DP12-006	10192232	FORD MO	FORD	2005	ESCAPE	1FMYU0319	N	3/26/2007	Y	2	0	ENGINE A	N. CHARL	SC	6/1/2007	6/1/2007		1	THIS CASI	Z	NHTSA	VOQ		0	0					
DP12-006	10144756	FORD MO	FORD	2005	ESCAPE	1FMYU031X	N	10/18/2005	N			VEHICLE S	LAKE WO	OH	12/8/2005	12/8/2005	7795	1	DT: THE C	B	NHTSA	VOQ		0	0					
DP12-006	10401026	FORD MO	FORD	2005	ESCAPE	1FMYU031X	Y	7/7/2010	N			ENGINE A	QUEBEC	00	5/16/2011	5/16/2011	90000	1	THE COMI	A	NHTSA	VOQ		0	0					
DP12-006	10295127	FORD MO	FORD	2005	ESCAPE	1FMYU03Z9	N	12/6/2009	N			VEHICLE S	ABERDEE	MD	12/9/2009	12/9/2009	55000	1	I HAVE A	E	NHTSA	VOQ		0	0					
DP12-006	10302902	FORD MO	FORD	2005	ESCAPE	1FMYU0410	N	12/20/2009	N			VEHICLE S	LANCASTI	CA	1/28/2010	1/28/2010	169000	4	FORD ES	A	NHTSA	VOQ		0	0					
DP12-006	10145442	FORD MO	FORD	2005	ESCAPE	1FMYU0411	N	12/16/2005	N			FUEL SYS	RED CREE	NY	12/16/2005	12/16/2005		2	DT: THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10155329	FORD MO	FORD	2005	ESCAPE	1FMYU0411	N	4/13/2006	N			VEHICLE S	ROYAL OA	MI	4/13/2006	4/13/2006	32812	1	DT*: THE	B	NHTSA	VOQ		0	0					
DP12-006	10446075	FORD MO	FORD	2005	ESCAPE	1FMYU0415	N	11/4/2011	N			POWER TI	BEDFORD	TX	1/31/2012	1/31/2012	22800	1	RUBBING	Z	NHTSA	VOQ		0	0					
DP12-006	10401595	FORD MO	FORD	2005	ESCAPE	1FMYU0417	N	5/2/2011	N			ENGINE A	APPLETOI	WI	5/12/2011	5/12/2011		1	EMAIL FR	A	NHTSA	VOQ		0	0					
DP12-006	10110811	FORD MO	FORD	2005	ESCAPE	1FMYU0418	N	12/1/2004	N			POWER TI	PLAINS	MT	1/27/2005	2/17/2005		1	THE VEHI	Z	NHTSA	VOQ		0	0					
DP12-006	10158100	FORD MO	FORD	2005	ESCAPE	1FMYU92Z0	N	5/23/2006	N			POWER TI	GALESBU	IL	5/23/2006	5/23/2006	31000	1	DT*: THE	D	NHTSA	VOQ		0	0					
DP12-006	10158100	FORD MO	FORD	2005	ESCAPE	1FMYU92Z0	N	5/23/2006	N			VEHICLE S	GALESBU	IL	5/23/2006	5/23/2006	31000	1	DT*: THE	B	NHTSA	VOQ		0	0					
DP12-006	10265575	FORD MO	FORD	2005	ESCAPE	1FMYU92Z0	N	4/15/2009	N	0	0	POWER TI	COON RA	MN	4/16/2009	4/16/2009	38900	1	2005 FORI	E	NHTSA	VOQ		0	0					
DP12-006	10367448	FORD MO	FORD	2005	ESCAPE	1FMYU92Z3	N	10/10/2006	N			VEHICLE S	SELLERS\	PA	11/18/2010	11/18/2010	15000		THE GAS	E	NHTSA	VOQ		0	0					
DP12-006	10260011	FORD MO	FORD	2005	ESCAPE	1FMYU92Z3	N	2/21/2009	N	0	0	POWER TI	CUYAHOG	OH	2/26/2009	2/26/2009	51150	1	NO MAJOI	L	NHTSA	VOQ		0	0					
DP12-006	10353585	FORD MO	FORD	2005	ESCAPE	1FMYU92Z3	N	9/1/2010	N			VEHICLE S	LOCKPOR	NY	9/2/2010	9/2/2010	83005	1	MY GAS P	E	NHTSA	VOQ		0	0					
DP12-006	10353585	FORD MO	FORD	2005	ESCAPE	1FMYU92Z3	N	9/1/2010	N			FUEL SYS	LOCKPOR	NY	9/2/2010	9/2/2010	83005	1	MY GAS P	D	NHTSA	VOQ		0	0					

DP12-006	10439030	FORD MO	FORD	2005	ESCAPE	1FMYU92Z4	N		12/7/2011	N			VEHICLE S	WEXFORI	PA	12/8/2011	12/8/2011	42000	1	TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10465461	FORD MO	FORD	2005	ESCAPE	1FMYU92Z4	N		4/20/2012	N	0	0	POWER TI	CHATTAN	TN	7/12/2012	7/12/2012	101000	1	OUR 2005	A	NHTSA	VOQ	0	0
DP12-006	10240499	FORD MO	FORD	2005	ESCAPE	1FMYU92Z5	N		4/26/2008	N			POWER TI	SYRACUS	NY	8/31/2008	8/31/2008	4700	1	MINE DID	Z	NHTSA	VOQ	0	0
DP12-006	10244405	FORD MO	FORD	2005	ESCAPE	1FMYU92Z5	N		9/27/2008	N			VEHICLE S	MANASSA	VA	10/5/2008	10/5/2008	70000	1	2005 FORI	E	NHTSA	VOQ	0	0
DP12-006	10448365	FORD MO	FORD	2005	ESCAPE	1FMYU92Z5	N		1/7/2011	N			VEHICLE S	SAN ANTO	TX	2/17/2012	2/17/2012		1	WHILE DR	E	NHTSA	VOQ	0	0
DP12-006	10368286	FORD MO	FORD	2005	ESCAPE	1FMYU92Z6	N		11/26/2010	N			POWER TI	BROOKLY	NY	11/30/2010	11/30/2010	28000	1	TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10466409	FORD MO	FORD	2005	ESCAPE	1FMYU92Z8	N		7/6/2011	N	0	0	VEHICLE S	ALTOONA	PA	7/18/2012	7/18/2012	69000		TL* THE C	D	NHTSA	VOQ	0	0
DP12-006	10424009	FORD MO	FORD	2005	ESCAPE	1FMYU9310	N		9/1/2011	N			ENGINE A	BRENTWO	NY	9/6/2011	9/6/2011	111000	1	CATALYTI	Z	NHTSA	VOQ	0	0
DP12-006	10462364	FORD MO	FORD	2005	ESCAPE	1FMYU9310	N		6/14/2012	N	0	0	ENGINE	PAVILION	NY	6/20/2012	6/20/2012	151000	1	WHILE DI	A	NHTSA	VOQ	0	0
DP12-006	10230091	FORD MO	FORD	2005	ESCAPE	1FMYU9310	N		5/2/2008	Y	0	0	ENGINE A	VA BEACH	VA	6/6/2008	6/6/2008	39000	1	ABOUT 6	Z	NHTSA	VOQ	0	0
DP12-006	10327340	FORD MO	FORD	2005	ESCAPE	1FMYU9310	N		3/3/2010	N			ENGINE A	LEWISTO	NY	4/25/2010	4/25/2010	104000	1	2005 FORI	A	NHTSA	VOQ	0	0
DP12-006	10457424	FORD MO	FORD	2005	ESCAPE	1FMYU9310	N		5/31/2011	N			ENGINE A	DRUMS	PA	5/3/2012	5/3/2012	97600	1	I WAS ON	A	NHTSA	VOQ	0	0
DP12-006	10262131	FORD MO	FORD	2005	ESCAPE	1FMYU9311	N		2/21/2009	N	0	0	FUEL SYS	CEDAR HI	MO	3/17/2009	3/17/2009	86709	1	THERE WI	A	NHTSA	VOQ	0	0
DP12-006	10454461	FORD MO	FORD	2005	ESCAPE	1FMYU9311	N		3/25/2012	N			ENGINE A	SAINT PE	FL	4/8/2012	4/8/2012	64000	1	MY CARS	A	NHTSA	VOQ	0	0
DP12-006	10147152	FORD MO	FORD	2005	ESCAPE	1FMYU9312	N		1/6/2006	N	0	0	VEHICLE S	POSTVILL	IA	1/7/2006	1/7/2006	5000	5	MY 2005 F	B	NHTSA	VOQ	0	0
DP12-006	10111332	FORD MO	FORD	2005	ESCAPE	1FMYU9313	Y		12/9/2004	N	0	0	VEHICLE S	RYE	NY	3/8/2005	2/10/2005		2	WHILE DR	B	NHTSA	VCY	0	0
DP12-006	10265230	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		8/22/2007	N	0	0	POWER TI	THREE OA	MI	4/14/2009	4/14/2009	66395	1	FROM THI	Z	NHTSA	VOQ	0	0
DP12-006	10265300	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		4/8/2009	N	0	0	POWER TI	THREE OA	MI	4/14/2009	4/14/2009	88000	1	I HAVE PR	Z	NHTSA	VOQ	0	0
DP12-006	10389388	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		1/20/2010	N	0	0	ENGINE A	ABERDEE	WA	3/2/2011	3/9/2011	68000		THE PROE	A	NHTSA	VOQ	0	0
DP12-006	10403860	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		5/25/2011	N			POWER TI	POTTERS	MO	5/31/2011	5/31/2011	107000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10455126	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		4/9/2012	N			ENGINE A	MIDLAND	NC	4/13/2012	4/13/2012	120000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10467100	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		7/20/2012	N	0	0	POWER TI	ANN ARB	MI	7/23/2012	7/23/2012	129000	1	WHILE DR	D	NHTSA	VOQ	0	0
DP12-006	10467100	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		7/20/2012	N	0	0	ENGINE	ANN ARB	MI	7/23/2012	7/23/2012	129000	1	WHILE DR	D	NHTSA	VOQ	0	0
DP12-006	10467100	FORD MO	FORD	2005	ESCAPE	1FMYU9313	N		7/20/2012	N	0	0	VEHICLE S	ANN ARB	MI	7/23/2012	7/23/2012	129000	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10360488	FORD MO	FORD	2005	ESCAPE	1FMYU9314	N		10/8/2010	N			POWER TI	FORT BRA	CA	10/14/2010	10/14/2010	82000		I OWN A 2	A	NHTSA	VOQ	0	0
DP12-006	10276489	FORD MO	FORD	2005	ESCAPE	1FMYU9314	N		5/27/2009	N	0	0	POWER TI	KALAMAZ	MI	7/13/2009	7/13/2009	68000	1	TL*THE C	A	NHTSA	VOQ	0	0
DP12-006	10120715	FORD MO	FORD	2005	ESCAPE	1FMYU9315	N		1/22/2005	N			OTHER	CHATEAU	NY	5/11/2005	5/11/2005			I BOUGHT	Z	NHTSA	VOQ	0	0
DP12-006	10401409	FORD MO	FORD	2005	ESCAPE	1FMYU9315	N		5/11/2011	N			POWER TI	NORFOLK	VA	5/18/2011	5/18/2011	92000	1	TRANSMI	A	NHTSA	VOQ	0	0
DP12-006	10105801	FORD MO	FORD	2005	ESCAPE	1FMYU9316	N		1/2/2005	N	0	0	ENGINE A	ALLEN PA	MI	1/5/2005	1/5/2005	1400	2	TWO TIME	B	NHTSA	VOQ	0	0
DP12-006	10375434	FORD MO	FORD	2005	ESCAPE	1FMYU9316	N		3/17/2010	N			ENGINE A	OTTAWA	00	1/10/2011	1/10/2011	66000	1	WHILE VA	C	NHTSA	VOQ	0	0
DP12-006	10143641	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		6/22/2005	N			OTHER	SMYRNA	NY	11/25/2005	11/25/2005		2	DT: THE (	Z	NHTSA	VOQ	0	0
DP12-006	10162076	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		7/9/2006	N	0	0	FUEL SYS	SHERWO(	OR	7/11/2006	7/11/2006	2000	12	NEW 2005	D	NHTSA	VOQ	0	0
DP12-006	10162076	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		7/9/2006	N	0	0	ENGINE A	SHERWO(	OR	7/11/2006	7/11/2006	2000	12	NEW 2005	A	NHTSA	VOQ	0	0
DP12-006	10162076	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		7/9/2006	N	0	0	POWER TI	SHERWO(	OR	7/11/2006	7/11/2006	2000	12	NEW 2005	D	NHTSA	VOQ	0	0
DP12-006	10296190	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		1/17/2007	N			POWER TI	NEW MAR	WV	12/17/2009	12/17/2009	30000	1	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10304400	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		6/1/2009	N			VEHICLE S	HIGHLANI	IL	2/3/2010	2/3/2010	18000	3	I HAVE A	B	NHTSA	VOQ	0	0
DP12-006	10452396	FORD MO	FORD	2005	ESCAPE	1FMYU9317	N		3/11/2011	N			ENGINE A	FULLERT(	NE	3/20/2012	3/20/2012	130000	2	MARCH 2(	A	NHTSA	VOQ	0	0
DP12-006	10156427	FORD MO	FORD	2005	ESCAPE	1FMYU9318	N		4/27/2006	N			VEHICLE S	TIMONIUM	MD	4/29/2006	4/29/2006	18000	1	HAVE REA	B	NHTSA	VOQ	0	0
DP12-006	10102328	FORD MO	FORD	2005	ESCAPE	1FMYU9319	N		10/12/2004	N			ENGINE A	PEABODY	MA	12/7/2004	12/7/2004	2400	4	OIL LEAK	Z	NHTSA	VOQ	0	0
DP12-006	10438579	FORD MO	FORD	2005	ESCAPE	1FMYU9319	N		12/1/2006	N			ENGINE A	HUNTING	NY	12/5/2011	12/5/2011	55000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10242198	FORD MO	FORD	2005	ESCAPE	1FMYU9319	N		9/11/2008	N	0	0	ENGINE A	MOUNT JU	TN	9/15/2008	9/15/2008	100000	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10140840	FORD MO	FORD	2005	ESCAPE	1FMYU931X	N		4/1/2005	N			VEHICLE S	VACAVILL	CA	10/26/2005	10/26/2005		4	DT: THE (	B	NHTSA	VOQ	0	0
DP12-006	10289478	FORD MO	FORD	2005	ESCAPE	1FMYU931X	N		10/19/2009	N			ENGINE A	FRAMINGI	MA	10/23/2009	10/23/2009	96500	1	OVER THE	A	NHTSA	VOQ	0	0
DP12-006	10330091	FORD MO	FORD	2005	ESCAPE	1FMYU931X	N		5/11/2010	N			FUEL SYS	MILROY	PA	5/12/2010	5/12/2010		1	2005 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10367777	FORD MO	FORD	2005	ESCAPE	1FMYU931X	N		10/20/2010	N			ENGINE A	JEFFERS(	MO	11/24/2010	11/24/2010	89362	1	TRAVELIN	C	NHTSA	VOQ	0	0
DP12-006	10455527	FORD MO	FORD	2005	ESCAPE	1FMYU931X	N		4/17/2012	N			ENGINE A	STANTON	VA	4/17/2012	4/17/2012	82000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10295616	FORD MO	FORD	2005	ESCAPE	1FMYU93Z4	N		11/16/2009	N			VEHICLE S	LAS VEGA	NV	12/14/2009	12/14/2009	55236	1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10400987	FORD MO	FORD	2005	ESCAPE	1FMYU9410	N		5/11/2010	N			ENGINE A	LEWIS RU	PA	5/16/2011	5/16/2011	100000		TL* THE C	C	NHTSA	VOQ	0	0
DP12-006	10409548	FORD MO	FORD	2005	ESCAPE	1FMYU9410	N		3/23/2011	N			POWER TI	WILLIAMS	PA	6/28/2011	6/28/2011		3	LETTER F	C	NHTSA	VOQ	0	0
DP12-006	10215132	FORD MO	FORD	2005	ESCAPE	1FMYU9412	N		1/15/2008	N	0	0	VEHICLE S	BLACK CA	AZ	1/16/2008	1/16/2008	110000	50	CRUISE C	B	NHTSA	VOQ	0	0
DP12-006	10332376	FORD MO	FORD	2005	ESCAPE	1FMYU9412	N		5/21/2010	N			ENGINE A	CUMBERL	RI	5/26/2010	5/26/2010	79000		TL*THE C(	C	NHTSA	VOQ	0	0
DP12-006	10450634	FORD MO	FORD	2005	ESCAPE	1FMYU9413	N		3/2/2012	N			ENGINE A	SHELBY	NC	3/7/2012	3/7/2012	150000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10460239	FORD MO	FORD	2005	ESCAPE	1FMYU9413	N		5/28/2012	N	0	0	ENGINE	COHOES	NY	6/1/2012	6/1/2012	75000	1	MY CAR S	A	NHTSA	VOQ	0	0
DP12-006	10460239	FORD MO	FORD	2005	ESCAPE	1FMYU9413	N		5/28/2012	N	0	0	POWER TI	COHOES	NY	6/1/2012	6/1/2012	75000	1	MY CAR S	D	NHTSA	VOQ	0	0
DP12-006	10104884	FORD MO	FORD	2005	ESCAPE	1FMYU9414	N		12/20/2004	N			FUEL SYS	PORTLAN	OR	1/1/2005	1/1/2005		1	WE PURC	Z	NHTSA	VOQ	0	0
DP12-006	10246444	FORD MO	FORD	2005	ESCAPE	1FMYU9414	N		10/3/2008	N	0	0	POWER TI	LIBERTY	NY	10/22/2008	10/22/2008	86000	1	I WAS DRI	A	NHTSA	VOQ	0	0
DP12-006	10381102	FORD MO	FORD	2005	ESCAPE	1FMYU9416	N		12/14/2010	N			ENGINE A	WILLIAMS	PA	2/8/2011	2/8/2011	79000	1	IN DECEM	D	NHTSA	VOQ	0	0
DP12-006	10381102	FORD MO	FORD	2005	ESCAPE	1FMYU9416	N		12/14/2010	N			ENGINE A	WILLIAMS	PA	2/8/2011	2/8/2011	79000	1	IN DECEM	C	NHTSA	VOQ	0	0
DP12-006	10447522	FORD MO	FORD	2005	ESCAPE	1FMYU9418	N		6/19/2009	N			POWER TI	ALTAMON	TN	2/11/2012	2/11/2012	130000	1	WAS DIVI	A	NHTSA	VOQ	0	0
DP12-006	10361334	FORD MO	FORD	2005	ESCAPE	1FMYU9419	N		5/5/2009	N			ENGINE A	ACCORD	NY	10/20/2010	10/20/2010	85000		TL*THE C(	A	NHTSA	VOQ	0	0
DP12-006	10169383	FORD MO	FORD	2005	ESCAPE	1FMYU941X	N		9/15/2006	N			ENGINE A	ASTORIA	NY	9/27/2006	9/27/2006	22000	3	DT*: THE (	A	NHTSA	VOQ	0	0
DP12-006	10314408	FORD MO	FORD	2005	ESCAPE	1FMYU941X	N		2/4/2010	N			POWER TI	WALDORF	MD	2/25/2010	2/25/2010	87000	1	I HAVE A	A	NHTSA	VOQ	0	0
DP12-006	10330186	FORD MO	FORD	2005	ESCAPE	1FMYU941X	N		5/12/2010	N			ENGINE A	HOWARD	OH	5/12/2010	5/12/2010	118000	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10179483	FORD MO	FORD	2005	ESCAPE	1FMZK021X	N		1/2/2007	N	0	0	FUEL SYS	GLENDALI	AZ	1/23/2007	1/23/2007	0	3	TL *- THE	Z	NHTSA	VOQ	0	0
DP12-006	10191100	FORD MO	FORD	2006	ESCAPE		N		8/3/2006	N			VEHICLE S	BEREA	OH	5/3/2007	5/14/2007		6	2006 FORI	A	NHTSA	VOQ	0	0
DP12-006	10191100	FORD MO	FORD	2006	ESCAPE		N		8/3/2006	N			ENGINE A	BEREA	OH	5/3/2007	5/14/2007		6	2006 FORI	D	NHTSA	VOQ	0	0
DP12-006	10228161	FORD MO	FORD	2006	ESCAPE		N		10/5/2006	N			POWER TI	WEST HA	CT	5/19/2008	5/19/2008		1	I HAVE HA	D	NHTSA	VOQ	0	0
DP12-006	10228161	FORD MO	FORD	2006	ESCAPE		N		10/5/2006	N			ENGINE A	WEST HA	CT	5/19/2008	5/19/2008		1	I HAVE HA	Z	NHTSA	VOQ	0	0
DP12-006	10467907	FORD MO	FORD	2006	ESCAPE		N		1/1/2008	N	0	0	VEHICLE S	LACONIA	NH	7/27/2012	7/27/2012	50000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10246623	FORD MO	FORD	2006	ESCAPE		N		10/10/2008	N	0	0	POWER TI	COLUMBI/	SC	10/24/2008	10/24/2008	120105	1	FOR THE	Z	NHTSA	VOQ	0	0
DP12-006	10259794	FORD MO	FORD	2006	ESCAPE		N		2/24/2009	N	0	0	POWER TI	ORTONVII	MI	2/24/2009	2/24/2009	39000	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10265069	FORD MO	FORD	2006	ESCAPE		N		4/13/2009	N	0	0	FUEL SYS	PARADISE	TX	4/13/2009	4/13/2009	33000	1	THE FOOT	E	NHTSA	VOQ	0	0
DP12-006	10274379	FORD MO	FORD	2006	ESCAPE		N		6/19/2009	N			POWER TI	ST THOM/	00	6/19/2009	6/19/2009	91000	1	2006 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10275948	FORD MO	FORD	2006	ESCAPE		N		7/1/2009	N			POWER TI	BOSTON	MA	7/7/2009	7/7/2009	38000	1	BLOWN TI	Z	NHTSA	VOQ	0	0
DP12-006	10363827	FORD MO	FORD	2006	ESCAPE		N		11/3/2009	N	0	0	VEHICLE S	KATONAH	NY	11/3/2010	11/3/2010	70000		TL*THE C(	E	NHTSA	VOQ	0	0
DP12-006	10311644	FORD MO	FORD	2006	ESCAPE		N		1/2/2010	N			VEHICLE S	SMITHFIE	KY	2/18/2010	2/18/2010		1	2006 FORI	E	NHTSA	VOQ	0	0
DP12-006	10366943	FORD MO	FORD	2006	ESCAPE		N		5/1/2010	N			FUEL SYS	LUMSDEN	00	11/20/2010	11/20/2010		1	CAN NOT	Z	NHTSA	VOQ	0	0
DP12-006	10352616	FORD MO	FORD	2006	ESCAPE		N		8/27/2010	N			FUEL SYS	WESTERV	OH	8/29/2010	8/29/2010	50000	1	FUEL TAN	Z	NHTSA	VOQ	0	0
DP12-006	10376819	FORD MO	FORD	2006	ESCAPE		N		10/1/2010	N			VEHICLE S	AUBURN	WA	1/15/2011	1/15/2011	55000	1	2006 FORI	E	NHTSA	VOQ	0	0
DP12-006	10362234	FORD MO	FORD	2006	ESCAPE		N		10/25/2010	N			VEHICLE S	KANSAS (	MO	10/25/2010	10/25/2010			T	Z	NHTSA	VOQ	0	0
DP12-006	10370796	FORD MO	FORD	2006	ESCAPE		N		12/15/2010	N			VEHICLE S	KNOXVILL	TN	12/15/2010	12/15/2010	109000	1	DRIVING (	E	NHTSA	VOQ	0	0
DP12-006	10372642	FORD MO	FORD	2006	ESCAPE		N		12/28/2010	N			VEHICLE S	KNOXVILL	TN	12/28/2010	12/28/2010	110000	1	I REPORT	E	NHTSA	VOQ	0	0
DP12-006	10442332	FORD MO	FORD	2006	ESCAPE		N		1/4/2011	N			VEHICLE S	KNOXVILL	TN	1/4/2012	1/4/2012	70000	1	DURING T	E	NHTSA	VOQ	0	0
DP12-006	10375408	FORD MO	FORD	2006	ESCAPE		N		1/8/2011	N			VEHICLE S	ABINGDOI	MD	1/10/2011	1/10/2011	66000	12	ACCELER	E	NHTSA	VOQ	0	0
DP12-006	10404256	FORD MO	FORD	2006	ESCAPE		N		6/1/2011	N			ENGINE A	CONESUS	NY	6/2/2011	6/2/2011	110000	1	LESS THA	Z	NHTSA	VOQ	0	0
DP12-006	10405989	FORD MO	FORD	2006	ESCAPE		N		6/9/2011	N			POWER TI	CAMDENT	MO	6/11/2011	6/11/2011	80000	1	HAVE A 2(	Z	NHTSA	VOQ	0	0
DP12-006	10446093	FORD MO	FORD	2006	ESCAPE		N		1/30/2012	N			POWER TI	CANTON	OH	2/1/2012	2/1/2012	83333		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10451393	FORD MO	FORD	2006	ESCAPE		N		2/1/2012	N			VEHICLE S	BARTOW	FL	3/13/2012	3/13/2012	170000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10375056	FORD MO	FORD	2006	ESCAPE	1FMCU02Z6	N		12/2/2010	N			POWER TI	MALIBU	CA	1/7/2011	1/7/2011	61000		TL*THE C(	Z	NHTSA	VOQ	0	0
DP12-006	10376069	FORD MO	FORD	2006	ESCAPE	1FMCU02Z8	N		1/7/2009	N			VEHICLE S	WASHING	DC	1/9/2011	1/9/2011	20000		GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10208786	FORD MO	FORD	2006	ESCAPE	1FMCU0311	N		11/6/2007	N	0	0	ENGINE A	HERNAND	FL	11/13/2007	11/13/2007	80000	7	TL*THE C(	A	NHTSA	VOQ	0	0
DP12-006	10246616	FORD MO	FORD	2006	ESCAPE	1FMCU0311	N		12/7/2007	N	0	0	POWER TI	COLUMBI/	SC	10/24/2008	10/24/2008	95703	1	SUV STAL	A	NHTSA	VOQ	0	0

DP12-006	10246620	FORD MO	FORD	2006	ESCAPE	1FMCU0311	N	6/2/2008	N	0	0	ENGINE A	COLUMBI/	SC	10/24/2008	10/24/2008	99716	1	ENGINE F	B	NHTSA	VOQ	0	0
DP12-006	10246622	FORD MO	FORD	2006	ESCAPE	1FMCU0311	N	10/13/2008	N	0	0	POWER TI	COLUMBI/	SC	10/24/2008	10/24/2008	119612	1	SUV WOU	Z	NHTSA	VOQ	0	0
DP12-006	10246905	FORD MO	FORD	2006	ESCAPE	1FMCU0311	N	10/27/2008	N	0	0	POWER TI	COLUMBI/	SC	10/28/2008	10/28/2008	120220	1	FOR THE	Z	NHTSA	VOQ	0	0
DP12-006	10342631	FORD MO	FORD	2006	ESCAPE	1FMCU03Z9	N	7/12/2009	N			VEHICLE S	MOUNT JO	PA	7/12/2010	7/12/2010	80000		TL*THE C	E	NHTSA	VOQ	0	0
DP12-006	10401888	FORD MO	FORD	2006	ESCAPE	1FMCU92Z6	N	4/10/2008	N	0	0	VEHICLE S	BEL AIR	MD	5/16/2011	5/16/2011	32410		WHEN I A	B	NHTSA	VOQ	0	0
DP12-006	10289507	FORD MO	FORD	2006	ESCAPE	1FMCU9316	N	7/9/2009	N			FUEL SYS	FARMINGI	NY	10/23/2009	10/23/2009	46000	1	I OWN A 2	Z	NHTSA	VOQ	0	0
DP12-006	10288736	FORD MO	FORD	2006	ESCAPE	1FMCU9317	N	9/28/2009	N			POWER TI	PRINCE A	00	10/17/2009	10/17/2009	60655	1	MY TRANS	Z	NHTSA	VOQ	0	0
DP12-006	10467644	FORD MO	FORD	2006	ESCAPE	1FMCU9318	N	7/16/2012	N	0	0	ENGINE	SANDY HO	NN	7/25/2012	7/25/2012	60000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10447724	FORD MO	FORD	2006	ESCAPE	1FMFU1758	N	11/23/2011	N			POWER TI	GAINSVILI	FL	2/13/2012	2/13/2012	18000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10451433	FORD MO	FORD	2006	ESCAPE	1FMYU02Z0	N	3/1/2007	N			VEHICLE S	BARDS TO	KY	3/13/2012	3/13/2012	18000		TL* THE C	B	NHTSA	VOQ	0	0
DP12-006	10263249	FORD MO	FORD	2006	ESCAPE	1FMYU02Z0	N	1/23/2009	N	0	0	ENGINE A	STRONGS	OH	3/27/2009	3/27/2009	33392		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10322416	FORD MO	FORD	2006	ESCAPE	1FMYU02Z0	N	11/6/2009	N			FUEL SYS	ROCKTON	IL	3/26/2010	3/26/2010	62564		WHEN I T	E	NHTSA	VOQ	0	0
DP12-006	10183107	FORD MO	FORD	2006	ESCAPE	1FMYU02Z1	N	9/2/2006	N	0	0	VEHICLE S	PITTSBUR	PA	2/21/2007	2/21/2007	12553	1	ACCELER	E	NHTSA	VOQ	0	0
DP12-006	10183108	FORD MO	FORD	2006	ESCAPE	1FMYU02Z1	N	2/5/2007	N	0	0	ENGINE A	PITTSBUR	PA	2/21/2007	2/21/2007	16578	1	LOUD NOI	Z	NHTSA	VOQ	0	0
DP12-006	10258786	FORD MO	FORD	2006	ESCAPE	1FMYU02Z2	N	6/18/2006	N			VEHICLE S	LEXINGTO	SC	2/16/2009	2/16/2009	18000	1	I HAVE A	E	NHTSA	VOQ	0	0
DP12-006	10365896	FORD MO	FORD	2006	ESCAPE	1FMYU02Z2	N	5/1/2010	N			VEHICLE S	FIFE	WA	11/16/2010	11/16/2010	55000	1	2006 FORI	E	NHTSA	VOQ	0	0
DP12-006	10366070	FORD MO	FORD	2006	ESCAPE	1FMYU02Z2	N	11/6/2010	N	0	0	FUEL SYS	CLEARWA	FL	11/6/2010	11/9/2010	63350		AT APPRO	E	NHTSA	VOQ	0	0
DP12-006	10412016	FORD MO	FORD	2006	ESCAPE	1FMYU02Z3	N	12/1/2010	N			ENGINE A	VINELANE	NJ	7/12/2011	7/12/2011	47000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z4	N	1/2/2006	N			VEHICLE S	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	E	NHTSA	VOQ	0	0
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z4	N	1/2/2006	N			VEHICLE S	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	D	NHTSA	VOQ	0	0
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z4	N	1/2/2006	N			FUEL SYS	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	D	NHTSA	VOQ	0	0
DP12-006	10446248	FORD MO	FORD	2006	ESCAPE	1FMYU02Z4	N	1/2/2006	N			ENGINE A	LEESBUR	GA	2/2/2012	2/2/2012	25000	1	I HAVE A	D	NHTSA	VOQ	0	0
DP12-006	10232590	FORD MO	FORD	2006	ESCAPE	1FMYU02Z4	N	6/22/2008	N			VEHICLE S	WINTERVI	NC	6/28/2008	6/28/2008	38400	1	THE ACCE	E	NHTSA	VOQ	0	0
DP12-006	10467867	FORD MO	FORD	2006	ESCAPE	1FMYU02Z4	N	2/1/2011	N	0	0	VEHICLE S	GULFPOR	MS	7/26/2012	7/26/2012	60000	1	THE GAS	E	NHTSA	VOQ	0	0
DP12-006	10471253	FORD MO	FORD	2006	ESCAPE	1FMYU02Z5	N	8/17/2006	N	0	0	VEHICLE S	INDIANPO	IN	8/17/2012	8/17/2012	97000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10255158	FORD MO	FORD	2006	ESCAPE	1FMYU02Z5	N	1/15/2009	N	0	0	VEHICLE S	SPENCER	OH	1/15/2009	1/15/2009	52408	1	FORD ES	E	NHTSA	VOQ	0	0
DP12-006	10423957	FORD MO	FORD	2006	ESCAPE	1FMYU02Z5	N	10/1/2010	N			VEHICLE S	MISSOUR	TX	9/6/2011	9/6/2011	45000	1	MY GAS P	E	NHTSA	VOQ	0	0
DP12-006	10423957	FORD MO	FORD	2006	ESCAPE	1FMYU02Z5	N	10/1/2010	N			FUEL SYS	MISSOUR	TX	9/6/2011	9/6/2011	45000	1	MY GAS P	D	NHTSA	VOQ	0	0
DP12-006	10184031	FORD MO	FORD	2006	ESCAPE	1FMYU02Z7	N	3/2/2007	N	0	0	POWER TI	STEENS	MS	3/2/2007	3/2/2007	10000	3	MY 2006 F	Z	NHTSA	VOQ	0	0
DP12-006	10363722	FORD MO	FORD	2006	ESCAPE	1FMYU02Z7	N	12/1/2009	N			POWER TI	PLAINFIEL	IL	11/2/2010	11/2/2010	72000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10372149	FORD MO	FORD	2006	ESCAPE	1FMYU02Z7	N	6/1/2010	N			VEHICLE S	BRUNSWI	OH	12/22/2010	12/22/2010	45000	1	THE ACCE	E	NHTSA	VOQ	0	0
DP12-006	10467851	FORD MO	FORD	2006	ESCAPE	1FMYU02Z8	N	1/7/2008	N	0	0	VEHICLE S	JACKSON	GA	7/26/2012	7/26/2012	35000	1	ON THIS F	E	NHTSA	VOQ	0	0
DP12-006	10244047	FORD MO	FORD	2006	ESCAPE	1FMYU02Z8	N	9/30/2008	N	0	0	VEHICLE S	BEAUMON	TX	9/30/2008	9/30/2008	66806		TL*THE C	E	NHTSA	VOQ	0	0
DP12-006	10466503	FORD MO	FORD	2006	ESCAPE	1FMYU02Z8	N	7/15/2010	N	0	0	VEHICLE S	SAN JOSE	CA	7/18/2012	7/18/2012	80000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10361691	FORD MO	FORD	2006	ESCAPE	1FMYU02Z8	N	10/21/2010	N			VEHICLE S	LOMBARD	IL	10/22/2010	10/22/2010	58703	1	1. DURIN	E	NHTSA	VOQ	0	0
DP12-006	10423824	FORD MO	FORD	2006	ESCAPE	1FMYU02Z8	N	9/4/2011	N			VEHICLE S	JACKSON	GA	9/6/2011	9/6/2011		9	MY 2006 F	E	NHTSA	VOQ	0	0
DP12-006	10304739	FORD MO	FORD	2006	ESCAPE	1FMYU02Z9	N	11/22/2009	N			POWER TI	BRIDGEVI	IL	2/3/2010	2/3/2010	40000	1	THE GAS	D	NHTSA	VOQ	0	0
DP12-006	10304739	FORD MO	FORD	2006	ESCAPE	1FMYU02Z9	N	11/22/2009	N			VEHICLE S	BRIDGEVI	IL	2/3/2010	2/3/2010	40000	1	THE GAS	E	NHTSA	VOQ	0	0
DP12-006	10288884	FORD MO	FORD	2006	ESCAPE	1FMYU02Z9	N	5/11/2009	N			VEHICLE S	ROGERSV	AL	10/18/2009	10/18/2009	65000	1	I AM BUYI	E	NHTSA	VOQ	0	0
DP12-006	10286006	FORD MO	FORD	2006	ESCAPE	1FMYU02Z9	N	9/1/2009	N			ENGINE A	WEIRTON	WV	10/1/2009	10/1/2009	44000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10470878	FORD MO	FORD	2006	ESCAPE	1FMYU02ZX	N	1/1/2012	N	0	0	VEHICLE S	CHICAGO	IL	8/16/2012	8/16/2012	50000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10264474	FORD MO	FORD	2006	ESCAPE	1FMYU0310	N	4/6/2009	N	0	0	POWER TI	BEDMINS	NJ	4/8/2009	4/8/2009	64000	1	THE TOR	Z	NHTSA	VOQ	0	0
DP12-006	10216597	FORD MO	FORD	2006	ESCAPE	1FMYU0312	N	1/25/2008	N	0	0	POWER TI	CORNELIU	NC	1/31/2008	1/31/2008	59550	99	AFTER TR	A	NHTSA	VOQ	0	0
DP12-006	10466533	FORD MO	FORD	2006	ESCAPE	1FMYU0317	N	2/8/2011	N	0	0	VEHICLE S	VAN ALST	TX	7/18/2012	7/18/2012	135000	1	WITH THE	Z	NHTSA	VOQ	0	0
DP12-006	10466350	FORD MO	FORD	2006	ESCAPE	1FMYU03Z0	N	4/6/2012	N	0	0	ENGINE	MESA	AZ	7/18/2012	7/18/2012	76000	1	MY FAMIL	Z	NHTSA	VOQ	0	0
DP12-006	10343612	FORD MO	FORD	2006	ESCAPE	1FMYU03Z1	N	1/31/2008	N			VEHICLE S	WESLEY (	FL	7/16/2010	7/16/2010	38500	1	WHEN TH	E	NHTSA	VOQ	0	0
DP12-006	10292657	FORD MO	FORD	2006	ESCAPE	1FMYU03Z6	N	11/16/2009	N			POWER TI	JEFFERSO	GA	11/18/2009	11/18/2009	84000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10381084	FORD MO	FORD	2006	ESCAPE	1FMYU03Z6	N	2/6/2011	N			VEHICLE S	SAINT LOI	MO	2/8/2011	2/8/2011	54574	1	TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10232700	FORD MO	FORD	2006	ESCAPE	1FMYU0413	N	5/24/2006	Y	0	0	VEHICLE S	ANGOLA	NY	6/30/2008	6/30/2008	86000	1	I OWN A 2	Z	NHTSA	VOQ	0	0
DP12-006	10450241	FORD MO	FORD	2006	ESCAPE	1FMYU92Z1	N	3/3/2012	N			POWER TI	BALTIMOF	MD	3/4/2012	3/4/2012	103700	1	FORD ES	Z	NHTSA	VOQ	0	0
DP12-006	10291312	FORD MO	FORD	2006	ESCAPE	1FMYU92Z3	N	3/1/2008	N			VEHICLE S	NORTHAM	PA	11/7/2009	11/7/2009	46000	1	AT ABOUT	E	NHTSA	VOQ	0	0
DP12-006	10374606	FORD MO	FORD	2006	ESCAPE	1FMYU92Z4	N	7/2/2008	N			ENGINE A	FAIRLESS	PA	1/4/2011	1/4/2011	46000	1	AT 9 MON	Z	NHTSA	VOQ	0	0
DP12-006	10374612	FORD MO	FORD	2006	ESCAPE	1FMYU92Z4	N	10/1/2009	N			VEHICLE S	FAIRLESS	PA	1/4/2011	1/4/2011		1	MY GAS P	E	NHTSA	VOQ	0	0
DP12-006	10236499	FORD MO	FORD	2006	ESCAPE	1FMYU92Z6	N	7/25/2008	N			POWER TI	LEVITTOW	PA	7/31/2008	7/31/2008	65000	1	I WAS PUL	Z	NHTSA	VOQ	0	0
DP12-006	10252501	FORD MO	FORD	2006	ESCAPE	1FMYU92Z7	N	11/27/2008	Y	0	0	ENGINE A	SLIGO	PA	12/22/2008	12/22/2008	59000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10226773	FORD MO	FORD	2006	ESCAPE	1FMYU92Z8	N	5/5/2008	N	0	0	VEHICLE S	JESSUP	MD	5/6/2008	5/6/2008	30000	1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10240077	FORD MO	FORD	2006	ESCAPE	1FMYU92ZX	N	7/13/2008	N	0	0	POWER TI	SALEM	NJ	8/28/2008	8/28/2008	82000	1	AIR COND	Z	NHTSA	VOQ	0	0
DP12-006	10196438	FORD MO	FORD	2006	ESCAPE	1FMYU9310	N	7/9/2007	N	0	0	ENGINE A	HOLDEN	MA	7/16/2007	7/16/2007	16197	1	TL*THE C	D	NHTSA	VOQ	0	0
DP12-006	10196438	FORD MO	FORD	2006	ESCAPE	1FMYU9310	N	7/9/2007	N	0	0	VEHICLE S	HOLDEN	MA	7/16/2007	7/16/2007	16197	1	TL*THE C	E	NHTSA	VOQ	0	0
DP12-006	10281027	FORD MO	FORD	2006	ESCAPE	1FMYU9310	N	8/16/2009	Y			VEHICLE S	LAWNSIDE	NJ	8/19/2009	8/19/2009	86000	1	I WAS DRI	Z	NHTSA	VOQ	0	0
DP12-006	10386614	FORD MO	FORD	2006	ESCAPE	1FMYU9310	N	12/22/2010	N			POWER TI	PLAIN CIT	UT	3/6/2011	3/6/2011	110000	1	ABOUT A	Z	NHTSA	VOQ	0	0
DP12-006	10399268	FORD MO	FORD	2006	ESCAPE	1FMYU9312	N	4/24/2011	N			POWER TI	MODESTO	CA	5/5/2011	5/5/2011	65000	1	THE 2006	Z	NHTSA	VOQ	0	0
DP12-006	10361744	FORD MO	FORD	2006	ESCAPE	1FMYU9313	N	10/6/2006	N			FUEL SYS	PRESTON	MD	10/22/2010	10/22/2010	2		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10438508	FORD MO	FORD	2006	ESCAPE	1FMYU9313	N	8/25/2008	N			POWER TI	CAMA	CA	12/4/2011	12/4/2011		1	MY VEHIC	Z	NHTSA	VOQ	0	0
DP12-006	10253706	FORD MO	FORD	2006	ESCAPE	1FMYU9313	Y	10/7/2008	N	3	1	VEHICLE S	MARTINSV	VA	1/4/2009	1/4/2009	29400	1	I WAS DRI	Z	NHTSA	VOQ	0	0
DP12-006	10356639	FORD MO	FORD	2006	ESCAPE	1FMYU9313	N	9/15/2010	N			POWER TI	LORAIN	OH	9/20/2010	9/20/2010	48037		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10365103	FORD MO	FORD	2006	ESCAPE	1FMYU9313	N	11/2/2010	N			ENGINE A	SOUTH HA	NJ	11/9/2010	11/9/2010	71000	1	MY WIFE \	Z	NHTSA	VOQ	0	0
DP12-006	10450589	FORD MO	FORD	2006	ESCAPE	1FMYU9316	N	10/26/2010	N			POWER TI	LEWISTO	ME	3/7/2012	3/7/2012	68000	3	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10404301	FORD MO	FORD	2006	ESCAPE	1FMYU9316	N	3/15/2011	N			POWER TI	LEWISTO	ME	6/3/2011	6/3/2011	67000	1	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10246786	FORD MO	FORD	2006	ESCAPE	1FMYU9318	N	10/22/2008	N	0	0	FUEL SYS	GRANDVIE	MO	10/27/2008	10/27/2008	41000	1	2006 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10284882	FORD MO	FORD	2006	ESCAPE	1FMYU9318	N	9/22/2009	N			POWER TI	HOUSTON	TX	9/22/2009	9/22/2009	58000	1	FRONT W	Z	NHTSA	VOQ	0	0
DP12-006	10336536	FORD MO	FORD	2006	ESCAPE	1FMYU9318	N	6/9/2010	N			POWER TI	BROCKTO	MA	6/15/2010	6/15/2010	40000	1	DRIVING (	Z	NHTSA	VOQ	0	0
DP12-006	10469685	FORD MO	FORD	2006	ESCAPE	1FMYU9319	N	1/1/2006	N	0	0	POWER TI	AMHERST	OH	8/8/2012	8/8/2012		1	THE TRU	D	NHTSA	VOQ	0	0
DP12-006	10469685	FORD MO	FORD	2006	ESCAPE	1FMYU9319	N	1/1/2006	N	0	0	ENGINE	AMHERST	OH	8/8/2012	8/8/2012		1	THE TRU	Z	NHTSA	VOQ	0	0
DP12-006	10249487	FORD MO	FORD	2006	ESCAPE	1FMYU9319	N	9/28/2008	N	0	0	POWER TI	GRAHAMS	NY	11/21/2008	11/21/2008	35860	1	SINCE BU	Z	NHTSA	VOQ	0	0
DP12-006	10249487	FORD MO	FORD	2006	ESCAPE	1FMYU9319	N	9/28/2008	N	0	0	ENGINE A	GRAHAMS	NY	11/21/2008	11/21/2008	35860	1	SINCE BU	Z	NHTSA	VOQ	0	0
DP12-006	10249487	FORD MO	FORD	2006	ESCAPE	1FMYU9319	N	9/28/2008	N	0	0	VEHICLE S	GRAHAMS	NY	11/21/2008	11/21/2008	35860	1	SINCE BU	Z	NHTSA	VOQ	0	0
DP12-006	10411969	FORD MO	FORD	2006	ESCAPE	1FMYU9319	N	7/11/2011	N			POWER TI	ST. MARY	WV	7/12/2011	7/12/2011	53900		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10341234	FORD MO	FORD	2006	ESCAPE	1FMYU931X	N	4/24/2010	N	0	0	ENGINE A	SUGARLO	CA	7/2/2010	7/2/2010	42175		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10399295	FORD MO	FORD	2006	ESCAPE	1FMYU931X	N	3/30/2011	N			POWER TI	MATICK	MA	5/6/2011	5/6/2011	76000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10440115	FORD MO	FORD	2006	ESCAPE	1FMYU93Z0	N	6/19/2011	N			VEHICLE S	GREENWO	IN	12/16/2011	12/16/2011	45000	1	I HAVE A	E	NHTSA	VOQ	0	0
DP12-006	10440115	FORD MO	FORD	2006	ESCAPE	1FMYU93Z0	N	6/19/2011	N			FUEL SYS	GREENWO	IN	12/16/2011	12/16/2011	45000	1	I HAVE A	D	NHTSA	VOQ	0	0
DP12-006	10259388	FORD MO	FORD	2006	ESCAPE	1FMYU93ZX	N	1/2/2009	N	0	0	VEHICLE S	MACUNGI	PA	2/19/2009	2/19/2009	63500	1	ACCELER	E	NHTSA	VOQ	0	0
DP12-006	10362238	FORD MO	FORD	2006	ESCAPE	1FMYU9412	N	10/21/2010	N			POWER TI	RICHMON	VA	10/25/2010	10/25/2010	75700	1	VEHICLE	Z	NHTSA	VOQ	0	0
DP12-006	10297801	FORD MO	FORD	2006	ESCAPE	1FMYU9416	N	12/24/2009	N			POWER TI	LEVITTOW	PA	1/2/2010	1/2/2010	51287	1	WHILE DR	Z	NHTSA	VOQ	0	0
DP12-006	10424052	FORD MO	FORD	2006	ESCAPE	1FMYU9418	N	9/5/2011	N			POWER TI	HARRISO	VA	9/7/2011	9/7/2011	64000	1	2006 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10155665	FORD MO	FORD	2006	ESCAPE	1FMYV031X	N	4/18/2006	N	0	0	VEHICLE S	CLEVELAN	OH	4/19/2006	4/19/2006	500	1	DT*: THE (	C	NHTSA	VOQ	0	0
DP12-006	10155665	FORD MO	FORD	2006	ESCAPE	1FMYV031X	N	4/18/2006	N	0	0	ENGINE A	CLEVELAN	OH	4/19/2006	4/19/2006	500	1	DT*: THE (	D	NHTSA	VOQ	0	0
DP12-006	10297989	FORD MO	FORD	2007	ESCAPE		N	10/12/2007	N			VEHICLE S	MOREHEA	KY	1/4/2010	1/4/2010	16000		TL* THE C	C	NHTSA	VOQ	0	0
DP12-006	10289059	FORD MO	FORD	2007	ESCAPE		N	10/18/2007	N			FUEL SYS	MCDONO	GA	10/20/2009	10/20/2009		1	HAVE 200	E	NHTSA	VOQ	0	0
DP12-006	10253791	FORD MO	FORD	2007	ESCAPE		N	12/31/2008	N	0	0	POWER TI	STEWART	NJ	1/5/2009	1/5/2009	43000	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10255078	FORD MO	FORD	2007	ESCAPE		N	1/13/2009	N	0	0	POWER TI	SEAVILLE	NJ	1/14/2009	1/14/2009	28500	1	I WAS PUL	Z	NHTSA	VOQ	0	0

DP12-006	10469142	FORD MO	FORD	2007	ESCAPE		N	7/1/2009	N	0	0	VEHICLE S	REDMONI	WA	8/3/2012	8/3/2012		1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10281339	FORD MO	FORD	2007	ESCAPE		N	8/4/2009	N			POWER TI	CHARLOT	NC	8/21/2009	8/21/2009	37000	1	A PIECE I	Z	NHTSA	VOQ	0	0
DP12-006	10296404	FORD MO	FORD	2007	ESCAPE		N	12/15/2009	N			FUEL SYS	BROOKHA	NY	12/18/2009	12/18/2009	30000	1	FORD ES	E	NHTSA	VOQ	0	0
DP12-006	10320648	FORD MO	FORD	2007	ESCAPE		N	3/18/2010	N			VEHICLE S	SAVANNA	GA	3/18/2010	3/18/2010	35000	1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10467861	FORD MO	FORD	2007	ESCAPE		N	11/8/2010	N	0	0	VEHICLE S	MCKINNE	TX	7/26/2012	7/26/2012	86000	1	THE GAS	E	NHTSA	VOQ	0	0
DP12-006	10467861	FORD MO	FORD	2007	ESCAPE		N	11/8/2010	N	0	0	FUEL/PRC	MCKINNE	TX	7/26/2012	7/26/2012	86000	1	THE GAS	D	NHTSA	VOQ	0	0
DP12-006	10366983	FORD MO	FORD	2007	ESCAPE		N	11/21/2010	N			FUEL SYS	LIVONIA	MI	11/21/2010	11/21/2010	60000	1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10375245	FORD MO	FORD	2007	ESCAPE		N	1/8/2011	N			FUEL SYS	GOBLES	MI	1/8/2011	1/8/2011	35000	1	2007 FORI	E	NHTSA	VOQ	0	0
DP12-006	10399602	FORD MO	FORD	2007	ESCAPE		N	5/4/2011	N	0	0	ENGINE A	TERRELL	TX	5/9/2011	5/9/2011	66000	1	I OWN A 2	Z	NHTSA	VOQ	0	0
DP12-006	10437246	FORD MO	FORD	2007	ESCAPE	1FMCU02Z8	Y	11/4/2011	N	1		POWER TI	BEVERLY	FL	11/25/2011	11/25/2011	73010	1	I WAS PAI	Z	NHTSA	VOQ	0	0
DP12-006	10307656	FORD MO	FORD	2007	ESCAPE	1FMCU03ZX	N	2/3/2010	N			ENGINE A	ST. CLAIR	MI	2/8/2010	2/8/2010	34166	1	FLUID LE/	Z	NHTSA	VOQ	0	0
DP12-006	10255708	FORD MO	FORD	2007	ESCAPE	1FMCU0415	N	10/5/2007	N	0	0	ENGINE A	LITTLE RC	AR	1/20/2009	1/20/2009	21731	6	TL*THE C	D	NHTSA	VOQ	0	0
DP12-006	10255708	FORD MO	FORD	2007	ESCAPE	1FMCU0415	N	10/5/2007	N	0	0	POWER TI	LITTLE RC	AR	1/20/2009	1/20/2009	21731	6	TL*THE C	A	NHTSA	VOQ	0	0
DP12-006	10462281	FORD MO	FORD	2007	ESCAPE	1FMCU59H>	N	6/15/2012	N	0	0	ENGINE	GREENW	IN	6/19/2012	6/19/2012	100400	1	PULLED A	A	NHTSA	VOQ	0	0
DP12-006	10186645	FORD MO	FORD	2007	ESCAPE	1FMCU9317	N	2/28/2007	N	0	0	OTHER	HACKENS	NJ	3/31/2007	3/31/2007		1	WE PURC	Z	NHTSA	VOQ	0	0
DP12-006	10198819	FORD MO	FORD	2007	ESCAPE	1FMCU9318	N	7/23/2007	N	1	0	POWER TI	GUILFORI	CT	8/8/2007	8/8/2007	41	1	TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10392394	FORD MO	FORD	2007	ESCAPE	1FMY102Z7	N	3/19/2011	N			ENGINE A	FRANKFO	IL	3/21/2011	3/21/2011	64000	1	ON 3/19/2(	A	NHTSA	VOQ	0	0
DP12-006	10313502	FORD MO	FORD	2007	ESCAPE	1FMYU02Z0	N	2/22/2010	N			VEHICLE S	WACO	TX	2/24/2010	2/24/2010	65000	1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10313502	FORD MO	FORD	2007	ESCAPE	1FMYU02Z0	N	2/22/2010	N			ENGINE A	WACO	TX	2/24/2010	2/24/2010	65000	1	GAS PED/	D	NHTSA	VOQ	0	0
DP12-006	10420910	FORD MO	FORD	2007	ESCAPE	1FMYU02Z0	N	8/20/2011	N			ENGINE A	LINCOLN	RI	8/22/2011	8/22/2011	59000	1	I WAS DRI	Z	NHTSA	VOQ	0	0
DP12-006	10470921	FORD MO	FORD	2007	ESCAPE	1FMYU02Z1	N	10/1/2011	N	0	0	VEHICLE S	TUCSON	AZ	8/1/2012	8/9/2012		4	WHILE DR	E	NHTSA	VOQ	0	0
DP12-006	10329823	FORD MO	FORD	2007	ESCAPE	1FMYU02Z2	N	4/16/2009	N			VEHICLE S	LAS VEGA	NV	5/10/2010	5/10/2010	79000	1	THROTTLI	E	NHTSA	VOQ	0	0
DP12-006	10329823	FORD MO	FORD	2007	ESCAPE	1FMYU02Z2	N	4/16/2009	N			FUEL SYS	LAS VEGA	NV	5/10/2010	5/10/2010	79000	1	THROTTLI	D	NHTSA	VOQ	0	0
DP12-006	10360975	FORD MO	FORD	2007	ESCAPE	1FMYU02Z2	N	9/19/2010	N			VEHICLE S	FAIR PLA	SC	10/18/2010	10/18/2010	32000	1	2007 ESC/	E	NHTSA	VOQ	0	0
DP12-006	10433671	FORD MO	FORD	2007	ESCAPE	1FMYU02Z4	N	1/15/2007	N			VEHICLE S	SAN ANTO	TX	10/31/2011	10/31/2011	2000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10428168	FORD MO	FORD	2007	ESCAPE	1FMYU02Z5	N	10/1/2011	N			VEHICLE S	CHAPIN	SC	10/1/2011	10/1/2011	100000	1	ANYTIME	E	NHTSA	VOQ	0	0
DP12-006	10310283	FORD MO	FORD	2007	ESCAPE	1FMYU02Z6	N	2/9/2010	N			VEHICLE S	MARCOLA	OR	2/14/2010	2/14/2010	72000	1	ON 02/09/	E	NHTSA	VOQ	0	0
DP12-006	10325133	FORD MO	FORD	2007	ESCAPE	1FMYU02Z6	N	3/15/2010	N			FUEL SYS	DULUTH	GA	4/12/2010	4/12/2010			TL*THE C	E	NHTSA	VOQ	0	0
DP12-006	10372663	FORD MO	FORD	2007	ESCAPE	1FMYU02ZX	N	12/7/2010	N			VEHICLE S	WEST ALL	WI	12/28/2010	12/28/2010	45000	1	I OWN A 2	E	NHTSA	VOQ	0	0
DP12-006	10206088	FORD MO	FORD	2007	ESCAPE	1FMYU49H8	N	10/1/2007	N			OTHER	WEST PAI	FL	10/11/2007	10/15/2007		1	2007 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10468333	FORD MO	FORD	2007	ESCAPE	1FMYU92Z3	N	10/15/2010	N	0	0	FUEL/PRC	PRINCE F	MD	7/30/2012	7/30/2012	52000	1	WHEN TH	E	NHTSA	VOQ	0	0
DP12-006	10279069	FORD MO	FORD	2007	ESCAPE	1FMYU92Z5	N	1/1/2009	N			FUEL SYS	AMHERST	NH	8/2/2009	8/2/2009		1	THE SUV	D	NHTSA	VOQ	0	0
DP12-006	10279069	FORD MO	FORD	2007	ESCAPE	1FMYU92Z5	N	1/1/2009	N			VEHICLE S	AMHERST	NH	8/2/2009	8/2/2009		1	THE SUV	E	NHTSA	VOQ	0	0
DP12-006	10301823	FORD MO	FORD	2007	ESCAPE	1FMYU92Z7	N	1/20/2010	N			VEHICLE S	HASTINGS	NY	1/22/2010	1/22/2010	0	1	2007 FORI	E	NHTSA	VOQ	0	0
DP12-006	10259416	FORD MO	FORD	2007	ESCAPE	1FMYU92ZX	N	2/19/2009	N	0	0	VEHICLE S	CARLISLE	PA	2/20/2009	2/20/2009	46000	1	ACCELER	E	NHTSA	VOQ	0	0
DP12-006	10373611	FORD MO	FORD	2007	ESCAPE	1FMYU9310	N	10/1/2009	N			FUEL SYS	RIVERHEA	NY	12/31/2010	12/31/2010	32000	1	MY VEHIC	Z	NHTSA	VOQ	0	0
DP12-006	10307922	FORD MO	FORD	2007	ESCAPE	1FMYU9310	N	12/27/2009	N			POWER TI	MEDFORI	MA	2/9/2010	2/9/2010	21500	1	WHEN I W	Z	NHTSA	VOQ	0	0
DP12-006	10193738	FORD MO	FORD	2007	ESCAPE	1FMYU9318	N	1/10/2007	N	0	0	FUEL SYS	HAMBURC	NY	6/19/2007	6/19/2007	45	10	SINC E PL	Z	NHTSA	VOQ	0	0
DP12-006	10409093	FORD MO	FORD	2007	ESCAPE	1FMYU9319	N	4/22/2011	N			POWER TI	NEW HYD	NY	6/27/2011	6/27/2011		1	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10298938	FORD MO	FORD	2007	ESCAPE	1FMYU9418	N	7/15/2009	N			VEHICLE S	STETTLEF	00	1/10/2010	1/10/2010	50	1	2007 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10257490	FORD MO	FORD	2007	ESCAPE	1FMYU941X	N	1/16/2009	N	0	0	VEHICLE S	MERRITT/	GA	2/4/2009	2/4/2009	44000		TL*THE C	B	NHTSA	VOQ	0	0
DP12-006	10379261	FORD MO	FORD	2007	ESCAPE	1J4FA39S82	N	1/10/2009	N			POWER TI	BRUNSWI	OH	1/27/2011	1/27/2011	20000	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10303873	FORD MO	FORD	2008	ESCAPE		N	1/1/1901	N			POWER TI	KUNKLET	PA	1/28/2010	1/28/2010		1	LETTER F	Z	NHTSA	VOQ	0	0
DP12-006	10257233	FORD MO	FORD	2008	ESCAPE		N	1/4/2009	N	0	0	POWER TI	SAINT LOI	MO	2/2/2009	2/2/2009	40000	1	I BROUGH	Z	NHTSA	VOQ	0	0
DP12-006	10256671	FORD MO	FORD	2008	ESCAPE		N	1/10/2009	N			POWER TI	SALEM	UT	1/28/2009	1/28/2009	48000	1	TOTAL TR	Z	NHTSA	VOQ	0	0
DP12-006	10266867	FORD MO	FORD	2008	ESCAPE		N	2/1/2009	N	0	0	POWER TI	WASHING	MI	4/27/2009	4/27/2009	18000	1	I HAD CO	Z	NHTSA	VOQ	0	0
DP12-006	10258569	FORD MO	FORD	2008	ESCAPE		N	2/10/2009	N	0	0	POWER TI	MECHANI	NY	2/13/2009	2/13/2009	16650	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10260721	FORD MO	FORD	2008	ESCAPE		N	2/28/2009	N			POWER TI	MONTICEI	GA	3/4/2009	3/4/2009		1	WE BOUG	Z	NHTSA	VOQ	0	0
DP12-006	10266865	FORD MO	FORD	2008	ESCAPE		N	4/24/2009	N	0	0	VEHICLE S	WASHING	MI	4/27/2009	4/27/2009	20650	1	I WAS AC	E	NHTSA	VOQ	0	0
DP12-006	10277619	FORD MO	FORD	2008	ESCAPE		N	7/16/2009	N			POWER TI	ALLENDAI	MI	7/21/2009	7/21/2009	48000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10286632	FORD MO	FORD	2008	ESCAPE		N	8/1/2009	N			ENGINE A	FAIRLAWI	OH	10/7/2009	10/7/2009	40000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10286632	FORD MO	FORD	2008	ESCAPE		N	8/1/2009	N			POWER TI	FAIRLAWI	OH	10/7/2009	10/7/2009	40000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10314990	FORD MO	FORD	2008	ESCAPE		N	8/19/2009	N			POWER TI	WINDSOR	CA	2/28/2010	2/28/2010	39000	1	GIRLFRIE	Z	NHTSA	VOQ	0	0
DP12-006	10314990	FORD MO	FORD	2008	ESCAPE		N	8/19/2009	N			POWER TI	WINDSOR	CA	2/28/2010	2/28/2010	39000	1	GIRLFRIE	L	NHTSA	VOQ	0	0
DP12-006	10370760	FORD MO	FORD	2008	ESCAPE		N	9/15/2009	N			FUEL SYS	FENTON	MI	12/15/2010	12/15/2010	40000		TL*THE C	E	NHTSA	VOQ	0	0
DP12-006	10290269	FORD MO	FORD	2008	ESCAPE		N	9/22/2009	N			POWER TI	NORMAL	IL	10/29/2009	10/29/2009	42000	1	MY 2008 F	D	NHTSA	VOQ	0	0
DP12-006	10290269	FORD MO	FORD	2008	ESCAPE		N	9/22/2009	N			ENGINE A	NORMAL	IL	10/29/2009	10/29/2009	42000	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10301975	FORD MO	FORD	2008	ESCAPE		N	10/10/2009	N			POWER TI	CARY	NC	1/22/2010	1/22/2010		1	I HAVE A	Z	NHTSA	VOQ	0	0
DP12-006	10290036	FORD MO	FORD	2008	ESCAPE		N	10/27/2009	N			POWER TI	SPRINGB(	OH	10/27/2009	10/27/2009	41250	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10315015	FORD MO	FORD	2008	ESCAPE		N	12/6/2009	N			VEHICLE S	SMITHTO\	NY	2/28/2010	2/28/2010		1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10294784	FORD MO	FORD	2008	ESCAPE		N	12/7/2009	N			POWER TI	BEVERLY	MI	12/7/2009	12/7/2009		1	2008 ESC/	Z	NHTSA	VOQ	0	0
DP12-006	10302989	FORD MO	FORD	2008	ESCAPE		N	1/14/2010	N			POWER TI	BELLEVILI	IL	1/28/2010	1/28/2010	51703		DEVELOP	Z	NHTSA	VOQ	0	0
DP12-006	10327914	FORD MO	FORD	2008	ESCAPE		N	1/20/2010	N			ENGINE A	MILLSTAD	IL	4/28/2010	4/28/2010	40000	1	I PURCHA	Z	NHTSA	VOQ	0	0
DP12-006	10303537	FORD MO	FORD	2008	ESCAPE		N	1/29/2010	N			POWER TI	LAURENS	NY	2/1/2010	2/1/2010	40000	1	PURCHAS	Z	NHTSA	VOQ	0	0
DP12-006	10315479	FORD MO	FORD	2008	ESCAPE		N	2/3/2010	N			ENGINE A	ISLAND L/	IL	3/2/2010	3/2/2010	38000	1	I BOUGHT	Z	NHTSA	VOQ	0	0
DP12-006	10314546	FORD MO	FORD	2008	ESCAPE		N	2/26/2010	N			POWER TI	WAYNE	WV	2/26/2010	2/26/2010	42000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10315092	FORD MO	FORD	2008	ESCAPE		N	2/28/2010	N			POWER TI	DULUTH	GA	3/1/2010	3/1/2010	51	2	HAVE A 2(	Z	NHTSA	VOQ	0	0
DP12-006	10332625	FORD MO	FORD	2008	ESCAPE		N	5/26/2010	N			POWER TI	HAMPTON	VA	5/28/2010	5/28/2010	20000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10359205	FORD MO	FORD	2008	ESCAPE		N	5/30/2010	N			VEHICLE S	HAMPSTE	NC	10/5/2010	10/5/2010	28000	1	I OWN A 2	E	NHTSA	VOQ	0	0
DP12-006	10471254	FORD MO	FORD	2008	ESCAPE		N	8/17/2010	N	0	0	VEHICLE S	INDIANAP	IN	8/17/2012	8/17/2012	94000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10362213	FORD MO	FORD	2008	ESCAPE		N	10/23/2010	N			VEHICLE S	SHEBOYG	WI	10/25/2010	10/25/2010	38000	1	WHEN DR	F	NHTSA	VOQ	0	0
DP12-006	10369651	FORD MO	FORD	2008	ESCAPE		N	12/4/2010	N			VEHICLE S	HYATTSVI	MD	12/8/2010	12/8/2010	78000	1	I HAVE A	E	NHTSA	VOQ	0	0
DP12-006	10371194	FORD MO	FORD	2008	ESCAPE		N	12/13/2010	N			VEHICLE S	WERNERS	PA	12/19/2010	12/19/2010	45000	1	2008 FORI	E	NHTSA	VOQ	0	0
DP12-006	10375107	FORD MO	FORD	2008	ESCAPE		N	1/2/2011	N			FUEL SYS	SHORELIN	WA	1/7/2011	1/7/2011	58000	1	A BINDIN(	A	NHTSA	VOQ	0	0
DP12-006	10393922	FORD MO	FORD	2008	ESCAPE		N	1/5/2011	N			ENGINE A	SCHENEC	NY	4/1/2011	4/1/2011	51000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10393568	FORD MO	FORD	2008	ESCAPE		N	2/28/2011	N			POWER TI	CHESAPE	VA	3/29/2011	3/29/2011	38300		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10399999	FORD MO	FORD	2008	ESCAPE		N	5/10/2011	N			POWER TI	EL PASO	TX	5/11/2011	5/11/2011	28700		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10444419	FORD MO	FORD	2008	ESCAPE		N	10/11/2011	N			VEHICLE S	CLINTON	NC	1/18/2012	1/18/2012			TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10432495	FORD MO	FORD	2008	ESCAPE		N	10/12/2011	N			POWER TI	HIGHLANI	NJ	10/23/2011	10/23/2011	104000	1	WHILE DR	Z	NHTSA	VOQ	0	0
DP12-006	10435600	FORD MO	FORD	2008	ESCAPE		N	11/10/2011	N			POWER TI	BLUFFDAI	UT	11/14/2011	11/14/2011	76000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10439129	FORD MO	FORD	2008	ESCAPE		N	12/7/2011	N			ENGINE A	SUNRISE	FL	12/9/2011	12/9/2011		1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10452506	FORD MO	FORD	2008	ESCAPE		N	3/15/2012	N			POWER TI	CASTLE R	CO	3/21/2012	3/21/2012	80000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10468296	FORD MO	FORD	2008	ESCAPE		N	6/9/2012	N	0	0	VEHICLE S	NEW BOS	MI	7/30/2012	7/30/2012	65000	1	I HAD BEE	D	NHTSA	VOQ	0	0
DP12-006	10468296	FORD MO	FORD	2008	ESCAPE		N	6/9/2012	N	0	0	ENGINE	NEW BOS	MI	7/30/2012	7/30/2012	65000	1	I HAD BEE	Z	NHTSA	VOQ	0	0
DP12-006	10471841	FORD MO	FORD	2008	ESCAPE		N	7/20/2012	N	0	0	POWER TI	VIRGINIA	VA	8/22/2012	8/22/2012	60000	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10418249	FORD MO	FORD	2008	ESCAPE	1FMCU02Z4	N	8/4/2011	N			POWER TI	HUMACAC	PR	8/9/2011	8/9/2011	76617	1	THE FORI	Z	NHTSA	VOQ	0	0
DP12-006	10202069	FORD MO	FORD	2008	ESCAPE	1FMCU02Z6	N	9/1/2007	N	0	0	FUEL SYS	ATLANTA	GA	9/6/2007	9/6/2007	340	1	I PURCHA	F	NHTSA	VOQ	0	0
DP12-006	10276794	FORD MO	FORD	2008	ESCAPE	1FMCU02Z6	N	6/1/2009	N	0	0	VEHICLE S	ATLANTA	GA	7/14/2009	7/14/2009	29500		TL*THE C	F	NHTSA	VOQ	0	0
DP12-006	10276794	FORD MO	FORD	2008	ESCAPE	1FMCU02Z6	N	6/1/2009	N	0	0	VEHICLE S	ATLANTA	GA	7/14/2009	7/14/2009	29500		TL*THE C	D	NHTSA	VOQ	0	0
DP12-006	10366988	FORD MO	FORD	2008	ESCAPE	1FMCU02Z6	N	11/20/2010	N			VEHICLE S	COLUMBU	OH	11/21/2010	11/21/2010	65210	1	08 FORD I	E	NHTSA	VOQ	0	0
DP12-006	10260909	FORD MO	FORD	2008	ESCAPE	1FMCU02Z7	N	3/22/2008	N	0	0	VEHICLE S	MASON	OH	3/6/2009	3/6/2009	8000	1	MY 2008 F	F	NHTSA	VOQ	0	0
DP12-006	10419422	FORD MO	FORD	2008	ESCAPE	1FMCU02Z8	N	8/14/2011	N			VEHICLE S	HIGH POI	NC	8/15/2011	8/15/2011	81000	1	2ND INST/	F	NHTSA	VOQ	0	0

DP12-006	10467921	FORD MO	FORD	2008	ESCAPE	1FMCU02Z9	N	11/1/2009	N	0	0	VEHICLE S	MOORES\	NC	7/27/2012	7/27/2012	5000		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10245263	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX	N	10/11/2008	N			FUEL SYS	BAY POIN	CA	10/13/2008	10/13/2008	19821	1	SATURDA	Z	NHTSA	VOQ	0	0
DP12-006	10273233	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX	N	6/4/2009	N			POWER TI	CINCINNA	OH	6/9/2009	6/9/2009	40000	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10303293	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX	N	12/17/2009	N			VEHICLE S	GRAND IS	NY	1/30/2010	1/30/2010	40165	1	MY GAS P	E	NHTSA	VOQ	0	0
DP12-006	10394266	FORD MO	FORD	2008	ESCAPE	1FMCU02ZX	N	4/2/2011	N			POWER TI	WHITE PL	MD	4/5/2011	4/5/2011	96000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10285168	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	9/24/2009	N			POWER TI	MANHATT	IL	9/24/2009	9/24/2009	42853	1	TRANS FL	Z	NHTSA	VOQ	0	0
DP12-006	10291503	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	11/9/2009	N			POWER TI	VERSAILL	MO	11/9/2009	11/9/2009	38000	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10296745	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	12/21/2009	N			POWER TI	CHATHAM	LA	12/22/2009	12/22/2009		1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10369348	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	10/2/2010	N			POWER TI	APO	AE	12/6/2010	12/6/2010	70000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10359267	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	10/4/2010	N			VEHICLE S	LYNCHBU	VA	10/5/2010	10/5/2010	67000	1	MY GAS P	F	NHTSA	VOQ	0	0
DP12-006	10407036	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	5/1/2011	N			POWER TI	FLORENC	AZ	6/15/2011	6/15/2011		1	MY FORD	Z	NHTSA	VOQ	0	0
DP12-006	10445886	FORD MO	FORD	2008	ESCAPE	1FMCU0310	N	1/30/2012	N			VEHICLE S	ROCHEST	MI	1/30/2012	1/30/2012	90000		TL* THE C	F	NHTSA	VOQ	0	0
DP12-006	10386765	FORD MO	FORD	2008	ESCAPE	1FMCU0311	N	3/1/2011	N			POWER TI	TX	TX	3/7/2011	3/7/2011	42000	1	I RECENT	Z	NHTSA	VOQ	0	0
DP12-006	10400593	FORD MO	FORD	2008	ESCAPE	1FMCU0311	N	5/1/2011	N			POWER TI	SAN ANTO	TX	5/12/2011	5/12/2011	46167	1	LAST YEA	Z	NHTSA	VOQ	0	0
DP12-006	10460847	FORD MO	FORD	2008	ESCAPE	1FMCU0312	N	7/31/2008	N	0	0	VEHICLE S	HUNTING	CA	6/6/2012	6/6/2012	11152	2	TL* THE C	F	NHTSA	VOQ	0	0
DP12-006	10317364	FORD MO	FORD	2008	ESCAPE	1FMCU0312	N	1/10/2010	N			POWER TI	LEXINGTO	KY	3/6/2010	3/6/2010	58000	1	THE CAR	Z	NHTSA	VOQ	0	0
DP12-006	10317364	FORD MO	FORD	2008	ESCAPE	1FMCU0312	N	1/10/2010	N			ENGINE A	LEXINGTO	KY	3/6/2010	3/6/2010	58000	1	THE CAR	Z	NHTSA	VOQ	0	0
DP12-006	10317395	FORD MO	FORD	2008	ESCAPE	1FMCU0312	N	3/4/2010	N			POWER TI	SATELLITI	FL	3/6/2010	3/6/2010	40925	1	CAR STAF	Z	NHTSA	VOQ	0	0
DP12-006	10401046	FORD MO	FORD	2008	ESCAPE	1FMCU0312	N	4/10/2011	N			ENGINE A	OLATHE	KS	5/16/2011	5/16/2011	64865	1	I HAVE A	Z	NHTSA	VOQ	0	0
DP12-006	10307681	FORD MO	FORD	2008	ESCAPE	1FMCU0313	N	2/1/2010	N			POWER TI	GROSSE I	MI	2/9/2010	2/9/2010	27412	1	LEASED 2	Z	NHTSA	VOQ	0	0
DP12-006	10354641	FORD MO	FORD	2008	ESCAPE	1FMCU0313	N	9/4/2010	N			POWER TI	CELEBRA	FL	9/9/2010	9/9/2010	70000	1	AFTER ST	Z	NHTSA	VOQ	0	0
DP12-006	10370712	FORD MO	FORD	2008	ESCAPE	1FMCU0313	N	11/24/2010	N			POWER TI	MARSHAL	IA	12/15/2010	12/15/2010	72771	1	I BOUGHT	Z	NHTSA	VOQ	0	0
DP12-006	10386819	FORD MO	FORD	2008	ESCAPE	1FMCU0313	N	3/1/2011	N			ENGINE A	BESSEME	AL	3/8/2011	3/8/2011	38900		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10393753	FORD MO	FORD	2008	ESCAPE	1FMCU0315	N	3/21/2011	N			VEHICLE S	CINCINNA	OH	3/30/2011	3/30/2011	26500		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10433841	FORD MO	FORD	2008	ESCAPE	1FMCU0315	N	10/25/2011	N			POWER TI	ARTESIA	NM	11/1/2011	11/1/2011		1	HTTP://WV	Z	NHTSA	VOQ	0	0
DP12-006	10249877	FORD MO	FORD	2008	ESCAPE	1FMCU0316	N	11/25/2008	N			POWER TI	OAK FORE	IL	11/25/2008	11/25/2008	20800	1	BEEN NO	Z	NHTSA	VOQ	0	0
DP12-006	10252969	FORD MO	FORD	2008	ESCAPE	1FMCU0316	N	12/28/2008	N	0	0	POWER TI	CHULA VI	CA	12/28/2008	12/28/2008	17031	1	TODAY I N	Z	NHTSA	VOQ	0	0
DP12-006	10374711	FORD MO	FORD	2008	ESCAPE	1FMCU0316	N	12/1/2010	N			POWER TI	VISALIA	CA	1/5/2011	1/5/2011	51000	1	A/C COND	Z	NHTSA	VOQ	0	0
DP12-006	10374711	FORD MO	FORD	2008	ESCAPE	1FMCU0316	N	12/1/2010	N			ENGINE A	VISALIA	CA	1/5/2011	1/5/2011	51000	1	A/C COND	Z	NHTSA	VOQ	0	0
DP12-006	10445016	FORD MO	FORD	2008	ESCAPE	1FMCU0317	N	12/1/2011	N	0	0	POWER TI	MEMPHIS	TN	1/24/2012	1/24/2012	59000	1	FOUND PL	Z	NHTSA	VOQ	0	0
DP12-006	10298998	FORD MO	FORD	2008	ESCAPE	1FMCU0318	N	12/26/2009	N			POWER TI	TRUSSVIL	AL	1/11/2010	1/11/2010	37500	1	LEAKING	Z	NHTSA	VOQ	0	0
DP12-006	10316664	FORD MO	FORD	2008	ESCAPE	1FMCU0318	N	3/1/2010	N			ENGINE A	SOUTH PI	TN	3/4/2010	3/4/2010	29000	1	THE AC/C	Z	NHTSA	VOQ	0	0
DP12-006	10398026	FORD MO	FORD	2008	ESCAPE	1FMCU0318	N	4/11/2011	N			POWER TI	LAMPASA	TX	4/27/2011	4/27/2011	44000	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10318283	FORD MO	FORD	2008	ESCAPE	1FMCU0319	N	1/20/2010	N			POWER TI	FENTON	MI	3/9/2010	3/9/2010	37000	1	VEHICLE I	Z	NHTSA	VOQ	0	0
DP12-006	10318283	FORD MO	FORD	2008	ESCAPE	1FMCU0319	N	1/20/2010	N			ENGINE A	FENTON	MI	3/9/2010	3/9/2010	37000	1	VEHICLE I	Z	NHTSA	VOQ	0	0
DP12-006	10287232	FORD MO	FORD	2008	ESCAPE	1FMCU031X	N	10/13/2009	N			POWER TI	SIERRA V	AZ	10/13/2009	10/13/2009	51175	1	THROUGH	Z	NHTSA	VOQ	0	0
DP12-006	10300139	FORD MO	FORD	2008	ESCAPE	1FMCU031X	N	1/5/2010	N			POWER TI	WENDELL	NC	1/18/2010	1/18/2010	44000	1	THE TRAN	Z	NHTSA	VOQ	0	0
DP12-006	10445043	FORD MO	FORD	2008	ESCAPE	1FMCU037X	N	1/23/2012	N			POWER TI	CHICAGO	IL	1/24/2012	1/24/2012	38000	1	MY CAR A	Z	NHTSA	VOQ	0	0
DP12-006	10445043	FORD MO	FORD	2008	ESCAPE	1FMCU037X	N	1/23/2012	N			VEHICLE S	CHICAGO	IL	1/24/2012	1/24/2012	38000	1	MY CAR A	Z	NHTSA	VOQ	0	0
DP12-006	10316908	FORD MO	FORD	2008	ESCAPE	1FMCU03Z0	N	2/20/2008	N			FUEL SYS	BUSHKILL	PA	3/4/2010	3/4/2010	26512	1	MY 2008 E	E	NHTSA	VOQ	0	0
DP12-006	10316908	FORD MO	FORD	2008	ESCAPE	1FMCU03Z0	N	2/20/2008	N			ENGINE A	BUSHKILL	PA	3/4/2010	3/4/2010	26512	1	MY 2008 E	D	NHTSA	VOQ	0	0
DP12-006	10368991	FORD MO	FORD	2008	ESCAPE	1FMCU03Z0	N	10/23/2010	Y	0	0	ENGINE A	SAN DIEG	CA	12/2/2010	12/2/2010	46843	1	CAR BURI	Z	NHTSA	VOQ	0	0
DP12-006	10413741	FORD MO	FORD	2008	ESCAPE	1FMCU03Z0	N	7/20/2011	N			VEHICLE S	FLORISSA	MO	7/20/2011	7/20/2011	120000	1	ACCELER	E	NHTSA	VOQ	0	0
DP12-006	10421163	FORD MO	FORD	2008	ESCAPE	1FMCU03Z0	N	8/17/2011	N			ENGINE A	MIDDLETO	OH	8/23/2011	8/23/2011	68100	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10421163	FORD MO	FORD	2008	ESCAPE	1FMCU03Z0	N	8/17/2011	N			POWER TI	MIDDLETO	OH	8/23/2011	8/23/2011	68100	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10312328	FORD MO	FORD	2008	ESCAPE	1FMCU03Z1	N	2/18/2010	N			POWER TI	CORNELIU	NC	2/20/2010	2/20/2010	48000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10312328	FORD MO	FORD	2008	ESCAPE	1FMCU03Z1	N	2/18/2010	N			POWER TI	CORNELIU	NC	2/20/2010	2/20/2010	48000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10458868	FORD MO	FORD	2008	ESCAPE	1FMCU03Z1	N	10/12/2011	N	0	0	VEHICLE S	EAS POIN	MI	5/17/2012	5/17/2012	56000		TL* THE C	F	NHTSA	VOQ	0	0
DP12-006	10224978	FORD MO	FORD	2008	ESCAPE	1FMCU03Z3	N	4/2/2008	N			FUEL SYS	LOS ANGE	CA	4/18/2008	4/18/2008	2800	1	SLOSHIN	Z	NHTSA	VOQ	0	0
DP12-006	10283368	FORD MO	FORD	2008	ESCAPE	1FMCU03Z3	N	9/7/2009	N			POWER TI	DEPTFOR	NJ	9/9/2009	9/9/2009	41800	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10437603	FORD MO	FORD	2008	ESCAPE	1FMCU03Z4	N	11/27/2011	N			VEHICLE S	GARYSBU	NC	11/28/2011	11/28/2011	36100		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10363556	FORD MO	FORD	2008	ESCAPE	1FMCU03Z5	N	11/1/2010	N			VEHICLE S	EASTAMP	NJ	11/1/2010	11/1/2010	42000	1	ON MY 20	E	NHTSA	VOQ	0	0
DP12-006	10374792	FORD MO	FORD	2008	ESCAPE	1FMCU03Z5	N	12/5/2010	N			POWER TI	OPALOCK	FL	1/5/2011	1/5/2011	68000	1	TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10443489	FORD MO	FORD	2008	ESCAPE	1FMCU03Z5	N	12/7/2010	N			VEHICLE S	SRPING L	NC	1/11/2012	1/11/2012			TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10461189	FORD MO	FORD	2008	ESCAPE	1FMCU03Z5	N	5/16/2012	N	0	0	POWER TI	HOLLY	MI	6/11/2012	6/11/2012	62000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10322637	FORD MO	FORD	2008	ESCAPE	1FMCU03Z6	N	3/29/2010	N			VEHICLE S	ATCO	NJ	3/29/2010	3/29/2010	350000	1	TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10322637	FORD MO	FORD	2008	ESCAPE	1FMCU03Z6	N	3/29/2010	N			ENGINE A	ATCO	NJ	3/29/2010	3/29/2010	350000	1	TL* THE C	D	NHTSA	VOQ	0	0
DP12-006	10255926	FORD MO	FORD	2008	ESCAPE	1FMCU03Z7	N	1/19/2009	N	0	0	POWER TI	CALGARY	00	1/21/2009	1/21/2009	13500	1	THE VEHI	Z	NHTSA	VOQ	0	0
DP12-006	10326573	FORD MO	FORD	2008	ESCAPE	1FMCU03Z7	N	4/20/2010	N			VEHICLE S	HARRISOI	MI	4/20/2010	4/20/2010	72000	1	MY WIFE \	E	NHTSA	VOQ	0	0
DP12-006	10326573	FORD MO	FORD	2008	ESCAPE	1FMCU03Z7	N	4/20/2010	N			FUEL SYS	HARRISOI	MI	4/20/2010	4/20/2010	72000	1	MY WIFE \	D	NHTSA	VOQ	0	0
DP12-006	10442217	FORD MO	FORD	2008	ESCAPE	1FMCU03Z7	N	1/3/2011	N			VEHICLE S	CALAMAZ	MI	1/3/2012	1/3/2012	22800		TL* THE C	E	NHTSA	VOQ	0	0
DP12-006	10467978	FORD MO	FORD	2008	ESCAPE	1FMCU03Z7	N	7/8/2011	N	0	0	VEHICLE S	CORPUS C	TX	7/27/2012	7/27/2012	49000		TL* THE C	B	NHTSA	VOQ	0	0
DP12-006	10372004	FORD MO	FORD	2008	ESCAPE	1FMCU03Z8	N	12/6/2010	N			VEHICLE S	MILFORD	MI	12/21/2010	12/21/2010	35000	1	2008 FORI	E	NHTSA	VOQ	0	0
DP12-006	10374437	FORD MO	FORD	2008	ESCAPE	1FMCU03Z8	N	12/10/2010	N			VEHICLE S	BIRMINGH	AL	1/3/2011	1/3/2011	28500		2008 FORI	E	NHTSA	VOQ	0	0
DP12-006	10329838	FORD MO	FORD	2008	ESCAPE	1FMCU03Z9	N	5/2/2010	N			VEHICLE S	SOUTH R(	MI	5/11/2010	5/11/2010	86500	1	GAS PED/	E	NHTSA	VOQ	0	0
DP12-006	10329838	FORD MO	FORD	2008	ESCAPE	1FMCU03Z9	N	5/2/2010	N			FUEL SYS	SOUTH R(	MI	5/11/2010	5/11/2010	86500	1	GAS PED/	D	NHTSA	VOQ	0	0
DP12-006	10426759	FORD MO	FORD	2008	ESCAPE	1FMCU03Z9	N	9/17/2011	N			VEHICLE S	BURBANK	CA	9/22/2011	9/22/2011	30000		TL* THE C	B	NHTSA	VOQ	0	0
DP12-006	10310892	FORD MO	FORD	2008	ESCAPE	1FMCU03ZX	N	2/8/2010	N			ENGINE A	SAN JOSE	CA	2/16/2010	2/16/2010	49000		TL* THE C	D	NHTSA	VOQ	0	0
DP12-006	10310892	FORD MO	FORD	2008	ESCAPE	1FMCU03ZX	N	2/8/2010	N			POWER TI	SAN JOSE	CA	2/16/2010	2/16/2010	49000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10398419	FORD MO	FORD	2008	ESCAPE	1FMCU03ZX	N	4/1/2011	N			ENGINE A	CICERO	IN	5/1/2011	5/1/2011	37099	1	MY ISSUE	Z	NHTSA	VOQ	0	0
DP12-006	10304625	FORD MO	FORD	2008	ESCAPE	1FMCU0410	N	1/30/2010	N			POWER TI	OXNARD	CA	2/3/2010	2/3/2010	29750	1	TRANSMI	Z	NHTSA	VOQ	0	0
DP12-006	10314541	FORD MO	FORD	2008	ESCAPE	1FMCU0410	N	2/15/2010	N			POWER TI	FALLBRO	CA	2/26/2010	2/26/2010	92000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10252015	FORD MO	FORD	2008	ESCAPE	1FMCU0411	N	12/6/2008	N			POWER TI	ISANTI	MN	12/16/2008	12/16/2008	40000	1	IN DECEM	Z	NHTSA	VOQ	0	0
DP12-006	10261822	FORD MO	FORD	2008	ESCAPE	1FMCU0411	N	3/14/2009	N	0	0	VEHICLE S	ISANTI	MN	3/14/2009	3/14/2009	46469	1	MY WIFE \	Z	NHTSA	VOQ	0	0
DP12-006	10283836	FORD MO	FORD	2008	ESCAPE	1FMCU0411	N	9/8/2009	N			POWER TI	FRANKFO	KY	9/13/2009	9/13/2009	21776	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10283836	FORD MO	FORD	2008	ESCAPE	1FMCU0411	N	9/8/2009	N			ENGINE A	FRANKFO	KY	9/13/2009	9/13/2009	21776	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10438850	FORD MO	FORD	2008	ESCAPE	1FMCU0411	N	12/1/2011	N			POWER TI	PIKEVILLE	NC	12/7/2011	12/7/2011	54000	1	I PURCHA	Z	NHTSA	VOQ	0	0
DP12-006	10314638	FORD MO	FORD	2008	ESCAPE	1FMCU0413	N	2/25/2010	N			POWER TI	DUNCAN	OK	2/26/2010	2/26/2010	35400		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10287128	FORD MO	FORD	2008	ESCAPE	1FMCU0414	N	10/10/2009	N			POWER TI	MANNING	SC	10/12/2009	10/12/2009	38000	1	THE TRAN	Z	NHTSA	VOQ	0	0
DP12-006	10292977	FORD MO	FORD	2008	ESCAPE	1FMCU0414	N	11/13/2009	N			POWER TI	EDINBUR(	IN	11/20/2009	11/20/2009	46000	1	2008 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10437802	FORD MO	FORD	2008	ESCAPE	1FMCU0414	N	11/28/2011	N			POWER TI	NEW ORLI	LA	11/30/2011	11/30/2011		1	I WAS IN I	Z	NHTSA	VOQ	0	0
DP12-006	10437802	FORD MO	FORD	2008	ESCAPE	1FMCU0414	N	11/28/2011	N			POWER TI	NEW ORLI	LA	11/30/2011	11/30/2011		1	I WAS IN I	Z	NHTSA	VOQ	0	0
DP12-006	10318510	FORD MO	FORD	2008	ESCAPE	1FMCU0415	N	2/28/2010	N			ENGINE A	TALLAHAS	FL	3/10/2010	3/10/2010	42000	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10318510	FORD MO	FORD	2008	ESCAPE	1FMCU0415	N	2/28/2010	N			POWER TI	TALLAHAS	FL	3/10/2010	3/10/2010	42000	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10466399	FORD MO	FORD	2008	ESCAPE	1FMCU0415	N	7/17/2012	N	0	0	POWER TI	HUGHESV	MD	7/18/2012	7/18/2012	105000	1	I HAVE A	Z	NHTSA	VOQ	0	0
DP12-006	10282888	FORD MO	FORD	2008	ESCAPE	1FMCU0416	N	8/8/2009	N			POWER TI	SAN FRAN	CA	9/4/2009	9/4/2009	36000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10298279	FORD MO	FORD	2008	ESCAPE	1FMCU0418	N	1/4/2010	N			POWER TI	RIVERVIE	MI	1/5/2010	1/5/2010	42000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10316262	FORD MO	FORD	2008	ESCAPE	1FMCU0419	N	3/3/2010	N			POWER TI	HUMBLE	TX	3/3/2010	3/3/2010	48410	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10396789	FORD MO	FORD	2008	ESCAPE	1FMCU041X	N	4/19/2011	N			POWER TI	AURORA	IL	4/19/2011	4/19/2011	36451	1	MY 2008 F	Z	NHTSA	VOQ	0	0
DP12-006	10261734	FORD MO	FORD	2008	ESCAPE	1FMCU49H2	N	3/3/2009	N			POWER TI	ANNAPOL	MD	3/13/2009	3/13/2009	50000	1	2008 FORI	A	NHTSA	VOQ	0	0
DP12-006	10468351	FORD MO	FORD	2008	ESCAPE	1FMCU49H4	N	7/25/2012	N	0	0	POWER TI	SEVERN	MD	7/30/2012	7/30/2012	85000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10232366	FORD MO	FORD	2008	ESCAPE	1FMCU49H8	N	6/26/2008	N	0	0	ENGINE A	FRANKLIN	NY	6/26/2008	6/26/2008	39148		TL*THE C(	A	NHTSA	VOQ	0	0

DP12-006	10217017	FORD MO	FORD	2008	ESCAPE	1FMCU49H9	N	1/25/2008	N	0	0	ENGINE A	BETHPAG	NY	2/5/2008	2/5/2008	1771	3	TOTAL HY	Z	NHTSA	VOQ		0	0					
DP12-006	10256083	FORD MO	FORD	2008	ESCAPE	1FMCU92Z0	N	1/14/2009	N	0	0	POWER TI	BURNSVIL	MN	1/23/2009	1/23/2009	33000	1	I HAVE A	Z	NHTSA	VOQ		0	0					
DP12-006	10256871	FORD MO	FORD	2008	ESCAPE	1FMCU92Z2	N	1/15/2009	N			POWER TI	BURNSVIL	MN	1/29/2009	1/29/2009	27100	1	VEHICLE \	Z	NHTSA	VOQ		0	0					
DP12-006	10259339	FORD MO	FORD	2008	ESCAPE	1FMCU92Z2	N	2/11/2009	N			POWER TI	BURNSVIL	MN	2/19/2009	2/19/2009	26408	1	THIS IS A	Z	NHTSA	VOQ		0	0					
DP12-006	10316107	FORD MO	FORD	2008	ESCAPE	1FMCU92Z3	N	11/10/2009	N			POWER TI	TOWSON	MD	3/3/2010	3/3/2010	47990	1	TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10303423	FORD MO	FORD	2008	ESCAPE	1FMCU92Z3	N	1/30/2010	N			FUEL SYS	MOUNTVII	PA	1/31/2010	1/31/2010	13000	1	GAS PED/	Z	NHTSA	VOQ		0	0					
DP12-006	10441333	FORD MO	FORD	2008	ESCAPE	1FMCU92Z3	N	5/13/2011	N			POWER TI	SWARTHN	PA	12/27/2011	12/27/2011	35000		TL* THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10443578	FORD MO	FORD	2008	ESCAPE	1FMCU92Z4	N	12/16/2011	N			POWER TI	WEST NE\	PA	1/12/2012	1/12/2012	45170	1	I NOTICEI	Z	NHTSA	VOQ		0	0					
DP12-006	10446862	FORD MO	FORD	2008	ESCAPE	1FMCU92Z6	N	12/2/2011	N			VEHICLE S	FLORENC	VT	2/6/2012	2/6/2012	35643		TL* THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10399186	FORD MO	FORD	2008	ESCAPE	1FMCU92Z7	N	5/5/2011	N			FUEL SYS	LACEY	WA	5/5/2011	5/5/2011	42000	1	MY THRO	E	NHTSA	VOQ		0	0					
DP12-006	10232539	FORD MO	FORD	2008	ESCAPE	1FMCU9310	N	4/26/2008	N	0	0	POWER TI	HOWELL	NJ	6/27/2008	6/27/2008	10		ON LEAVII	Z	NHTSA	VOQ		0	0					
DP12-006	10278793	FORD MO	FORD	2008	ESCAPE	1FMCU9310	N	7/19/2009	N			POWER TI	BERLIN	NJ	7/30/2009	7/30/2009	25663	1	CAR IN RE	Z	NHTSA	VOQ		0	0					
DP12-006	10292629	FORD MO	FORD	2008	ESCAPE	1FMCU9310	N	11/14/2009	N			VEHICLE S	PORTLAN	MI	11/17/2009	11/17/2009	42000	1	RECENTL	F	NHTSA	VOQ		0	0					
DP12-006	10317841	FORD MO	FORD	2008	ESCAPE	1FMCU9310	N	2/1/2010	N			POWER TI	BERLIN	NJ	3/8/2010	3/8/2010	32567	1	LEAK IN T	Z	NHTSA	VOQ		0	0					
DP12-006	10250713	FORD MO	FORD	2008	ESCAPE	1FMCU9311	N	10/1/2008	N	0	0	POWER TI	CHANHAN	MN	12/4/2008	12/4/2008	4800		TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10260697	FORD MO	FORD	2008	ESCAPE	1FMCU9311	N	2/9/2009	N	0	0	POWER TI	STEUBEN	OH	3/4/2009	3/4/2009	43641	1	I AM FILIN	Z	NHTSA	VOQ		0	0					
DP12-006	10312034	FORD MO	FORD	2008	ESCAPE	1FMCU9311	N	2/18/2010	N			POWER TI	MINNETOI	MN	2/19/2010	2/19/2010	37500	1	AUTOMAT	Z	NHTSA	VOQ		0	0					
DP12-006	10468020	FORD MO	FORD	2008	ESCAPE	1FMCU9311	N	8/30/2011	N	0	0	POWER TI	BYESVILL	OH	7/27/2012	7/27/2012	82000		TL* THE C	B	NHTSA	VOQ		0	0					
DP12-006	10265916	FORD MO	FORD	2008	ESCAPE	1FMCU9312	N	1/12/2009	N	0	0	POWER TI	PARK CIT	UT	4/17/2009	4/17/2009	35000	1	I PURCHA	Z	NHTSA	VOQ		0	0					
DP12-006	10259518	FORD MO	FORD	2008	ESCAPE	1FMCU9312	N	2/18/2009	N			POWER TI	BROOKLY	CT	2/21/2009	2/21/2009	41000	1	WE BOUG	Z	NHTSA	VOQ		0	0					
DP12-006	10259680	FORD MO	FORD	2008	ESCAPE	1FMCU9312	N	2/19/2009	N	0	0	POWER TI	BROOKLY	CT	2/23/2009	2/23/2009	41000		TL*THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10279701	FORD MO	FORD	2008	ESCAPE	1FMCU9312	N	8/6/2009	N			POWER TI	INDIANA	PA	8/7/2009	8/7/2009	21000	1	I HAVE TC	Z	NHTSA	VOQ		0	0					
DP12-006	10414930	FORD MO	FORD	2008	ESCAPE	1FMCU9312	N	7/24/2011	N			VEHICLE S	MINOA	NY	7/24/2011	7/24/2011	46600	1	GAS PED/	Z	NHTSA	VOQ		0	0					
DP12-006	10471758	FORD MO	FORD	2008	ESCAPE	1FMCU9312	N	8/20/2012	N	0	0	POWER TI	FAIRFAX	VA	8/21/2012	8/21/2012	77500	1	VEHICLE \	Z	NHTSA	VOQ		0	0					
DP12-006	10281158	FORD MO	FORD	2008	ESCAPE	1FMCU9313	N	8/19/2009	N			POWER TI	LITTLETOI	CO	8/20/2009	8/20/2009	44381	1	2008 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10281158	FORD MO	FORD	2008	ESCAPE	1FMCU9313	N	8/19/2009	N			POWER TI	LITTLETOI	CO	8/20/2009	8/20/2009	44381	1	2008 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10293070	FORD MO	FORD	2008	ESCAPE	1FMCU9313	N	11/4/2009	N			POWER TI	MONTGOI	NY	11/20/2009	11/20/2009	40000	1	LEAKING /	Z	NHTSA	VOQ		0	0					
DP12-006	10316781	FORD MO	FORD	2008	ESCAPE	1FMCU9313	N	3/1/2010	N			ENGINE A	HOBOKEN	NJ	3/4/2010	3/4/2010	40000	1	CAR STAF	Z	NHTSA	VOQ		0	0					
DP12-006	10316781	FORD MO	FORD	2008	ESCAPE	1FMCU9313	N	3/1/2010	N			POWER TI	HOBOKEN	NJ	3/4/2010	3/4/2010	40000	1	CAR STAF	Z	NHTSA	VOQ		0	0					
DP12-006	10462824	FORD MO	FORD	2008	ESCAPE	1FMCU9313	N	2/20/2012	N	0	0	VEHICLE S	GRAND F	ND	6/23/2012	6/23/2012	85000	1	WHEN DR	Z	NHTSA	VOQ		0	0					
DP12-006	10267363	FORD MO	FORD	2008	ESCAPE	1FMCU9314	N	4/20/2009	N	0	0	POWER TI	ALGONQU	IL	4/30/2009	4/30/2009	43000	1	THE 2008	Z	NHTSA	VOQ		0	0					
DP12-006	10267363	FORD MO	FORD	2008	ESCAPE	1FMCU9314	N	4/20/2009	N	0	0	ENGINE A	ALGONQU	IL	4/30/2009	4/30/2009	43000	1	THE 2008	Z	NHTSA	VOQ		0	0					
DP12-006	10378846	FORD MO	FORD	2008	ESCAPE	1FMCU9314	N	12/13/2010	N			POWER TI	WOODSID	NY	1/26/2011	1/26/2011	68567	1	THE CAR I	Z	NHTSA	VOQ		0	0					
DP12-006	10426918	FORD MO	FORD	2008	ESCAPE	1FMCU9314	N	9/21/2011	N			POWER TI	LEWIS CE	OH	9/23/2011	9/23/2011	37000	1	DEFECTIV	Z	NHTSA	VOQ		0	0					
DP12-006	10249477	FORD MO	FORD	2008	ESCAPE	1FMCU9315	N	11/20/2008	N	0	0	POWER TI	SPRINGFI	OH	11/21/2008	11/21/2008	50707	1	TRANSMI	Z	NHTSA	VOQ		0	0					
DP12-006	10258757	FORD MO	FORD	2008	ESCAPE	1FMCU9315	N	2/10/2009	N			POWER TI	AVOCA	AR	2/16/2009	2/16/2009	15561	1	HAVE A 2(	Z	NHTSA	VOQ		0	0					
DP12-006	10307532	FORD MO	FORD	2008	ESCAPE	1FMCU9315	N	12/14/2009	N			POWER TI	SALEM	AR	2/8/2010	2/8/2010	38117	1	2008 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10433810	FORD MO	FORD	2008	ESCAPE	1FMCU9315	N	10/30/2011	N			POWER TI	TRENTON	OH	11/1/2011	11/1/2011	25000	1	PURCHAS	Z	NHTSA	VOQ		0	0					
DP12-006	10433810	FORD MO	FORD	2008	ESCAPE	1FMCU9315	N	10/30/2011	N			ENGINE A	TRENTON	OH	11/1/2011	11/1/2011	25000	1	PURCHAS	Z	NHTSA	VOQ		0	0					
DP12-006	10307613	FORD MO	FORD	2008	ESCAPE	1FMCU9316	N	1/25/2010	N			POWER TI	BROWNS	IL	2/8/2010	2/8/2010	38500	1	I HAVE A /	Z	NHTSA	VOQ		0	0					
DP12-006	10305007	FORD MO	FORD	2008	ESCAPE	1FMCU9316	N	1/30/2010	N			POWER TI	WIMBERLI	TX	2/4/2010	2/4/2010	51400	1	WE OWN /	Z	NHTSA	VOQ		0	0					
DP12-006	10310919	FORD MO	FORD	2008	ESCAPE	1FMCU9317	N	2/13/2010	N			ENGINE A	SUSSEX	NJ	2/16/2010	2/16/2010	43000	1	OVER THI	Z	NHTSA	VOQ		0	0					
DP12-006	10310919	FORD MO	FORD	2008	ESCAPE	1FMCU9317	N	2/13/2010	N			POWER TI	SUSSEX	NJ	2/16/2010	2/16/2010	43000	1	OVER THI	Z	NHTSA	VOQ		0	0					
DP12-006	10448616	FORD MO	FORD	2008	ESCAPE	1FMCU9317	N	2/20/2012	N			VEHICLE S	HARRISBU	PA	2/21/2012	2/21/2012	53300		TL* THE C	E	NHTSA	VOQ		0	0					
DP12-006	10452525	FORD MO	FORD	2008	ESCAPE	1FMCU9317	N	3/15/2012	N	0	0	POWER TI	WEST BEI	WI	3/21/2012	3/21/2012	58930	1	TL* THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10268468	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	5/11/2009	N			POWER TI	SAVANNA	GA	5/12/2009	5/12/2009	44500	1	I BOUGHT	Z	NHTSA	VOQ		0	0					
DP12-006	10281349	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	5/30/2009	N			POWER TI	DAHLONE	GA	8/21/2009	8/21/2009	37500	1	TRANSMI	Z	NHTSA	VOQ		0	0					
DP12-006	10289947	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	10/26/2009	N			POWER TI	AURORA	CO	10/27/2009	10/27/2009	37000	1	MY 2008 F	Z	NHTSA	VOQ		0	0					
DP12-006	10293393	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	11/13/2009	N			ENGINE A	BAY VILLA	OH	11/24/2009	11/24/2009	49000	1	THE AC/C	Z	NHTSA	VOQ		0	0					
DP12-006	10306981	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	1/28/2010	N			POWER TI	FREEPOR	OH	2/6/2010	2/6/2010	39555	1	MY 2008 F	Z	NHTSA	VOQ		0	0					
DP12-006	10316703	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	2/1/2010	N			POWER TI	SAMMAMI	WA	3/4/2010	3/4/2010	28000	1	1) LIMITEI	Z	NHTSA	VOQ		0	0					
DP12-006	10316703	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	2/1/2010	N			ENGINE A	SAMMAMI	WA	3/4/2010	3/4/2010	28000	1	1) LIMITEI	Z	NHTSA	VOQ		0	0					
DP12-006	10325937	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	4/15/2010	N			POWER TI	ZIMMERM	MN	4/16/2010	4/16/2010	60328	1	RECENTL	Z	NHTSA	VOQ		0	0					
DP12-006	10461721	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	1/25/2012	N	0	0	POWER TI	HOWELL	MI	6/14/2012	6/14/2012	102000	1	I WAS DRI	B	NHTSA	VOQ		0	0					
DP12-006	10461721	FORD MO	FORD	2008	ESCAPE	1FMCU9318	N	1/25/2012	N	0	0	VEHICLE S	HOWELL	MI	6/14/2012	6/14/2012	102000	1	I WAS DRI	D	NHTSA	VOQ		0	0					
DP12-006	10268215	FORD MO	FORD	2008	ESCAPE	1FMCU9319	N	5/7/2009	N			POWER TI	SAN CARL	CA	5/8/2009	5/8/2009	14444	1	I BOUGHT	Z	NHTSA	VOQ		0	0					
DP12-006	10280351	FORD MO	FORD	2008	ESCAPE	1FMCU9319	N	7/8/2009	N			POWER TI	TACOMA	WA	8/13/2009	8/13/2009	52000	1	CONDENS	Z	NHTSA	VOQ		0	0					
DP12-006	10314862	FORD MO	FORD	2008	ESCAPE	1FMCU9319	N	8/1/2009	N			POWER TI	KAILUA	HI	2/27/2010	2/27/2010	41000	1	FOR NO A	Z	NHTSA	VOQ		0	0					
DP12-006	10283031	FORD MO	FORD	2008	ESCAPE	1FMCU9319	N	9/3/2009	N			POWER TI	RIVERVIE	FL	9/6/2009	9/6/2009	40000	1	TRANSMI	S	NHTSA	VOQ		0	0					
DP12-006	10293794	FORD MO	FORD	2008	ESCAPE	1FMCU9319	N	11/27/2009	N			POWER TI	LANDER	WY	11/28/2009	11/28/2009	46300	1	2008 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10369184	FORD MO	FORD	2008	ESCAPE	1FMCU9319	N	6/1/2010	N			POWER TI	ODESSA	TX	12/4/2010	12/4/2010	49500	1	I HAVE A I	Z	NHTSA	VOQ		0	0					
DP12-006	10217789	FORD MO	FORD	2008	ESCAPE	1FMCU931X	N	2/11/2008	N	0	0	ENGINE A	SIERRA V	AZ	2/12/2008	2/12/2008	1235	2	AFTER CC	A	NHTSA	VOQ		0	0					
DP12-006	10298421	FORD MO	FORD	2008	ESCAPE	1FMCU931X	N	1/4/2010	N			POWER TI	MAPLEWC	NJ	1/6/2010	1/6/2010	37800	1	MY 2008 F	Z	NHTSA	VOQ		0	0					
DP12-006	10424369	FORD MO	FORD	2008	ESCAPE	1FMCU93Z3	N	9/3/2011	N			POWER TI	DANVILLE	CA	9/8/2011	9/8/2011	57550		TL* THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10424483	FORD MO	FORD	2008	ESCAPE	1FMCU93Z3	N	9/4/2011	N			ENGINE A	DANVILLE	CA	9/9/2011	9/9/2011	59500		TL* THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10390332	FORD MO	FORD	2008	ESCAPE	1FMCU93Z5	N	3/11/2011	N			POWER TI	CAIRO	NY	3/16/2011	3/16/2011	77000	1	I OWN A 2	Z	NHTSA	VOQ		0	0					
DP12-006	10368118	FORD MO	FORD	2008	ESCAPE	1FMCU93Z8	N	11/29/2010	N			VEHICLE S	BUFFALO	NY	11/29/2010	11/29/2010	44582	1	I WAS DRI	Z	NHTSA	VOQ		0	0					
DP12-006	10434245	FORD MO	FORD	2008	ESCAPE	1FMCU93Z8	N	10/4/2011	N			POWER TI	COLLEGE	PA	11/4/2011	11/4/2011		1	I HAD PUF	Z	NHTSA	VOQ		0	0					
DP12-006	10409107	FORD MO	FORD	2008	ESCAPE	1FMCU93ZX	Y	5/15/2011	N	0	0	VEHICLE S	STAMFOR	CT	6/27/2011	6/27/2011	33252	1	IMPORTAI	B	NHTSA	VCY		0	0					
DP12-006	10407083	FORD MO	FORD	2008	ESCAPE	1FMCU93ZX	Y	5/15/2011	N	1		VEHICLE S	STANFOR	CT	6/16/2011	6/16/2011	31000		TL* THE C	B	V	NHTSA	VOQ		0	0				
DP12-006	10249091	FORD MO	FORD	2008	ESCAPE	1FMCU9412	N	11/16/2008	N	0	0	POWER TI	BELLE PL/	MN	11/18/2008	11/18/2008	43245	1	SUNDAY I	Z	NHTSA	VOQ		0	0					
DP12-006	10255420	FORD MO	FORD	2008	ESCAPE	1FMCU9413	N	1/16/2008	N	0	0	POWER TI	NEW YOR	NY	1/17/2009	1/17/2009	5000	1	TRANSMI	S	NHTSA	VOQ		0	0					
DP12-006	10314636	FORD MO	FORD	2008	ESCAPE	1FMCU9414	N	2/9/2010	N			POWER TI	MAYSLAN	NJ	2/26/2010	2/26/2010	21000	1	TCCF TRA	Z	NHTSA	VOQ		0	0					
DP12-006	10326319	FORD MO	FORD	2008	ESCAPE	1FMCU9414	N	4/5/2010	N			POWER TI	SAINT MIC	MN	4/19/2010	4/19/2010	29300		TL*-THE C	Z	NHTSA	VOQ		0	0					
DP12-006	10326588	FORD MO	FORD	2008	ESCAPE	1FMCU9415	N	12/29/2009	N			POWER TI	MILFORD	NH	4/20/2010	4/20/2010	13160	3	NO PRIOR	Z	NHTSA	VOQ		0	0					
DP12-006	10324179	FORD MO	FORD	2008	ESCAPE	1FMCU9415	N	4/5/2010	N			POWER TI	LONGUEU	00	4/7/2010	4/7/2010	12600	1	FORD ES(	Z	NHTSA	VOQ		0	0					
DP12-006	10324179	FORD MO	FORD	2008	ESCAPE	1FMCU9415	N	4/5/2010	N			POWER TI	LONGUEU	00	4/7/2010	4/7/2010	12600	1	FORD ES(	Z	NHTSA	VOQ		0	0					
DP12-006	10401120	FORD MO	FORD	2008	ESCAPE	1FMCU9415	N	5/13/2011	N			POWER TI	SOUTHGA	MI	5/16/2011	5/16/2011	14065	1	I TOOK M	Z	NHTSA	VOQ		0	0					
DP12-006	10272648	FORD MO	FORD	2008	ESCAPE	1FMCU9416	N	5/7/2009	N			POWER TI	ROCKVILL	MD	6/2/2009	6/2/2009	29000	1	MY 2008 F	Z	NHTSA	VOQ		0	0					
DP12-006	10315073	FORD MO	FORD	2008	ESCAPE	1FMCU9416	N	2/25/2010	N			POWER TI	WINFIELD	WV	3/1/2010	3/1/2010	39500	1	2008 FORI	Z	NHTSA	VOQ		0	0					
DP12-006	10251247	FORD MO	FORD	2008	ESCAPE	1FMCU9417	N	11/23/2008	N	0	0	POWER TI	NASHUA	NH	12/9/2008	12/9/2008	40	1	TRANSMI	S	NHTSA	VOQ		0	0					
DP12-006	10192718	FORD MO	FORD	2008	ESCAPE	4F2CZ9615	N	6/7/2007	N			OTHER	LINCOLN	NE	6/7/2007	6/7/2007			THE NEW	Z	NHTSA	VOQ		0	0					
DP12-006	10295747	FORD MO	FORD	2008	ESCAPE	9999999999	N	10/20/2009	N			POWER TI	IRVINE	CA	12/15/2009	12/15/2009	40000	1	MY 2008 F	Z	NHTSA	VOQ		0	0					
DP12-006	10308355	FORD MO	FORD	2009	ESCAPE		N	3/8/2009	N			VEHICLE S	NOVI	MI	2/10/2010	2/10/2010	40	1	THE GAS I	Z	NHTSA	VOQ		0	0					
DP12-006	10311976	FORD MO	FORD	2009	ESCAPE		N	9/1/2009	N			POWER TI	LINCOLN	ME	2/19/2010	2/19/2010	400	1	AT THE SI	Z	NHTSA	VOQ		0	0					
DP12-006	10319122	FORD MO	FORD	2009	ESCAPE		N	3/12/2010	N			POWER TI	WAUKEGA	IL	3/12/2010	3/12/2010	20000	1	AT THE SI	Z	NHTSA	VOQ		0	0					
DP12-006	10319122	FORD MO	FORD	2009	ESCAPE		N	3/12/2010	N			VEHICLE S	WAUKEGA	IL	3/12/2010	3/12/2010	20000	1	AT THE SI	D	NHTSA	VOQ		0	0					
DP12-006	10322123	FORD MO	FORD	2009	ESCAPE		N	3/22/2010	N			POWER TI	AJAX	00	3/25/2010	3/25/2010	8700		WHILE TR	Z	NHTSA	VOQ		0	0					
DP12-006	10348077	FORD MO	FORD	2009	ESCAPE		N	4/8/2010	N			ENGINE A	BETHESD	MD	8/8/2010	8/8/2010		1	CONTINU(	Z	NHTSA	VOQ		0	0					
DP12-006	10346209	FORD MO	FORD	2009	ESCAPE		N	6/19/2010	N	0	0	VEHICLE S	RICHMON	CA	7/29/2010	7/29/2010	3000	1	A FEW MC	A	NHTSA	VOQ		0	0					
DP12-006	10364630	FORD MO	FORD	2009	ESCAPE		N	11/1/2010	N			ENGINE A	TUCSON	AZ	11/3/2010	11/3/2010		1	2009 FORI	A	NHTSA	VOQ		0	0					
DP12-006	10408259	FORD MO	FORD	2009	ESCAPE		N	6/1/2011	N			VEHICLE S	LEXINGTC	OH	6/21/2011	6/21/2011		5	LETTER F	B	NHTSA	VOQ		0	0					

DP12-006	10408259	FORD MO	FORD	2009	ESCAPE		N	6/1/2011	N			FUEL SYS	LEXINGTC	OH	6/21/2011	6/21/2011		5	LETTER F	D	NHTSA	VOQ	0	0
DP12-006	10408259	FORD MO	FORD	2009	ESCAPE		N	6/1/2011	N			ENGINE A	LEXINGTC	OH	6/21/2011	6/21/2011		5	LETTER F	D	NHTSA	VOQ	0	0
DP12-006	10446632	FORD MO	FORD	2009	ESCAPE		N	12/12/2011	N			POWER TI	LELAND	NC	2/4/2012	2/4/2012	60000	1	THE TRAN	Z	NHTSA	VOQ	0	0
DP12-006	10471210	FORD MO	FORD	2009	ESCAPE		N	8/1/2012	N	0	0	FUEL/PRC	RALEIGH	NC	8/16/2012	8/16/2012	108000	1	WHILE TR	D	NHTSA	VOQ	0	0
DP12-006	10471210	FORD MO	FORD	2009	ESCAPE		N	8/1/2012	N	0	0	VEHICLE	RALEIGH	NC	8/16/2012	8/16/2012	108000	1	WHILE TR	A	NHTSA	VOQ	0	0
DP12-006	10471529	FORD MO	FORD	2009	ESCAPE		N	8/19/2012	N	0	0	POWER TI	FISHERS	IN	8/20/2012	8/20/2012	31000	1	I WAS DRI	A	NHTSA	VOQ	0	0
DP12-006	10347754	FORD MO	FORD	2009	ESCAPE	1FMCU0271	N	7/9/2010	N			ENGINE A	MILFORD	NJ	8/6/2010	8/6/2010	13600	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10369652	FORD MO	FORD	2009	ESCAPE	1FMCU0271	N	7/10/2010	N			ENGINE A	KINGSLAN	GA	12/8/2010	12/8/2010	28000		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10344689	FORD MO	FORD	2009	ESCAPE	1FMCU0275	N	7/13/2010	N			POWER TI	SAN LUIS	00	7/22/2010	7/22/2010	14000	1	FORD SC	Z	NHTSA	VOQ	0	0
DP12-006	10358981	FORD MO	FORD	2009	ESCAPE	1FMCU0277	N	10/3/2010	N			POWER TI	MIAMI	FL	10/4/2010	10/4/2010	4000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10433497	FORD MO	FORD	2009	ESCAPE	1FMCU0278	N	11/1/2010	N			POWER TI	LYONS	GA	10/28/2011	10/28/2011	58000	3	SIGNIFIC	Z	NHTSA	VOQ	0	0
DP12-006	10334213	FORD MO	FORD	2009	ESCAPE	1FMCU0279	N	10/12/2009	N			POWER TI	CHESTER	VA	6/2/2010	6/2/2010	5184		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10420602	FORD MO	FORD	2009	ESCAPE	1FMCU0371	N	8/15/2010	N			POWER TI	BATON RC	LA	8/18/2011	8/18/2011	8260		WHILE BE	Z	NHTSA	VOQ	0	0
DP12-006	10426293	FORD MO	FORD	2009	ESCAPE	1FMCU0373	N	9/11/2011	N			POWER TI	INKSTER	MI	9/19/2011	9/19/2011	36200	2	I WAS DRI	Z	NHTSA	VOQ	0	0
DP12-006	10355636	FORD MO	FORD	2009	ESCAPE	1FMCU0377	N	9/8/2010	N			POWER TI	PARMA	OH	9/14/2010	9/14/2010	27080	1	I PURCHA	Z	NHTSA	VOQ	0	0
DP12-006	10320640	FORD MO	FORD	2009	ESCAPE	1FMCU037X	N	4/29/2009	N			POWER TI	RIVERVIE	MI	3/18/2010	3/18/2010	10000	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10407808	FORD MO	FORD	2009	ESCAPE	1FMCU037X	N	6/2/2011	N	0	0	FUEL SYS	TEMPERA	MI	6/14/2011	6/14/2011	24466	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10365014	FORD MO	FORD	2009	ESCAPE	1FMCU03G1	N	10/18/2010	N			ENGINE A	MARION	IA	11/8/2010	11/8/2010	26000	1	GOT HOM	Z	NHTSA	VOQ	0	0
DP12-006	10360179	FORD MO	FORD	2009	ESCAPE	1FMCU03G2	N	9/30/2010	N			POWER TI	ALEXAND	VA	10/12/2010	10/12/2010	20000	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10469929	FORD MO	FORD	2009	ESCAPE	1FMCU03G2	N	7/18/2012	N	0	0	VEHICLE	SUGAR HI	GA	8/9/2012	8/9/2012	46354	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10442512	FORD MO	FORD	2009	ESCAPE	1FMCU03G4	N	10/7/2011	N			POWER TI	EAST PRA	MO	1/5/2012	1/5/2012	41500	1	REPEATE	Z	NHTSA	VOQ	0	0
DP12-006	10393722	FORD MO	FORD	2009	ESCAPE	1FMCU03G5	N	1/20/2011	N			POWER TI	SAINT LOI	MO	3/30/2011	3/30/2011	14000	1	I WAS AC	Z	NHTSA	VOQ	0	0
DP12-006	10470846	FORD MO	FORD	2009	ESCAPE	1FMCU03G5	N	8/10/2012	N	0	0	FUEL/PRC	CARROLL	TX	8/15/2012	8/15/2012	75094	1	WHILE DR	D	NHTSA	VOQ	0	0
DP12-006	10470846	FORD MO	FORD	2009	ESCAPE	1FMCU03G5	N	8/10/2012	N	0	0	POWER TI	CARROLL	TX	8/15/2012	8/15/2012	75094	1	WHILE DR	D	NHTSA	VOQ	0	0
DP12-006	10470846	FORD MO	FORD	2009	ESCAPE	1FMCU03G5	N	8/10/2012	N	0	0	VEHICLE	CARROLL	TX	8/15/2012	8/15/2012	75094	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10369252	FORD MO	FORD	2009	ESCAPE	1FMCU03G7	N	5/18/2010	N			POWER TI	SHELBY	NE	12/5/2010	12/5/2010	16339	1	THIS 2009	A	NHTSA	VOQ	0	0
DP12-006	10466625	FORD MO	FORD	2009	ESCAPE	1FMCU03G7	N	5/25/2010	N	0	0	ENGINE	WASHING	DC	7/19/2012	7/19/2012		1	I WAS SIT	B	NHTSA	VOQ	0	0
DP12-006	10466625	FORD MO	FORD	2009	ESCAPE	1FMCU03G7	N	5/25/2010	N	0	0	FUEL/PRC	WASHING	DC	7/19/2012	7/19/2012		1	I WAS SIT	D	NHTSA	VOQ	0	0
DP12-006	10441387	FORD MO	FORD	2009	ESCAPE	1FMCU03G9	N	5/18/2010	N			POWER TI	WOODLAN	CA	12/27/2011	12/27/2011	9626		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10456815	FORD MO	FORD	2009	ESCAPE	1FMCU03G9	N	4/2/2012	N			ENGINE A	INDIANAP	IN	4/29/2012	4/29/2012	32791	1	INTERMIT	D	NHTSA	VOQ	0	0
DP12-006	10456815	FORD MO	FORD	2009	ESCAPE	1FMCU03G9	N	4/2/2012	N			POWER TI	INDIANAP	IN	4/29/2012	4/29/2012	32791	1	INTERMIT	C	NHTSA	VOQ	0	0
DP12-006	10452751	FORD MO	FORD	2009	ESCAPE	1FMCU0476	N	8/29/2010	N			ENGINE A	GURNEE	IL	3/23/2012	3/23/2012	18400	2	THE TRAF	D	NHTSA	VOQ	0	0
DP12-006	10452751	FORD MO	FORD	2009	ESCAPE	1FMCU0476	N	8/29/2010	N			VEHICLE	GURNEE	IL	3/23/2012	3/23/2012	18400	2	THE TRAF	A	NHTSA	VOQ	0	0
DP12-006	10293379	FORD MO	FORD	2009	ESCAPE	1FMCU04G1	N	6/4/2009	N			POWER TI	ORCHARD	MI	11/24/2009	11/24/2009		3	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10348696	FORD MO	FORD	2009	ESCAPE	1FMCU04G2	N	6/18/2009	N	0	0	ENGINE A	CHARLES	SC	8/11/2010	8/11/2010	15000		TL*THE C	A	NHTSA	VOQ	0	0
DP12-006	10289719	FORD MO	FORD	2009	ESCAPE	1FMCU04G4	N	10/11/2009	N			POWER TI	EMERY	SD	10/25/2009	10/25/2009	14000	2	PURCHAS	Z	NHTSA	VOQ	0	0
DP12-006	10470286	FORD MO	FORD	2009	ESCAPE	1FMCU04G4	N	8/7/2012	N	0	0	POWER TI	CORAL SF	FL	8/12/2012	8/12/2012	49082	1	WAS DRIV	D	NHTSA	VOQ	0	0
DP12-006	10470286	FORD MO	FORD	2009	ESCAPE	1FMCU04G4	N	8/7/2012	N	0	0	ENGINE	CORAL SF	FL	8/12/2012	8/12/2012	49082	1	WAS DRIV	L	NHTSA	VOQ	0	0
DP12-006	10467679	FORD MO	FORD	2009	ESCAPE	1FMCU04G7	N	7/21/2012	N	0	0	POWER TI	DAYTON	OH	7/25/2012	7/25/2012	34200	1	I HAVE OV	L	NHTSA	VOQ	0	0
DP12-006	10351658	FORD MO	FORD	2009	ESCAPE	1FMCU04G8	N	8/15/2010	N			POWER TI	HAMPTON	VA	8/25/2010	8/25/2010	22000	1	AFTER A I	B	NHTSA	VOQ	0	0
DP12-006	10430500	FORD MO	FORD	2009	ESCAPE	1FMCU04G9	N	9/26/2011	N			VEHICLE	ORANGE I	FL	10/17/2011	10/17/2011	37200	1	THIS IS TC	A	NHTSA	VOQ	0	0
DP12-006	10430500	FORD MO	FORD	2009	ESCAPE	1FMCU04G9	N	9/26/2011	N			ENGINE A	ORANGE I	FL	10/17/2011	10/17/2011	37200	1	THIS IS TC	D	NHTSA	VOQ	0	0
DP12-006	10432487	FORD MO	FORD	2009	ESCAPE	1FMCU04G9	N	10/22/2011	N	0	0	VEHICLE	BROOKLY	NY	10/23/2011	10/23/2011	44431	6	THE ACCE	A	NHTSA	VOQ	0	0
DP12-006	10248396	FORD MO	FORD	2009	ESCAPE	1FMCU4939	N	11/10/2008	N	0	0	ENGINE A	UNION	MO	11/10/2008	11/10/2008	950	1	THIS COM	Z	NHTSA	VOQ	0	0
DP12-006	10248396	FORD MO	FORD	2009	ESCAPE	1FMCU4939	N	11/10/2008	N	0	0	ENGINE A	UNION	MO	11/10/2008	11/10/2008	950	1	THIS COM	D	NHTSA	VOQ	0	0
DP12-006	10269676	FORD MO	FORD	2009	ESCAPE	1FMCU9372	N	5/5/2009	N			POWER TI	MANNSVII	NY	5/22/2009	5/22/2009	2000	1	09 FORD I	Z	NHTSA	VOQ	0	0
DP12-006	10436758	FORD MO	FORD	2009	ESCAPE	1FMCU9377	N	6/30/2011	N			POWER TI	HAGAMAN	NY	11/22/2011	11/22/2011	20000	2	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10316934	FORD MO	FORD	2009	ESCAPE	1FMCU93G1	N	2/28/2010	N			POWER TI	JERSEY C	NJ	3/4/2010	3/4/2010	18000	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10346286	FORD MO	FORD	2009	ESCAPE	1FMCU93G2	N	7/2/2010	Y			POWER TI	PULASKI	VA	7/30/2010	7/30/2010	24064		TL*THE C	Z	NHTSA	VOQ	0	0
DP12-006	10430013	FORD MO	FORD	2009	ESCAPE	1FMCU93G2	N	9/29/2011	N	0	0	POWER TI	CAMPBEL	WI	10/13/2011	10/13/2011	22741		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10354371	FORD MO	FORD	2009	ESCAPE	1FMCU93G4	N	8/25/2009	N			POWER TI	DRUMS	PA	9/7/2010	9/7/2010	16500	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10348495	FORD MO	FORD	2009	ESCAPE	1FMCU93G6	N	8/7/2010	N			VEHICLE	SAULT ST	00	8/10/2010	8/10/2010	22000	2	VEHICLE /	D	NHTSA	VOQ	0	0
DP12-006	10348495	FORD MO	FORD	2009	ESCAPE	1FMCU93G6	N	8/7/2010	N			POWER TI	SAULT ST	00	8/10/2010	8/10/2010	22000	2	VEHICLE /	Z	NHTSA	VOQ	0	0
DP12-006	10470371	FORD MO	FORD	2009	ESCAPE	1FMCU93G6	N	6/12/2012	N	0	0	VEHICLE	DEARBOR	MI	8/13/2012	8/13/2012	51500		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10345964	FORD MO	FORD	2009	ESCAPE	1FMCU93G7	N	4/18/2009	N			POWER TI	OCEAN SI	NY	7/28/2010	7/28/2010	2		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10456915	FORD MO	FORD	2009	ESCAPE	1FMCU93G7	N	11/16/2011	N			ENGINE A	RUTLAND	OH	4/30/2012	4/30/2012	20000		TL* THE C	C	NHTSA	VOQ	0	0
DP12-006	10437666	FORD MO	FORD	2009	ESCAPE	1FMCU93G7	N	11/23/2011	N			POWER TI	COLUMBU	OH	11/29/2011	11/29/2011	31500	1	TRANSMIS	D	NHTSA	VOQ	0	0
DP12-006	10437666	FORD MO	FORD	2009	ESCAPE	1FMCU93G7	N	11/23/2011	N			POWER TI	COLUMBU	OH	11/29/2011	11/29/2011	31500	1	TRANSMIS	Z	NHTSA	VOQ	0	0
DP12-006	10462379	FORD MO	FORD	2009	ESCAPE	1FMCU93G7	N	6/16/2012	N	0	0	POWER TI	CHICAGO	IL	6/20/2012	6/20/2012	58000	1	DRIVING F	L	NHTSA	VOQ	0	0
DP12-006	10369378	FORD MO	FORD	2009	ESCAPE	1FMCU93G8	N	10/15/2010	N			POWER TI	LOWPOIN	IL	12/6/2010	12/6/2010	24000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10292582	FORD MO	FORD	2009	ESCAPE	1FMCU93G9	N	6/3/2009	N			POWER TI	ST PETER	FL	11/17/2009	11/17/2009	1400	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10422641	FORD MO	FORD	2009	ESCAPE	1FMCU93G9	N	10/26/2010	N			POWER TI	ENGLEWC	FL	8/30/2011	8/30/2011	14000	4	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10438795	FORD MO	FORD	2009	ESCAPE	1FMCU93G9	N	12/5/2011	N			ENGINE A	YORK	PA	12/6/2011	12/6/2011	36000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10336109	FORD MO	FORD	2009	ESCAPE	1FMCU9472	N	3/17/2010	N			ENGINE A	BETHESD	MD	6/13/2010	6/13/2010	500	1	2009 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10324851	FORD MO	FORD	2009	ESCAPE	1FMCU94G7	N	3/5/2010	N			POWER TI	KENMORE	WA	4/10/2010	4/10/2010	14516	1	LEFT FRO	E	NHTSA	VOQ	0	0
DP12-006	10456107	FORD MO	FORD	2009	ESCAPE	IFMCU03G6	N	2/16/2012	N			ENGINE A	JACKSON	MS	4/23/2012	4/23/2012	99535	1	THE DAY /	A	NHTSA	VOQ	0	0
DP12-006	10317573	FORD MO	FORD	2010	ESCAPE		N	1/1/1901	N			POWER TI	UNKNOWI	DC	3/8/2010	3/8/2010		1	2010 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10323173	FORD MO	FORD	2010	ESCAPE		N	1/1/1901	N			POWER TI	WONDER	IL	3/30/2010	3/30/2010		1	2010 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10365633	FORD MO	FORD	2010	ESCAPE		N	12/19/2009	N			POWER TI	DERBY	CT	11/14/2010	11/14/2010	3000	1	PURCHAS	B	NHTSA	VOQ	0	0
DP12-006	10434026	FORD MO	FORD	2010	ESCAPE		N	4/1/2010	N	0	0	POWER TI	WEST BL(	MI	11/2/2011	11/2/2011	12000		TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10372075	FORD MO	FORD	2010	ESCAPE		Y	6/16/2010	N	2	0	VEHICLE	FAYETTE\	NC	12/22/2010	12/22/2010	19000		TL* THE C	B	NHTSA	VOQ	0	0
DP12-006	10449203	FORD MO	FORD	2010	ESCAPE		N	8/1/2010	N			VEHICLE	NORTH AI	NJ	2/24/2012	2/24/2012	20000		TL* THE C	A	NHTSA	VOQ	0	0
DP12-006	10350929	FORD MO	FORD	2010	ESCAPE		N	8/19/2010	N			ENGINE A	LEBANON	PA	8/19/2010	8/19/2010		1	2010 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10373119	FORD MO	FORD	2010	ESCAPE		N	12/1/2010	N			ENGINE A	OCALA	FL	12/28/2010	12/28/2010		1	S10 DIRE	Z	NHTSA	VOQ	0	0
DP12-006	10465364	FORD MO	FORD	2010	ESCAPE		N	7/12/2011	N	0	0	POWER TI	BENTON	KY	7/12/2012	7/12/2012	20000		TL* THE C	C	NHTSA	VOQ	0	0
DP12-006	10420929	FORD MO	FORD	2010	ESCAPE		N	8/8/2011	N			POWER TI	WINTER P	FL	8/22/2011	8/22/2011	1200	1	2010 FORI	Z	NHTSA	VOQ	0	0
DP12-006	10457760	FORD MO	FORD	2010	ESCAPE		N	5/3/2012	N			VEHICLE	RICHMON	GA	5/8/2012	5/8/2012	48000	1	I WAS DRI	A	NHTSA	VOQ	0	0
DP12-006	10472734	FORD MO	FORD	2010	ESCAPE		N	8/24/2012	N	0	0	FUEL/PRC	DALLAS	TX	8/28/2012	8/28/2012	40450	1	WHILE DR	D	NHTSA	VOQ	0	0
DP12-006	10472734	FORD MO	FORD	2010	ESCAPE		N	8/24/2012	N	0	0	POWER TI	DALLAS	TX	8/28/2012	8/28/2012	40450	1	WHILE DR	L	NHTSA	VOQ	0	0
DP12-006	10410891	FORD MO	FORD	2010	ESCAPE	1FMCU0C74	N	6/30/2011	N			POWER TI	WILMINGT	NC	7/7/2011	7/7/2011		1	THE AUTC	Z	NHTSA	VOQ	0	0
DP12-006	10434933	FORD MO	FORD	2010	ESCAPE	1FMCU0C75	N	10/31/2011	N			ENGINE A	LAGRANG	KY	11/8/2011	11/8/2011	51302	1	AT STOP (	D	NHTSA	VOQ	0	0
DP12-006	10434933	FORD MO	FORD	2010	ESCAPE	1FMCU0C75	N	10/31/2011	N			FUEL SYS	LAGRANG	KY	11/8/2011	11/8/2011	51302	1	AT STOP (	A	NHTSA	VOQ	0	0
DP12-006	10361088	FORD MO	FORD	2010	ESCAPE	1FMCU0D71	N	10/5/2010	N			POWER TI	SOUTH CI	WV	10/18/2010	10/18/2010	18000	1	TRANSMIS	Z	NHTSA	VOQ	0	0
DP12-006	10458462	FORD MO	FORD	2010	ESCAPE	1FMCU0D74	N	5/8/2012	N	0	0	POWER TI	ASHBURN	VA	5/14/2012	5/14/2012	32700	1	I TOOK M	D	NHTSA	VOQ	0	0
DP12-006	10458462	FORD MO	FORD	2010	ESCAPE	1FMCU0D74	N	5/8/2012	N	0	0	VEHICLE	ASHBURN	VA	5/14/2012	5/14/2012	32700	1	I TOOK M	Z	NHTSA	VOQ	0	0
DP12-006	10347401	FORD MO	FORD	2010	ESCAPE	1FMCU0D75	N	3/19/2010	N			POWER TI	HARTSVIL	SC	8/5/2010	8/5/2010	1000	1	TL* THE C	D	NHTSA	VOQ	0	0
DP12-006	10347401	FORD MO	FORD	2010	ESCAPE	1FMCU0D75	N	3/19/2010	N			VEHICLE	HARTSVIL	SC	8/5/2010	8/5/2010	1000	1	TL* THE C	Z	NHTSA	VOQ	0	0
DP12-006	10445066	FORD MO	FORD	2010	ESCAPE	1FMCU0D75	N	9/11/2010	N			POWER TI	WAGONEI	OK	1/24/2012	1/24/2012	1200	1	THE VEHI	C	NHTSA	VOQ	0	0
DP12-006	10316436	FORD MO	FORD	2010	ESCAPE	1FMCU0D77	N	1/14/2010	N			POWER TI	YUBA CIT	CA	3/4/2010	3/4/2010	242	1	I PURCHA	C	NHTSA	VOQ	0	0
DP12-006	10433752	FORD MO	FORD	2010	ESCAPE	1FMCU0D79	N	11/1/2010	N			POWER TI	AMES	IA	11/1/2011	11/1/2011	28000	1	THE LEFT	Z	NHTSA	VOQ	0	0
DP12-006	10455262	FORD MO	FORD	2010	ESCAPE	1FMCU0D75	N	3/14/2012	N			ENGINE A	COVENTR	RI	4/14/2012	4/14/2012	50000	1	WHILE DR	A	NHTSA	VOQ	0	0
DP12-006	10339220	FORD MO	FORD	2010	ESCAPE	1FMCU0D7>	N	6/19/2010	N			POWER TI	DEMARES	NJ	6/20/2010	6/20/2010	7700	1	I HAVE A	Z	NHTSA	VOQ	0	0

DP12-006	10463435	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	6/16/2010	N	0	0	POWER TI	VIRGINIA	VA	6/28/2012	6/28/2012	57000		TL* THE C	Z	NHTSA VOQ		0	0
DP12-006	10347563	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	7/11/2010	N			ENGINE A	GRANITE	IL	8/5/2010	8/5/2010	5000	1	ENGINE R	B	NHTSA VOQ		0	0
DP12-006	10462246	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	12/21/2011	N	0	0	ENGINE	MELBOUR	FL	6/19/2012	6/19/2012	38000	1	I HAD JUS	D	NHTSA VOQ		0	0
DP12-006	10466695	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	6/19/2012	N	0	0	POWER TI	HOUSTON	TX	7/20/2012	7/20/2012	53000	1	DRIVING (	A	NHTSA VOQ		0	0
DP12-006	10461708	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	3/24/2012	N	0	0	VEHICLE S	CUMMING	GA	6/14/2012	6/14/2012	38000		TL* THE C	A	NHTSA VOQ		0	0
DP12-006	10339243	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	4/1/2010	N			POWER TI	LAGUNA N	CA	6/20/2010	6/20/2010	3000	1	ON MARC	E	NHTSA VOQ		0	0
DP12-006	10471281	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	8/3/2012	N	0	0	VEHICLE S	RALEIGH	NC	8/17/2012	8/17/2012	45000	1	WHILE TR	L	NHTSA VOQ		0	0
DP12-006	10460744	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	6/3/2012	N	0	0	POWER TI	WEST MO	LA	6/6/2012	6/6/2012	2800	2	TL* THE C	D	NHTSA VOQ		0	0
DP12-006	10460744	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	6/3/2012	N	0	0	VEHICLE S	WEST MO	LA	6/6/2012	6/6/2012	2800	2	TL* THE C	L	NHTSA VOQ		0	0
DP12-006	10464092	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	3/1/2012	N	0	0	VEHICLE S	LEBANON	TN	7/3/2012	7/3/2012	37000		TL* THE C	L	NHTSA VOQ		0	0
DP12-006	10462340	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	6/9/2010	N	0	0	POWER TI	LOUISVILL	KY	6/19/2012	6/19/2012	28000		TL* THE C	Z	NHTSA VOQ		0	0
DP12-006	10406176	FORD MO	FORD	2010	ESCAPE	1FMCU0DG	N	4/5/2011	N			POWER TI	NEW POR	CA	6/13/2011	6/13/2011	43000	2	TL* THE C	Z	NHTSA VOQ		0	0
DP12-006	10423609	FORD MO	FORD	2010	ESCAPE	1FMCU0E78	N	8/1/2011	N	0	0	POWER TI	SUN CITY	FL	8/31/2011	8/31/2011	12300		WHILE DR	Z	NHTSA VOQ		0	0
DP12-006	10422293	FORD MO	FORD	2010	ESCAPE	1FMCU0E78	N	8/26/2011	N			POWER TI	SUN CITY	FL	8/27/2011	8/27/2011	12000	2	WHILE DR	Z	NHTSA VOQ		0	0
DP12-006	10462744	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	4/14/2012	N	0	0	ENGINE	NORMAN	OK	6/22/2012	6/22/2012	42000	2	I WAS GO	D	NHTSA VOQ		0	0
DP12-006	10462744	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	4/14/2012	N	0	0	POWER TI	NORMAN	OK	6/22/2012	6/22/2012	42000	2	I WAS GO	A	NHTSA VOQ		0	0
DP12-006	10348307	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	4/13/2010	N			ENGINE A	MANHATT	KS	8/9/2010	8/9/2010	5000	1	PURCHAS	Z	NHTSA VOQ		0	0
DP12-006	10356941	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	9/20/2010	N			POWER TI	OZARK	AL	9/22/2010	9/22/2010	5000	1	I PURCHA	Z	NHTSA VOQ		0	0
DP12-006	10469338	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	7/4/2012	N	0	0	VEHICLE S	SPRING	TX	8/6/2012	8/6/2012	68200		TL* THE C	L	NHTSA VOQ		0	0
DP12-006	10469319	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	8/6/2012	N	0	0	POWER TI	PLANO	TX	8/6/2012	8/6/2012	49305	1	DRIVING (	L	NHTSA VOQ		0	0
DP12-006	10392323	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	3/21/2011	N			ENGINE A	ATLANTA	GA	3/21/2011	3/21/2011	8500	1	WAS STOI	A	NHTSA VOQ		0	0
DP12-006	10453652	FORD MO	FORD	2010	ESCAPE	1FMCU0EG	N	3/11/2012	N			ENGINE A	MERCED	CA	3/31/2012	3/31/2012	21700	1	WHILE MA	A	NHTSA VOQ		0	0
DP12-006	10445789	FORD MO	FORD	2010	ESCAPE	1FMCU5K36	N	1/2/2012	N			FUEL SYS	ARLINGTO	TX	1/29/2012	1/29/2012	19215	1	WHEN RE	Z	NHTSA VOQ		0	0
DP12-006	10380532	FORD MO	FORD	2010	ESCAPE	1FMCU5K39	N	1/31/2011	N	0	0	POWER TI	REDDING	CA	1/31/2011	2/1/2011	16415		DRIVING (	Z	NHTSA VOQ		0	0
DP12-006	10380532	FORD MO	FORD	2010	ESCAPE	1FMCU5K39	N	1/31/2011	N	0	0	ENGINE A	REDDING	CA	1/31/2011	2/1/2011	16415		DRIVING (	D	NHTSA VOQ		0	0
DP12-006	10310756	FORD MO	FORD	2010	ESCAPE	1FMCU93G	N	2/12/2010	N			POWER TI	AJAX	00	2/16/2010	2/16/2010	15000	1	I HAVE HA	Z	NHTSA VOQ		0	0
DP12-006	10344590	FORD MO	FORD	2010	ESCAPE	1FMCU94G1	N	7/19/2010	N			VEHICLE S	WARREN	MI	7/21/2010	7/21/2010	4292	1	NO ACCEI	Z	NHTSA VOQ		0	0
DP12-006	10450461	FORD MO	FORD	2010	ESCAPE	1FMCU9DG	N	4/30/2010	Y	0	0	POWER TI	NUTLEY	NJ	3/6/2012	3/6/2012	864		TL* THE C	Z	NHTSA VOQ		0	0
DP12-006	10331736	FORD MO	FORD	2010	ESCAPE	1FMCU9DG	N	1/1/1901	N			POWER TI	CATONSV	MD	5/25/2010	5/25/2010		1	2010 FORI	Z	NHTSA VOQ		0	0
DP12-006	10467000	FORD MO	FORD	2010	ESCAPE	1FMCU9DG	N	7/7/2012	N	0	0	POWER TI	BOONTON	NJ	7/23/2012	7/23/2012	57000	3	A LIGHT IN	L	NHTSA VOQ		0	0
DP12-006	10357011	FORD MO	FORD	2010	ESCAPE	1FMCU9DG	N	8/20/2010	N			POWER TI	IRWIN	PA	9/22/2010	9/22/2010	11000	1	MY 2010 F	Z	NHTSA VOQ		0	0
DP12-006	10468391	FORD MO	FORD	2010	ESCAPE	1FMCU9DG	N	5/18/2012	N	0	0	POWER TI	ROSLYN	PA	7/31/2012	7/31/2012	38068	1	MY 2010 F	Z	NHTSA VOQ		0	0
DP12-006	10470100	FORD MO	FORD	2010	ESCAPE	1FMCU9EG	N	8/9/2012	N	0	0	POWER TI	MANASSA	VA	8/10/2012	8/10/2012	50000	1	WHILE DR	L	NHTSA VOQ		0	0
DP12-006	10472685	FORD MO	FORD	2010	ESCAPE	1FMCU9EG	N	5/14/2010	N	0	0	ENGINE A	MACOMB	MI	8/27/2012	8/27/2012	41900	1	A/C NOT (	Z	NHTSA VOQ		0	0
DP12-006	10463859	FORD MO	FORD	2010	ESCAPE	1FMCU9EG	N	6/20/2012	N	0	0	POWER TI	GAITHERS	MD	7/1/2012	7/1/2012	42471	1	DRIVER W	D	NHTSA VOQ		0	0
DP12-006	10463859	FORD MO	FORD	2010	ESCAPE	1FMCU9EG	N	6/20/2012	N	0	0	ENGINE	GAITHERS	MD	7/1/2012	7/1/2012	42471	1	DRIVER W	A	NHTSA VOQ		0	0
DP12-006	10466803	FORD MO	FORD	2010	ESCAPE	IFMCU9DG1	N	7/4/2012	N	0	0	POWER TI	LA CROSS	WI	7/20/2012	7/20/2012	29000	1	WHILE DR	L	NHTSA VOQ		0	0
DP12-006	10396790	FORD MO	FORD	2011	ESCAPE		N	4/4/2011	N			ENGINE A	LEON	WV	4/19/2011	4/19/2011	2800		TL*THE C	A	NHTSA VOQ		0	0
DP12-006	10459291	FORD MO	FORD	2011	ESCAPE		N	7/1/2011	N	0	0	ENGINE A	1783	PR	5/22/2012	5/22/2012	600	1	ON THE 5	Z	NHTSA VOQ		0	0
DP12-006	10470391	FORD MO	FORD	2011	ESCAPE		N	7/9/2012	N	0	0	POWER TI	SAN FRAN	CA	8/13/2012	8/13/2012	9330	1	-HARSH JI	Z	NHTSA VOQ		0	0
DP12-006	10410559	FORD MO	FORD	2011	ESCAPE	1FMCU0D75	N	7/3/2011	N	0	0	POWER TI	PUNTA GO	FL	7/5/2011	7/5/2011	3750		TL* THE C	Z	NHTSA VOQ		0	0
DP12-006	10456253	FORD MO	FORD	2011	ESCAPE	1FMCU0D76	N	2/2/2012	N	0	0	VEHICLE S	HOUSTON	TX	4/23/2012	4/23/2012	3100		WHEN AP	B	NHTSA VOQ		0	0
DP12-006	10462444	FORD MO	FORD	2011	ESCAPE	1FMCU0DG	N	6/12/2012	N	0	0	POWER TI	KNOXVILL	TN	6/20/2012	6/20/2012	28848	1	WHILE I W	D	NHTSA VOQ		0	0
DP12-006	10462444	FORD MO	FORD	2011	ESCAPE	1FMCU0DG	N	6/12/2012	N	0	0	ENGINE	KNOXVILL	TN	6/20/2012	6/20/2012	28848	1	WHILE I W	L	NHTSA VOQ		0	0
DP12-006	10467167	FORD MO	FORD	2011	ESCAPE	1FMCU0EG	N	7/23/2012	N	0	0	VEHICLE S	ST. PETEF	FL	7/23/2012	7/23/2012	27000	1	WHILE TR	L	NHTSA VOQ		0	0
DP12-006	10467167	FORD MO	FORD	2011	ESCAPE	1FMCU0EG	N	7/23/2012	N	0	0	POWER TI	ST. PETEF	FL	7/23/2012	7/23/2012	27000	1	WHILE TR	D	NHTSA VOQ		0	0
DP12-006	10438666	FORD MO	FORD	2011	ESCAPE	1FMCU4K30	N	12/1/2011	N			FUEL SYS	CROCKET	TX	12/5/2011	12/5/2011	10340	1	AS I WAS	A	NHTSA VOQ		0	0
DP12-006	10444773	FORD MO	FORD	2011	ESCAPE	1FMCU9C7(	N	11/22/2010	N			POWER TI	FAIRBORN	OH	1/22/2012	1/22/2012	2000	3	WHEN VE	Z	NHTSA VOQ		0	0
DP12-006	10456976	FORD MO	FORD	2011	ESCAPE	1FMCU9EG	N	1/23/2012	N			VEHICLE S	BAYSIDE	NY	5/1/2012	5/1/2012		1	LAST YEA	E	NHTSA VOQ		0	0
DP12-006	10456976	FORD MO	FORD	2011	ESCAPE	1FMCU9EG	N	1/23/2012	N			FUEL SYS	BAYSIDE	NY	5/1/2012	5/1/2012		1	LAST YEA	D	NHTSA VOQ		0	0
DP12-006	10456976	FORD MO	FORD	2011	ESCAPE	1FMCU9EG	N	1/23/2012	N			POWER TI	BAYSIDE	NY	5/1/2012	5/1/2012		1	LAST YEA	D	NHTSA VOQ		0	0
DP12-006	10415991	FORD MO	FORD	2011	ESCAPE	1FMCU9EG	N	7/23/2011	N	0	0	POWER TI	DEERFIEL	IL	7/26/2011	7/27/2011	7600	1	WHILE TO	Z	NHTSA VOQ		0	0
DP12-006	10413951	FORD MO	FORD	2011	ESCAPE	1J4GZ5850V	Y	5/14/2011	N			VEHICLE S	WILMINGT	NC	7/21/2011	7/21/2011	50	1	TL* THE C	B	NHTSA VOQ		0	0
DP12-006	10472691	FORD MO	FORD	2012	ESCAPE		N	8/27/2012	N	0	0	ENGINE	DARIEN	IL	8/27/2012	8/27/2012	1000	1	WHEN DR	L	NHTSA VOQ		0	0
DP12-006	10472691	FORD MO	FORD	2012	ESCAPE		N	8/27/2012	N	0	0	POWER TI	DARIEN	IL	8/27/2012	8/27/2012	1000	1	WHEN DR	D	NHTSA VOQ		0	0
DP12-006	10462911	FORD MO	FORD	2012	ESCAPE	1FMCU0D72	Y	6/10/2012	N	0	0	POWER TI	WOODST(	MD	6/24/2012	6/24/2012	3500	1	VEHICLE \	Z	NHTSA VOQ		0	0
DP12-006	10449214	FORD MO	FORD	2012	ESCAPE	1FMCU9DG	N	11/30/2011	N	0	0	ENGINE A	WOLFEBC	NH	2/24/2012	2/24/2012	500	1	TL* THE C	D	NHTSA VOQ		0	0
DP12-006	10449214	FORD MO	FORD	2012	ESCAPE	1FMCU9DG	N	11/30/2011	N	0	0	POWER TI	WOLFEBC	NH	2/24/2012	2/24/2012	500	1	TL* THE C	D	NHTSA VOQ		0	0
DP12-006	10449214	FORD MO	FORD	2012	ESCAPE	1FMCU9DG	N	11/30/2011	N	0	0	VEHICLE S	WOLFEBC	NH	2/24/2012	2/24/2012	500	1	TL* THE C	C	NHTSA VOQ		0	0

From: Miramontes, Claudia <claudia.miramontes@delphi.com>
Sent: Tuesday, September 01, 2009 9:17 PM
To: Moore, Andrew (R.); Urquidi, Ernesto (E.); Bushman, Thomas (T.S.); Krutty, Daniel (D.W.); Donnelly, Christopher (C.M.); Montey, Paul (P.D.); Nunez, Cesar (C.N.); Johnson, Angelica (A.O.); Hiltz, Dan (D.J.); Middleton, Jeffrey (J.S.); Ugarte, Juan (J.); Nagyvathy, Frank (F.D.); Hildebrandt, Joseph (J.R.); Vehar, Brian (B.A.); Torres, Haydee (H.); Alcerreca, Mauricio (M.); Nicholson, Jeff (J.J.); Shifferd, Patrick (P.A.); Gallegos, Pedro (P.); Morfin, Miguel (M.A.); Yalamanchili, Ram (R.); Shifferd, Patrick (P.A.); Ugarte, Juan (J.); Urquidi, Ernesto (E.); Mikutowicz, John ; D'Elia, George; O'Neill, Daniel P; Chabon, Michael (W.); Bos, Ed (E.A.); Parkinson, Tim (T.M.); Langley, Scott (C.S.); Godoy, Arquimedes ; Salvador, Nicte ; Aranda, Alberto ; Porras, Jesus ; Banna, Jim ; Rosales, Martin; Valencia, Sergio ; Selthofer, Adam (A.); Schiltges, Dave (D.); Maurer, James (J.B.); Lardizabal, Sergio (S.); Marinelarena, Juan (J.); Gillespie, Kenneth (K.C.); Zizelman, James ; Boerger, Jim (J.G.); Hall, Brent (A.); Novak, John C; Lennon, Gary ; Urquidi, Ernesto (E.); Brockett, Jeffrey E; Perez, Radamex; Rose, John A; Caballero, Jose ; Chavez, Becky ; Solis, Silvia Ivonne; Horbal, Colin (C.P.); Nicholson, Jeff (J.J.); Khanna, Karam V; Ecton, Bryan L; Krishnakumar, KK (R.); Tong, Steve (K.J.); Mendoza, Alma V (Penske); Koba, Todd (T.); Middleton, Jeffrey (J.S.); Schulski, Rebecca (R.A.)
Cc: Boerger, Jim (J.G.); Brabant, Deanna (D.M.); Salna, Stephen (S.T.); Rojo, Leopoldo M; Rolwing, Joan; Yalamanchili, Ram (R.); De Preter, Bruno; Gokulakrishnan, Gokul (Gn.); Shifferd, Patrick (P.A.); De Luna, Luis ; Koba, Todd (T.); tkoba41@yahoo.com; Solis, Silvia Ivonne
Subject: RE: Follow up mtg on scheduling for I4 V6 Engines for throttle body stop ship - DPP Update 09-01-2009_updated with increased capacity from Igarashi
Attachments: Delphi_Ford 9L8E 9F991 BC_REVISED DPP 9-01-2009_updated.xls

Good evening.
Updated DPP with increased capacity to Igarashi estimating material arrival on 9/08.

Claudia Miramontes
Juarez - Plant 35 PC&L Supervisor
Delphi Powertrain
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"Do not allow your life to represent anything but the grandest version of the greatest vision you ever had about Who You Are"

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**********USMITRY-MX05**********

Option 1. Replace ETB & Engines at and in transit to Engine Plants & Assembly Plants_including re-work ETB

September 1, 2009

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

	Inv as of 09-02-2009 on DDL		Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5	Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)		5,824		672	896	896				896	896	1792	896		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	0	900	900	850	900	900	900	0	0	900	850	900	900	0	0
		Delphi actual or projected ship amount		5,824		672	896	896				896	896	1,792	896		
		FORD Projected Balance end of Day:	3,114	821	5,745	4,895	4,667	4,663	4,659	4,659	4,659	3,759	3,805	3,801	4,693	5,589	5,589
Ford Chihuahua Good Inventory	1,661	Ford Chihuahua EF18A Shipping Schedule (AAIA)		2,464		896		3,584			2464		2464		896		
		Ford Chihuahua EF18A Daily Rate (SEBA)		1,337	1,550	1,800	320				250	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount		2,464		896		3,584			2,464		2,464		896		
		FORD Projected Balance end of Day:	4,116	324	1,238	-562	14	14	3,598	3,598	3,348	4,012	2,212	2,876	626	1,522	1,522
		Delphi Inventory	11,648	3,360	5,600	5,928	8,168	6,824	10,184	10,184	7,720	9,848	7,496	7,720	8,392	10,856	10,856
		Delphi build amount	1,120	224	1,896	1,792	1,792	2,016			2,016		2,016	2,464	2,464		
		Delphi estimated re-test / re-supply amount	3,136	2,016		1,344	1,344	1,344			1,008	1,008					
		Total amount	4,256	2,240	1,896	3,136	3,136	3,360	0	0	3,024	1,008	2,016	2,464	2,464	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival		*3,888*	*1,944*			*2,304*			*1,944*	*2,400*	*2,400*		*4,800*		
		Summary of all shipments	0	8,288	0	1,568	896	4,480	0	0	2,464	896	3,360	1,792	1,792	0	0

Option 1. Replace ETB & Engines at and in transit to Engine

Ford PN 9L8E 9F991 BC

Delphi PN 28098939-10

September 1, 2009

	Inv as of 09-02-2009 on DDL		Mon 9/14	Tue 9/15	Wed 9/16	Thu 9/17	Fri 9/18	Sat 9/19	Sun 9/20	Mon 9/21	Tue 9/22	Wed 9/23	Thu 9/24	Fri 9/25	Sat 9/26	Sun 9/27
Ford Cleveland Good Inventory	1,721	Ford Clevenland EF02A Shipping Schedule (AAIA)	896	1120	1120	1120	1120			896	896	896	896	672		
		Ford Cleveland EF02A Plant Daily Rate (SEBA)	900	900	850	900	900	900	0	900	900	850	900	900	900	0
		Delphi actual or projected ship amount	896	1,120	1,120	1,120	1,120			896	896	896	896	672		
		FORD Projected Balance end of Day:	5,585	5,805	6,075	6,295	6,515	5,615	5,615	5,611	5,607	5,653	5,649	5,421	4,521	4,521
Ford Chihuahua Good Inventory	1,661	Ford Chihuahua EF18A Shipping Schedule (AAIA)	2240		1568		448			3584		3808		2912		
		Ford Chihuahua EF18A Daily Rate (SEBA)			1,800	1,800	533			1,350	1,800	1,800	1,800	2,250		
		Delphi actual or projected ship amount	2,240		1,568		448			3,584		3,808		1,344		
		FORD Projected Balance end of Day:	1,522	3,762	1,962	1,730	1,197	1,645	1,645	295	2,079	279	2,287	37	1,381	1,381
		Delphi Inventory	7,720	8,616	7,944	8,840	9,288	9,288	9,288	4,808	5,928	3,240	4,360	4,360	6,376	6,376
		Delphi build amount	2,016	2,016	2,016	2,016				2,016	2,016	2,016	2,016	2,016		
		Delphi estimated re-test / re-supply amount														
		Total amount	2,016	2,016	2,016	2,016	0	0	0	2,016	2,016	2,016	2,016	2,016	0	0
		TPS 28110494 - Supplier: IGARASHI Estimated Time of Arrival	*2,400*	*2,400*	*2,400*	*2,400*	*4,800*			*2,400*	*2,400*	*2,400*	*2,400*	*4,800*		
		Summary of all shipments	3,136	1,120	2,688	1,120	1,568	0	0	4,480	896	4,704	896	2,016	0	0

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Mon 8/17	Tue 8/18	Wed 8/19	Thu 8/20	Fri 8/21	Sat 8/22	Sun 8/23	Mon 8/24	Tue 8/25	Wed 8/26	Thu 8/27	Fri 8/28	Sat 8/29	Sun 8/30	Mon 8/31	Tue 9/1	Wed 9/2	Thu 9/3	Fri 9/4	Sat 9/5
KCAP	TPS under containment		1,344	1,344	1,568																
	TPS under corrective action																				
	ETBs with re-work																				
HERMO	TPS under containment			1,120	1,120																
	TPS under corrective action																				
	ETBs with re-work																				
Ford Cleveland	TPS under containment																				
	TPS under corrective action																				
	ETBs with re-work					1,344	1,344		2,464	896		896	1,792			5,824					
Ford Chihuahua	TPS under containment					3,136	2,464		672	672											
	TPS under corrective action								896	672	1,120	1,120	2,016								
	ETBs with re-work							1,344		1,120	224	448				2,464					

Ford PN 9L8E 9F991 BC
Delphi PN 28098939-10

		Sun 9/6	Mon 9/7	Tue 9/8	Wed 9/9	Thu 9/10	Fri 9/11	Sat 9/12	Sun 9/13	Mon 9/14	Tue 9/15
KCAP	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
HERMO	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Cleveland	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										
Ford Chihuahua	TPS under containment										
	TPS under corrective action										
	ETBs with re-work										

Customer	Qty	RMA	Ship date	Arrive date	plant
Chihuahua	2632	**242288**	14-Aug		
Chihuahua	2912	**242289**	17-Aug		
Chihuahua	2464	**242294**	24-Aug		
Chihuahua	3136	**242296**	25-Aug	25-Aug	2240 8/25 / 896 8/26
Kansas	2688	**242293**	22-Aug		
Cleveland	2522	**242287**	18-Aug		
Cleveland	4928	**242297**	24-Aug	26-Aug	